

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 Taxpaying 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 office, 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.

Another problem in this year's election campaign of monumental proportions is the apathy of the voters. The average citizen has come to believe that all politicians are crooks, they don't care what the voters think, that their one vote will not make any difference. This feeling very naturally comes 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 in the race merely to see what "they can get out of it."

While recognizing a problem is somewhat easy, finding a solution to that problem is a difficult task. Throughout the long campaign, Operating Engineers Local Union No. 3 has made an honest attempt to encourage their members and families to get involved in the campaigns of the various candidates. The rank and file Executive Board, based on the advice and recommendations of the district grievance committees, have endorsed candidates for state-wide offices throughout the jurisdiction of Local 3. These endorsements have been made not with the purpose of trying to tell a member and family how to vote, but rather, it is a recommendation, based on extensive interviews by the grievance committee. The candidates endorsed have voiced a philosophy that would be of great political benefit to the cause of the labor movement. The endorsements were made on the basis of analyzing the candidate's record with the view of how each candidate will help your union and achieve 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

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

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SAN FRANCISCO, CALIFORNIA



40 OCTOBER, 1974



THE SIGN in the above photo is one of many posted on the banks of a section of whitewater Proposition 17 hopes to protect

by halting construction of the New Melones Dam. See page 5 of this issue of *Engineers News* for details.

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 is one of his major supporters. Brown, a dues-paying 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 more closely represents the views and philosophy of organized labor than the Republican candidate, Houston Flournoy. We feel that after eight years of Republican rule in Sacramento, it is time for a change in state policies. Jerry Brown can bring about that change."

The E-Board also said that "even though we disagreed with Jerry Brown on particular issues in the past, and will do so again in the future, we must support him because of overall political philosophy. None of us always agree 100 per cent or get 100 per cent commitment from the candidates we support for public office and frequently have to rise above certain disagreements to make the decision we think will best serve all of our members over a long period of time."

In the race for Attorney General, incumbent Republican Evelle Younger is challenged by Los Angeles attorney, Democrat William Norris. Although Young-

er has received the endorsement from the California State Federation of Labor, AFL-CIO, organized labor is not united behind his candidacy. The biggest complaint against Younger is that he has not done anything for labor. That, combined with the fact that Norris is opposing Proposition 17 and supports the completion of the New Melones Dam, gives organized labor an alternative to Younger. Norris' support of New Melones Dam will most definitely provide him with many construction union members' votes.

Of the 17 state-wide propositions on the California ballot, Proposition 17, the Stanislaus River Protection Act of 1974, promises to be the most controversial. This is a measure that qualified for the ballot through a slick initiative drive that was full of half-truths and questionable facts. The initiative drive was sponsored by a combination of commercial rafting companies that operate a \$500,000 a year monopoly on the upper Stanislaus rapids. While campaigning throughout the state advocating environmental protection of the upper river, the proponents of the measure have conveniently forgotten to mention the fact that the lower Stanislaus River is dying. The water is polluted, the public beaches are closed because they are unsafe, and the spawning grounds for salmon are virtually gone. The only hope for the lower river and the agriculturally rich valley area is the completion of the New Melones Dam. In the interests of

improved flood control, irrigation, fishing grounds, recreation areas and employment, the Executive Board has recommended a no vote on Proposition 17.

In Nevada, the races drawing most of the attention are those for governor and U.S. Senator. Democratic Governor Mike O'Callaghan is running for reelection against Republican Shirley Crumpler. The Senate race matches Lieutenant Governor Harry Reid against former governor Paul Laxalt.

O'Callaghan, who was elected to the office of governor in 1970 with the help of Local 3, is expected to have a somewhat easier time in this year's reelection campaign. He appears to have all the right things going for him this year. In a recent survey conducted by *Time* magazine, O'Callaghan was named one of 200 young men and women from throughout America projected to provide the nation with dynamic new leadership in the years ahead.

In announcing their endorsement of O'Callaghan, the Executive Board reiterated some of the

See More CANDIDATES, Page 16

Kaiser Option, Comprehensive Get Approval

Numerous changes in Local 3's health and welfare plan to produce comprehensive medical coverage and the option of health coverage under the Kaiser Foundation plan were two important actions taken by the Board of Trustees of the Operating Engineers Health and Welfare Trust Fund at their September 12 meeting.

"I especially feel that the new comprehensive coverage is something we can be proud of," said Business Manager Dale Marr. "There are many advantages to this plan over the old one. One that immediately comes to my mind is the fact that this coverage will save the average operating engineer much of the expense of those routine doctor visits he had to pay for before. In light of skyrocketing medical costs this was the kind of thing we felt we must have."

Marr said that the Kaiser option is being offered to give Local 3's health and welfare plan more flexibility.

"Operating engineers are an independent bunch of guys," said Marr. "They like to make their own choices and this option will give them more leeway to do that."

The new comprehensive coverage is explained in detail in *Trust Funds Outlook* on page 7 of this issue of *Engineer's News*. Generally, however, the plan provides for 85 per cent coverage of reasonable usual and customary medical charges, with no deductible. Before the changes which made the plan comprehensive, medical charges were paid according to a schedule. If the charges for a particular procedure exceeded the allowance for that procedure the remainder was covered by the major medical provision with \$100 deductible. Beyond the deductible 80 per cent of the first \$3,000 and 100 per cent of the remainder up to \$30,000 was paid.

With the new changes there is no deductible and coverage is 85 per cent up to a lifetime maximum of \$50,000. There is also a yearly reinstatement of an amount up to \$2,000 never to exceed \$50,000. This means that if an engineer for example uses \$10,000 one year, \$2,000 will be reinstated so that he will have \$42,000 coverage the following year. If, however, he uses an amount less than \$2,000 his coverage for the following year will be reinstated only to \$50,000.

The Kaiser option is also explained in detail on page 7. Generally this plan which will take effect on November 1 requires that a participant live within 30 miles of a Kaiser facility and enroll in the plan by October 31.

WHAT'S INSIDE

Proposition 17 Pg. 5

An in-depth look at the facts surrounding the controversial initiative.

H & W Changes Pg. 7

Details of the changes in Local 3's health and welfare plan and the new Kaiser option.



LOOKING AT LABOR

By DALE MARR, Business Manager

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 effect your local union.

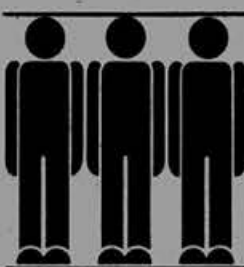
Your International Union General Executive Board, the Western Conference of Operating Engineers and your local union, No. 3 Executive Board have just completed important meetings and sessions in Hawaii. Local 3 was proud to have acted as host and to have participated in the many important achievements of these sessions. A number of workshop 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 fund and health and welfare pipeline; organization, jurisdiction, 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 members 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 paper, myself and several other delegates will be attending the 20th Annual Educational Conference of the International Foundation of Employee Benefit Plans in Toronto, Canada. This very important conference is expected to provide answers to some of the questions that will be facing our younger members in the area of pensions, health and welfare and other fringe benefits for years to come.

This will be your last issue of *Engineers News* before the general elections on November 5th and we hope we have been successful in encouraging most of you to register and that you will back our efforts up by making every attempt to not only vote yourselves, but to encourage the members of your families and your friends to also carry out this important obligation. We have made every effort to provide you with a complete background of the issues and 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.



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Dear Sir,

Could you please explain the union's burial policy to us.

At the retirement meeting the speaker talks about a \$1,000 benefit paid to all widows or beneficiaries. But in the *Engineers* paper deceased column I read the benefits running from \$100 to \$700.

How do I find out just how much I would receive if my husband passed away?

The reason I would like to know exactly is so we can arrange our budget and know just how much we can plan on having coming to us in case of death.

Your fringe benefit package includes a burial expense in the amount of \$1,000, payable in full to your beneficiary in the event of your death from any cause, on the job or off, while you are insured under the Operating Engineers Local Union No. 3 health and welfare plan. If you are not insured under the plan you may 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 International Operating Engineers benefits. In the IUOE mag-

azine, the *International Operating Engineer*, these benefits are listed and are not always the same amount.

Business Manager and Editor Dale Marr will answer members' questions in this space each month. To submit a question write to QUESTIONS, Dale Marr, Editor, 474 Valencia St., San Francisco, Calif. 94103.

All questions of interest to the general membership will be welcomed. However, questions of a personal nature will be answered on a personal basis and should be addressed to the department involved.

Three Consumer Problems For October

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

You have three immediate problems for October: (1) to get anti-freeze for your car early enough to avoid price gouging; (2) to prepare against still higher fuel prices; (3) to adjust food shopping to defend yourself against a new wave of price hikes.

ANTI - FREEZE: Spectacular profiteering is building up as the result of a shortage. Some retailers report they are getting only part of last year's supplies and that prices have bounced from \$2.50 to \$3.50 a gallon last year to \$4 to \$6. One service station quoted us a price of \$7. Prices in Canada as high as \$19 a gallon are being rumored, and some dealers predict prices of as much as \$10 in the U.S. later this winter. If you left in last year's anti-freeze, you are lucky. Just have it checked for strength, freedom from sediments, and adequate rust inhibitor.

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 to a penny a gallon, now that the summer driving season is over, the oil companies are raising fuel oil prices again. Early buyers in some areas are finding deliveries cost 33 to 37 cents a gallon compared to the record-breaking 31 to 32 cents 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 quickest savings for least expenditure, but even storm windows and more insulation earn back their cost sooner. At least six inches of insulation in the attic is desirable.

Especially conserve hot water, second biggest fuel eater.

FOOD HIKES: As the government continues to flounder in dealing with inflation, you and your family now must cope with new hikes on many staple foods.

You are going to have to be more knowledgeable than our government officials to deal with this problem. With many meat prices recently going up, and alternatives such as beans and rice already at record levels, consumers now face higher tags on canned goods, milk, bread and eggs, and other staples.

How are people coping? For one thing they're cutting back on meat. You can see shoppers in the stores using a kind of finger control drawing invisible lines across packages to estimate how many portions they can get. Stores confirm that consumers recently have been using less meat. They are also buying more ground meat, and soy burger is being featured again.

Shoppers also are resisting impulse purchases such as luxury foods and candies. More seem to have shopping lists, or they go right to the items they 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 revolt is overdue." He can't understand why it hasn't already happened. Another doesn't expect organized boycotts 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. Roasters at a nickel more a pound in some stores, offer a better value than broilers.

— Most fish we checked cost more than last year. Look for

inexpensive local varieties. In frozen fillets, cod has become expensive. Haddock is expensive, too. Perch fillets are better value, with tags even a little less than last year. Other relative values are frozen pollock, turbot, and whiting. Canned tuna is going down.

— Steaks and chops have gone up more than the equivalent roasts and loins. Chuck steak is the price leader in many stores, selling at about last year's tags, while chuck roast is up 15 cents. Similarly, round roasts cost less than round steak. In some stores pork loin roasts cost little more than half the price of some chuck. Bacon has jumped. Ham and calls (smoked shoulder) are a less costly alternative.

— Price tags on the new pack of some canned fruits and vegetables are bad news. California fruits are especially expensive, **Mideastern Cooperative** reports. Comparisons show apricots (30-oz size) with typical tags of 68 cents compared to 49 a year ago. Peaches have jumped to 49 cents from 38 for a 29-oz can. Pears are now 64 cents. The pears and apricots are poorest values. Pears yield least solid product. Sliced pineapple, which has gone up little, yields most fruit. Fruit cocktail, too is relatively fully packed. Canned peas have gone up almost 50 per cent. Canned green beans and corn have not gone up as sharply. Dried beans have come down a little.

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Sacramento Scene

Amendments Clear Passage Of Mills Bill

By EDWARD P. PARK, Legislative Advocate

Senate Bill 1539 by Senator Mills, to which we were opposed as it was originally introduced, would have required the governing body of any transit district, or any other public entity other than a city or county authorized to plan, design, construct or improve public mass transit guideways and related fixed facilities, to enter into an agreement with the Department of Transportation for department personnel to perform works of design, contract administration, property acquisition and relocation assistance in connection with such guideways and facilities and authorized such governing body to contract with the Department for planning and other work involved in the project. Small wonder we were opposed. As Senator Mills worked the bill through the Legislature, it was amended five times, and each amendment dissipated a certain portion of the opposition, until finally our arguments were no longer persuasive and the bill finally won passage on August 31, the last day of the session. In its final form, S. B. 1539 is permissive and provides for "Cal-Trans" to review and audit mass transit guideway projects. It permits "Cal-Trans" to participate in project development upon request and under the direction of transit agencies, except in a case where a mass transit guideway project requires a transit district to request and consider a proposal from "Cal-Trans" regarding its participation. The interpretation applied to this measure will be of extreme importance to the Operating Engineers.

Edward P. Park

The Governor has until Sept. 30, 1974 to act on the incredible stack of bills that are on his desk. If he takes no action on a bill prior to Oct. 1, 1974, it automatically becomes effective Jan. 1, 1975. If he vetoes a bill it must be returned to the house of origin accompanied with the Governor's reasons for vetoing it. During the two-year 1973-74 session, 4,531 bills were introduced in the Assembly and 2,481 were introduced in the Senate. During this same two-year period 1,544 Assembly bills were passed and sent to the Governor, and 896 Senate bills have reached his desk. That's 2,440 new laws, no matter how you look at it. Just exactly how many bills will go into effect we won't know until Oct. 1, 1974. It has been said that one-third of the final action on all these bills occurred in the last month of the session. At any rate, there was the habitual log jam and in the closing hours of the session, which finally ended at 2 a.m. Sept. 1, 1974, it was difficult to determine just what had already happened or what was taking place at any given time.

The Legislature will be back with a lot of new members on Nov. 2, 1974. Officially, this will be the beginning of the 1975-76 session. However, they will only be there for one week during which time the new members will be seated, a speaker will be elected and both houses will organize themselves, committee appointments, etc. Then on Jan. 6, 1975 we begin all over again.

S. B. 1800, the so-called Pension Reform Bill by Senator Deukmejian, died in the Assembly Labor Relations Committee and we were gratified that it did, for we opposed this legislation primarily on the basis that it went too far and was due to be pre-empted by Federal legislation. As it came to pass, our arguments were sound

for H.R. 2. The Federal pension reform bill was signed into law by President Ford on Labor Day.

There are a number of good labor-sponsored bills on the Governor's desk. Among them are Senate Bill 2344 by Senator Short, which amends the labor code to provide that the labor commissioner may collect any unpaid wages or benefits on behalf of workers without the requirement of an assignment from such workers. Assembly Bill 3328 by Assemblymen McCarthy and Berman amends the labor code to provide that failure of an employer with intent to defraud, to make certain employee fringe benefit payments, is punishable by imprisonment of not more than five years, a fine of not more than \$1,000 or both, where the amount exceeds \$500. It is estimated that fringe benefit trust funds are losing millions annually because of employers who willfully do not pay the proper amounts.

Senate Bill 1581 by Senator Zenovich amends the labor code to require the general prevailing wage rate in a particular geographic area, be paid when contracts are let for maintenance work. Senate Bill 1739 by Senator Song amends the business and professions code to provide that of the three public members of the Contractors License Board, one of such member shall be a journeyman member of a labor organization representing the building trades.

Assembly Bill 4281 by Assemblyman Berman, revised provisions relating to uninsured employers fund under workmen's compensation law. Among its provisions, it authorizes the Director of Industrial Relations to provide compensation benefits to injured employees, uninsured employers and appropriates \$1 million to the uninsured employers' fund for the purpose of administering the uninsured employers' program.

The problem of the uninsured employer has been of concern to the engineers for some time and was the subject of a resolution introduced by Jim Twombly, Regional Director, and adopted by the California State Conference of Operating Engineers which called for action of this nature by the Legislature and the Governor. Hopefully, it will be signed. It is unfortunate that we cannot inform you as to the final action on these bills, but that will have to wait until the next issue.

If I was going to assess our accomplishments in this last session, they would probably weigh heavier on the side of the bad bills that we were instrumental in defeating, rather than those we helped win passage. In this respect I have always had the support and cooperation of Jim Twombly, our Regional Director, the four business managers Dale Marr, Local No. 3, Joe Seymour, Local No. 12, Art Viat, Local No. 39 and Bob Fox, Local No. 501, and their staffs. Without this support we could accomplish little.

We urge you once again to get behind the "Californians Against Proposition 13." The Stanislaus is a dying river and if this initiative passes, it will seal its fate. The petition signatures were obtained by misrepresentation and lies. If those who signed the petition had been told the truth, the initiative would not be on the ballot today. The rapids, which Proposition 13 would protect, are made by water from a Pacific Gas and Electric pipeline during the summer when rafters run the river. Without the New Melones project, the river will not be saved. The "wild river" initiative is special interest legislation for rafters and environmental death for the river. Contact your local office for the truth about this initiative and join the fight to defeat it.

Work In San Francisco Holding Steady

By RALPH WILSON,
District Representative and
HARVEY PAHEL and
CHARLES SYNDER,
Business Representative

Work in the San Francisco area, Daly City and South San Francisco area is still holding relatively steady with a number of small jobs underway.

Future Construction, out of Dublin, has just started their portion of the Colma Creek project, this being the first phase of an \$8 million flood control project.

Patton Bros. has several engineers working on the addition

to the Holy Cross Cemetery on Grand Avenue.

Buzz Haskins has several engineers employed on a few small dirt projects in the South City area.

Homer J. Olsen has kept busy with underground and street improvements on the Muni project on Judah Street, while G. M. Shupe Co., is nearing completion of their Muni project in the Twin Peaks Tunnel.

Swinerton & Walberg Co. is nearing completion on their Lake Merced apartment project and are well under way on the addition to St. Luke's Hospital.

Rothschild and Raffin, and Williams & Burrows are nearing completion on their addition to Saint Mary's Hospital. William Simpson is also nearing completion on their addition to the Fort Miley Veterans Hospital.

Pacific Excavating Co. has the dirt contract on Mary's Help Hospital resulting in favorable prospects for a lengthy job ahead in construction of this hospital addition.

We have now finished negotiations with Smith, Rice, Clementina, Rock, Sand and Gravel & Material Dealers.

A Personal Note 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 pre-negotiation meetings and ratification meetings held for the East Bay Equipment Dealers agreement.

The results of the ratification meetings held in Oakland, Redding, Chico and Yuba City was that over 83 per cent of the 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, fringe 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 and committee chairman; James "Red" Ivy, recording-corresponding secretary; Dick Bell, Oakland district representative; Mike Kraynick, San Jose district representative; Alex Cellini, Marysville district representative; Ken Green, Redding district representative; Ken Allen, Oakland assistant district representative; and Bob Clark, Local 3 contracts department.

We hope to have the new agreement printed soon in booklet form which we know will make all the brothers very happy. Thanks again for the 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 and form your new agreement.

05.01.00 As to reduction in work force, it is recognized that during prolonged rainy periods where the employer has significant drop in the volume of business, or for other business reasons, it may be necessary to reduce the number of employees regularly reporting to a plant for employment.

05.02.00 Under these conditions, employees with the longest length of continuous service within each classification in that plant will be selected to remain with the last senior man laid off being the first man recalled according to length of service.

05.03.00 Persons retained or recalled because of seniority must be willing and qualified to perform the work remaining to be done.

05.04.00 For the purpose of the Section, a layoff is defined as a period in excess of five (5) working days. A senior employee laid off for five (5) days may request reassignment to a job for which he is qualified.

05.05.00 An Employee shall not attain seniority until he has completed a probationary period of sixty (60) days in the employ of the Employer after which time his seniority shall date from his date of hire.

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

05.06.01 Discharge for cause.

05.06.02 Voluntary quit.

05.06.03 Withdrawal from the union.

05.06.04 Suspended subject to Section 04.00.00.

05.06.05 Layoff of twelve (12) continuous months except that Employees with less than six (6) months of service shall lose recall rights after a layoff of six (6) continuous months.

05.06.06 Failure to report after being recalled from layoff within three (3) days of receipt of notification at the Employee's last known address provided that inability to report because of bona fide accident or illness shall not result in loss of seniority rights.

05.06.07 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 employer shall send written notification to the employee with a copy to the local union.

06.01.00 Eight (8) hours shall constitute a day's work. The hours between 8:00 a.m. and 5:00 p.m. shall constitute the regular working hours, except for the Parts Department hours will be 7:00 a.m. or 8:00 a.m. and shall be for five (5) or more consecutive days, and all work performed outside the regular working hours shall be paid for as provided in 06.05.00 of this Section. Starting times may be changed by mutual written consent between the Employer and the Union.

06.03.01 Such shifts shall run consecutively. The straight time hours for the second shift shall commence not later than one (1) hour after the end of work (either straight time or regularly scheduled overtime). When two (2) shifts are employed, the starting time of the first shift shall be 7:00 a.m. Starting times may be changed by mutual written consent between the Employer and the Union.

06.04.00 All work performed outside of the regular working hours, including all Saturday work, shall be paid for at the overtime rate of one and one-half (1½) times the regular hourly rate set forth in 07.00.00 hereof, up to and including (12) hours; double time thereafter except travel time which shall be one and one-half (1½) times the regular hourly rate and (except as provided under 06.03.00, 06.08.00 and 06.09.00 of this section).

06.04.01 All overtime shall be reckoned by the hour and half-hour.

06.08.00 Employees who are eligible for holiday pay who are 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. Employees not eligible for holiday pay who are required

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More Personal Note...

(Continued from Page 3)

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 work.

06.13.01 Tools. The Individual Employer shall provide on each jobsite 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 while in the secure place 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 Fifteen Hundred Dollars (\$1,500.00). 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).

06.13.02 All Employees covered by this Agreement shall be entitled to a tool pick-up time before the end of each shift, which shall be ten (10) minutes.

06.14.01 In the event an Employee has completed his regular shift (Monday-Friday) and returned to his residence, and is called back to perform his overtime work, such Employee shall be paid at least two (2) hours at the applicable overtime rate. In the event an Employee has not worked his scheduled shift and is called out to perform overtime work, such Employee shall be paid at least four (4) hours at the applicable overtime rate.

06.17.00 Meal Period. There shall be a regularly scheduled meal period. The meal period shall be one-half (½) hour and shall be scheduled by the Individual Employer so that the beginning or the ending, or some portion of such meal period shall be at the midpoint of the regularly scheduled hours of work for each shift.

06.17.01 If the Individual Employer required the Employee to perform any work through his scheduled meal period, the Employee shall be paid at the applicable overtime rate for such meal period and shall be afforded an opportunity to eat on the Individual Employer's time.

06.02.00 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 a ten (10) minute rest period during the second (2nd) four (4) hours of his shift.

07.01.00 Classifications

	EFFECTIVE DATES		
	Current	9/1/74	9/1/75* 9/1/76*
Heavy Duty Repairman Foreman	\$8.24	\$9.38	
Heavy Duty Repairman	\$7.56	\$8.60	
Heavy Duty Repairman Helper	\$6.66	\$7.60	
Welder	\$7.56	\$8.60	
Production Welder	\$7.15	\$8.15	
Journeyman Partsman	\$7.15	\$8.15	
Partsman	\$6.48	\$7.38	
*Utilityman	\$5.24	\$5.97	
Apprentice	\$	\$	

07.01.01 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 premises shall receive 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	6/16/75*	6/16/76*	
Area I	Area II	11/1/75	11/1/76	
Heavy Duty Repairman				
Foreman	\$11.19	\$12.46		
Heavy Duty Repairman	\$ 9.59	\$10.86		
Heavy Duty Repairman				
Helper	\$ 7.76	\$ 9.03		
Welder	\$ 9.59	\$10.86		

**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.

*07.03.00 Additional Increase. It is agreed an increase of One Dollar (\$1.00) per hour shall become effective on September 1, 1975, and an additional One Dollar (\$1.00) per hour increase shall become effective on September 1, 1976. The Union Executive Board may elect, at its option, upon at least sixty (60) days notice to the Employer prior to September 1, 1975, and September 1, 1976, to allocate each One Dollar increase to any or all of the following:

1. Wage Rates
2. Health and Welfare
3. Pensioned Health and Welfare
4. Pension
5. Sick Leave (9/1/75)
6. Affirmative Action
7. Holidays (9/1/75)

07.03.01 It is agreed that if the Union's Executive Board, at its option, determines that any part of the one dollar (\$1.00) per hour increase effective September 1, 1975, and the one dollar (\$1.00) per hour increase effective September 1, 1976, to be allocated to Sick Leave and/or Holidays, 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, 1975 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

Fighting Back

Music New Way Of Life For Engineer

In June of 1966 Ron Cain was a 30-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 & Granite in the San Joaquin Valley. Strong and athletic, he enjoyed physical activity.

One hot weekend afternoon he and his two sons went to a swimming hole to cool off. When Cain dove in he hit a sunken stump and broke his neck. The injured vertebra punctured his spinal cord and the resulting paralysis left him a quadriplegic.

To many people, Cain seemed to have just dropped out of sight. Men he had worked with asked what happened to him. Now Ron Cain is making a comeback which might very well make his name familiar to a countless number of people.

Cain's comeback, however, is just beginning, and it has been a long, hard road. Besides the tremendous pain involved with the accident and the numerous surgeries, there were financial worries and the inconvenience of being moved from hospital to hospital. And, of course, there was the ever-present boredom.

"After I got hurt I didn't know what to do," said Cain. "In fact, I didn't do anything for six and a half years.

"I knew that whatever I'd do, it would be something to which I would be contributing the largest percentage of time and work. I didn't want to go into accounting for instance, because I'd have to tell others to 'put this here' or 'put that there' and pretty soon I'd be in the role of instructor and there'd be no need for me. I wanted to do something, even though I'm con-

receive pay for one hundred and sixty (160) hours at his straight time hourly rate.

NOTE: The provision that "Such third week of vacation will be taken during the Christmas season" has been deleted.

08.05.00 When an Employee quits or is terminated, he shall receive pay in lieu of vacation at his straight time hourly rate computed from the anniversary of his date of hire in accordance with the following schedule:

Terminated During:

1st year's service	2%
2nd through 7 year's service	4%
8th through 19th year's service	6%
20th and thereafter year's service	8%

14.04.06 The Employer shall notify the Job Placement Center Servicing the Job or Project at least two (2) workdays prior to an intended layoff of a Job Steward. This provision shall not apply to discharges for "just cause."

16.03.00 Absenteeism is defined as the absence from work without notification or written permission of the Employer. Except in the case of illness or accident, twenty-four (24) hours' notice prior to the time the Employee is supposed to report for work, shall be considered proper notification, unless in the Employer's opinion, circumstances warrant special consideration. Employer has the right to discipline Employees failing to give such proper notice.

18.02.00 Health And Welfare: \$.70 cents per hour—effective 9/1/74; \$.82 cents per hour—effective 4/1/75—\$.12 increase.

18.03.00 Pension Health And Welfare: \$.07 cents per hour—effective 9/1/74.

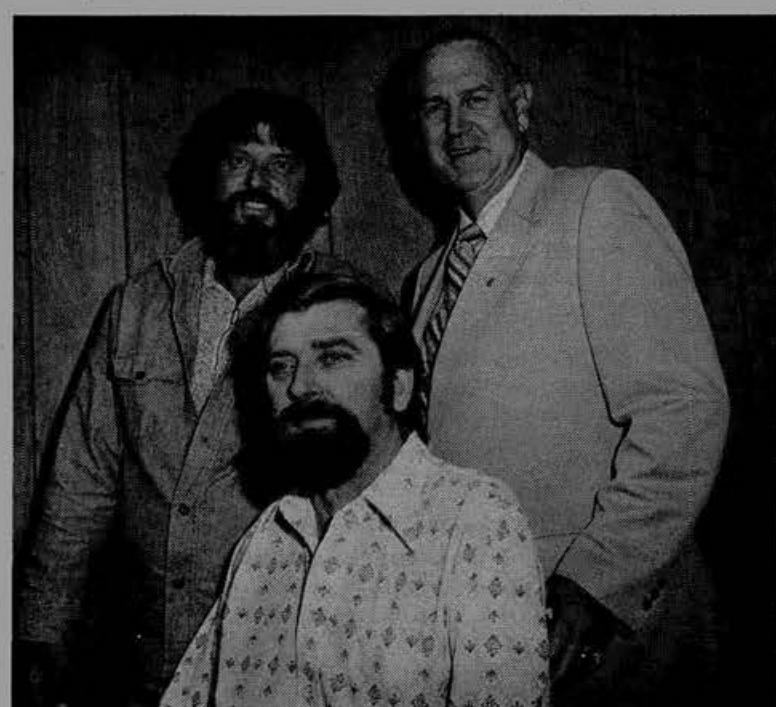
18.04.00 Pensions (Current Rate \$.90): \$1.22 per hour—effective 9/1/74—\$.32 increase.

18.05.00, Operating Engineers and Participating Employers Pre-Apprentice, Apprentice, and Journeyman Affirmative Action Training Fund: \$.05 cents per hour—effective 9/1/74.

19.00.00 to 19.05.00 Safety is the same as in the Master Agreement for Northern California.

19.06.00 The Individual Employer shall furnish goggles, safety glasses, hard hats, or any other special gear required at no expense to the Employees. Such equipment shall be returned to the Employer in the same condition subject to reasonable wear and tear.

22.01.00 Except as provided herein, this Agreement shall be effective as of the 1st day of September, 1974, and remain in effect until the 31st day of August, 1977, and shall be renewed from year to year thereafter unless either party shall give written notice to the other of a desire to amend or to terminate at least sixty (60) days prior to the date of the expiration of this Agreement.



ENGINEER Ron Cain (center), Local 3 Business Manager Dale Marr and Cain's partner Dave Keeney pose in Local 3's San Francisco office. An ex-"dirt movin' man," Cain now sings about operating engineers.

finer, that would be mine, something that if it weren't for me it would never be."

Cain's first effort in this direction came with an attempt to write a book. Since he cannot physically write or type he used a tape recorder to preserve his thoughts. But both the novel and short story form "just didn'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 come out the way I want them to," he said. "But the most important thing is that they're my words,

my music, not something that anyone else in the world would do just exactly the way I do. Similar maybe, but never exactly, and that has given my life purpose."

Cain has now been writing songs for about a year, but 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 tapes to lead sheets and write it out in melody form. The man who turned up was Dave Keeney, a young musician who is a paraplegic as a result of a knife wound.

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

The first song the two artists actually put into ready-to-record form was, not surprisingly, about operating engineers. It is entitled, "Dirt Movin' Man."

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

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 Keeney 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 soon 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."

Cain has 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 publishing company, to 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 convalescent care," he said.

Facts Prove Prop. 17 Bad Legislation

★ ★ ★

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 célèbre 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 rafting enthusiasts 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 questions are the nine-mile stretch of whitewater 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 conservationist 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.

See More FALLACIES, Page 10

★ ★ ★

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 \$64.1 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 more than worth 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 what many people consider the prime purpose of the dam, and for good reason. The primary area which would be protected from floods includes some 35,000 acres of highly-developed agricultural land along the Stanislaus River. In the past 25 years serious floods in 1950, 1952, 1958, 1964, 1966-67 and 1969 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

See More ECONOMICS, Page 6

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 reverse of the pendulum which has seen extremists 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 out 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 are a government agency to mediate between environmentalists and other concerns and 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 would be to defeat 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 SOLE summer source of water for nine miles of the Stanislaus River that Proposition 17 hopes to maintain as "wild and scenic," a 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.

Graphic Presentation by Paul Ingalls
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★ ★ ★

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 with cargo, some 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 from the end of one of several rope swings tied to convenient trees along the way.

Everyone enjoys the trip, the hiking, the prepared meals, a tour through a limestone cave, the singing 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 rapids.

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
See More PROFIT, Page 6

★ ★ ★

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 avowed 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, 89 percent of the streamside vegetation disappeared between 1958 and 1965. The Department said that this loss is continuing and 50 per cent of the remaining growth will be gone by 1980.

But this is only part of the problem. The huge salmon runs for which the Stanislaus was famous are dwindling away due to the fact that the stream's salmon spawning gravel is being lost to vegetation. Between 1960 and 1970 35 per cent of the gravel beds were lost with the result that last fall's run was about 1,000 where, 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 6,000 in 1970.

The above tragedies are the direct result of two interrelated factors—low water in the summer months and pollution. The low water is a result of upstream dams which deny water to the lower river as soon as the danger of flood is past. This sets the stage for pollution because the warm water returning from irrigation, and containing pesticides, salts and organic matter, is not flushed down by clean cold water from above. The low water level also makes possible the encroachment of vegetation onto the salmon spawning beds, a process which will continue until the beds are

See More ENVIRONMENT, Page 6

More Economics...

(Continued From Page 5)

acres of agricultural lands, military installations and industrial and suburban areas. It is estimated that over the life of the project flood damages averaging \$2 million a year will be prevented.

It is readily admitted that a dam one-fourth the size of New Melones would provide the needed flood protection and at the same time maintain the nine miles of whitewater which Proposition 17 hopes to protect. However, the smaller dam would not provide many of the additional benefits, including summer flow for the lower river, lake recreation and new irrigation, that would come with the larger dam.

The chief disadvantage of the smaller dam is that it would destroy the present Melones powerhouse without producing any electric power itself. The larger dam would destroy the present powerhouse but would replace it with a major powerplant capable of generating enough electricity for a city of 200,000 people.

This powerhouse, of course, is another of the prime advantages of the New Melones Dam. The 430 million kilowatt-hours of electricity annually produced by the dam would mean that, each year, 700,000 barrels of crude oil which now go into the production of electricity could be saved for other purposes. The estimated worth of this electricity is \$10 million a year.

A third major economic benefit of the New Melones Dam is that of irrigation. When full, the dam would provide 93 billion gallons of water a year with an annual value of over \$3.6 million. This water would be used not only for irrigation, but to flush the lower Stanislaus of pollutants, a service that is sorely needed.

Many allegations have been made to the effect that the water provided by New Melones is not now needed and will not be needed in the near future. The initiative which is Proposition 17 says that the California Water Resources Control Board (SWRCB) said "that there are now no customers for the water that will be impounded."

The SWRCB, however, has denied this and a Ninth Circuit Court of Appeals decision denying an Environmental Defense Fund suit against the project said, "The (trial) court found, and we agree, that correctly interpreted, the conservation yield of the project could be used now and would clearly be needed by the time the project becomes operational." In addition, the four adjacent counties have indicated that they need at least twice the yield of the project. The real question seems to be not whether or not the water will be used, but who will be the lucky winners in the competition for it.

When the above advantages are taken into consideration, plus the fact the 700 construction jobs and countless other jobs will be produced by the dam, the New Melones project proves to be an excellent economic opportunity. Contrary to what opponents claim the dam will not lose money but will end up with a benefit-to-cost ratio of 1.5 to 1. This means that for every dollar invested in the project, \$1.50 will be returned in benefits, and that makes economic sense no matter who is looking over the books.

More On The Profit Motive...

(Continued From Page 5)

casually introduced to literature which tells them how they can save the river. Vote for Proposition 17, says the literature, and keep this section of the Stanislaus River "wild and scenic."

The literature is printed by Friends of the River, the organization formed for the purpose of promoting Proposition 17. Much of this literature is distributed by the rafting outfitters who have a vested interest in the issue. These outfitters, 18 in all, make \$5 million a year charging passengers \$58 for the two-day, nine-mile excursions. Only \$53 of this actually goes to the outfitter, however. The remaining \$5, a recent price increase, goes to Friends of the River to support Proposition 17. This is freely admitted by those involved.

"That's very true, but I don't see it as a bad thing," said David Kay, in charge of public relations for the American River Touring Association (ARTA), one of the largest organizations involved with the Stanislaus River and a major force behind Friends of the River.

ARTA, a non-profit organization which books river tours and runs a school for those interested in learning the art of rapids running, would superficially seem to have nothing but a humanitarian reason for its stand on Proposition 17. As a non-profit organization it cannot make political

More Environment...

(Continued From Page 5)

well-submerged year round.

The pollution which occurs during these times is frightening. The water turns brown and anything placed in it becomes soiled. Swimming and other water sports become not only unpleasant but dangerous. This summer the contamination became so acute that the only state park on the river had to be closed.

This situation would be bad enough if the Stanislaus were the only river affected. But the badly-polluted water of the Stanislaus empties into the San Joaquin and eventually into San Francisco Bay, degrading water quality all along the way.

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, dissolved solids will be held to 500 parts per million and water temperature will be lowered to support trout, steelhead and salmon. The end product will be a beautiful meandering stream, clean and unpolluted, with plenty of water in the summer months when recreational demands are at a peak.

To take advantage of this situation the Army Corps of Engineers has included in its plan nine new park-campgrounds for the lower Stanislaus. These, combined with three existing parks, will form a string of 12 recreational areas, one day's canoeing apart. Also for river sports enthusiasts, particularly kayakers, the Corps plans to develop a four-mile whitewater course in the canyon upstream from Knight's Ferry. According to U.S. Olympic kayak team coach Tom Hohnson of Kernville this course has "excellent potential for the development of a whitewater training site." All this 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 about 80,000 people run the whitewater section Friends of the River is trying so desperately to protect, millions will enjoy the lake created by the dam. 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 4 million visitor-days per year, and this will be public and inexpensive recreation.

In addition to all this, New Melones will provide a much-needed service to Yosemite, Sequoia and King's Canyon parks—it will relieve the visitor strain. If New Melones can solve the overcrowding problem which has forced these parks to occasionally close their gates, its multiple role as a solid environmental and recreational blessing will be impossible to deny.

contributions and its image as a non-profit environmental group is very clean. It would seem that ARTA is interested in saving what they consider an irreplaceable resource since, as a non-profit organization, they can have no economic interest in the river.

However, the rafting outfitters for which ARTA books trips certainly have such an economic interest and the largest of these, Elliot River Tours, has donated about \$12,000 to Friends of the River. But the relationship between ARTA and Elliot River Tours is more complete than it superficially seems. ARTA's board of directors include A. Louis Elliot, Claire Elliot and Robert Elliot and the ARTA headquarters in Oakland occupies the building formerly taken by Elliot Printing Company. Also, the whitewater school run by ARTA produces almost all of the boatmen employed by Elliot River Tours to run their raft trips.

Of course there is nothing whatsoever illegal about the above and nothing said here is meant to imply this. Instead, the examples are meant to show that the issues surrounding Proposition 17 are not a case of those strictly interested in economics against those with only humanitarian motives. Elliot River Tours is only one of the rafting outfitters involved, but all of them have dollar signs in their eyes.

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

By **DICK BELL**
District Representative
and
KEN ALLEN, Assistant
District Representative and
BUFORD BARKS,
RON BUTLER,
BILL DORRESTEYN,
CHUCK IVIE, **JIM JOHNSTON**,
DEWITT MARKHAM,
BOB MARR, **HANK MUNROE**,
and **PAUL SCHISLER**
Business Representatives

This is the busy time of year for the golf courses, with all the brothers in this industry enjoying full employment.

We have successfully concluded negotiations with McDonough Steel Corporation in Oakland.

At its last meeting on August 28, 1974, the Contra Costa Concerned Citizens Coalition heard from Earl Stower of the California Department of Water Resources on the Peripheral Canal.

The members enjoyed an informative presentation on this controversial project.

With the leaves starting to turn, two of the larger dirt jobs in the area are hustling to get things buttoned up before the rain.

The Lloyd Rodoni Company has moved a tremendous amount of dirt this summer on the Hilltop job in Richmond. This company is real "savvy" on dirt moving, having some of the better operators in the area who really get production. Their youngest operator already looks real good.

Across Highway 80 Syar & Harms is putting the finishing touches on their version of the Richmond hills. Over in El Sobrante, Duffel's crew is doing a bit of developing for the developer.

The refinery work looks good now as about twenty different contractors including Bechtel, C. F. Braun, Peter Kiewit, Procon, Lauritzen, Syar, Chicago Bridge, C. Norman Peterson and many more have all kinds of work in Standard Oil. Over at Union Oil Parsons, PDM, Cleveland Wrecking, and Albay are having at it.

Brothers, between last winter's heavy rains, tight money, and the construction strikes we kind of had to tough it out however, now it looks like we will have lots of good work for at least the next year. The thing now to sweat is material availability. Already jobs are being held up for lack of steel or pipe or other items in short supply.

Out Central Contra Costa way the hands are taking in that big second breath for the usual rush to beat the rains.

Bay Cities is going well on

their creek-lining job in Danville. They still have time to make up here, and a tight deadline to make because of rain predictions.

Ernest Pestana is right in back of Bay Cities with a hard-driving crew just about finishing up this tract. Of course, Ernest Pestana is right in back of practically everybody out this way. They have picked up a hell of a lot of work.

Oliver DeSilva is doing the finish work on the shopping center in Danville and just finished dusting off the pads across the freeway at Danville Station.

The Gordon Ball spread has a lot of ramp and shoulder work to do yet. This job won't be finished until next spring. This crew has done a hell of a job working close with Mr. Average American freeway driver. It's really great to see the iron and the traffic driving side by side waving "politely" to each other.

The hands on Syar's Highway 4 job are still hard at it. This has been a tough one, a lot of pipeline relocation and underground has had them jumping like fleas. This one will keep about 25 hands working through next spring.

Looking to the future, the picture looks very good. Our Business Manager, Dale Marr is hitting the dry creek boys real hard. Dale has a program going for every project the ecologists have attacked. This has paid off well in jobs now and jobs for the future, so when you get that call from your agent to hit that meeting, get with it.

The work in Eastern Contra Costa County is still going full bore. Hood Pipeline is crossing Old River and moving out at a good pace for the country they are in.

T&C Construction at Discovery Bay is making good headway on their spread. This will be a good long job also.

Guy F. Atkinson in Concord is rolling great guns. They hope to be able to run this winter. It looks like they might be able to make it if they get the top soil off and get down to the sandstone.

The Peterson-Simpson job in Martinez is in great shape also. They are pretty well out of the ground and will be able to go most of the winter.

Dredging in the Bay Area is doing well. There are a few jobs going about the area. Smith-Rice is doing some re-dredging at Moss Landing. They are working two shifts of 12 hours. They will be there four to six weeks.

Ames Dist. 70 E-Board Member

The Executive Board member from District 70 is Joseph C. Ames.

Now 61, Ames is a power blade operator who originally joined Local 3 in 1950 after working out of Local 181 in Kentucky.

In Ames' long history as an engineer he has operated blades, dozers, rollers, scrapers and cats. He has worked on dams, highways and airports in states from Pennsylvania to California.

In addition, Ames has been very active in union activities. He has attended three conventions of the International Union

of Operating Engineers and was Executive Board member from District 70 from July 1963 to July 1972 before being re-elected to the same position in November of 1973.

In addition to his busy schedule in union functions Ames is active in Boy Scouts, Rainbow and DeMolay. He also enjoys fishing and hunting.

Ames and his wife, Alka Jean, have two married children, Clara Sue and Joseph W.

Mr. and Mrs. Ames live in Anderson, California.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

VOL. 1—NO. 8

SAN FRANCISCO, CALIFORNIA

OCTOBER 1974

Comprehensive Health Plan Announced

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 \$2,000 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 recom-

mendation of a licensed physician up to the following amounts:

Room and Board. Under the new comprehensive plan, a participant will receive full payment for the amount charged by a hospital for room and board for semi-private accommodations or intensive care unit up to \$65 per day for up to 365 days for each illness or disability. In addition, 85 per cent or any remaining charge will be paid provided that the charges are reasonable, usual and customary.

Other Hospital Charges. While in the hospital, payment will be made for the actual charges made by the hospital for necessary services and supplies, such as drugs, dressings, blood plasma, operating room, charges for anesthetics and their administration, up to \$1,000 for each illness or disability. Additional charges will be covered at 85 per cent.

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 that 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 Francisco, San Mateo, Santa Clara, Solano, Sonoma, Yolo and Yuba.

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.

The selection of Kaiser coverage is only permitted once a year, and for those Operating Engineers who wish to elect it, enrollment cards must be completed and submitted to the Trust Fund office during the month of October. Once the option has been selected, you may not change back to the comprehensive plan until October of next year.

Under the Kaiser Plan, medical services are provided only by the doctors and hospitals of the Permanente Medical Group and the Kaiser Foundation Hospitals. Refer to the map on this page for the location of these facilities.

The prescribed medical and hospital services that are provided by the Kaiser Plan are outlined below:

In the Doctor's Office

Doctor's Office Visits—Paramedical Services.

Laboratory Tests, X-ray, X-ray Therapy.

Casts and Dressings.

Physical Therapy.

Injections, Allergy Tests.

In the Hospital

Physician's and surgeon's services, including operations.

Room and board—General nursing—Use of operating room.

Intensive care—Cardiac care.

Drugs and medicines—Injections—Special duty nursing.

X-ray—X-ray therapy—Laboratory tests—Physical therapy.

Dressings—Casts—Blood transfusions, if blood is replaced.

In a Skilled Nursing Facility

100 Days Coverage Per Benefit Period including: Room and board, general nursing, physician's services, drugs, medicines,

OPERATING ENGINEERS HEALTH & WELFARE TRUST FUND—CALIFORNIA— SUMMARY OF BENEFITS PARTICIPATING MEMBERS	
Life Insurance.....	\$ 4,000.00
Accidental Death & Dismemberment.....	2,000.00
Burial Expenses	1,000.00
DEPENDENTS	
Life Insurance.....	Up to \$ 1,000.00
PARTICIPATING MEMBERS AND DEPENDENTS COMPREHENSIVE MEDICAL BENEFITS:	
Hospital-Medical-Surgery	\$50,000.00
or Kaiser Optional Plan "S"	
MISCELLANEOUS BENEFITS	
Dental Benefits (Per Cent of Charges Payable):	
Basic Dental Services.....	85%
Prosthetic	60%
Non-Hospital Prescription Drugs:	
Deductible per Prescription.....	\$ 1.50
Amount Paid After Deductible.....	100%
Vision Care Benefits:	
Deductible per Usage.....	\$ 7.50
Amount Paid After Deductible.....	100%
—Social Security Medicare Payments:	
Reimbursement by Trust.....	100%
Hearing Aids and Devices.....	85%
Maximum	\$ 400.00

Out-Patient or Emergency Treatment. Included in the Other Hospital Charges is the payment of hospital charges for emergency treatment for accidental injury or illness and surgical operations requiring hospital facilities where hospital confinement is not required.

U.C.D. Benefits

The comprehensive plan is not integrated with the State of California Unemployment Compens-

sation Disability (U.C.D.) Benefits. Therefore, no deduction for UCD benefits will be made when adjusting hospital claims as was done in the past. This has the direct effect of increasing the benefits that are payable to each participant. The State benefits that a participant may qualify for are determined by filing a claim with the State Compensation Office.

Convalescent Hospital Care

In addition to the hospital room and board and miscellaneous charges paid by the comprehensive plan, reimbursement will be made for room, board and routine nursing charges in a convalescent hospital following at least three days of confinement in a general hospital. The plan will pay all of the first \$65 per day room and board charge and the \$1,000 miscellaneous expenses. The remaining charges will then be covered at 85 per cent.

Importantly, each two days of confinement in a convalescent hospital will be counted as one day in a general hospital in determining the maximum number of covered hospital days. In order for an institution to qualify as a convalescent hospital it must meet the requirements that are outlined in the rules and regulations of the plan.

Physician Surgical Benefits.

Reimbursement for fee charges for surgical operations performed by a licensed physician or surgeon, in or out of a hospital, will be at 85 per cent of all usual, reasonable and customary covered charges. When the services of an assistant surgeon are required, reimbursement for these services will be considered.

Hospital Visits

The plan will pay 85 per cent of the covered charges for visits by a licensed physician while the participant or dependent is in the hospital.

Home and Office Visits

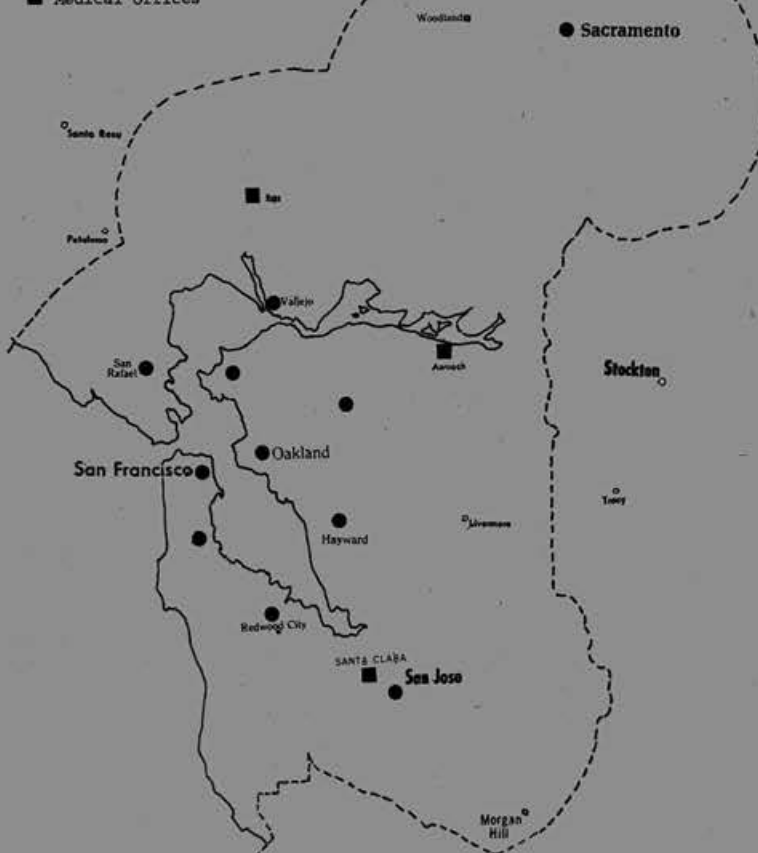
The plan will pay 85 per cent of the charges for necessary home or office visits for the participant or dependent for emergencies, acute conditions, and obstetrics. A visit means a personal interview between the participant or dependent and the physician.

Medical Benefits for Active Participants Eligible for Medicare

The Federal Medicare Program provides broad hospital and medical benefits. Therefore, the

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

● Medical Center - Hospital
■ Medical Offices



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



VOL. 4—NO. 10

SAN FRANCISCO, CALIFORNIA

OCTOBER, 1974



APPRENTICES, can you identify the above piece of equipment, located at Rancho Murieta? The answer will appear in next month's Joint Apprenticeship News.

Much Action For Redding Apprentices

By **CLIFF MARTIN**
Coordinator

Servicing the Redding and Marysville areas makes one cover an awful lot of real estate, private and government, with very few work opportunities available for either journeymen or apprentices. However, in reading the Redding Record Searchlight we find there is \$1.74 million allocated for widening a key, 5.7-mile stretch of highway 97 about 10 miles northeast of Weed.

Senator Cranston has predicted that the construction contract could be let by November. The paper also said the Dunsmuir City Council on September 13 approved the bid by W. Jaxon Baker Co. of Redding for the construction of their sewer plant.

It was noted that they exceeded the engineers estimate by \$425,537. Hopefully the state agency in Sacramento will approve of the Dunsmuir 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 crafts and one 4th top step grading and paving apprentice 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 contact his area coordinator so that arrangements can be made with the coordinator in the area to which he is

going. If he is a court group apprentice 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 Roper, G&P, and Norman Potter, HDR, were advanced to Journeymen in the Marysville area. M. Barnard & E. Law G&P, were advanced from 2nd to 3rd. They were employed by Rahco who is lining the canal for Zurn Engineering on their Orland project. R. Peacher G&P, was advanced from 3rd to 4th. He is currently employed by Carl Woods. N. Tolbert HDR, was advanced from 2nd to 3rd. S. Vandevier HDR, and R. Williams G&P, will be advanced from 2nd to 3rd step upon completion of their tour of related training at RMTC.

In the Redding area R. Diaz G&P, 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 period. John McGowan G&P, now working for Piombo on their Dunsmuir freeway project has been advanced from 2nd to 3rd. Alfred Wilson presently employed by J. F. Shea on their Lake Shastina sub-division has been advanced from 2nd to 3rd. Joe Pearson has just completed his second tour at RMTC and will be returning to Ladd, Inc. on their Forest Glen road project and will have been advanced from 2nd to 3rd period.

More Trouble With Time Cards

By **PAUL RAMEY**
Coordinator

We would like to suggest that the apprentices in the Oakland area take the time to read and understand the rules and regulations which govern the registered apprentice. If there is any doubt in the understanding of these rules, don't hesitate in contacting your coordinator.

There has been some difficulty in getting the time cards in on time. We must have them in by

the fifth of each month. The biggest thing this does is to make sure that the apprentice is progressing at a good rate. Not only that but the apprentice is getting advanced properly and this means more money on your paycheck.

We would like to congratulate Robert Mills and John McDonald who are graduating out of the program to journeyman status. We're sure that both of these men will be a real asset to the Operating Engineers.

Also, congratulations go out to Terry Lance who has a new addition to his family. Terry has a new baby girl who made her appearance at 7:30, Sept. 3, 1974, at the weight of 9 lbs., 5½ ozs.

Apprentice Systems Notebook

By **JACK H. McMANUS**
Administrator

There are several important developments concerning the apprenticeship system that everyone should take note of and remember. We have four Joint Apprenticeship Committees in the Operating Engineers Local Union No. 3, serving four slightly different geographical areas. In order to meet the needs of those geographical areas of Utah, Nevada, California and Hawaii, we have a complete Apprenticeship System with four Joint Apprenticeship Committees and each Joint Apprenticeship Committee has designated an Assistant Administrator to enable that geographic area and that committee to work more closely with the system and with apprentices to meet the needs of the industry.



Jack McManus

It will no longer be necessary for you apprentices in Hawaii, Nevada and Utah to send your time cards and/or other correspondence to the Administrative Office in San Francisco. You will send your material to your Assistant Administrator's office located in the cities that have the J.A.C.s in your state. Mr. John Thornton has been appointed the Assistant Administrator for the State of Utah and his office is located at 1958 West North Temple Street, Salt Lake City, and those apprentices indentured to the Utah J.A.C. will send time cards and other materials to Mr. Thornton's office.

Mr. Gail Bishop has appointed the Assistant Administrator for the State of Nevada and his office is located at 185 Martin Street in Reno. Be sure you send your material, if you are a Nevada apprentice, to that office rather than to the San Francisco office. Repeat: Do not send materials to the San Francisco office.

For those apprentices in the Aloha State, the Assistant Administrator for the State of Hawaii is Mr. Nelson Umiamaka, whose office is located at 2305 South Beretania. Be sure to get your material (either hand carry it or mail it) to the Hawaii office, Honolulu, and not send it to the San Francisco Administrative office.

For those California apprentices, we have some major changes that you should be aware of and a new mailing address will be supplied to you by mail as well as in the next month's issue of the *Engineers News*. In the meantime, continue to send your material to the San Francisco office as you have done before and to your local coordinator.

Because of the requirements for enrollment in American River College to receive credit for the Dual Enrollment program as well as the need for a closer line of communication between the training center and the apprenticeship committee, it has been necessary to plan on moving our offices for the California J.A.C. to the Rancho Murieta Training Center. The office will be located adjacent to the dining hall and can easily be identified by the large sign "J.A.C. Administrative Office."

Plans are to have that office in operation approximately October 28, 1974 and all functions of the California J.A.C. staff will be handled from that office and not from the San Francisco office. This will put your entire function in one area and is more centrally located for the conveniences of the apprentices and the trainees to better service you as individuals. And for those of you who intend or expect to use the Standing Committee in the hope that you may be accelerated or that you have enough skill that you may be considered for acceleration, the Standing Committee meets at Rancho Murieta Training Center regularly and will have your record available on a moment's notice; again, to serve you better and to meet your needs.

Apprentice Is Good On Land, Trophy Winner On The Water

By **DON INCARDONA**
Coordinator

Tom Minghetti, born in Newman, California, graduated from Cupertino High School. After graduating he worked for A. J. Raich as a laborer. In 1972 he became an apprentice in our program.

During Tom's apprenticeship he worked for Roberson, Peninsula Crane and A. J. Raich where he worked on subdivisions, highways, channels, expressways, building pads and shopping centers. Tom gained experience with compactors 834 Cat, 280 Michigans, wagoners, rollers, scrapers self loading and pulls, loaders rubber tire, track type dozers and blades. Of all the equipment he has gained experience on he likes operating loaders the best.

Tom thought R.M.T.C. was very helpful in his training. All the journeymen he worked with were very helpful. He would like to thank Gene Jud for a lot of special help he gave him. Tom's father, Bol Minghetti, and his

uncle Don Lytle, are both operating engineers so you can see he had other help too.

Tom has an interesting hobby — he races jet boats. He races in the competition jet class circle racing. Tom competed in the Northern California Boat Association Race and took first place and gained the title of Pacific Coast Champion. Tom is first ranked in Northern California and third ranked in the nation. Tom's boat is a 19-foot Cobra Jet. So congratulations Tom in your boating and becoming a journeyman.

Congratulations are also in store for Glen and Lynette Stidham for their new arrival, Rashada Lynn who weighed 7 lbs., 20½" long, born at Kaiser Hospital at 12:27 a.m., Saturday, Aug. 31, 1974.

We would like to thank all the apprentices for the cooperation they have given us. At our last safety meeting we had only two absences and this last month we had 100 per cent turn in on time cards. We knew you could do it.

JAS News

VOL. 4—10

OCTOBER 1974

News and photograph copy appearing on these pages is paid for by the Joint Apprenticeship System.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors JAC

The surveying industry is in the throes of changing times and the requirements are not all the same as they were 10 years ago, or even five years ago. The nation's economics and the tremendous advances in electronics demand different functions and altered priorities of knowledge expected from tech engineer employees.

Last month we mentioned a task force which was looking into the practicability of the on the job training portion of apprenticeship and the certification program. On Oct. 1, 1974, another separate committee will meet to evaluate the entire related training curricula material. The four-man committee includes two licensed land surveyors, one of them licensed in two states. Three of the members are Certified Chiefs of Party currently working in that classification. All four have spent time working as supervisors of survey crews. All four have had extensive experiences with the curricula material, the tech engineer in the classroom and the needs of tech engineer employees in the field.

During the next short period of time, the Joint Apprenticeship Committee has a serious decision to cope with. In the past, policy was set that all apprentices must have their employment as they completed each 1,000 hours of on the job training and attend a live-in, two-week related training session at a training site 16 miles from Sacramento, California.

Family responsibilities, the fact of losing work opportunities, the inconvenience of two weeks stay away from the normal environment led the joint Apprenticeship Committee toward an experiment.

That decision was to bring related training classes as close to the apprentices as was economically possible. Classes were established in Sacramento, Oakland, San Jose and San Francisco. The apprentices' reaction to this experiment will have a great effect on the final determination of the Joint Apprenticeship Committee.

Regular attendance are the magic words. The attendance record, thus far, has not made a good showing. The Administrator must report the record, good or bad, to the Joint Apprenticeship Committee. The Administrator would prefer to show an excellent record of attendance at the local related training classes and **YOUR** attendance will establish the record that will be reported.

Either regularly attend the related training classes locally or take two weeks off from work to attend related training sessions. The choice appears to be as simple as that!

Tech engineers are now aware that dispatches are being accomplished from the centrally located NCSJAC Administrative Office.

Records from 14 dispatch offices had to be transferred from the local job placement centers on an immediate and accurate basis without losing one registration slip or one job opportunity during the process. It meant that many dispatchers worked a lot of overtime (their own time) in checking and duplicating records. As it worked out, the dispatchers did their thing well and the change over was a smooth operation.

We especially thank Bud Lampley, one of the dispatchers in the Oakland office, who took even more of his own time to make certain that the new system was set up and operating efficiently. He also volunteered to be on call anytime for questions the new Tech Engineers Center dispatcher might have. He has been a great help in establishing the new dispatch system without a lot of confusion. Thanks, Bud!

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 Lake, 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 brothers will make every effort to get to know Tom and help him as you have other agents in the past years. The telephone number at this sub-district office is area code (916) 546-5968, and Tom's number is (916) 546-3479.

The State Highway Board approved a \$1.35 million modification of the interchange of Interstate 80 at McCarran Boulevard in Sparks. The interchange created safety problems and resulted in a high accident rate, and this work, to be completed by next fall, would improve traf-

fic capacity and safety. This should be coming up for bid in the very near future.

The State Public Works Board has recently awarded a \$2.2 million contract to J. A. Tiberti Construction Company out of Las Vegas for construction of a six-story state office building about two blocks east of the capitol in Carson City.

A nostalgic piece of Reno history bit the dust this month as some of our brother engineers demolished the old Majestic Theater building built at the turn of the century on the corner of Center and First Streets in downtown Reno. Owner Charlie Mapes is said to have plans to build a parking garage facility in its place.

Work has improved some in the Washoe Valley, with Frontier General excavating for two schools, one near Peckham Lane, and the other at Stead. We have had to have a temporary suspension of work with Frontier due to late fringes and payroll deductions, but have allowed the members to return to work with all violations having been corrected.

Helms Construction Co. is still working many of our members on 395 North and also has several operators working on McCarran Boulevard.

Seaberry-DePaoli was the very first employer to pay their retroactive pay. If any of you brothers have not received your retroactive pay or the new increase in wage by the time you read this article, you should get in contact with your business agent or call the Reno Hall.

Ray Ferretto Construction has been fairly busy at excavating for several of the industrial sites in the Sparks area.

Tannenbaum Construction is near completion of the fish ponds at the new Sutcliffe Fish Hatchery.

Olson Construction is working steadily towards a February completion date on their Pyramid Dam and Fishway.

Stone and Webster have returned to work at the Tracy Power Plant, along with their sub, B & W Construction and Western Crane & Rigging, creating some work for the hoisting engineers.

Sierra Paving has been awarded the contract for patching jobs in various locations throughout Reno at \$131,275.

Walker Boudwin Construction has been awarded the freight terminal facilities contract on Industrial Way in Sparks for Delta Lines at \$728,917.

Shamrock Construction is not doing very well these days, and they have cut their crew to three hands and are renting most of their equipment to J. C. Compton who is doing the overlay job at Brady's Hot Springs on Interstate 80.

Gerhardt & Berry have been sub-contracted to take over the pipe for Compton.

Max Riggs Construction is still going at full speed at their Carlin Canyon Interstate 80 project.

Helms has moved their hot plant from Osino to Sunnyside and several of our brothers have been pre-jobbed to this job which is located in the jurisdiction of Local No. 12.

Parsons Construction has finally begun the stripping and excavation work on the \$5 million Interstate 80 project at Silver Zone.

M & M Sundt Construction has taken over Torkelson's project at Victoria Mine in Currie, and have also stated that they have the new acid plant contract at Kennecott's mine at McGill, Nevada.

Paul Wise will now be servicing the Reno metropolitan area, 395 West to the California border, following down the California border, down to the Southern border of Local 3 and the line of Local 12, then going easterly to the Utah border and then up the Utah line to Elko County line, then westerly along the Elko County line to just below Fallon and into Reno.

Now, just a little news about the Lake area. As most of you brothers know, the California Attorney General brought suit against the construction of the Hotel Oliver, and the Tahoe Palace Resort Hotel, stopping all grading, excavation, and other site preparations. This new injunction means without an unexpectedly speedy appeal process, work on the project will be stalled until May 1st, 1975.

The other bad news is that Mainline Properties has gone into receivership and this seems to place the firm's plans in doubt about the Squaw Valley De-

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

ORGANIZING IS SUCCESSFUL! A new employers association has been formed and is known as Western Counties Surveyors Association. The 15 firms banded together in order to be strong enough to command consideration of their special needs in the outlying counties



Mike Womack

ties to be in competition on non-construction survey work. Under the guidance of Lee Schuering of Schuering and Perkovich, Attorneys, in Sacramento, the firms listed below have finalized a tech agreement covering the outlying counties. The majority of the firms are located in Sonoma County and are all new to Local 3 as of June 1st of this year.

We want to welcome aboard Herb Passarino, Brelje and Race, H. Wallace, Mitchell and Herford, Robert Curtiss, Fredrick Browne, and Engineering Surveys of Northern California. The other firms that had been signatory to Local 3, but who also helped form the new association are:

Action Surveys, Atteberry, Glen Williams, R & M Surveys, C & D Engineering, Cranmer Engineering, Construction Control, Inc., and North Counties Construction Staking.

The major change is in the outlying counties to allow work that is not required for or is not directly related to engineering design or construction and agriculture work to be performed at the "D" rate in the "B", "C", and "C" areas. All other wage rates plus all fringe benefits will still escalate to the "A" rate by Jan. 1, 1977. On Jan. 1, 1977, we will only have two wage rates and one fringe package.

The only other significant difference with the Bay Counties Association Agreement was to allow Western Counties Land Surveyors Association one representative on the newly established Affirmative Action Trust and one on the Labor Management Committee.

Under the conflicting contracts clause of the Bay Counties Agreement, it gives the employers of Bay Counties the right to adopt the new agreement in total. All of this was consummated on Sept. 26, 1974, and every effort is being made to get your contracts printed as soon as possible.

One interesting sidelight of your new contract is the new personal gear clause. Paul Schissler has negotiated an \$80 per month rental agreement for one member using his own T-16. Many more members are already receiving rental payments for their H. P.'s and some employers have paid the total cost and given the H. P.'s to the member. If you are using your own equipment other than a hand level, plumb-bob, or tack ball without a rental agreement signed by your representative, our advice is to call one of the tech representatives or leave the equipment home before you are called on to visit your grievance committee for violation of your contract.

Speaking of violations, your employers are trying real hard to get into compliance with the required apprenticeship ratio and maybe you can help. If your employer (counting all offices as one) has three or less total people in the field on any one day, he **cannot** have a 1st through 4th step apprentice. If he has four or more people up to and including nine people in the field on any one day, he **must** have one 1st through 4th step apprentice. Ten through 19 people requires the second apprentice and so on in increments of 10.

If your employer is having trouble maintaining this ratio, call your representative and we will make every effort to correct the apparent violation.

Have you received your 20 cents for each hour from June 16th through July? If you haven't, please give us a call. One employer had eluded paying it and only realized his error and agreed to correct it after being shut down for one and one-half hours.

The Testing and Inspection Agreement expires this coming March 1st, and we will be holding pre-negotiation meetings in the near future so all members working in testing and inspection should be aware of the changes they desire and attend the meetings. **Hindsight** is pretty hard to take home to the family.

Many members have expressed their satisfaction in the new Tech Department made possible by the faith and belief of Dale Marr and the new administration. Your representatives want to take this opportunity to thank Dale Marr and everyone who helped make this department possible. A special note goes to Russ Swanson, who attended the negotiating meetings in Sacramento so that he might better understand the Tech Agreement.

development, but some seem to think that there has been too much invested in the area for the company, even in receivership, to abandon it. As one of the country's most important ski resorts, and as an essential element in the image of skiing in Nevada and California, it is to be hoped that Mainline's present difficulties are only a temporary embarrassment, and that their far-sighted plans will continue on with the \$200 million project.

Teichert has started their contract for rebuilding of the streets in the Incline Village area at a \$176,000 with a machine that recycles the old pavement, heats it, reprocesses it, and then lays

it back down. This not only saves a tremendous amount of expense, but also makes the environmentalists happy too.

Most of the contractors in the immediate area are not going too strong at this time with a minimum of small crews working.

Moving down into the Minden area, Ferretto Construction has picked up the Douglas County High School site preparation for \$108,000.

Down in Hawthorne, Santa Fe Engineers has picked up the Navy contract for \$11.5 million. Most of the work will be subbed out, and the only firm at this time is Sierra Paving with a contract for \$600,000.

Warm Springs Dam Vote Nov. 5 In Stockton District

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

The Sonoma Lake and Warm Springs Dam project will either be accepted or rejected by those eligible to vote in Sonoma County.

The date, Nov. 5, 1974, is a most important date to remember.

In all probability this will be the last issue of the Engineers' News prior to the November 5th election, therefore, we are once again bringing to your attention the numerous advantages for you if the vote turns out favorably. Please refer to the September "Engineers' News" for particulars, but should it have been misplaced we may be a little repetitious but we know you will understand and bear with us.

The District No. 10 Grievance Committee made a recommendation to the Executive Board of Local No. 3 to support, not only by words but with money, the efforts being made by the "Citizens for Community Improvement" to show the people of this area that a "Yes" vote is a must on the November 5th ballot issue which states "Shall Sonoma County Water Agency Ordinance

No. 3 approving the completion of the Warm Springs Dam-Lake Sonoma project be adopted?"

Needless to say, the Executive Board voted unanimously to support the effort. (This is the most important issue which we have seen for many years.) The original Citizens for Community Improvement was established in Healdsburg and now we find additional offices in Santa Rosa and Petaluma, so you can see the committees are expanding and the word is getting out to the people.

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

The benefits arising from the completion of the project would be the dam providing needed flood control affecting millions of dollars worth of existing and annually endangered private and public properties; it would result in the creation in the relatively near future of an extensive recreational facility at today's lower construction costs to serve the citizens, which includes a great number of operating engineers and their families; it will assure future water supply for agriculture, horticulture

See More WARM SPRINGS, Page 14

More Comprehensive...

(Continued from Page 7)

Trust Fund provides a special medical plan to cover expenses not covered by the government medicare program.

Eligible members and their spouses who qualify for Medicare will be covered by the **Medicare Plus Program**. This program provides for payment of 85 per cent of covered charges remaining after Medicare has made its payment to a lifetime maximum of \$50,000. Of course, Medicare reimbursements for the expense of participating in the program will continue to be provided.

Diagnostic X-Ray and Laboratory Benefits

The comprehensive plan will pay 85 per cent of the covered charges for expenses incurred in connection with diagnostic X-ray examination or microscopic or other laboratory tests or analysis made or recommended by a licensed physician in or out of the hospital.

Maternity & Obstetrical Benefits

The comprehensive plan will pay 85 per cent of the covered charges for expenses such as hospital room and board, delivery room, anesthetics, drugs, dressings, incurred by the participant or spouse as a result of pregnancy. Room and board will be reimbursed up to \$65 per day and at 85 per cent of the remaining charges. Miscellaneous expenses, as described in **Other Hospital Charges**, will be paid up to \$1,000 and at 85 per cent of the remaining charges. In addition, the plan will pay 85 per cent of the covered charges made by a physician as the result of obstetrical procedures for:

Normal delivery of child or children; Cesarean Section; Abdominal operation for extra-uterine pregnancy; Miscarriage; Pre-natal care.

Eligibility for these benefits is only with respect to pregnancies commencing in a month when you are eligible for comprehensive

medical benefits. If eligibility terminates, the maternity and obstetrical benefits will be extended without cost to cover any pregnancy which commenced while the participant was eligible.

Supplementary Benefits

Various supplementary benefits have been included in the comprehensive plan. Each participant will be paid 85 per cent of the covered charges for expenses such as: ambulance services to physician office or hospital, Trusses — braces — crutches; artificial durable devices replacing a part of the body; radiotherapy—radium—radio isotope therapy; oxygen and rental of equipment—wheel chairs; hospital bed—iron lung—durable equipment for therapeutic treatment.

Exclusions

Excluded from the plan are benefits payable for:

- Accidental bodily injury arising out of and in the course of employment or a sickness entitling you to benefits under a Workmen's Compensation Act or similar legislation.

- Check-up examinations not necessary to diagnose a sickness or accident.

- Cosmetic surgery, except when required because of accidental injury.

- Nervous or mental disorders unless charges are incurred during hospital confinement covering at least 24 hours.

This is only a partial list of the plan's exclusions. A complete list will be provided in the plan booklet.

In addition to the Comprehensive Medical Benefits eligible Operating Engineers will continue to participate in the Life Insurance, Burial, Accidental Death & Dismemberment, Prescription Drugs, Vision and Dental Plans. The percentage of charges payable under the dental program for basic dental services has been increased to 85%.

Interstate 5 Job May Start Next Month

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

Extension of Interstate 5 freeway northward from Hammer Lane may finally get underway next month.

Late last month the California Highway Commission allocated an additional \$1.1 million to cover the amount the low bid exceeded the engineers' estimate. The low bid was submitted by G. H. B. Company of Danville.

The Department is expected to call for bids next summer on a second project to extend the freeway another 4.7 miles. Finally, in the summer of 1976, a third project is scheduled that would complete paving of the entire new stretch.

McGaw Co. of Stockton was awarded a \$944,000 contract for the construction of streets and utilities in Manteca's industrial park and the resurfacing of streets in Stockton for \$203,000.

Teichert Construction was low bidder on the Mathews Road bridge and approaches for \$1.3 million and the widening and resurfacing on Waterloo Road in Stockton for \$96,000.

Stanfield & Moody of Tracy was low bidder on the construction of Kern Street in Stockton. Their bid was \$108,000.

Numerous contracts under \$100,000 were also bid and

awarded since our last report. The successful bidders who employ engineers were Stanfield & Moody, Valley Irrigation Co. of Orland, McGaw Co., The Dutcher Co., Marr Yadon, Wolin & Sons, R. Gould & Son and William Burkhardt.

Amador Plumbing Co. of Sutter Creek was the successful bidder at \$114,000 for the Sunset area sewage collection system in San Andreas.

Also in San Andreas, Roek Const. of Stockton is making additions to Calaveras High School with a \$1.9 million contract.

Three new projects are in the offing in Tuolumne County. Bids will be opened in late October for construction of a \$3.8 million realignment of a seven-mile section of road from Stanislaus County line to the Kisler ranch. Contract will be awarded by December 1 and work could start at that time depending upon weather conditions. It will be a four-lane project. The Tuolumne Board of Supervisors has also approved plans for a \$1 million road improvement on Stent-Jacksonville Road. It is a three-mile section improvement now, with another three-mile project planned for the future. The State will call for bids in November and award the contract in January. At this writing the County of Tuolumne is opening bids that were submitted for construction on the Columbia Airport, three miles northeast of Sonora.

163,000 square feet of hangar access taxiways to be constructed.

C. W. Roen Construction of Danville submitted the low bid of \$822,077 on the planned sewage treatment plant improvement project for the city of Riverbank. Since this bid was some \$140,000 more than engineers estimate, the State Water Quality Control board will have to decide the future of the project.

Carnation Co. has broken ground for construction of a \$1.8 million can-making plant in Riverbank. Carnation is the owner of Contadina Foods and now will have two can-making plants there.

In Modesto a 34-lot sub-division on the north end of Carver Road near the Stanislaus River has received approval from the Stanislaus County Board of Supervisors.

A \$76,000 street widening and signal light project for Empire on Highway 132 will soon begin with George Reed of Modesto doing the roadway work, and Steiny & Co. of Vallejo doing the signal work.

Finally, bids have been opened for a six-lane freeway job between Modesto and Salida. The low bid was submitted by Kasler Construction of San Bernardino at \$11.16 million, almost \$1 million over the engineers' estimate. Predictions are that the additional funds will be raised and the project will go through.

More On Prop. 17 Fallacies...

(Continued from Page 5)

after which the Environmental Defense Fund and the Sierra Club prepared a petition and sent it to the U.S. Supreme Court. On April 29, 1974 the environmental groups received their fourth defeat when the Supreme Court refused to overturn the lower court ruling.

It was at this time that the anti-New Melones groups were forced to take a new tack. This manifested itself in the organization of Friends of the River, which started a petition drive which eventually became Proposition 17.

It might seem strange that so much effort would be expended to maintain nine miles of whitewater, especially in light of the fact that this is only 5 percent of the whitewater of this class (Class IV) in the state, and in view of the tremendous recreational opportunities offered by the proposed lake. The key to this mystery, however, is that the real power behind Friends of the River comes not from the rafting enthusiasts, but from at least 11 of 18 commercial rafting outfitters who operate on the Stanislaus River at an annual income of \$5.5 million.

Even knowing the fact that Proposition 17 is motivated more by economic concerns than environmental ones the claims of Friends of the River are impressive. However, when analyzed, these claims hold as little water as New Melones Dam will if the rafting companies have their way.

According to a Sacramento Bee editorial published on March 3 of this year, the narrative summary of the New Melones project which accompanied the initiative petition was "shot through with errors, inaccuracies, untruths and misrepresentations." Some examples follow.

The initiative says, "The State of California has told (the Army Corps of Engineers) we don't need it (the project)." In fact, without support of the people the project would never have been started. In letters to both then-President Nixon and Attorney General Evelle Younger, Governor Ronald Reagan supported the dam without reservation. The State Legislature urged the speediest possible construction of the project in a resolution adopted by the Assembly 48-0 and by the Senate 22-11. The California Water Commission and the State Resources Agency have urged the immediate start of construction. The State Department of Fish and Games sees New Melones as "the last

opportunity in the near future to develop a water supply in the San Joaquin Valley to meet Delta requirements," and favors the dam because it can help sustain the declining King salmon spawning runs in the San Joaquin Valley.

In another section of the initiative literature Friends of the River says, "Conservationists have proposed ecological alternatives but the Army Corps seems to have an edifice complex." The truth of the matter is that careful consideration was given to all alternatives proposed by environmentalists and conservationists and many of the views presented are reflected in the mitigation measures planned. Many environmentalists who have detailed knowledge of the plans have withdrawn their objections to the project. Among these are Sierra Club's Yokuts Wilderness Group in Modesto and Mother Lode Chapter in Sacramento. Other supporting environmentalists are the Ecology Action Education Institute, members of the Stockton Audubon Society and the California Native Plant Society, and Alex Hildebrand, former national president of the Sierra Club.

A third example of misstatement in the initiative is a passage which says that the Stanislaus provides "unspoiled flowing beauty . . . the last stretch of wild river flowing down from the Sierra into the San Joaquin Valley." The facts are that more than a dozen dams, half of which are relatively large, have been built on the river and its tributaries for water conservation, irrigation and power generation. The whitewater reach used by the commercial rafting companies is sustained for most of the year by water releases from Beardsley and Darnells Reservoirs. Without these reservoirs the whitewater section would be of value for rafting only a short time each year.

There seems to be little doubt that inaccuracies like the above contributed greatly to the ease with which Friends of the River collected the necessary signatures. However, even with the popular support the initiative seems to enjoy, there is one fact which must be understood before the issue can be put in proper perspective. This is that New Melones Dam is a federal project. Even if passed, Proposition 17 may not stop the dam's construction. As a project legally authorized by Congress it is doubtful that the people of a state can put an end to it. At the very least it is a question which will have to be answered in the courts.



THE BASE of Kennecott Copper's projected 1,200-foot smelter stack began with the form shown above. Two days of continuous pouring were needed to fill the form.

Kennecott Pours Huge Smelter Stack Base

By TOM BILLS, District Representative and WAYNE LASITER, LAKE AUSTIN, REX DAUGHERTY, WILLIAM MARKUS and DON STRATE, Business Representatives.

A continuous pour recently formed the base for a 1,200-foot smelter stack at Kennecott Copper. Around the clock for two days ready-mix concrete trucks roared across the valley, delivering special-strength concrete and going back for more.

In all, 70 ready-mix trucks delivered some 10,000 cubic yards, enough to form a block 177 feet across and 12 feet thick. It was the largest continuous concrete pour in the state's history—and one of the largest in the country.

The mammoth block of reinforced concrete forms the base for Kennecott Copper smelter's projected 1,200-foot stack, itself a near record in the industry. Only one other smelter stack in North America will be taller.

Reinforcing the stack base are 900 tons of "rebar" steel, most of it the largest gage made—2½ inch in diameter, and holding it are steel I-beams welded in place.

Site preparation itself was a big undertaking—excavation, the four-inch working slab and placement of rebar. The preparations, though, faded as the big day arrived. All the emphasis suddenly shifted to getting the job done. Months of planning and preparation faced the ultimate test.

The planners, as it turned out, had done their homework well. The job was completed in two days, a monument in its way to engineering skill and the teamwork of 350 persons involved in the operation. Besides the 70 truck drivers on each of two rotating 10-hour shifts, approximately 25 operating engineers were working the concrete pumpers, truck cranes and hydraulic crane.

As an example of planning, the concrete was cooled by substituting ice for part of the water. A million pounds of ice, provided earlier by two Salt Lake ice

companies, were stored in 22 refrigerator cars at Denver & Rio Grande Western Railroad's Roper Yard near 21st South, about 10 miles from the smelter.

Concrete trucks stopped at the yard and received 700 pounds of crushed ice for each load. The ice melted en route and the concrete cooled to approximately 60 degrees Fahrenheit. Trucks arrived on site at an average rate of one every two minutes during the two-day pour, and each truck carried an average of eight cubic yards, or about 16 tons.

The concrete was supplied to strict specifications from four batch plants: two each of Concrete Products Corporation and Geneva Rock Products. It was conveyed into the octagonal form by pumps through five-inch slick lines, and by trough and bucket. The operation was geared to handle up to 300 cubic yards per hour.

To air the curing process, a fogging system was set up in which water was atomized and sprayed over the site to create about 95 per cent humidity.

Edges of the base taper inward from a six-foot height to its maximum thickness of 12 feet.

Contractor for the base was Arthur G. McKee & Company's Western Krapp Engineering Division, prime contractor for the smelter's \$175 million emission control project.

Construction of the 1,200-foot stack, subcontracted to M. W. Kellogg Company, began in August and will require about three months to complete. The stack will be a semi-continuous pour, slip-form method. Concrete will be poured 24 hours a day Mondays through Fridays, with rebar extending through green-cut joints.

The stack will rise 1,200 feet above the base and its liner will be 15 feet above that. Counting base and liner, total height will be 1,227 feet. Stack diameter will be 124 feet at base, 40 feet at the top. Wall thickness will graduate from 30 inches at the bottom to 12 at the top. Superstack,

indeed.

Eighty to 85 operating engineers are now employed by Arthur G. McKee Company and M. W. Kellogg Company on this tremendous project.

Christiansen Bros. from Salt Lake City will begin construction in November on a \$40 million shopping mall, located at West 12th Street, Ogden.

Pinkins & Bond Construction Company will start construction in September on a \$5 million project for American Greeting Card Co. Gibbons & Reed Construction will be the sub-contractor for the 100,000 yards of excavating and gravel and paving.

Cox Construction Company project at Hot Springs, Idaho, should be completely finished and finalized by the end of the month. The gravel and concrete surfacing should be complete sometime early spring.

W. W. Clyde Construction project at Parleys Canyon should be completed by the end of November with the completion of covering the slopes with top soil, general clean-up and guard rails.

Seeco Construction will move on their project near Echo Junction by October 1, 1974. This project involves one lane of I-80 that slid into the Echo Reservoir.

James Reed Construction Company has completed their project at Collingston and moved to Lake Side near Prosser Point with 20 miles of overlay to do.

State Inc. is well underway constructing a new mill at Park City. They are trying to get most of the outside work done and the complex enclosed before winter sets in.

Tempest Construction Company has got a good start on their \$1.5 million utility job in downtown Ogden. This project should last most of the winter.

Work in Central and Southern Utah is going strong with some jobs winding up and new jobs starting. Some of the dirt spreads are working two shifts, other jobs are working longer hours.

S. J. Groves Construction at the Currant Creek Dam is still

Novato Bypass Helps Motorists In Marin And Sonoma Counties

By W. A. "LUCKY" SPRINKLE, Business Representative

When the Novato Bypass is completed this fall, motorists on Route 101 will be able to travel for more than 90 miles in Marin and Sonoma Counties without interruption by signalized traffic controls.

Before the Novato Bypass is opened to traffic, bridge railings must be installed on bridge structures, paving operations must be completed and some major construction work on the North Novato and Atherton Overheads must be finished. Under this \$15.3 million job, six lanes are being constructed from .9 mile south of the Route 37/101 Separation near Ignacio to 1.2 miles north of Atherton Avenue. This 5.2-mile bypass will include interchanges at Rowland Boulevard, DeLong Avenue-Hancock Street and Atherton Avenue. Twin bridges have already been built over Novato Creek.

The southerly two miles of this project involve widening

and upgrading the existing four-lane highway on the present grade and alignment. The remaining northerly 3.2 miles are on a new alignment bypassing the Novato business district which is west of the new freeway. This will eliminate the last remaining signal system in Novato (now located at Lamont, DeLong and Grant Avenues).

A \$3.35 million construction project is underway to widen Route 101 from six to eight lanes from just north of the Richardson Bay Bridge in Mill Valley to just south of the Greenbrae Interchange in Larkspur. Last spring, a widening project was completed which added an additional lane in both the north and southbound directions on the Richardson Bay Bridge. The present project will extend the widening for a distance of 3.5 miles farther north. Freeman-Sondgroth should complete this new extension in one year.

Under this project an additional lane in the north and southbound directions is being constructed on the outside of the existing lanes from the Richardson Bay Bridge to the Alto Interchange. From that point northward, the widening is taking place primarily in the median strip that separates the north and southbound lanes.

At Marin County's request a bicycle path over Alto Hill on the west side of the freeway is being built as part of this major freeway widening project. The eight-foot-wide bikeway will connect the city streets in Mill Valley and Corte Madera. When the paving is completed and the protective fencing is installed, the path will be opened to bicyclists.

Watkin and Bortolussi has begun work on a cooperative landscaping project to beautify Route 101 in San Rafael. Under the project 78 trees are being planted.

Bids opened in early July on a drainage project to replace a defective culvert 3½ miles south of Sir Francis Drake Boulevard near Olema. Under the job a 30-year-old metal culvert will be replaced with a new one having a concrete lining. The concrete lining will be poured over the bottom third of the culvert's circumference to prevent the velocity of the running water from eroding the pipe. The project is estimated to cost \$45,000.

The new four-lane overcrossing of Route 101 at Caulfield Lane in Petaluma was completed in May of 1974. The City of Petaluma is now building approaches to the overcrossing. The State's cost for the overcrossing project was \$560,500.

Work is about 60 per cent complete on the construction of a new East Washington Street interchange in Petaluma. A four-lane overcrossing with higher clearance (16½ ft.), a 12-foot median, eight-foot shoulders on each side and a five-foot sidewalk on the south side will replace the present two-lane structure. A seven-foot high chain link railing will be installed to prevent pedestrians from dropping objects on the freeway.

The City of Petaluma plans to widen East Washington Street to four lanes.

receiving more equipment on the job and is working extra hours. Most of the work at the present time is pioneering and site preparation for the crushing operation. The peak employment for this project will be next season when the dirt moving will go full bore.

Seeco Construction has most of the grade in on the Roosevelt Airport job and this employer would like to get this job far enough along this season to be able to pave the runways early next season. Some of the equipment from this job will go to other projects for this employer.

L. A. Young Construction at Salina Canyon will start moving the dirt spread to the Hanksville job and will move in the hot plant operation very shortly. It is expected to be paved by the end of this season.

Industrial Construction at Beaver, Utah is rolling along well now and some of the equipment on this spread will go to the Scipio hill job after the clearing is done. The employer is winding up some jobs in other states and as the equipment is available it is shipped into Utah.

H. E. Lowdermilk Construction has completed the grade on the Fairview Canyon job and the crushing spread is making the base at this time. It is quite possible this employer will move off of this job and come back next season to complete.

W. W. Clyde Construction has a number of jobs going in this area. The largest spread is the Fairview Canyon job and this employer was the successful bidder on the next section of this road. Another job for this employer is a small road job near Castlegate, Utah, in Indian Canyon. This spread will be paved in the very near future.

Jelco Construction at the Huntington Power Plant has some serious problems on delivery of iron and unless something happens this job will have a big cutback in the work force.

Strong Construction at Thompson, Utah, is about ready for the paving operation to start.

Important Measures On Nov. Ballot

By **MIKE KRAYNICK**,
District Representative, and
**TOM CARTER, BOB FLECKEN-
STEIN, JACK BULLARD**
and **NATE DAVIDSON**,
Business Representatives

People are turned off to government and politicians at all levels is a statement that most of us agree with as we move into the November election campaign. Unless we can turn on to politics and issues, we may be turned off to democracy all together. People have to be involved and concerned with problems in their own area as well as at a state and federal level. It appears that individual action is a thing of the past and maybe the only way a citizen can be effective as an individual is to be part of a group.

Low-cost housing is one of the most serious problems in our area. The deepening depression in the State's home construction industry and the severe shortage of safe, decent housing for elderly and low-income families are a couple of reasons to vote "Yes" on Proposition 15 on the November 5 ballot. The measure, the result of legislation sponsored by the California Labor Federation, would repeal Article 34 of the State Constitution which was enacted in 1950. A vote for Proposition 15 to repeal this unworkable and unnecessary part of our Constitution would be a vote to open up avenues for utilizing federal money that would be under local control for the construction of low rent housing. It would create more jobs in the construction industry so let's repeal Article 34 and vote YES on Proposition 15! Support the local candidates who have demonstrated concern for local control of housing.

Another ballot issue that needs our individual attention is Proposition 17. VOTE NO! It would prevent construction of a high dam on the Stanislaus River near Angels Camp, the proposed new Melones Dam. You've read plenty about it on other pages of this paper—so, just remember a NO vote means more jobs.

Measure B on the November 5 ballot asks approval of completion of the Warm Springs Dam, Lake Sonoma Project. Plans for this lake date back to 1954 and \$30 million has been spent on land purchases and preliminary work. Vote YES.

Sure hope all readers are registered to vote. We are all caught between inflation and recession. Prices and profits continue to soar and the real spendable earnings have the average worker where he was in 1965. Remember this on your way to the polls.

President Ford has proposed a public employment project that would provide 85,000 jobs as an inflation fighter. Maybe this is a good beginning in the right direction.

Santa Clara County has okayed spending \$2 million on road construction work within the County. This is good news specially for this time of the year.

We are still in negotiations with various shops and plants that have contracts that are not of the heavy construction type. This has been the year for renegotiations and rewards. It's time consuming and we're personally looking forward to having all negotiated and behind us so that we can drop around and visit with you on the jobs.

The San Jose District 90 Griev-

ance Committee has endorsed a bond proposition which will provide design and construction funding of new major street patterns in the City of Campbell. The amount of the general obligation bonds proposition is \$1.8 million and will provide two new one-way arterials and the re-establishment of Campbell street improvement program. This street improvement program enables neighborhoods throughout the city to improve their streets, sidewalks and storm drains. What is so unique about this bond issue is that it will not bring about any increases in property taxes. Funding of the bonds will be provided from state sales and use tax revenues.

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 traffic will by-pass the business section. Thus, the way will be cleared for development of additional parking, new buildings and decorative landscaping. This bond proposition, which has been fully endorsed by San Jose Grievance Committee, will definitely benefit the citizens of Campbell without an increase in property tax, and will also provide jobs within the construction industry.

Two sections of Highway 680 are about to be opened. The first section which starts at Highway 101 and exits at 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. At the present time there is a huge crew working on this job. All the bridge structures are in and concrete paving is finished. The crews are making sub-grade and placing the C.T.B. for the off ramps and approaches. The off ramps and approaches call for asphalt paving and this work is scheduled to start about September 20th.

Trying to keep you brothers informed and give you a general idea 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—Sondgroth along with Piombo Construction Co. as a joint venture, just picked up \$20 million worth of work in Santa Clara. Aadco Construction and Lew Jones Const. 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 Wattis Construction working with a good size crew.

Just down the road we have Lloyd Rodoni and Fresno Paving working on the parking lot for the Theme Park going in. They are at this time about 75 per cent complete on the project and should last about five more weeks. J. J. G. Construction Co. is also doing work in this same job. They have a crew of 33 brother engineers working here and hope to keep them busy for a while. This project will last until about July or August next year.

This has been the year for many negotiations in all phases of our contracts. At the present time we are still having meetings with the Warner Yates people, and this writer has started negotiations with Printex Concrete Products. Meetings are going on with the Equipment Dealers also.

These meetings are keeping us from getting around the jobs like we like to. But hopefully they will slack off pretty soon and we can start getting around to see you. We are still covering the "beefs" though. This writer as well as all the business representatives would like to request from all of you, brothers, to report the beefs 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 say something at the time it's happening. It is hard to take care of these situations after they are two or three weeks old.

Hope to see you all at our next District meeting in Watsonville, on November 7, 1974 at 8 p.m. at the Veterans Building on Third St.

We stated in last month's Engineers News that Dale Holbrook was with D&R Watson on San Lucas-Coalinga road. Wish he hadn't been there. Dale lost his right leg above the knee in a fluke accident. His left leg is in a cast, he'll know in early November if he keeps it. Dale says he'll be back on the iron soon as they release him. We believe him. We've worked with him at the trade. He's a good man, with plenty of guts. He joins other operators who have overcome that problem in District 90. There's Billy Inman, steward several times, "Doc" Washburn, another fine member and James Potter presently on Granite Rob Roy Junction job.

Gentlemen, don't forget we have a District Meeting coming up around three weeks ahead. The meeting is November 7, the time is 8 p.m., and the meeting place is the Veterans Memorial

Bldg., 215 E. Beach St., Watsonville. We'll be contacting many of you personally before the meeting.

Granite Salinas branch has plenty of work. Sam Jenkinson was set up as foreman, thereby losing us another good grader-setter. Sam's timing is bad, Dale Marr just upgraded gradesetting to dozer pay this last agreement.

Mike Kraynick, District Representative and Jack Bullard, Business Representative, are negotiating Pringle Tractors first agreement, following the successful election. They are presently negotiating a new agreement for Gabilan Iron, Salinas with 25 members.

M. L. Dubach has temporarily left the Highway 1 Castroville-Marina job. As we mentioned two issues ago, they will perform work near Sacramento on Interstate 5 until bad weather drives them out. They'll return to Highway 1 here, where the sand needs all the rain it can get. Three of our local brothers went with Dubach to Sacramento, maybe four. Doyle Ford, and Lee and Ray Vera have gone, Larry Good probably will go. Dubach finished the bridge approaches, and C. K. Moseman is now starting the bridges. Billy Jo Wright runs one crane, Charlie Foote oils. Steve Pasillas is the apprentice for Moseman.

Most of the contractors in the

Santa Cruz County area are quite busy at the present time. Granite Construction Co. has a lot of work ranging from the freeway job south of Rob Roy, which should be completed in two months to numerous jobs such as parking lots, trailer courts, etc. Granite Const. Co. has also picked up a \$5.1 million contract for the construction of the East Cliff Sewage transmission line and pump station. West Valley Construction is quite busy too. They are working on the underground power lines for the City of Watsonville and the same for the City of Santa Cruz.

The sand and gravel industry is also busy, especially the Kaiser Sand Plant in Felton; they are presently running three shifts.

Bert Thomas, a brother engineer employed by Roberson Construction was involved in an industrial accident with a TD-16. Bert was unloading the dozer off of a low-boy when the trailer lost its footing. The dozer fell off the trailer and went end for end twice and lodged in a big redwood tree. Bert was very lucky he came out of it with only three cracked vertebrae. He was also lucky that the dozer did not have a seat belt. Accidents as stated above could be prevented if every member would think safety each and every day.

ATTENTION OPERATING ENGINEERS IN THE SAN JOSE AREA

Central California Red Cross Blood Center
333 McKendrie Street
San Jose, Ca.
292-6242

BLOOD DONATING HOURS

8 A M-6 P M Monday
9 A M-6 P M Tuesday
9 A M-1 P M Wednesday (Alt.)
9 A M-6 P M Thursday
8 A M-4 P M Friday
9 A M-12 P M Saturday (Alt.)

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



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

ghetti, club chairman; Armand Herrera; Mike Kraynick, San Jose district representative; Joe Winterhalder, club secretary; and Don Yetz. All Operating Engineers are eligible to enter the tournaments.

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:

Batten, James (Sophie, Wife)	9- 7-74
P.O. Box 591, Quincy, Ca.	
Brown, James (Katherine Barber, Daughter)	8-28-74
7546 Sahara, Twenty-Nine Palms, Ca.	
Browning, Gene (Nancy Vaughn, Friend)	9- 6-74
P.O. Box 2768, Fremont, Ca.	
Bush, Marvis (Irmgard, Wife)	8-28-74
1655 Palolo Ave., Honolulu, Hawaii	
Christensen, Wayne (Patricia, Wife)	9-10-74
389 No. State, Salina, Utah	
Combs, Larry	9-13-74
22870 Road 130, Tulare, Ca.	
Coulson, Ola (Eula, Wife)	9- 2-74
5157 W. Mission, Fresno, Ca.	
Fahey, William (Virginia, Wife)	8-31-74
1700 S. State St., Hemet, Ca.	
Flores, Edward (Joan, Wife)	8-31-74
172 Belcrest, Daly City, Ca.	
Gollenbusch, Dana (Doris, Wife)	9-10-74
2245 Howlet tRd., Yuba City, Ca.	
Green, Walter (Bonnie, Wife)	9- 1-74
5849 Sunrise Vista No. 87, Citrus Hts., Ca.	
Hubler, Harlow (Geneva, Wife)	9- 9-74
1755 Franklin No. 202, San Francisco, Ca.	
Isam, Michael (Almeda, Mother)	8-17-74
1131 West St., Visalia, Ca.	
Joaquin, Daniel (Ruth, Wife)	9-16-74
509 Mulberry Circle, Manteca, Ca.	
Kaiser, Carl (Harriet, Wife)	8-28-74
3089 Middlefield, Fremont, Ca.	
Kelley, Irvin (Aletha, Wife)	9- 8-74
P.O. Box 251, Tehama, Ca.	
McBride, Jackson	8-22-74
Deck Dr. Sp. No. 2, Suisun City, Ca.	
Miljevich, Chris	7-23-74
P.O. Box 1434, Santa Cruz, Ca.	
Palakiko, John (Elizabeth, Wife)	9- 7-74
1302 Ala Moana No. 30, Honolulu, Hawaii	
Parker, Leotis (Eva, Wife)	8-25-74
16 Christine Ct., San Pablo, Ca.	
Parlin, Harold (Louise, Wife)	7-22-74
1941 N. Motel Dr. No. 28, Fresno, Ca.	
Rager, Thomas (Doris Lyon, Daughter)	9- 6-74
4926 Vannox, Castro Valley, Ca.	
Rahm, Ronald (Mary-Louise, Wife)	9-18-74
No. 1 Dionne Ct., Belmont, Ca.	
Riis, Viggo	9-15-74
319 Best Ave., San Leandro, Ca.	
Rogers, Roy T. (Beulah, Wife)	9-15-74
84 Willow Dr., Oroville, Ca.	
Senesac, Oliver (Helen, Wife)	9- 5-74
1931 E. "F" St., Oakdale, Ca.	
Sooter, Wayne (Opha Davis, Mother)	9- 5-74
Star Rt. Box 26, Jamestown, Ca.	
Stuart, Joner (Mary, Wife)	9- 4-74
920 A Virginia St., Marysville, Ca.	
Tanner, Norval (Jacqueline Tanner)	8-26-74
P.O. Box 417, Murphys, Ca.	
Tavares, Vincent	8-28-74
87 - 153 B Makona St., Waianae, Hawaii	
Walker, Curtis (Ruth, Wife)	8-24-74
P.O. Box 6711, Santa Rosa, Ca.	

DECEASED DEPENDENTS — September 1974

Mark, Florence — Deceased September 12, 1974
Deceased Wife of Roy Mark
Nazaryk, Hildagard — Deceased September 1, 1974
Deceased Wife of John Nazaryk
Olesen, Beryl — Deceased September 4, 1974
Deceased Wife of Soren Olesen
Ransom, Carol — Deceased August 25, 1974
Deceased Daughter of Wilbur Ransom
Seilhan, Velma — Deceased September 8, 1974
Deceased dependent Granddaughter of Edward Dewitt
Siders, Roberta — Deceased September 10, 1974
Deceased Wife of Victor Siders
Sparks, Dean — Deceased September 5, 1974
Deceased Step-son of Ralph Graham
Straus, Dorothy — Deceased September 1, 1974
Deceased Wife of John Straus

In San Mateo

New Six-Story Building Changes Skyline

By RAY COOPER,
District Representative and
PHIL PRUETT,
Business Representative

The changing skyline in Borel Square, San Mateo, next to Highway 92 is a six-story office building. Williams & Burrows is the contractor, with Bethlehem Steel hanging the iron and Fisk, Firenze & McLean on the parking lots and grading.

Several of the brothers are

busy with underground contractors in San Mateo. Dalton Construction in Atherton, Jardin-Jardin Construction in Burlingame, Matthew Shaw in Pacifica, Manuel Jardin, Millbrae, Silvas Pipelines in San Mateo, Great Western Pipeline in San Bruno, Fairley Construction with three new tracts in San Carlos, Hillsborough and San Mateo and Pisano Bros. in East Palo Alto.

Street improvements have

been fair with Freeman Sondagroth in Palo Alto, Piombo in Redwood City and Pacifica and Huettig & Schromm in San Bruno.

Guy F. Atkinson is progressing very nicely on Freeway "380" in San Bruno. The only dirt spread comes under E. T. Haas site developers in San Carlos with about 15 TS14's and TS24 scrapers running and supplementary equipment.

Dirt Flying In Redding District

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

Mastelotto Enterprises Inc. is in the process of finishing the dirt work on the government camp job 65 miles west of Corning. The project is located on the boundary between Mendocino County, Glenn and Tehama Counties, and is situated at a 6,000-foot level on the edge of the Yolo Bollas wilderness area. This leg of the project, when completed, will make the wilderness area more accessible to the realignment of roads.

Mastelotto has provided living quarters for some of their employees and families due to the distance it is from civilization. The nearest phone is 40 miles from the project. However, it is beautiful country. If the good weather holds, the company hopes to complete the dirt work this season and worry about placing the sub-base next season. At the start of each shift 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 work already completed, with just the cuts and fills to be brought to grade. Some of the brothers came from the flat lands on dozers but found it is a completely different type of work in the Yolo Bollas wilderness area than what they are used to in the low country. If the weather holds the company hopes to bring in the crushing crew right away. The crushing site is located on the project.

North Valley Construction Company is picking up a few jobs in and around the area. They have recently picked up a small curb and gutter and street repair work in Anderson. They have just completed paving the major portions of the streets in Weed near the Oregon line.

Walter C. Smith, a contractor from Fresno, is currently boring under the railroad tracks on ComConEx project on Placer Street in Redding. They have been plagued with large boulders that have made it difficult to push the pipe and keep it aligned. They are also doing basically the same thing for Butte Creek Rock on their project in Corning. With any luck at all the men hope to be out of the holes by mid-September.

A small contractor in Red Bluff, H. P. Edwards, is keeping his usual hands busy again this season with numerous small local projects.

Jim Byrne, 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 winter.

The rock, sand and gravel plants around Redding are working a two-shift, six-day-a-week schedule. With the heavy winter we experienced last year the road bases were broken down and have required extensive repair. New construction of the Hahn and Shasta malls, Mercy Hospital addition and Wright, Schuchart and Harbor have kept the batch plants moving.

L and C Construction Company of Fairfield have all but completed the earth work on the Shasta Mall. By the first of October they should have completed grading and rocking. This is a new company that was formed this year and we hope to see them make good.

W. Jaxon Baker was successful low bidder on the Dunsmuir Sewage Treatment facility and was awarded the job on Sept. 9, 1974. Although Baker was approximately \$400,000 over the engineers' estimate he was almost \$200,000 below the next low bidder, (AFB Corp.) and was over \$200,000 below the third low bidder (J. F. Shea Co.).

Piombo Construction Company Inc. is moving along very well with the clearing and preliminary work on their I-5 job at Dunsmuir and hope to have the detours completed before the snow flies. They have around 40 of the brothers working at 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 subdivision (near Weed) and hope to have the roads paved in the first unit before winter sets in.

The Burney Water District is having a rough time with their sewage plant in Burney. The prime contractor, Robert Moore, Inc. has sub-contracted the earth work to Spike Voudouris Construction, who built the ponds according to the specifications. Now tests reveals the ponds, which were blasted out of solid lava, will not percolate, and with an estimated 600,000 gallons of sewage expected daily they are trying to figure out how to get rid of the water without just dumping it down Burney Creek which flows over Burney Falls.

To compound the problem several new homes were built in the Burney area this summer but septic tank permits were not issued because of a freeze on septic tanks in the area and the anticipated operation of the new sewage treatment plant on September 1. All of the new home owners have had to rent portable toilets at \$31 per month and are very upset at the prospect of having to wade out through the snow to use the portables this winter.

Pacific Western is trying to get the rock crushed for their overlay job on Highway 97 (near McDoel) in order to pave before the cold weather moves in. The job covers a stretch of Highway 97 at an elevation of up to 5000 feet where old man winter has been known to move in in September.

Dist. 50 Dams Near Completion

By CLAUDE ODOM, District
Representative and BOB MER-
RIOTT, HAROLD C. SMITH,
and JERRY BENNETT, Business
Representatives

Hidden Dam under construction on the Fresno River is about 83 per cent completed and Buchanan Dam, under construction on the Chowchilla River is about 76 per cent completed.

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 Dam 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 200 feet from the dams. The towers will contain a water treatment plant to provide drinking water for the administrative offices and proposed campgrounds. Houses on 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 after a former manager of the Chowchilla Water District. A move is under way to name the lake behind Hidden Dam the Hensley Lake after a pioneer family in the area.

The Corps of Engineers is scheduled to let a contract for construction of recreational facilities at both dams in April of 1975 and construction is scheduled for completion in January of 1977. The recreational facilities are expected to cost approximately \$5.5 million and will include boat ramps, overnight campgrounds, beaches and picnic areas.

C. R. Fedrick, Inc. has begun work on their project 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 uphill, requiring additional pump stations. The 64 miles of pipeline on this job will not start until next spring due to difficulty in pipe delivery. The company has 700 days to complete the job.

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, Los Gatos Creek floods the Huron area creating work for operating engineers.

A. J. Construction Co. is busy working on forest service roads in the Nine-Mile Canyon area in southeastern Tulare County. The only way into this area is from Highway 395 north of Inyo-Kern. There are nine engineers on this job and due to the 9,000-foot elevation, will be back to complete the job next year.

With Safety In Mind

Cooperation Is Essential

Local 3's Safety Department is always interested in any information which deals with the safety, health and welfare of Operating Engineers. This is mainly because the more we know about those things which threaten Local 3 members both on and off the job the more we can do to prevent needless injuries.



Jerry Martin

Several years ago NIOSH, the National Institute of Occupational Safety and Health, demonstrated a great interest in the effects vibration has on the body. They turned to the University of California for a study of the subject and the University of California turned to Operating Engineers Local No. 3. We were especially interested in cooperating with this study because we believed that the information they turned up might help us negotiate for improved working conditions for heavy equipment operators.

The first study was done from August of 1971 through March of 1973 and the report was published in July of this year.

Now NIOSH and the University of California want to do a follow-up study and, again, they have turned to Local 3. We are once more very anxious to cooperate because we think that information derived from this study could help us 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, reg number or any other manner except test group. These test groups have been set up by those who are doing the study and they are not interested in who you are. All the questionnaires will be mailed from the San Francisco office of Local 3 and there will be no way of identifying you among the group.

For this reason we would like to see 100 per cent response on the questionnaires. It is important not only to 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 source in the nation for 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 to all workers subjected to vibration.

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

SAFETY COMMITTEEMEN ACTIVATED

Week Ending August 23, 1974	Agent	Week Ending September 13, 1974	Agent
Dist. Name	Agent	Dist. Name	Agent
01—Charles E. Frager	H. Pahel	20 Leo Sperber	W. Dorresteyn
11—Arthur Topken	D. Young	60 Bob Barber	G. Halsted
		80 Lawson LaTorre	A. Swan
		12 Albert L. Sagrillo	V. Abbott

THINK SAFETY, ACT SAFELY

Many Marysville Jobs Moving, Several Others Coming Soon

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

The work on the west side is going very well. Rahco of California is just about to wrap up the paving on the Tehama-Colusa Canal for Zurn Engineers. This has been a good job for the brothers. Zurn Engineers is moving right along with their job on the Tehama-Colusa Canal at Orland. They have put their scrapers back to work. It looks like they will be there a good part of next year with the finishing up.

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

Continental-Heller has started on the building for SunSweet. Kaiser Sand and Gravel in Hamilton City has some trouble keeping up with the demand for sand for Rahco of California which has kept the brothers busy at the 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 Cushing Landscape, Frank Booth and others, should be pretty well cleaned up by October. We would like to say that we appreciate the help we have received from our job stewards on various jobs so far this season. We also want to thank all 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. Madonna Construction Co. was awarded the contract on Highway 89, near Quincy, at \$2.85 million and has just started. They have six fellows working currently, getting started, and depending on the weather, should accelerate somewhat this year, but probably will be held up until spring before they really get going. Also at Quincy, on the Buck's Lake Road, Ladd Construction Co. is moving along very well. They have made some cuts and fills, with more to do, and base and overlay to come.

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

Baldwin Contracting Co. has erected another aggregate plant at Hallwood to enable them to

keep up with the demand for their materials.

At Dobbins, Gates and Fox is working in the Colgate Tunnel for the Yuba County Water Agency. They have about 15 brothers on three shifts, working seven days a week, to repair damage to the tunnel at a point about three miles from the downstream portal. They will probably be on the job there from six to eight weeks.

Guntert Construction Co., at Hammonton, currently has about 30 of the fellows working at dismantling Dredge No. 20. This has been a good job so far, and should last until sometime early next year.

BLOOD BANK

We certainly thank the brothers who very generously helped us out by donating to our blood bank and would like to encourage you to keep blood going in. We still need it! Anyone wishing to donate can do so at the following places and remember to tell them it is for the Operating Engineers Marysville District Fund:

Marysville:

Marysville Art Club (just behind the Elks Lodge), 420 10th Street, Marysville. 1:00-7:00 p.m., 2nd Tuesday of each month.

Oroville:

Medical Center Hospital, Oroville. 1:00-6:00 p.m., 1st Thursday of each month.

Chico:

169 Cohasset Road, Chico. Mondays, 3:00-6:00 p.m., Tuesdays, 8:00-11:00 a.m. and 1:00-4:00 p.m., Fridays, 8:00-11:00 a.m.

PRE-JOBS RECENTLY HELD IN THE MARYSVILLE DISTRICT

Continental-Heller for the SunSweet Plant in Yuba City, Kirkwood-Bly for the pumping station in Willows, Gates & Fox at the new Colgate Tunnel in Dobbins and Madonna Construction Co. for the Highway 89 job near Quincy have all been held this past month.

JOBS COMING UP

The Highway 149 job between Oroville and Chico and up Highway 99 to the Durham cut-off. This will be a \$5.35 million job. Approximately \$2 million worth of work will be starting shortly at the Linda Mall. This job has not been awarded yet. Additional sewage lines and work on the sewage treatment plant in Yuba City should run into the millions of dollars. The Olivehurst Public Utility District new sewage treatment plant contract should be awarded shortly and should be well into the millions of dollars also.

There are several more small jobs coming up in the near future which you will hear about in the next issue.

More Warm Springs

(Continued from Page 10)

ture, viticulture, residential, commercial and industrial needs for life support systems and fire protection; it will provide employment opportunity now and in the long term future, for the construction of the dam and the creation of Lake Sonoma, in the forms of recreation, boating, camping, fishing, riding and hiking, swimming and related facilities to serve the public; the U.S. Government has guaranteed provision of fish ladders and fish hatcheries to augment future food supplies in the lake.

To date approximately \$40 million has been spent towards the completion of the \$115 million dam (today's cost) but with the task force (which has many



Bob Skidgel, Job Steward Coordinator

JOB STEWARDS ACTIVATED

Week Ending August 23, 1974	Agent	Week Ending September 6, 1974	Agent
Dist. Name	Agent	Dist. Name	Agent
01 R. E. Pearson	C. Snyder	10 Mel Dunham	S. McNulty
01 Lloyd J. Morrison	H. Pahel	10 Ralph Moody	P. Schissler
01 Don Gillmor	H. Pahel	20 Fred Weller	J. Johnston
17 Herbert Denning	W. Brown	20 Fred Wilmoth	D. Bell
30 James Atkins	S. Glick	20 Frank Robinson	W. Dorresteyn
30 Karl Burchard	S. Glick	20 Martin Erickson	D. Bell
30 Thomas Christopherson	S. Glick	20 Gene Browning	J. Johnston
30 Duane Clair, Sr.	S. Glick	20 Ward E. Fisher	W. Dorresteyn
30 Louis F. DeCicco	S. Glick	40 James T. Reed	E. Lake
30 Albert English	S. Glick	60 George L. Genise	J. Smith
30 Leonard E. Fenton	S. Glick	60 Harold Hudson	G. Halsted
30 Arthur Fields	S. Glick	60 Virgil Jarosh	G. Halsted
30 David Gumbardo	S. Glick	60 Gary Mathews	G. Halsted
30 Nicholas H. Huerta	S. Glick	60 LeRoy Powell	G. Halsted
30 Clifford W. Hoggatt	S. Glick	60 Ed L. Troughton	G. Halsted
30 Junior Hunt	S. Glick		
30 —Dan Hurdle	S. Glick		
30 Jim Lobosco	S. Glick		
30 Raymond Lozano	S. Glick		
30 Harold Moyle	S. Glick		
30 Domingo Orozco	S. Glick		
30 Henry Schaffer	S. Glick		
30 Orlando Tirapelle	S. Glick		
30 Felix Uria	S. Glick		
31 Waldo E. Ogan	J. Victor		
60 John F. Baker	A. Cellini		
Week Ending August 30, 1974	Agent	Week Ending September 13, 1974	Agent
Dist. Name	Agent	Dist. Name	Agent
01 Cleo E. Harper	H. Pahel	01 Paul E. Yetter	H. Pahel
10 Richard A. Evans	S. McNulty	12 Merrill Peterson	D. Strate
10 Robert D. Robbins	S. McNulty	12 William H. Duke	W. Markus
40 Max Lennon	E. Lake	30 Albert Murray	W. Talbot
80 Hernan A. Sandner	A. Dalton	60 Harold Wright	R. Criddle
80 Ted W. Best	W. Marshall	90 Mark Whitehall	M. Kraynick
90 Rick LeMarquand	R. Ward	90 Bill L. Dalton	B. Fleckenstein
		90 Bill Davis	T. Carter

R. L. "Monk" Briggs became a job steward because he thought the members had better protect their jobs, "That's what buys the groceries," he said. "If you turn your back and let something slide here and something slide there, that job is going to be gone," Monk said, "and we've got to protect our craft while we can."

Brother Briggs is right about that; a contract can tell us exactly what we've got, but the members and job stewards are the ones who have to see that we actually work those jobs and keep those jobs.

Before joining the union, Monk spent four and a half years in the Air Force where he was a tail gunner and staff sergeant. Now, he lives with his wife and two children in Campbell, California and works as a high lift operator for Guy F. Atkinson on the new 380 freeway in South San Francisco. Brother Briggs has been a member of the union for 18 years but this is his first year as a job steward.

Sharing the duties as steward with Monk on the freeway job is Pete Fogarty. This is Pete's first year as a steward, too, even though he's been an engineer for a long time. In fact, he was initiated by Chet Elliot, 21 years ago, into the same district he's working in now.

Brother Fogarty was in the U.S. Army Corps of Engineers before he joined the union and now works as a loader operator. Pete says it's a little different being a steward because the company looks at the steward for whatever happens on the job. He says he didn't realize before he became a steward how important it is to the support of the members and the business agents, and everyone working together, or a steward can really get stuck out on a limb.

Four job stewards' meetings will be held in the month of October. The dates of these meetings are: Concord, October 14; Fremont, October 16; Oakland, October 17; and Fresno, October 24. Stewards in these specific areas will be notified by mail.



Steward Pete Fogarty, a 21-year member of Local 3.

outsiders within its ranks) fighting against the dam and the delays they have caused the costs will continue to rise. Of the \$40 million already invested we find funds for a steel bridge, which has been completed and presently leads nowhere, would be totally wasted if the project is abandoned.

The advantages are many. We in the Santa Rosa office have much information and would hope that you would contact us should you have any doubts in your mind concerning this most vitally important project.



R. L. "Monk" Briggs

Personal Notes

REDDING

Our wishes for a speedy recovery to Brother Alex Rodak who was hospitalized, operated on and is back home recovering. Good Luck Alex.

Also, best wishes for a speedy recovery to Brother Lloyd Rice who has been sick for some time. We hope before long Lloyd will be back up moving dirt. Hurry and get well Lloyd.

Good luck and speedy recovery to Brother Russ Burchett. Russ has been a very sick man—operated on a few weeks ago but is home. We talked to his wife and she said he is doing nicely.

Brother James Hall has been ill for some time now but he is getting along real well. We all wish you a speedy recovery Jim.

We all wish a speedy recovery to Brother Hank Munce. Hank has been in and out of the hospital so long the hospital staff knows him by his first name. We hope the visits will be far and few between and your recovery will be fast. Good luck Hank and hope to see you up and around the hall before long.

It is with deep sadness and regret that we report the death of the following brothers:

Brother Warren "Spec" Bartlett who passed away after a long illness. Brother Bartlett will always be remembered as one of our tough union organizers, and we will all miss him greatly.

Brother Herman "Bob" Jolley passed away after a very short illness. Brother Jolley worked up to the time of his death for W. H. O'Hair Company. It is with deep sadness that we feel his loss.

Brother Carroll "Moose" Burgess passed away suddenly with a heart attack. We will always remember Carroll as a big, young and all man.

Brother Irvin Kelley passed away after a lengthy illness. Brother Kelley was one of our retirees. He retired eight years ago and was always all-union.

Brother Weldon Killough passed away after a very, very short illness on Sept. 13. Brother Killough at the time of his death was working in San Fernando for Galloway Crane Service. He worked and was a member of Local No. 3, for a good number of years.

Brother Tom Rhyne passed away after a lengthy illness in July. Tom was on retirement with the union. In his day he was a blade man and a darn good one.

EUREKA

Congratulations are in order to Mr. and Mrs. John Davis, who are proud parents of a daughter born in June 1974. Congratulations also go to Mr. and Mrs. Ronald Gragg who are proud parents of a daughter born in August 1974.

We extend our sympathy to Brother Soren "Sam" Olesen who lost his wife, Beryl, due to illness in September 1974.

STOCKTON

Our deepest sympathies are extended to the families and friends of departed brothers Daniel Joaquin and Oliver Senesac.

Brothers Ernest Sooter, Vernie Mewhinney, Burnerd Hamilton, O. O. Brooks, Elmer Strassburg, and Bill Thompson were either under a doctor's care or hospitalized this past month. A speedy recovery is wished for all.

Retired Engineer, Brother Harold Hamrick, was successful in bagging a Stone ram in British Columbia.

MARYSVILLE

Our condolences to the families and friends of the following deceased members in the Marysville District during the past month: Retired Brothers George Phillips, Oliver Senesac and Joner Stuart

See More PERSONALS, Column 4

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

P. O. Box 689

San Francisco, California 94101

Telephone: 415/431-5885

Please send me information and documents as indicated:

- ☐ Membership and Dividend Information.
- ☐ Send Loan information for:
 - ☐ Signature loan.
 - ☐ Share Secured loan.
 - ☐ New/Used Automobile loan.
 - ☐ New/Used Mobile Home loan.
 - ☐ New/Used Motor Home loan.
 - ☐ New/Used Boat & Equipment loan.
 - ☐ Travel Trailer/Camper loan.
 - ☐ Aircraft loan.
 - ☐ Construction Equipment loan.
 - ☐ First Mortgage loan.
 - ☐ Second Mortgage loan.
 - ☐ Unimproved Property loan.
- ☐ Assistance in refinancing present automobile loan.
- ☐ Information on Accident and Health Insurance.
- ☐ Information on Life Savings Insurance.
- ☐ Information on Loan Protection Insurance.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO. _____ TELEPHONE _____

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: EIGHT ACRES nr John Day, Oregon. Fenced, creek, new 3 BR home w/w-crt, attchd garage. Fruit & shade trees. J. H. King, Box 42, John Day, Oregon 97845. Call 503/575-1411. Reg. No. 0750571. 8-1.

FOR SALE OR TRADE: McKEON CONDOMINIUM UNIT No. 4. A.E.K. kitchen w/dishwasher, crpts, drapes thruout, in San Jose. R. Lopez, 133 Nashua Court, San Jose, Cal. 95139. 408/227-0535. Reg. No. 1382298. 8-1.

FOR SALE: CONSTRUCTION EQUIPMENT. G.I. water trk w/pump \$2,500. Essik 72" vibratory sheepsft \$2,500; Cat 212 grader \$2,700. Essik pump \$450; Artec ripper shank & bracket \$700. J. Meheen, Box 343, Murphys, Cal. 95247. 209/728-3088. Reg. No. 1148355. 8-1.

FOR SALE: MECHANICS TOOLS and complete welding capt. Jack C. Doyle, 3945 Grass Vly. Highway, Space 23, Auburn, Cal. 95603. Reg. No. 0577349. 8-1.

FOR SALE: VIEW LEVEL LOT nr Hwy 4, Camp Connell, Calif. Sell below tax valuation. Terms. J. H. King, Box 42, John Day, Ore. 97845. Call 503/575-1411. Reg. No. 0750571. 8-1.

FOR SALE: 1973 KAWASAKI 250-F11 Trail \$475. Paid \$805 in Sept. 73. Licensed for street. Richard Tresider, P. O. Box 6, Ahwahnee, Ca. 93601. Call 209/683-7894 after 5. Reg. No. 0779450. 8-1.

FOR SALE: 3 or 4 acres. Lakes, river within 1/4 mi. Approved 1-acre bldg. sites paved rd. John L. Hinote, Rt. 1, Box 1420, Meadow Vista, Cal. 95722. Ph. 916/878-1203. Reg. No. 0367892. 8-1.

FOR SALE: 1964 SWB CHEV. PU. 4-speed, radio-htr, 230 CID, 6 cyl., 40 gal. saddle tank, 2 extra whls & tires 650x16 rubber, \$700 firm. R. R. Clyde, P. O. Box 875, Carson City, Nev. 89701. Ph. 702/883-0162. Reg. No. 1212523. 8-1.

FOR SALE: LOT ON BEAUTIFUL CLEAR LAKE. Golf, boat & swim club priv.; paved st., all util. in. \$6,500 terms. Bob Gowan, 655 Willow Avenue, Ukiah, Cal. 95482. Reg. No. 1355143. 8-1.

FOR SALE: CHAIN SAW like new—only cut two cords of wood. Call 455-9630. Reg. No. 0899381. 8-1.

FOR SALE: 1970 GREAT LAKES 20x51 MOBILE HOME. 3 BR, 2 bath, shower, crpts, awning, skirting. Unfurnished. \$7,000. E. B. Loyd, 312 Mobile Lane, Newells Pk, Vallejo, Cal. 94590. Call 643-6873. Reg. No. 0321463. 8-1.

FOR SALE: 49 CAD. 2-door fast back. Can be restored or used for parts. Not in running condition. \$300. A. C. Wagner, 1202 Rosemary Ln, Yuba City, Cal. 95991. 916/674-5882. Reg. No. 0904790. 8-1.

FOR SALE: AMERICAN SILVER COINS. Foreign country coins. Some collectors' species. Ph. 415/587-8981. Reg. No. 0864309. 8-1.

FOR SALE: 10.18 ACRES, remote & secluded, vw American River, beach, gd hunt & fish \$8,250 terms. Also 10.18 acres nr Coloma \$7,250 terms. W. L. Fischer, Rt. 2, Box 67-B, Placerville, Cal. 95667. 916/622-2483. Reg. No. 0574273. 8-1.

FOR SALE: 1973 DODGE 1 TON POWER WAGON. cust. fit bed, warn hubs, air/cond., P/S, PB M/S tires post-traction, hvy duty cooling, exc. cond. 21,000 mi. \$5,500. R. J. Kirkpatrick, 3450 Glen Ave., Oroville, Cal. 95965. 916/533-1329. Reg. No. 0912675. 8-1.

FOR SALE: 41 CAD. 4 dr, gd running cond. Upholstery & paint original. Metal & glass gd. Battery, brakes, gd. \$1,200. A. C. Wagner, 1202 Rosemary Ln, Yuba City, Cal. 95991. 916/674-5882. Reg. No. 0904790. 8-1.

FOR SALE: 10.18 ACRES NEAR COLOMA, remote, secluded, vw Amer. River, beach for prpty owners, gd hunt & fish, 2 springs \$10,500 terms. W. L. Fischer, Rt. 2, Box 67-B, Placerville, Cal. 95667. 916/622-2483. Reg. No. 0574273. 8-1.

FOR SALE: HENSLEY RIPPER for D4, attached to blade, new point. \$175. W. L. Fischer, Rt. 2, Box 67-B, Placerville, Cal. 95667. Ph. 916/622-2483. Reg. No. 0574273. 8-1.

FOR SALE: 1970 AMERICAN MOBILE HOME 12x65 w/4x12 tip on liv. rm. 2 BR, extras. Call Don Rogers, 415/829-4074. Reg. No. 0707359. 9-1.

FOR SALE: 1967 JEEP 4 W.D. sta. wagon, 260 Ford eng. New L60-15 tires & chrome whls & std. jeep whls. Phone 209/862-2282. Reg. No. 0824688. 9-1.

FOR SALE: IN PLACERVILLE 73 Silver crest mobile home 12x60, 2 br., frt. liv. rm., carpted, awnings, skirting, shed, cooler, in adult pk. Ph. 916/622-8793. Reg. No. 0351468. 9-1.

FOR SALE: 1969 TRAVELEZE hr trlr, 36x8 w/tilt out, refrigeration, awning, carpet, rotary tv ant. \$4,000. J. F. Johnson, 381 E. Pepper, Farmersville, Cal. 93223. Ph. 209/594-4138. Reg. No. 0594271. 9-1.

FOR SALE: TWO 6 FT. UTILITY FENDER top tool boxes \$110 or offer. One Vacationer CST insulated cab high camper shell for SWB \$165 or offer. P. W. Beardslee, 1132 Fountain St., Alameda, Cal. Reg. No. 1420288. 9-1.

FOR SALE: DRAGSTER, front motor 130 lb. set up for any comb. Less motor, trans. & 3rd number. Roadster & dragster leadies. Single axle tr. \$400. Call 209/732-0986 aft. 6. Reg. No. 0775427. 9-1.

WANTED: PORTABLE BELT LOADER w/shaker screen. Mel Williams, P.O. Box 1552, Gilroy, Cal. 95020. Reg. No. 1414882. 9-1.

FOR SALE: 1953 INT. R210 4-71 GMC diesel log racks, 5 sp. main 3 sp. aux. Timken tandem dr. Eng. has 2,000 mi. since overhaul. Ph. 209/862-2282. Reg. No. 0824688. 9-1.

FOR SALE OR TRADE: 11-ROOM HOUSE; 3-rm house, 3,000 gal. undergrd gas tk w/pump, platform & sheds; 1 acre, nr Sacramento. Call 916/455-3324. Reg. No. 0515910. 9-1.

FOR SALE: 2460 GRADALL 3" 4", 5" buckets, 371 GMC diesel w/ Cummins diesel in carrier w/parts. \$7,500. Ph. 916/922-0532. Reg. No. 0970365. 9-1.

FOR SALE: APPROX. HALF ACRE CORNER LOT, Redding, Ca. Util. & paved sta. Can be divided. Also 2 smaller parcels. 275-41st St. Apt. 115, Oakland, Ca. 94611. Reg. No. 865537. 9-1.

FOR SALE: TWO AIRESEARCH T-3030 turbochargers. Trade for tools, air compressor, valve grinder, drill press, lathe, etc. J. Bowlan, 2466

Aptos Ct., Union City, Ca. 94587. Call 415/471-7738. Reg. No. 1228753. 9-1.

FOR SALE: 73 EL CAMINO, power brakes, steer., 4-spd., mags, new tires, 19,000 mi., exc. cond. \$2,900. Call 916/421-0155. Reg. No. 1595030. 9-1.

FOR SALE: 24000 LB. O.T. MILLER TRACTOR trlr. 12 ply tires, new brakes, very gd cond. V. Serpa, Oakdale, Ca. Ph. 209/881-3367. Reg. No. 1199170. 9-1.

FOR SALE: 1972 TRAVELEZE, 30', air, blt-in vacuum jacks, refrig., awning, spare, like new. \$5,500. L. T. Engel, Ph. 916/273-7976. Reg. No. 553019. 9-1.

FOR SALE: HARLEY DAVIDSON SPORTSTER, 1973, stock, like new, 3,000 mi. \$2,100 firm. Call Paul Farmer, 415/885-3715. Reg. No. 1166505. 9-1.

FOR SALE: 9 1/2 ACRES nr Oroville Oak & Pine, covered 600' city rd frontage w/well, elec. nr, ask \$9,500 or best offer, will finance. 415/589-4314. Reg. No. 1411491. 9-1.

FOR SALE: GMC 41 PASSENGER BUS, 471 diesel \$2,250. Malsbury 300 port. steam cleaner \$925. 12-yr Appaloosa mare, reg., very gentle \$250. J. Corbett, 2608 Carpenter Rd., Stockton, Ca. 95206. 209/463-7305. Reg. No. 1208766. 9-1.

FOR SALE: CONSTRUCTION TRAILER, tilt bed, 18' bed, 7 1/2' tongue, single axle, dual whls. \$900. K. Prenger, 6036 Lean Ave., San Jose, Cal. 95123. Call 408/225-1865. Reg. No. 1528272. 9-1.

FOR SALE: MOBILE HOME 8x45, furn. 1 1/2 BR, wash/dryer, a/c, cent. heat, 8x40 awning. \$3,800. F. Martinez, 27499 Patrick Ave., Hayward, Ca. 94544. Reg. No. 1136308. 10-1.

FOR SALE: NEAR LAYTONVILLE, 40 acres w/2 story cabin, stocked pond, fruit trees & timber. Good hunting. Access all yr. Int. at 7%. \$36,000. Ph. 209/748-2498. Reg. No. 1117589. 10-1.

WANTED: SHOP BLDG. to move, prefer all metal 40x60 or larger, will consider other. Shop/stor. usage. L. Fistolera, 2665 Plaza Claveles, San Jose, Ca. 95132. Ph. 408/263-1198. Reg. No. 1427813. 10-1.

WANTED: UPPER & LOWER COWL for Cessna 172A. Also a McCauley EM7653 Propeller + other parts. L. Fistolera, 2665 Plaza Claveles, San Jose, Ca. 95132. Ph. 408/263-1198. Reg. No. 1427813. 10-1.

FOR SALE: MASEY FERGUSON BACKHOE ATTACHMENT 220 & buckets, 45' Spartan Trailer, Exc. 3 BR home w/30x36 shop. B. Goekler, P. O. Box 984, Chico, Ca. 95926. Ph. 916/342-5489. Reg. No. 1178096. 10-1.

FOR SALE: 1969 FORD CAMPER. Spec. 3/4 ton & Boles Aero Travel trailer. Self cont. w/air. Or Trade for 4 place airplane. J. Deffley, 1702 Miller Ave., Modesto, Ca. 95351. Reg. No. 1142933. 10-1.

FOR SALE OR TRADE: INTER'L 10 WHEEL DUMP TRUCKS. Dump boxes & Gamwood Hoists for 10 whlr dump trucks. \$350. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014. Ph. 415/333-9006. Reg. No. 1547371. 10-1.

FOR SALE: CASE 1964 ANGLE DOZER w/rippers. Diesel, new running gear \$4,200. 1965 Field & Stream 15' trailer \$650. B. Ormans, 2575 Morgan Terr. Rd., Clayton, Ca. 94517. Ph. 415/689-5638. Reg. No. 0892706. 10-1.

FOR SALE: 1955 JEWEL HOUSE TRAILER, 25', good cond. Modern, shower, wash basin, flush toilet, lg. bed, closet space, hot water htr, dbl sink, butane stove, elec. refrig. Incl. trailer hitch & hook up. New tires. \$1,250. 1925 E. Shepherd St., Fresno, Ca. 93710. Ph. 209/299-8774 or 209/465-9089. Reg. No. 509762. 10-1.

FOR SALE: CLASSIC 1948 STUDEBAKER CHAMPION. Comp. restored. Runs like a dream. New eng., upholst. & tires. \$1,500. 6370 N. Temperance, Clovis, Ca. 93612. Ph. 209/299-4295. Reg. No. 0998883. 10-1.

FOR SALE: LINCOLN WELDER, 400 amp., 6 cyl., Continental KW's, 15' wheels \$950. Exc. cond. L. Herrick, 2747 Peartree Ln., San Jose, Ca. 95121. Ph. 408/274-7595. Reg. No. 1137643. 10-1.

FOR SALE: SMALL 2 BR HOME on 1/2 acre, walnut & fruit trees in Live Oak. CA. \$12,500. W. Martin, 130 East O St., Benicia, Ca. 94510. Reg. No. 0939968. 10-1.

FOR SALE: VIEW LOT NR TWAIN HARTE. Very reas. Paved road, water

& elec. in to edge of lot. Terms. F. Meacham, Rt. 1, Box 125, Soulsbyville, CA 95372. Ph. 209/532-5005. Reg. No. 0468307. 10-1.

FOR SALE: 3/4 DRIVE SET 3/4 to 1 1/2 ratchet & extensions. Box & open wrenches 1 1/2 to 1 1/16. 0 to 4" mike. D. Mansfield, 9980 Fernwood Rd., Stockton, Ca. 95205. Ph. 209/931-1853. Reg. No. 0486182. 10-1.

FOR SALE: FALCON RANCHERO, 144 Eng. in fair cond., good tires \$300. 1969 Honda 950 mikes-like new. \$200. D. Mansfield, 9980 Fernwood Rd., Stockton, Ca. 95205. Ph. 209/931-1853. Reg. No. 0486182. 10-1.

FOR SALE: 1955 DIAMOND T TRUCK TRACTOR Recently overhauled, 501 eng. \$1,200. Catapillar 28 w/good tracs & rails \$350. 2,500 gal. oval water tank \$800. Dbl. hoist for dump box \$100. 415/967-3943. Evenings. Reg. No. 1067423. 10-1.

FOR SALE: OREGON, 1.2 ACRE, septic, water, elec. avail. on road. \$4,500. TD-24 14' angle blade, logging winch, cracked block \$4,000 or trade smaller Ph. 415/862-2955. Reg. No. 0899473. 10-1.

FOR SALE: 1973 OVERLAND MOTOR HOME, 28', 10,000 miles, fully self-cont. eq., balance \$12,000.—take over pymts. C. Freeman, 30394 Richland Ave., Shafter, Ca. 93263. Ph. 805/746-4512. Reg. No. 1469598. 10-1.

FOR SALE: TWO LOTS, fenced, land, scraped, Budger mobile home 18x26', garage w/laund., wkshp, stor. shed, low taxes, water, gas & elec. J. Morris, 2430 Snively Ave., Kingman, Ariz. 86401. Reg. No. 0688904. 10-1.

FOR SALE: 1958 BEE GEE WHEEL TRENCHER CASE TRACTOR \$400. 1964 Case Crawler Tractor Loader Backhoe, 1964 Case Rubber tired Tractor-Loader-Backhoe. J. Cuddy, 2584 Grant Ave., San Lorenzo, Ca. 94580. Ph. 415/276-4996 or 537-4709. Reg. No. 1281264. 10-1.

FOR SALE: 1960 REO 5 YD DUMP, 1960 8'x20' tilt trailer, Buckeye 407 Trencher. \$5,000. J. Cuddy, 2584 Grant Ave., San Lorenzo, Ca. 94580. Ph. 415/276-4996 or 537-4709. Reg. No. 1281264. 10-1.

FOR SALE: COMB. WELD. SHOP EQPD, Auto Repair, Body Shop. 50'x 55' Mtl. Bldg. 50-110' lot \$18,000 plus sml parts inv. Terms—low int. Ph. 916/824-5736 or 824-3856. Reg. No. 0307920. 10-1.

FOR SALE: TRUCK, WHITE COM-PACT COE w/354 Perkins diesel eng. & 5 spd. Clark trans. Never used 15' flat bed dump w/24" stakes. V. Behlen, 1368 Arleen Ave., Sunnyvale, Ca. 94087. Ph. 408/739-1941. Reg. No. 1590560. 10-1.

RULES FOR SUBMITTING ADS

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

More Personals...

(Continued From Column 2)

and Brothers Roy Rogers and Dana Gollenbusch, Sr. Our deepest sympathy is also extended to Brother William Ransom upon the death of his daughter, Carol Ransom, and Brother Ralph Graham upon the death of his step-son, Dean Sparks.

Brother William Ransom has been injured and is recuperating at home.

FRESNO

We would like to express our deepest sympathies to the families and friends of the following engineers who recently passed away: Brothers Bill Shubin, Clinton E. Snapp, H. L. Parlin, Michael Isam and George Donald.

SAN FRANCISCO

We wish a speedy recovery to Brother L. D. McKinney, who was injured while taking the crane down on Rosendahl's job at 10th and Jessie.

SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Chris M. Miljerich and Margaret E. Chatfield.

Our most sincere thanks to Brother Bob Sandow for his blood donation.

We would like to call to the attention of all engineers that we are very proud of journeyman engineer and elected grievance board member from District 90, Bill Dalton, for his considerations and efforts to Local No. 3's blood bank. To date he has donated 47 pints of blood.

1974 MEETINGS SCHEDULE

1974 SCHEDULE OF SEMI-ANNUAL DISTRICT & SUB-DISTRICT MEETINGS

Saturday, July 13, 1 p.m., Masonic Auditorium, 1111 California Street, between Taylor and Jones Streets, San Francisco

DISTRICT & SUB-DISTRICT MEETINGS

OCTOBER	12 Stockton, Tues., 8 p.m.
8 Eureka, Tues., 8 p.m.	14 Oakland, Thurs., 8 p.m.
9 Redding, Wed., 8 p.m.	26 Sacramento, Tues., 8 p.m.
10 Marysville, Thurs., 8 p.m.	
23 Honolulu, Wed., 7 p.m.	DECEMBER
24 Hilo, Thurs., 7:30 p.m.	3 Fresno, Tues., 8 p.m.
30 San Francisco, Wed., 8 p.m.	5 Santa Rosa, Thurs., 8 p.m.
NOVEMBER	6 Ogden, Fri., 8 p.m.
7 Watsonville, Thurs., 8 p.m.	7 Reno, Sat., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Eureka, Engineers Bldg., 2806 Broadway.	Fresno, Engineers Bldg., 3121 E. Olive St.
Redding, Engineers Bldg., 100 Lake Blvd.	Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Oroville, Prospectors Village, Oroville Dam Blvd.	Salt Lake City, 1958 W. No. Temple.
Honolulu, Washington School (Cafetorium), 1633 S. King St.	Reno, 124 West Taylor.
Hilo, Kapiolani School, 966 Kilauea Ave.	Marysville, Elks Hall, 920-D Street.
San Jose, Labor Temple, 2102 Almaden Rd.	Watsonville, Veterans Memorial Bldg., 215 E. Beach.
Stockton, Engineers Bldg., 2626 N. California.	Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Oakland, Labor Temple, 23rd & Valdez.	Provo, Carpenters Hall, 600 South, 600 East.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

More Local 3 Candidates...

(Continued from Page 1)

things that have earned him the respect of the Nevada citizens. The E-Board cited O'Callaghan's long and bitter fights with the Nixon Administration to secure the release of federal highway construction funds appropriated by Congress but impounded by Nixon. He also recommended legislative action to establish a comprehensive program of rehabilitation services to be provided by the Nevada Industrial Commission to injured workers. Noting that state rehabilitation

programs in Nevada were inadequate, O'Callaghan requested legislation that would establish a commission to "take all necessary steps to return the injured worker to his job."

In the Senate race, Lieutenant Governor Harry Reid is running for the seat currently held by retiring Senator Alan Bible. An easy winner in the September primary, Reid faces a much closer campaign against Laxalt. Reid served as city attorney for Henderson, Nevada for two years before being elected to the Nevada State Assembly. In 1970, Reid ran successfully for the office of Lieutenant Governor.

Reid is basing a large part of his campaign on the basic difference between the Democratic and Republican parties' economic policies. He views the depressed economy as one of the main concerns of Nevada citizens. One major problem, according to Reid is the refusal by the administration in Washington to abandon "their pro-big

business 'trickle-down' theory of economics." He thinks it is time to change the practice of "helping the industrial giants with the hope that the money will eventually 'trickle-down' to the small businessman and the average wage earner."

Reid has little hope that the nation's economic problems will be solved in the near future. He blames the current rate of inflation on the policies coming from Washington. "The Administration advisors are the same men who were the architects of the two Eisenhower recessions in 1959 and 1960 and the Nixon downturn of 1969 and 1970. They have nothing new to offer."

Reid is worried over the plight of America's senior citizens. Calling our treatment of this country's older Americans a "national disgrace," Reid advocates a basic overhaul of state aid to the elderly, creation of cut rate bus fares for senior citizens and property tax exemptions for people on social security. Reid says that the "fight to improve the lot of America's senior citizens will never be over until those years after 65 can truly be considered golden."

Although there are no statewide campaigns in the state of Utah, residents in that state will be voting for candidates running for the U.S. Congress and the state legislature. In the race for the U.S. Senate, Congressman Wayne Owens is trying to replace Senator Wallace Bennett. Owens, a proven friend of organized labor, is opposed by the Mayor of Salt Lake City.

With Owens running for the Senate, his old seat in the House of Representatives will be vacated. Local 3 supported Alan Howe, a Salt Lake City attorney, is favored to win that election. Although information on other Utah elections is not available at this time, a list of Executive Board recommendations will be mailed prior to the election.

Over in the island state of Hawaii, residents were voting in the primary election on October 5, when this edition of *Engineers News* was going to press. Consequently, the nominees were not yet determined at the time of this writing.

DISTRICT 40—EUREKA 2806 Broadway, 95501 ... 707/443-7328 Robert Wagnon, Dist. Rep. Eugene Lake ... 707/725-5345 ... 707/443-5843	DISTRICT 50—FRESNO 3121 East Olive Street, 93702 Claude Odom, Dist. Rep. ... 209/485-0611 Alex Cellini, Dist. Rep. ... 209/439-4052 Bob Merriott ... 209/734-8696 Harold Smith ... 209/222-8333 Jerry Bennett ... 209/224-2758	DISTRICT 60—MARYSVILLE 1010 Eye Street, 95901 ... 916/743-7321 John Smith ... 916/674-3927 George Halsted ... 916/743-1615	DISTRICT 70—REDDING 100 Lake Boulevard, 96001 916/241-0158 Ken Green, Dist. Rep. ... 916/347-4097 Robert Havenhill ... 916/241-3768	DISTRICT 80—SACRAMENTO 8580 Elder Creek Road, 95828 Clem Hoover, Dist. Rep. ... 916/428-1458 Al Dalton ... 916/622-7078 Al Swan ... 916/487-5491 Wilbur Marshall ... 916/687-6796 Dave Rea ... 916/624-3241 Wm. Best ... 916/988-5735	KINGS BEACH 8645 N. Lake Blvd. Rm. 2, N. Tahoe Village, 95719 Tom Eck, Asst. Dist. Rep. ... 916/546-3479	DISTRICT 90—SAN JOSE 760 Emory Street, 95110 ... 408/295-8788 Mike Kraynick, Dist. Rep. ... 408/266-7502 Jack Bullard ... 408/476-1962 Tom Carter ... 408/779-3863 Bob Fleckenstein ... 408/984-8345 Nathan Davidson ... 408/722-3781	SALINAS (Area 408) 422-1869 117 Pajaro, Salinas 93901 Jack Bullard ... 408/476-1962
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DISTRICT 10—SANTA ROSA 3900 Mayette, 95405 ... 707/546-2487 Russell Swanson, Dist. Rep. Stanley McNulty ... 707/433-1567 Bl Parker ... 707/545-8441	NEVADA DISTRICT 11—RENO 185 Martin Avenue, 89502 702/329-0236 Dale Beach, Dist. Rep. ... 702/882-6643 Paul Wise ... 702/882-1004 Dave Young ... 702/322-0009 Ronald Rhodes ... 702/635-2737
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UTAH DISTRICT 12—SALT LAKE CITY 1958 W.N. Temple, 85103 ... 801/532-6081 Tom Bills, Dist. Rep. ... 801/255-6515 Wayne Lassiter ... 801/268-3152 Wm. Markus ... 801/255-5227
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DISTRICT 13—PROVO 125 E. 300 South, 84601 ... 801/373-8237 Lake Austin ... 801/374-0851 Donald R. Strate ... 801/377-4440

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

GREEN RIVER, UTAH (Area 801) 546-3658

HAWAII DISTRICT 17—HONOLULU 2305 S. Beretania, 96814 ... 808/949-0084 Wallace Lean, Dist. Rep. ... 808/941-3456 Wilfred Brown ... 808/455-9466 Gordon MacDonald ... 808/488-9876 Richard Shuff ... 808/537-9847 Allen Souza, Sr. ... 808/681-5027
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HILLO—Lycurgia Bldg. 56 Walaue, 96720 Valentine Wessel, Asst. Dist. Rep. ... 808/935-6187 Wm. Crozier ... 808/949-0084
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GUAM DISTRICT 06—AGANA P.O. Box E-J 96910 ... 734-9064 William Flores ... 746-1942 Floro Jimenez, Jr. ... 746-5942 Virgilio Delin ... 746-6160 Moises Flores ... 746-2427 *Indicates Home Phone
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PROPERTY MANAGEMENT George Baker, Director Office—415/431-1566 ... 239-5697

SAFETY DEPARTMENT Jerry Martin, Director Office—415/431-1568 ... 443-5285 Samuel Coburn ... Office—209/522-0833 ... 209/529-5838 Jack Short ... Office—916/383-8480 ... 916/489-0681 Lenny Fagg ... Office—702/329-0236 ... 702/635-2419 Vance Abbott ... 801/798-7123 James Rowland, Jr. ... 808/536-8298
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JOB STEWARD DIVISION Bob Skidgel ... Office—415/431-1568 ... 415/922-7825
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DELINQUENT EMPLOYERS F. Walker ... 415/431-1568 ... 415/728-7431

PUBLIC RELATIONS Ken Erwin, Director Office—415/431-1568 ... 566-1194 Al Venning, Audio-Visual ... 408/252-8929
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Paul Ingalls, Engineers News ... 415/431-1568 John McMahon, CCC & Vote ... 415/431-1568 Wm. E. (Bill) Metz ... 916/961-8255

TECHNICAL ENGINEERING DIV. Technical Engineering Center ... 415/893-2947 Mike Womack ... Office—916/383-8480 ... 916/933-0300 Paul Schissler ... Office—415/893-2120 ... 829-5666 Eustaquio Punzalan, Asst. Dist. Rep. ... 746-1018 Harold (Gene) Machado ... 408/295-8788 ... 408/255-6096
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NO. CAL-NEV. SURVEYOR'S JAC 1446 Webster St., Oakland 94612 415/465-7878 A. A. Pennebaker, Adm. ... 415/254-8681
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PUBLIC EMPLOYEES DIVISION Dan Senechal, Director 1446½ Webster St., 94612 Office—415/893-2875 ... 916/673-5736 Walt Norris, Special Representative Office—415/893-2875 ... 415/447-5108 Stanley Glick ... Office—209/466-7141 ... 209/951-1999 Robert J. Criddle, Jr. Office—916/743-7321 ... 916/743-6929 Allen Boyd ... Office—209/485-0611 ... 209/266-0154 Lawrence B. Grissom Office—209/485-0611 ... 209/226-1243

Robert P. Langston Office—408/295-8788 ... 707/745-4585 Ronald L. Ward ... 415/651-5531 Steven Dunkin ... 408/244-9686
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FRINGE BENEFITS SERVICE CENTER 474 Valencia St., San Francisco 94103 ... 415/431-1568 Art Garofalo ... 582-6002

TRUST FUND SERVICE CENTER 209 Golden Gate Ave., 94102 415/863-3235

APPRENTICESHIP 476 Valencia St., 94103 ... 415/431-3835 Jack McManus, Adm. ... 415/586-1727
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FRESNO DISTRICT 5 CHANGE OF QUARTERLY MEETING DATE

The regular quarterly membership meeting for FRESNO DISTRICT No. 5 has been changed to TUESDAY, DECEMBER 3, 1974. There will be no meeting on November 19th. The meeting will start at 8:00 p.m. in the Engineers Building, 3121 E. Olive Street, Fresno, on December 3rd.

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.

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