In a ratification meeting held in Reno on August 10, Nevada employees unanimously ratified the Master Agreement for Northern Nevada.

The three-year agreement between Local 3 and the Nevada Chapter of the Associated General Contractors of America provides for a 12.03 per cent increase in wages effective July 1, 1974. Like the California agreement, the Nevada contract provides for an additional $1 increase, to be allocated by the Executive Board to wages and/or fringe benefits on July 1, 1975.

The Nevada contract also contains a cost-of-living clause exactly like that found in the California agreement. This clause (explained in detail in the August Engineers News) provides for additional increases if the cost of living increases sufficiently.

Further wage increases provided for in the Nevada contract include 7 cents on health and welfare, effective July 1, 1974, and an additional 2 cents, effective Jan. 1, 1975; 24 cents to pension, effective July 1, 1974, and an additional 11 cents, effective Jan. 1, 1975; and 5 cents to vacation and holiday, effective July 1, 1974. Pension benefits are indexed and a 50 per cent increase results in an additional $1 increase sufficient to bring the contribution for all groups to 13 cents on health and welfare effective July 1, 1974. A further increase of 2 cents will become effective on Jan. 1, 1975.

Another provision of the contract pertaining to fringe benefits is Section 13.08.01, which stipulates that vacation and holiday contributions for overtime hours will be one and one-half times the straight vacation and holiday hours.

Many important language changes were also made in the new agreement. One of the most important of these is that grade-setter was upgraded from group 5 to group 7, effective July 1, 1974.

Other sections with important language changes are:

1.05.00 Boomers (Applicable also to steel erectors and Pile-driving.) The straight time hourly wage rate of employees on cranes or equipment with booms of eighty (80) feet or more, including job, and/or booms shall be according to the following schedule, and added to the straight time hourly wage rates set out in 01.00.00, and such increase in the straight time hourly wage rate shall apply for the full shift and all overtime work.

Booms of one hundred eighty (180) feet or more, including job, and/or booms of two hundred fifty (250) feet—$8.00.

Booms over two hundred fifty (250) feet—$11.50.

01.08.01 Working Suspended.

A NEW EXECUTIVE BOARD of the California Labor Federation, AFL-CIO was sworn in by C.T. McDonald (at podium) at the 10th Convention held recently in Reno. From left to right are William G. Dowd, J. J. Twombly, William Greaff, Loretta Riley, Jack Crowley, M. R. Calahan, Joe Garcia, Harry Finks, James McLoughlin (partially hidden), John F. Henning, McDonough, T. A. Small (partially hidden), Sigmund Ary- wirth, Richard Groulx, John Cinquemani, Leo Mitchell, James Booe, Edward T. Shedlock, Ray Wilson, Max Oslo, and Ray Mendozza (hidden).

The straight time hourly wage rate of employees required to work suspended by ropes or cables or performing work on a Yo-Yo Cat shall be according to the following schedule, and added to the straight time hourly wage rates set out in 01.00.00, and such increase in the straight time hourly wage rate shall apply for the full shift and all overtime work. Per hour $.50.

07.00.03 If an Individual Employer shall sub-contract on site work as herein defined, such sub-contractor shall state in writing that such sub-contractor agrees to be bound by and comply with the terms and provisions of this Agreement in the performance of his sub-contract. 07.00.00 Whenever an Employer starts, stops or operates pumps over 500 GPM (except automatic electric pumps), compressors over 165 CFM (except automatic electric compressors), more than two (2) wedding machines, or generators over 100 KW, he shall be an employee covered by this Agreement. Any servicing and maintenance of the above equipment regardless of size, including support and auxiliary electric pumps and automatic electric compressors, shall also be performed by an employee covered by this Agreement.

07.00.00 Generators. (1) Generators (single or multiple units), over 250 KW, up to and including 600 KW, one (1) Engineer required; (2) For each additional 100 KW: one (1) additional Engineer.

LATE FLASH—Democratic gubernatorial candidate Edmund G. Brown, Jr. has stated that he personally favors Proposition 17, the initiative measure that would stop construction of the New Melones Dam.

As reported in this edition of our "Engineers News," at the time of the C.O.P.E. convention, Brown stated that he would not make a decision on New Melones until all the facts were in. However, he has informed his business manager at press time, that after evaluation of the project's current status and the fact that water from New Melones won't be needed or available for some 15 to 20 years, the merit of the project is questionable at this time. He has, however, promised to vigorously fight for Federal funding for many other construction projects of higher priority.

We do not agree with Brown's evaluation of the New Melones project and will continue to fight to see that it is built despite his position. However, on balance we do not agree with the present State administration's support of the administration in Washington which has seen the freezing of Congressionally appropriated funds that has stopped billions of dollars of highway and housing construction in this state since 1968.

We believe the overwhelming majority of those in the construction industry will get a much better shake if Brown is elected in November and he has assured us that despite the New Melones commitment he will give vigorous support and full coordination of the above equipment regardless of size, including support and auxiliary electric pumps and automatic electric compressors, shall also be performed by an employee covered by this Agreement.

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October 19 to 23, passed resolutions urging defeat of Proposition 17 and support of six Democrats and one Republican for statewide offices.

Receiving C.O.P.E. endorsements were Democrat Alan Cranston for Senate, Edmund G. Brown, Jr. for Governor, Mervyn D. Dymally for Lt. Governor, March K. Fouy for Secretary of State, Ken Cory for State Controller and Western for State Treasurer.

In a close vote voice Republi- can candidates Richard J. Younger defeated William Norris for the endorsement for Attorney General.

Local 3 delegates to the convention were Business Manager Dale M. Dymally, F. E. Hutton, Vice-President Bob Mayfield, Recording- Corresponding Secretary Mary S. Twomey, Treasurer Don Kinchloe and District Representatives Ray Coombe and Ralph Canas. The unions endorsed the initiative Proposition 17.

The resolution urging defeat of Proposition 17 was passed after speeches against the measure by Mark and And Lee H. Lee, President of the State Building and Construction Trades Council. He said, "Proposition 17, the "Wild and Scenic Rivers Initiative," was, if passed, place purely for the benefit of the Missouri River and the State's Wild and Scenic Rivers System and halt construction of the New Melones Dam.

Mark said that Proposition 17 offers a choice between a recrea- tional monoply disguised as an environmental measure and a dam which would provide benefi- cits for millions.

"Proposition 17, the so-called "Wild and Scenic Rivers Initiative," is nothing more than a move by a group of commercial rafting outfitters to keep hold of their monopoly of the Missouri River," Mark said.

According to Marr, the rafters are pushing for the initiative to maintain their position.

"This July they even went so far as to get an injunction against a high school's river trips in order to keep their monopoly," he said.

Marr said that Friends of the River, the group which sponsored the initiative, are a group of Utilists who are acting as a front for the rafting companies.

"In order to get people to sign their petition, Friends of the River distributed material that was misleading to down- right lies," Marr said. He cited a part of the initiative which stated that the State

California Labor Council On Political Education (C.O.P.E.), at its 16th Convention, held in San Diego from August 19 to 23, passed resolutions urging defeat of Proposition 17 and support of six Democrats and one Republican for statewide offices.

Receiving C.O.P.E. endorsements were Democrat Alan Cranston for Senate, Edmund G. Brown, Jr. for Governor, Mervyn D. Dymally for Lt. Governor, March K. Fouy for Secretary of State, Ken Cory for State Controller and Western for State Treasurer.

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Looking at Labor

By DALE MARR, Business Manager

Elsewhere in this edition of your Engineers News you will find articles on actions taken at the Tenth Annual Convention of the California Labor Federation, AFL-CIO in San Diego and at the pre-general election convention of C.O.P.E., as well as C.O.P.E. recommendations for the upcoming general election. Our delegates at these two important labor activities worked very hard and played key roles in the joint convention. I am pleased to report to you that Jim Tomsomley, Secretary-Treasurer of the California-Nevada Conference of Operating Engineers and Secretary-Treasurer of the State Building Trades Council was named to the executive board of the State Fed, along with Jack Crowley, Secretary-Treasurer of the San Francisco Labor Council. These two new vice presidents at large are sound and devoted men and will play a key role in keeping the building trades representative in this important labor body.

Working closely with Jimmy Lee, President of the State Building Trades Council and other friends, we were able to get strong support for a large number of convention resolutions regarding our interests and California's resolution on Proposition 17, the New Melones initiative, that will appear on the November ballot is especially important, wise, to our members in California, as were a number of other resolutions that affect the basic rights and compensation of the construction worker in health, safety and unemployment.

Jerry Brown was endorsed by the convention and made an excellent presentation which we in the construction industry could find no fault with. As I have mentioned previously, the young gubernatorial candidate has stated that he will carefully examine the pros and cons of all major construction issues currently being held up on environmental issues and will make decisions that best serve Californians as a whole. Although he has taken no definite stand on Proposition 17 at this moment, we feel that regardless of the outcome of the initiative, that as governor, the New Melones project will be given a careful examination and a just decision rendered should Brown occupy the state house come January. We feel that this will also prove true in his close work with the Assembly, the Attorney General's Office and State Compromiser as regards Proposition 9, and that every endeavor will be made to make that a just and workable law. Frankly, in our many conversations with Jerry Brown, we are impressed with his firm grasp on the problems and issues being brought up by the industry. We would feel that every member and his family would support Edmund G. Brown Jr. and the full Democratic ticket in the very important November election.

One of the chief aims of the convention is to try to help auto owners resolve disputes with dealers or shops over repairs. But some broad objective is to represent the public generally on the large number of problems that have come up. Among these problems are existing engine problems and to reimburse owners who previously had paid out extra money to have them corrected. (Vegas made since late '72 have a cooker rectifier tank to correct this problem.)

Many of the Council's efforts have been on behalf of individuals. In one case the Council is going to court on behalf of a member who had refused to make payments on a used car. The bank repossessed the car and the owner claimed he had paid only the $1,700, still owed but $700 more in repossessions. The bank had the right under current law to repossession the car. But according to the general counsel, the bank is unreasonable and unenforceable in his suit.

The Council also is seeking to establish a Consumer/Dealer Recourse Agreement. This is patterned after labor/management agreements providing for arbitration, in lieu of expensive litigation, if a consumer can't get satisfaction of a meritorious claim.

The Council is financed mainly by membership fees including some organizational memberships and is hoping to expand its budget. Our new building, its address is Suite 123, 733-15th St., N.W., Washington, D.C. 20005.

Future Services Contracts: An innovation that is to help many consumers is a new type of contract that can often save thousands of dollars. As an example of what can come to light in a consumer's case, a Texas widow, a 56-year-old school teacher, who used the money from her husband's insurance and the sale of her house to pay $27,500 for 4,500 hours of dance lessons. She had been led to believe that she could become a professional dancer competing in international dance contests. In another recent incident, over 400 people signed $490 contracts with a computer dating service in Oklahoma, that provided only slimy "matching" lists and misrepresented the value of promised access to professional help such as psychiatrists.
Credit Union Notes
Funds For Home Financing

Your Credit Union has completed a survey concerning the availability of home financing in the Mobile area. Our line of home equity loans have passed the House as recommended by the Committee on Banking and Currency. The Credit Union provides credit life insurance coverage on your automobile at a lower rate with limited costs in processing the loan request.

By James "Red" Ivy, Credit Union Treasurer

More Looking At Labor...

(Continued from Page 2)

More Nevada...

(Continued from Page 1)

Not more than one (1) Engineer must be included in Multiple Unit

More Nevada...

(Continued from Page 1)

More Nevada...

(Continued from Page 1)
The Cushion Rail system was designed by Dr. Wayne M. Mann, a 53-year-old electrical engineer and conservationist. Mann is often confronted with the question of whether a system such as this could ever be constructed. "Freight hauling should cover the entire cost of the Cushion Rail System operations," he said. "We compute the cost to eliminate attractive system and $5 million for unlimited use of the system and $5 million for unlimited use for the Electracar. We’re talking about a system which would pay for itself and make a profit." Mann also made it clear that he was enthusiastic about the system.

The first phase of the system would cost about $15 million with the total project costing about $15 billion. The cost to the individual would be very low, however, according to Mann.

"Freight hauling should cover the cost of all of the Cushion Rail System operations," he said. "We compute the cost to eliminate attractive system and $5 million for unlimited use of the system and $5 million for unlimited use for the Electracar. We’re talking about a system which would pay for itself and make a profit." Mann also made it clear that he was enthusiastic about the system.

The Cushion Rail System airfoil vehicle is shown above in a scale model. At the left is a scale model of a BART car. A full size airfoil vehicle would be 125 feet long and weigh 150 tons. It would cruise at 400 MPH and be capable of 600 MPH.

Nov. 5
Crucial Date For Warm Springs Dam

By RUSS SWANSON
District Representative and STAN McNEILTY and
Business Representatives
Sonoma County voters — vote yes
on the Warm Springs Project
On what? Warm Springs Dam and Sonoma County water! We have been doing our best to keep you informed of the facts and figures on the Warm Springs dam — Sonoma Lake project, not only by word of mouth but also by letter. We hope that you will read the Engineer’s News. The latest: a vote will be taken in Sonoma County, November 5, 1974, which will be known as Proposition B to the voter and will be a referendum to the people of Sonoma County to give their approval or disapproval to the building of Warm Springs Dam, thereby creating Sonoma Lake. At this time we are going to work on Proposition C and to ask all of you to let your neighbors and friends know about the dam and vote yes to the building of Sonoma Lake. Approximately $40 million has been spent so far towards the completion of the $115 million dam. Much work has been provided to the lake and will pay for itself. The dam has also been rebuilt and the environment is studies are made. We feel these studies have already been made and you would feel the same if you could see the two volumes of reports, which are of economic size and about five inches thick.

In regards to this project a group of citizens in Healdsburg have formed a group known as Earth Foundation. A coalition of concerned citizens. We feel that they are taking the right approach to inform the people of the facts and actual benefits to be realized from the proposed dam.

A similar process would be used to transfer the Electracar from the train to the air foil vehicle if the owner wished to travel to a distant city. The air foil vehicle would cruise, however, at 400 mph and would be capable of speeds up to 600 mph. The entire body of the vehicle, a 150-ton capacity vehicle is designed to act as a type of wing, lifting it away from the ground and allowing it to cruise at speeds of more than 1,000 mph. The specially-designed cushions which attach the vehicle to the ground will, therefore, not bear the weight of the vehicle and its cargo but simply provide the vehicle the track.

The advantage of the Cushion Rail system is its simplicity. It is possible for the owner of an Electracar to drive at a slightly faster speed from the train to the air foil vehicle, because the track would be inside his own Electracar. In addition the speed of the system would allow one to drive from Northern California and work in Los Angeles.

The system would be run by electricity generated by highly efficient windmills. Although it would draw from conventional metropolitan electrical power systems in times of emergency, it would also provide additional power to those systems as well.

The best thing we have is a system of storing electrical energy, said Mann. That system is the Cushion Rail system uses vacuums to store electrical energy for as long as six months.

"This is as important as all the oil fields of Saudi Arabia and Kuwait," he said.

The electrical storage technique was developed by Mann but by an associate, Lindsay M. Applegate, an engineer who has over 15 patents for electrical and mechanical devices and who has published over 10 articles in various scientific journals.

According to Mann the Cushion Rail system would be built in six or seven phases, the first phase consisting of the Electracars, Electracars and power stations. Mann said that an ideal place for the first power station, due to the windiness of the area, would be the Carquinez Straits, near Benicia, California.

The first phase of the system would cost about $15 million with the total project costing about $15 billion. The cost to the individual would be very low, however, according to Mann.

"Freight hauling should cover the cost of all of the Cushion Rail System operations," he said. "We compute the cost to eliminate attractive system and $5 million for unlimited use of the system and $5 million for unlimited use for the Electracar. We’re talking about a system which would pay for itself and make a profit." Mann also made it clear that he was enthusiastic about the system.

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Engineer Has Idea With A Good Ring

By BOB MAYFIELD

Vice President

Brother Bob Daniels of Fresno recently followed through on an idea which may be of interest to operating engineers who are proud of their long service to their industry and public.

Brother Daniels, a 45-year-old power blade operator who is now with 2 J. Limalas Co., had his 25-year pin made into a ring. Bob, who joined Local 3 in 1948 when his 25-year pin was made, said he originally got the idea for the ring about 10 years ago. After he received his 25-year pin he again remembered the idea.

"Myself, I very seldom get a chance to wear my 25-year pin," said Daniels. "With this idea I get to show it off every day. It would be great if every 25-year member got a ring similar to this one because I know a lot of the brothers are as proud of their membership as I am."

The ring, which contains eight diamonds and the chiseled 25-year pin, cost $450 to make. The work was done by Prince Oriental jewelers of Fresno and looks about three months to complete. Bob said that he was very happy with this ring, especially because he is now able to show off his pin every day.

"As you know by now, I am proud of my membership in the Operating Engineers," he said. "Bob has every reason to be proud because he is an operator with tremendous experience. He started operating land leveling equipment when he was only 15 years old, and later worked on railroads, lumber camps, dams and all types of rubber-tired equipment. His experience includes work in the Vermillion Valley Dam, Mammoth Pool Dam, Flat Flat Dam, Union Valley Dam and Copoyie Dam. He also worked on 53 miles of Highway 99, 72 miles of Interstate 5 and 42 miles of the San Luis Canal, in addition to numerous smaller projects. Bob is also interested in union activities and is a member of the Appren- ticeship Committee from Fresno. He and his wife, Joy, have one son, Larry, who recently graduated from the Apprenticeship Program.

BROTHER Bob Daniels is seen to the right of a close up of the ring he had made from his 25-year pin. Daniels joined Local 3 when he was 17 years old.

Many Jobs In Oakland District Keep Engineers Busy

By DICK BELL

District Representative and KEN ALLEN, RUFORD BANKS, RON BUTLER, BILL DORRESTEY, TOM ECK, CHUCK FINNEY, DIKKY HOPP, WITT MARKHAM, BOB MARX, and PAUL SCHILLER.

For a long time, the district engineers have been busy. To give you a rundown on just some jobs in Alameda County, let's look at the various projects in Cull Canyon in Castro Valley on a two-phase operation which is 40 percent complete.

The pace is moving along in a month and a half. This phase will complete the dam and will add 2,000 acres to the dam site. The Town of Livermore is working on the 5,000-acre Blackhawk Ranch development area.

The developers are in the process of developing a 2,000 acre tract for residential use. The dam will be completed in about a year and a half. An engineering firm is working on the plans now.

Another big job in the area is the construction of a new bridge at the end of Grand Avenue in Oakland. The bridge is another one of the many projects in the area that will benefit from the new dam.

The dam is going to be a great boon to the city of Livermore. It will provide water for the city and will help to reduce the city's water problems.

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Slacion Employment Up After Awarding Of Several Contracts

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

Business Representatives

The largest project in the district has been awarded this month in the district and will take about five years to complete. The company has hopes of multiple shifting some phases of the project which, of course, will provide employment for more operators, apprentices, etc.

LARRY Akland, contractor member of Local 3, was awarded the Qualat Lakes Subdivision excava-

tions job north of Stockton on February 13th. This job entails the construction of two man-made lakes of 5.5 acres each. The project will improve fish stock and provide recreation areas. The company has 25 employees and has been working on the project since the first of the month.

Other contractors who have been awarded contracts this past month that have been responsible for the progress of job opportunities in the district are B. G. Gardiner & Son, whose branches of Yountville and Santa Clara have been awarded the Highway 310 project in the Salinas area; and the Benjy Baldwin Contracting Inc. of Water Resources development in the Salinas area.

STOCKTON Employment Up After Awarding Of Several Contracts

Many people have collections but one of the most useful is that of Wilbur “Red” Durfey, a 58-year-old operating engineer who has done much work around his ranch. The prize of his col-

lection is built by the Universal Power Shovel Company.

“IT was a bayonet shovel that was the same age as I was,” said Durfey, who has spent most of his 57-year career as an operator on shovels. “That would have to be 1912.”

Durfey got his chance to buy such a shovel while working on the

“California Equipment Company had a bid on this project,” Durfey said. “I asked the agent about getting a shovel my age and he told me to keep looking.”

Durfey traced the shovel through various owners until he worked for a company in San Jose. He bought the piece of equipment and hauled it to his ranch.

“It was in terrible shape when I got it,” he said.

According to Durfey he put a tremendous amount of work into restoring the shovel to condition and had to have all the replacement parts made specially.

“My idea was to save the old model shovel was not a 1916 model as he had thought but was built in 1929. This, however, was offset by the rarity of the rig.

Sacramento Employment Up After Awarding Of Several Contracts

By CLYDE A. HOODER, Business Representative.

AL DALTON, AL SWAN, DAVE REA, and RAY LYE, Business Representatives

Work in the Sacramento area has been picking up due to the end of strike and all the strikers are over. We still have quite a few men on the job who are about to finish their jobs that are going seem to be short ones and therefore don’t seem to give us very much. The Auburn Dam is slowly getting off the ground and putting ad-

ditional engineers to work. There will be quite a productive job later on and we are sure to get more room to work.

Due to the efforts of our offi-

erers and many others, we were able to settle some problems which existed and signed an agreement with both companies. Engineers working on the Highway 49 project will give us several other jobs in Northern California.

Placer County Board of Su-


cendants have given us app-


RARITY—Wilbur “Red” Durfey in the seat of his rare Universal Power Shovel Co. Model 3-10. The shovel was built in 1929.

We were able to negotiate a good wage package for the em-

ployees at Sierra Metal Fabricators in Nevada City, as mentioned earlier. Doug White and Warren Davis are the new owners of this shop.

Sierra Paving was the low bidder on the resurfacing of Highway 49 south of Great Valley to the Placer County Line.

At the present time, Auburn Constructors is working on the new railroad siding and access roads and have started on the esplanade which will be 210 feet high. Auburn is the world’s longest concrete arch dam. It will be 4,000 feet long. A thin double-curved struc-

ture, the dam will be 685 feet high and will have a volume of six million cubic yards of con-

crete. The reservoir impounded by the dam will have a capacity of 2,900,000 acre-feet. Auburn powerplant, to be constructed at the toe of the dam, will ultimate-

ly have a capacity of 150,-

2,000 megawatts. Please contact the Sacramento office or Brother Never if you are interested.

Placer County Board of Su-


cendants have given us app-


September, 1974

Page 6
Fringe Benefits Forum

Joint & Survivor Option

Retirement and the security that your Local pension insures is something to look forward to. It's a great time of life, and can be made even better if we take the time to plan for it. All of us know that what we do today will be important tomorrow, and this is so true in regards to our retirement. How can we begin this important planning? One of the simplest ways is to familiarize ourselves with the rules and regulations of our pension plan. By doing this we will know what options are available to use and exactly what to expect.

The Senate has approved the President's request to sign the pension bill. The bill provides three alternative options for vesting, which is the setting of conditions of age and length of service that entitle a worker to receive pension benefits after retirement. The bill also outlines the provisions of the pension plan. The bill is called the “joint and survivor option” and means that the pension benefits are payable to us for as long as we live.

The bill is the capability of the computer, which now processes fringe benefit records for operating engineers. The computer is designed to handle large amounts of data as opposed to scientific computers, which are designed to perform many complex calculations. As a result of this, the computer is a member of the fourth generation of computers.

The computer is unique because of its “software.” The software is the way the computer is designed to perform certain operations. The computer is designed to perform many complex calculations. As a result of this, the computer is a member of the fourth generation of computers.
Most Apprentices At Work In Stockton

By ROBERT DEALL, San Francisco

It is now the end of August and most all the apprentices in the Stockton and Modesto area are finally working. The fact that all apprentices are working is a relief because a lot of journeymen are working. As you know the more journeymen that go out the more apprentices we can place.

The end of the season is coming close and it turned out fairly well with the exception of a few broken arms and legs. We have three apprentices on the sick and lame list. Joseph Dolp has a fractured elbow, which he received when he slipped and fell off a boom truck. He is having a little trouble with it, but hopes to be back to work for Tehachapi real soon. Don Vjigl, alias Mues, was in the hospital last month with a broken foot and other cuts and bruises. He received these when someone almost ran over him with his motorcyle. He will be out of work for some time. Also Michael Rainieri had a growth removed and it was found to be malignant. He is now back to work. And a treatment at Stanford Medical Center. He hopes to be back to work in a couple of months. We hope to see all these men back on the job real soon. Good luck men.

We would like to give an ex-

Illustration:

Good Until Late Fall

Sanctuary Work Is Back To Normal

By LARRY J. UDDE, Sacramento

The work picture in the Sacramento district has returned to a normal pace for this time of year and looks as if it will be good until late fall.

We would like to express our congratulations to Paul Fannuciel and John Turner on their recent advancement to journeymen. It is a very good feeling to have to both of these men return to the skill they have been working for. We don't know of a better way of showing that our training program is a success than this.

Congratulations are also in store for Carlo Bertolino and Gregory Villegas for their advancement from 3rd to 4th semester.

Our safety meeting of August 8, 1974 had a very good turnout. The safety film was excellent and the discussion after was very instructive.

We'd like to thank Art Garo-

Illustration:

Apprentice Systems Notebook

By JACK H. McMANS, Administrator

Try to keep all people abreast of the times in this rapidly changing world, however you do it. As machinists we cannot tell what color you are nor what your sex may be. All a machine asks is that you know its capacities, it's capabilities and give it your best care of it and, lastly, how to direct it to do the job required. The machine and the operator become a team where neither is worth a darn without the other half.

We know all about machines—what they are made of, how they are made and where they are designed to do, how they operate, and on and on.

What do we know about the operator? He or she is a person who must be taught to use the other half of the team for no one ever was born with the knowledge and skill of a journeyman. He must be strong to stand hard work, heat, dust, noise, vibration, loneliness and long hours. He must have the desire to work as a team within a team, to build something that will be here for others to see or use after he has gone.

He must have judgment to control the awesome power placed in his hands and to maintain it gently and skillfully in the team. He must have courage to observe the obstacles in completing a job such as rain, snow or heat. He must have rhythm and coordination to act as a team with the team and maintain. He must have the motivation to endure these facts of life. More than just earning a salary, more than just providing food and shelter for his family must be the reason to continue to work.

Last, he must have skill to succeed in all of the above and apprenticeship is the process of learning those skills so learn well and all other things fall into place. He or she that skill may be given to you by man but only the good Lord can take it away.

Recently, while attending the California Apprenticeship Council in Burlingame, there was an organized effort to draw attention to the lack of women apprentices. Very logical, if they meet the requirements of the industry. All women are eligible to participate in the construction industry if they do not seek any concessions because of their sex. Once again, machines do not recognize color nor sex, nor are they the same. Any apprentice can have this six weeks IF you haven't run yet, why not go to the ranch this winter and get a . L.0 111~ i ·,.

Illustration:

Success in maintaining sound training centers cannot be achieved with the people of the training centers. That way, Bert Ferrarini can see what he has in his mix. The training center cannot train on outside equipment any more than the training center can train on outside equipment any more and no outside help is allowed in the training center.

3. The training center is valid and the only test is doing the job without special concessions. Don't expect to attend the training center cannot train on outside equipment any more than the training center can train on outside equipment any more. What do we know about the operator? He or she is a person who must be taught to use the other half of the team for no one ever was born with the knowledge and skill of a journeyman. He must be strong to stand hard work, heat, dust, noise, vibration, loneliness and long hours. He must have the desire to work as a team within a team, to build something that will be here for others to see or use after he has gone.

By GAIL BISHOP, Coordinator

This has been a busy one for Nevada apprentices. Three more apprentices received journeyman status. They are Ray Marshall, G. P. & G., Tommey Haynes, G. F. & G., and John Jelovic, G. F. & G. Our congratulations to these three young men.

Congratulations are also in order for Dennis and Donna Steilbeck for their handsome new son, Jimmie. Apprentice Lloyd "Kit" Carlson is back to work after missing two weeks because of a leg injury. "Kit" was injured while working for the Robert L. Heims Company in Elko, Nevada. He will have a story for the other half of the team.

Banner of the Urban League National Conference in San Francisco on July 26, 30, and August 2 was the meeting of Operating Engineers and Local 3 had a booth at this function. The National Union of Operating Engineers from Washington, D.C. was represented by a very active Action crew. The slide presentation and the literature was received with great interest by all who came by. It was an interesting and informative event that we thoroughly enjoyed participating in it.

Three Nevada Apprentices Receive Journeyman Status

By GAIL BISHOP, Coordinator

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Hawaii Apprentice One of First To Train On New Dynamometer

Tex Sato was part of the first group of registered apprentices from the State of Hawaii to complete his related training at Rancho Murrieta Training Center. In the past all his brother apprentices were required to attend night school throughout their program. Now in his 4th period of training, Tex will return home as a Journeyman HDR. Taking advantage of the improved HDR engine repair class, Tex recently prepared an engine to be tested on the dynamometer under the guidance of Instructor Darrow Lewis.

Like any positive program, the merit of Murrieta recognizes a constant need to improve the facilities. To better serve the membership who desire experience in engine overhaul and repair, a dynamometer was designed and built as a training project.

Experts in the field tell us that most engine failures occur in the first four hours of operation. Each engine that is overhauled in the shop makes its first run on the dynamometer. The first four hours at low RPMs to check oil and water systems. The second four hours at high RPMs to check performance under load. This initial test on the dynamometer not only certifies the engine but allows the student to recognize and properly diagnose most engine failures when they occur in the field.

Now in use, the dynamometer was fabricated from materials on hand at Rancho Murrieta Training Center. If it’s a sample instrument, were purchased from the manufacturer, the total cost would be several thousand dollars. The building of a precision instrument in itself is a valuable experience to any student. But to see the finished product at work as an asset to the training program, one feels a sense of well deserved pride.

Hawaii JAC Revises Standards

By BERT H. NAKANO, Coordinator

The Hawaii JAC had been reviewing the apprenticeship standards for revision for about a year. The standards, with substantial revisions, were finally approved by the JAC in their meeting of July 23rd. The standards will be distributed to every apprentice so they will fully understand and appreciate the program. Interest of the apprentices will be the change in the work processes and training schedules.

Now that apprentices in Hawaii will be receiving their supplemental related training in Rancho Murrieta Training Center upon completion of their first 2,000 hours, the apprentices are looking forward with determination for the trip. To many of them, it is not only the first time on the mainland USA, but the experience they will gain at Ice Center is their first interest.

Apprentices should remember that they have responsibilities. One of them is to follow the directions of the Joint Apprenticeship Committee and abide by its rules and regulations. We still have some apprentices who have not submitted their monthly work report by the last of the month. Failure to submit your time card in time will result in (1) getting suspended from work, (2) no credit for time earned during the month.

Apprentice’s Suggestion Used

By JIM FAGUNDES

Five apprentices in the Fresno area graduated in August from the Operating Engineer Apprentice Program: Troy Sinez, HDR, indentured November 1969, completed training from the Valley Engineering, Inc.; Larry Bullard, PEO, indentured September 1971, received his training from River Rock Products; Tommie Colian, HDR, indentured September 1971 received most of his training from Perini Corp.; Charles Onmetz, GP, indentured April 1973, received his training from Gentz Construction Co.; and, John Cooney, GP, indentured April 1973 received his training from American Paving Group of Hanford. They are looking forward with enthusiasm to their new career.

If you work for Ernest Pestana Co., an underground contractor, you should know the name of Mark Markese. Mark became a journeyman apprentice with his dad, Gerald "Bud" Markese, working for Granite Rock plant in San Jose. He is well known and well liked throughout the company as he has been with Pestana for several years.

Pestana requested Mark to continue to work for them as a journeyman. We thank all those who helped Mark to get his training as an Operating Engineer, and we know Mark has a good future because of his training.

If you know Al Caballero, an apprentice now with Eilert & Smith of San Jose, be sure to congratulate him on the new addition to his family. His wife Rose Mary are very proud of their new son, Christopher Alan, born Sunday, July 28, who weighed in at 8 lbs., 4 ozs. He was born at the San Jose Hospital where Al was permitted to stand beside his wife and observe the delivery.

We also wish to express our concern and regret that Richard Moyer was involved in an auto accident July 15, 1974, which put him in the hospital with a compound fracture of his left leg. Rich was traveling west on Highway 152 over the Pacheco Pass when a truck with a set of doubles traveling east jackknifed and collided with Rich’s pickup. Rich is in traction now and expects to be in the hospital about 13 weeks. However, he probably will not be able to work for about a year.

APPRENTICE William "Willy" Lee, who made a suggestion that improved the training program in operating technology. Suggestions for improvement are always welcome.

Local Bacallaro, an apprentice with Eilert & Smith of San Jose, can be sure to congratulate him on the new addition to his family. His wife Rose Mary are very proud of their new son, Christopher Alan, born Sunday, July 28, who weighed in at 8 lbs., 4 ozs. He was born at the San Jose Hospital where Al was permitted to stand beside his wife and observe the delivery.
San Rafael Very Busy:
Out-Of-Work-List Low
By W. A. “Lucky” SPINKLE, Business Representative

Work in the area has been very good and our out-of-work list is practically depleted.

Williams and Burrows are keeping quite a few of our brothers busy on the three jobs they have at present, one at Fairfield and two in Tiburon. Ghilotti Brothers have quite a few jobs scattered over the area, and the most recent job awarded to them is at Paradise Park, also one for replacing an existing bridge on the Tomales-Petaluma Road at Keyes Creek. They are also doing street and road work on De Long Avenue in Novato.

Ed Dorsett Excavating packed up a nice little job for pipe culvert construction at Meadow Way and Sir Francis Drake Boulevard. Healey-Tibbets is coming along on their San Anselmo Avenue and Belinias Avenue job.

Contractor - Bellier's Court-
house Square project in San Rafael is taking shape, and is really adding the "new look" to our City.

C. R. Fedrick of Novato is still working a good sized crew at Gough Field Airport. They have also started construction of the Bolinas sewer project, which is to be completed before the first rains this fall. The project will end dumping of raw sewage into Bolinas Lagoon, a practice the Bay Area Regional Water Quality Control Board has long sought to ban.

A federal grant of $1,182,000 for the long-awaited job was finally approved, and this job had been before the Board for Federal monies being put into this project. Other financing will come from state and district money. Cost of the entire project has risen to above $1,650,000 from an estimated cost last November of $1,285,000. Moberly Construction Company on Highway 116, Lakeville Highway has just about been completed. This project was for oxidation ponds for the City of Petaluma.

Mike Womack

Nearby all construction projects in the future will have to be weighed in terms of their impact on the environment. Future major construction projects will have to assess the impact of water, air quality, noise, and water quality.

As Operating Engineers we will have a major role in the construction of these projects. Beginning with the surveying of the project, the heavy equipment cutting the haul road, to the testing and inspecting of soils and various materials to the final every effort is being made to keep the iron running on the job. We work with a team effort; this is what Local No. 3 is all about. Equal important is the need to keep this as a team off the job. The time has come for every member of Local 3 to get off his apathy and get involved. All advisory environmentalists have been controlling construction in Northern California and various other states by means of their few loud voices. One reason for their success is the lack of participation of the construction workers in the debates and at hearings. The time has come for us to stop being the silent majority! Contact your local District Office to find out how you can help your fellow Operating Engineers.

One of the most effective places to start is the Concerned Citizens Coalition groups in your area. One thing to keep in mind, although it may seem to be no big deal. Don't let someone, dictate to you when you will work, where you will work, and how much you will work. In fact, that was the case a short time ago when there was a closed shop contract in your area. This contract was a closed shop contract in your area.

In last month's article we published a photograph of an antique transit. We contacted F. H. Moffitt, Professor of Civil Engineering at the University of California at Berkeley, and an associate professor who is investigating the history of this instrument. They have contact with the right people at the Smithsonian Institute and as soon as we receive any information we will send this along. With these nice summer days we're having the waters become more inviting. You can bet Hugh Tarpy and Landon (Barney) Barnes, are enjoying their hours on the lakes. LeRoy and Shickel & Martin enjoy his weekends racing his sailboat on the San Francisco Bay. By the way he's very good at it too!

We were glad to see Ron Hard on Fish & Game being back on the job looking real fit after a six-week lay-off for a knee operation.

With all the contracts made, no news of a really big job in the works for the SJ Area. In fact, the outlook is slowing down with more men on the out-of-work list than usual. At the last meeting of our local "Save the Butterflies" group, the motion to purchase a meadow of unfished homes in Aptos was passed and our environment will look a little better.

The new operating Engineers are really systems to be in full swing and a good demand for experienced inspectors is everywhere. We have none at the halls, so contact us if you are out of work.

If you are looking for the new contract that you ratified, be patient. It is in the printer's hands and we hope to have it out soon.

In the meantime the current wage rates, effective August 1, 1974, are listed below:

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The above wages include 20 cents, retroactive as of June 16, 1974.

By LARRY BUSBY
Coordinator

Once again, Jerry Martin and his safety crew have put on a splendid safety meeting. Jack Short, safety representative, was very informative and with the new Cal OSHA rules it is best to know what not to do on construction job sites and what to do when you see a violation occurring.

Please, if you see a violation, let someone know. To coin an old phrase. "They save may be your own!"

TALKING TO TECHS

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO
Kennebec Strike Avoided

By TOM HILLS, District Representative WAYNE LASSITER, LAKE AUSTIN, REX RAUBERTHEY, Business Representative, and VANCE ABBOT, Secretary-Kennewick
Kennebec Copper Corporation and the craft unions avoided a costly strike such as the one in 1967.

At a meeting held in Phoenix, Arizona, the subject of the contract was reached on economic issues and wages on June 26, 1974, pending resolution of local issues by the individual unions. The company and unions agreed on a seven-day extension on the existing contract so that these local issues problems could be resolved. Agreement was finally accomplished during the evening hours of the seventh day.

The two sides finally agreed on a three-year contract with a wage package of 28 per cent over the three years. The second year and 17 cents the third year, plus an hourly increase of 30 cents. This will be a cost-saving clause resulting in an additional 40 cents in wages at the beginning of the contract. A new dental plan was added as well as increased benefits for health and welfare. Pension benefits will increase each year with a 50 per cent of the new contract, the rate for an eligible retired employee will be twice that for the active employees. Some long-awaited and much-needed restrictive language and job security for all employees will be included.

At the ratification meeting, Operating Engineers Local No. 2A negotiating committee was praised by the members for their efforts in obtaining the best contract the members have had at Kennewick Copper for more than 15 years. Of the 203 members attending the ratification meeting, 202 voted in favor of accepting the agreement as presented.

Many of the negotiators of the committee wish to thank the brokers for their help and to be able to work directly with them to help them do the job. All the effect and determination would not have been possible had it not been the 100 per cent backing from the members.

Heavy highway construction in Northern Utah has decreased considerably compared to last year.

The James Reed Construction project at Collington is in the final stages. The project was completed by the end of August.

Cox Construction Company's project at Toll Springs and Brigham City, has reached completion with over nine miles of pavement. The final borrow moved and placed. The project has reached the final surface and has not yet been let.

At South Weber, Peter Klein & Sons completed their job at the Freeport Mine. The project was completed well ahead of the due date.

OPERATORS AND OARSME—Brothers Maitland Akau, left, and Ray Bunyata are leading the rebirth of Hawaiian canoe racing on the Island of Hawaii. Bunyata is the founder of the Waialani Canoe Club of Hilo.

Many Changes in Rural Hawaii

By HAROLD LEWIS, Financial Representative, and Secretary, WALLACE LEAN, Business Representative, VALENTINE WESSEL, Assistant District Representative, and WILBUR WOOD, GORDON MACDONALD, RICHARD BENEDICT and RICHARD SHUFF, Business Representatives

Central Hawaii includes many new changes to the outlying areas of the island. A new agreement program is that is rapidly to some additional hours at the dinner Waimanalo and Waianae, to the west.

A result of the State Planning Commission the current movement is to establish a resi- dent housing program outside the areas of land. The project, a housing development of 5,000 units, was accompanied by to include single family residential dwellings, will be built.

The State has already accepted a huge portion of land granted back to the Federal Government Authorities.

Continuation of a four-lane Highway to Maupako makes the project point to the town for bid soon. At that particular time it is expected to be exposed to the general public.

It is estimated by the year 1960 the total population will exceed 800,000. A lot of work will be needed to be done to accommodate the increased population. More improvements will be made available, storm drainage plans and water systems will be installed, improving the land and natural gas lines. State Inc.

In the Waianae area, subdivision development is already underway. E. E. Brooks Construction has started work on currant Creek Dam project. The project will be finished this year. A lot of equipment is needed to do the job from Cali- fornia and the employer has ordered some from local dealers.

The contractor will probably work 24-hour shift for as long as possible. However, the high elevation of the project will affect the amount of work.

Industrial Construction at Denver, Utah is off to a slow start. The work has been hampered by the location of the job for being hauled down from Idaho and is not being on the main line of the railroad. According to present plans, there is no movement yet on this project. The Industrial Council will start on this job as soon as equipment is available.

At Salina, Canary L. A. Young of Young & Sons has completed the dirt work and is starting to pave. When the job is completed it will add to the much-needed east-west freeway system in Central Utah.

Cox Construction Company has moved most of their equipment to the Mona freeway project. The company is working most of the daylight hours and is trying to complete as much as possible this season.

SEICO has moved on to the Roosevelt Dam project and its job in Vernal is wrapping up. Thurn Rock Products for W. W. Clyde Company has moved out of the city but hopes for a larger work force in the near future at the site where they are working.

This employer is getting cramped for space at their loca- tion now due to the increasing amount of material from outside sources is being handled.

General Rock Products is stocking up at the Point of the Mountain plant and supplying the Huntington Project. This company has provided a large number of hours for operating engineers.

On Oahu for many years and that is where he developed his love and ability for paddling.

After moving to Hilo, Ray has worked for some organized activity for the young people of Hilo. He felt a need to help to help the youth of this area stay off the streets and to direct their ener-
gies into something constructive and help build up their character and self discipline. With this in mind, Brother Bunyata realized that with enough effort on his family's part could put together a single project that combined many of his goals into one.

He wanted to help Hilo's young people to love canoe racing, he believed in physical training and self discipline, he was able to bring some of the Hawaiian her- itage back into modern times and have it fall into place. All of these ideas could be fulfilled by a canoe club. What better way can one learn self discipline, physical training and how to organize competitive sports? Proper training can bring development of physical strength and stamina with less time spent on the streets.

Canoes racing is a sport unique to Hawaii, giving the paddles the tangible link to their ancestry.

Membership in Waialani Canoe Club is approximately 400 with 60 active paddlers. They presently use two fiberglass canoes but only own one of them.

Brother Ray Bunyata is the founder of the Waialani Canoe Club of Hilo this year and he has been the head coach. Ray used to be a beach boy on Walkid Beach near Evanston, Wyoming. The company and unions agreed that the project should last until the snow falls.

Park City, Utah has several new projects under way. Con- crete Building is being constructed by the B. W. White and Prentis will be doing the work. The Fisherman's Wharf. This should be completed by the end of the season. Drilling is putting down the test piles on Weedburg Builders' job at Terrace, S. Canyon. Professor White and Prentis will be doing the underpinning on this job.

Homer J. Olsen has just started a $1.5 million pipeline job at Venesco's Wharf. The project should be completed in a very short time.

The H.P. project at Fort S. is doing a very good job due to the weather conditions.

The 1975 project will start in the spring of 1975.
Work Good in Fresno District

By CLAIDE ODOM
District Representative

and

BOB BURRITT
HAROLD C. SMITH
and

JERRY KENNEDY
Business Representatives

The business agents want to thank the workers at the City of Fresno for their continued good work in selecting their new contract unanimously.

When the Fresno area has been good. Small jobs have kept many of the brothers busy. The work has looked good and looks good in the coming months as there are several jobs coming up.

Early and Olson submitted the low bid of $211,550, $322,000 below the estimated cost to improve and expand Fresno’s sewer treatment plant. It will be approximately two months before the work will be awarded. The bids must be examined by the State Water Resources Control Board and the Federal Environmental Protection Agency. Construction will take about two years.

The City of Fresno received bids for a separate collector and treatment plant at the south end and for the Houghton outfall. Both came in under the engineer’s estimated cost. W. M. Lyles Co. of Fresno was low bidder at $1,6 million for the work. The B. & P. Contractors of Fair Oaks submitted a low bid of $1,15 million for the work.

The sewer treatment plant, winery waste project and Houghton Outfall project will receive up to $7.5 per cent in State and Federal grants and all will be under construction at the same time. Time and Federal red tape has nearly doubled the costs of the projects. The main sewer collector, estimated at $12 million three years ago. Inflation and State and Federal-related increases in the price of the plant have played a major role in spiraling costs. While construction costs kept rising, construction costs were going up by $3,000 a day. There were many Federal and Federal delays which were caused by changing regulations and waste-water treatment plans.

Besides secondary treatment capacity the plant will also be expanded to handle an ever-increasing load. Twenty-one operators are included in the project. The wells will pump clean water from under the sewage from the possible abnormal build-up of the water table under the farm. That water will be metered by the way of the Houghton Outfall and disposed of in the Fresno River. A new treatment system to recharge the water table.

Low bids have been awarded to the F. W. McCord Co. of Merced for grading and paving portions of First Avenue, Seventh Street and Other Streets at a cost of $315,900 and for resurfacing various streets and alleys in the downtown area at a cost of $50,000. Western Pipeline of Modesto was awarded a contract for $28,000 for improvements on Brookdale Drive in Merced. L. D. Poisson, Inc., has been awarded a $160,490 contract to resurface Highway 145 from 4.3 miles north of the Fresno County line to Avenue 13 in Madera County. This project was also low bidder at $315,890 for resurfacing work in various locations in Kings and Fresno Counties. For resurfacing Highway 89 to Ed W. Bedding was awarded a contract of $73,308 to construct a new section of the road. The project required the construction the existing collect system in Yosemite National Park.

American Paving Co. of Fresno was low bidder at $25,216 for street improvements on J Street in Tulare and Valley Engineers will be in charge of the work. The low bidder at $42,330 to install water mains on West Spruce from Innes to Blackstone Avenue in Pinoleado.

Bids are being called for re-construction and paving Forest Service roads including 9.7 miles on Kaiser Road, 1.6 miles on West Sixth Street and 13.2 miles on Stump Spring Road at an estimated cost of $1 million. The California Department of Highways has called for bids to construct a pumping plant and reservoir system at an estimated cost of $1 million. Completion time is 390 days. Completion time is 720 days.

Guy F. Atkinson Company has been awarded half of the two and one-half mile section of Scotia Road for grading and paving portions of Butte, Center and Olive streets at a cost of $38,000 for street improvements in the City of Merced at a cost of $500,000 contract at various locations in Butte County, widening and improving existing intersections. The contract will be for about three years. He is based in Merced. L. D. Folsom, Inc., has been awarded a contract of $80 for the project. Mostman Company should be well under contracts for the Houghton outfall project. The first section should be let in June, 1975.

On the West side is generating quite a bit of overtime in an effort to beat the fall rains which aren’t too far away when they are awarded.

There are several small jobs in District 40 which are still under consideration; which are keeping Matthews Ready Mix, Baldwin and Techne active. Several materials or doing the work.

Lou Shlitter, one of our Operating Engineers at Del Oro and curb gutter business giving for about three years. He is based in Redding and has nearly doubled the costs of the projects. The main sewer collector, estimated at $1 million. Completion time is 720 days. Completion time is 720 days.

The first section should be let in June, 1975. The relocation of drainpipes has not been awarded because of a holdup of funds; but the work will be done in the near future. These jobs usually work for about three years. We will still have plenty of job to keep between 35 and 40 people working in the shops. We currently have approximately 90 people working in the shops. We currently have approximately 90 people working in the shops.

We’re still waiting for some- thing to happen across the bay. The good work to you, Brother Lodge, 420 - 10th Street, Marysville, Calif. 95901.

We wish to thank the following for their generous contributions to the Blood Bank during the months of June and July: Donna M. Black, Betty Stewart, Susan Hutton, Raymond Ray and Frank Kuhre.

In Eureka Area

Most Contractors Working At Top Speed

By ROBER T L. WAGON
District Representative

and

E. D. LAKE
Business Representative

Highway activity in Del OroDetail construction is going full speed ahead. Thus far this sea- son with all contractors working at full speed. This is made possible by the Mostman Company shut down due to a Carpenter’s strike. The company has the contract for the two bridges which will span the river between Rio Dell and Scotia.

The relocation of drainpipes at Riverview Avenue and Center Street are completed while the Davis Street drain location are still under consideration. The con- tract for an underramp at Scenic Way and an overpass at Painter Street is quite large. This makes the Davis Street will have a diamond interchange.

All work under the super- vision of Cal Trans. Dirt con- tractor is Earl Nally, Lew Jones Co., Los Angeles, and W. M. Lyles, Inc., Los Angeles, and is doing structures on the present highways. They are laying the asphalt and the retaining wall at Scotia. Bob Whipple is Jones’ supervisor.

The Scenic Way underpass will be cut down to field level by the next report. Approximately 30 feet of the hill south of Belleview was cut to open a road to the Blue Slide area. In Scotia crews have removed the crib wall and are now in the process of driving 241 columns of concrete pilings to act as a base for a concrete wall which will be on the bank of the new highway. This work is being done by the (now one lane into Scotia) for crossing as well as to and from the present Murphy Bridge. The bridge will be widened for the new highway.

When Mostman Company returns to work they will be in the construction of the system for the twin bridges. This new system is not streamlining which replaces the cable streamlining for- merly used, and is said to lower costs considerably.

Three-fourths of the two and one half miles of new freeway through the center of Rio Dell.

The El River once again will be the subject of a land bond protection work. The U.S. Corps of Engineers will be opening bids for approximately 1,600 feet of restoration work in the near future. The project will be in the vicinity of the Hutto Bridge. Projects of this kind generally work on a sliding scale and is there always the threat of high water. More on this one in the future.

Guy F. Atkinson Company has begun moving in on their Arda Canal Project. This project calls for converting the present four-lane expressway to free- way standards and constructing eight bridges. A last ditch effort by the no good s shifted counts to halt the project failed miserably when local politicians refused to in- terfe in their behalf. Now after many years of controversy, set backs, etc. clear headway straight ahead of a project. Guy F. Atkinson Company should be well under construction at the same time.

Work on the West side is going well. It has been running well on the Highway 99 job going south to Sacramento. The 26th Annual Twenee Technical Center at Pleasant Grove is extremely busy at this time with the students returning some new personnel. They currently have nearly 50 people working in the shops. We have three stewards at the Tech this month; Walt Hefner, Tony Fowler and Tony Sarrico. These fellows have been doing an outstanding job of showing the union guys in their capacity as job stewards.

At this writing, the contract for the Irrigation District’s canal system has not been awarded because of a holdup of funds; but should be in the near future. Engineers office for the State in Redding on the 18th of August, they felt the job would probably be awarded, and it if was, it would probably be in the week of the 26th. This project is $3 million plus and we need the work.

We have been hearing on and off that we are nearing completion with their project there, but are still working on it. Several of the brothers busy.

There are several small jobs in the area which are still under consideration; which are keeping Matthews Ready Mix, Baldwin and Techne active. Several materials or doing the work.

We’re still waiting for some- thing to happen across the bay. The good work to you, Brother Lodge, 420 - 10th Street, Marysville, Calif. 95901.

We wish to thank the following for their generous contributions to the Blood Bank during the months of June and July: Donna M. Black, Betty Stewart, Susan Hutton, Raymond Ray and Frank Kuhre.

New Work in Marysville Area Helps Shrink Out-of-Work List

By A. A. CELINI, District Representative, and JOHN E. SMITH and GEORGE HAL- STED, Business Representatives

During the past month on the East side, we started several new jobs which has helped take some of the pressure off our people. The Ladd Construction Company of Redding was awarded a contract of $1,000,000 for construction of Company owns the bucks Lake road. This job constitutes realignment and resurfacing of about one mile of bucks Lake road. We currently have about 15 fellows on this project.

Contect Construction Company of Stockton has contracted to dismantle Dredge No. 35. This job will keep between 35 and 40 journeymen, helpers and apprentices working most of the winter months, probably into February. This work will be done entirely by the laborers for a cost of approximately $1 million.

Robinson Construction Company of Redding has submitted a low bid of $45,000 for generating work in the State’s new contract is not a bonus project, but it QQ nice thing to happen across the bay. The good work to you, Brother Lodge, 420 - 10th Street, Marysville, Calif. 95901.

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September, 1974
DECEASED DEPENDENTS

More Sacramento...

(Continued from Page 6)

Krohn and Branch Manager, Rex Kimbroth.

All of the crane-rental companies seem to be keeping as busy as possible, and the recent boom in the area has been due to the fact that the construction of the $4 million Bowers Avenue Bayshore Freeway interchange is currently underway.

The suit was brought by the Santa Clara County, State and Federal government officials to force an environmental impact study (EIS) on the interchange. The Santa Clara Residents Association dropped the lawsuit when they learned that litigation had cost the City more than $2 million dollars and that the project was expected to go into the next fiscal year at a cost of about $4 million. 

Little or no change in labor policy is seen by local labor leaders for the new Ford administration. However, the new Ford administration has been working towards the establishment of a new outfit as Rickles & Associates to develop a better understanding of their work before the rainy weather begins, keeping quite a few brother members busy.

Watsonville City awarded four contracts recently. The contracts included a $6,000,000 bid for the construction of a new stadium. The contractor was selected by a local labor-union association. The work will be done by the Bass Company and the contract is expected to be awarded within the next few weeks.

In Nevada, the Bureau of Indian Affairs has awarded a contract to Robertson & Sons for the construction of a new casino in Reno. The contract includes a $6,000,000 facility, which will be completed by next summer. The new casino will feature a 1,000-room hotel, a 1,000-seat theater, and a 1,000-seat arena.

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With Safety In Mind

OSHA Leader’s Speech

By JERRY MARTIN, Director of Safety and Training

Throughout the history of the labor movement in America, one issue has taken top priority. The concerns and demands of the workers must be met. Our union is no different. We are driven by the belief that we can improve the safety and health conditions of the workplace. To achieve this goal, we must work together. Through education, cooperation, and political action, we can make significant progress.

In OSHA, we have a strong ally in the battle for workplace safety and health. OSHA has the power to set and enforce standards that will make our workplaces safer. However, the effectiveness of OSHA depends on the cooperation of all parties involved. Employers must be held accountable for their actions. Workers must be empowered to enforce the law. And we, as a union, must use our political clout to ensure that OSHA is adequately funded and staffed.

The new OSHA has not only brought new technology to the workplace, but also new perspectives. The OSHA of 1970 is different than it was before. The standards are more comprehensive and enforceable. The inspections are more thorough. The training is more effective. But despite these improvements, there is still much work to be done.

The OSHA of today is a powerful tool. It is a symbol of the progress that we have made. But it is also a reminder of the work that remains. We must continue to push for stronger standards. We must continue to demand better enforcement. And we must continue to educate our members. Only then can we ensure that our workplaces are safe and healthy.

Jerry Martin

Accidents In Nevada Rare

By LENNY FAGG, Safety Representative

Operating Engineers’ accident rate in Nevada has been very low throughout this work season. Needless to say, this is very gratifying to the Operating Engineers and their employers. The operating engineers are thus able to work more efficiently and the work is done better. The Operating Engineers are pleased to see that their efforts have paid off, and that the cooperation in workplace safety and health is on the increase.

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More Safety In...
Personal Notes

STOCKTON-MODESTO

Brothers Joe Baxter, Orbie Brooks, Bill Thompson, Ray Mathieu, and Harold Neys were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

NEVADA

Our deepest sympathies are extended to the families of departed Brothers Ken Vorderbrugge and Clifford Hamlin, and Retrice Edward Dunder.

The following brothers were hospitalized during the month: Bruce Coombs, Melvin Lee, Ed White, Harry Adair, William Andre, and Jim Guimian. We wish them all a full recovery.

EUREKA

We in the Eureka office would like to express our condolences to Grieveance Committeeman Otto Sharadee, and to other relatives and friends of Otto's wife, Lucille, who recently passed away.

SAN JOSE

We would like to extend our condolences to the families of deceased members Willis Bell, John T. Bannister, Norvin Thorsenman and Marvin Bookor.

Our most sincere thanks to Ms. Lynda Nichols for her blood donation.

MARYSVILLE

Our condolences to the families and friends of the following deceased members in the Marysville District during the past month: Retired Brothers C. K. Carlile, Archie Redden and Vernon Hume; and the donation.

We would like to extend our congratulations to Mr. & Mrs. Gerald Coombs, Melvin Lee, Ed White, Harry Adair, William Andre, and Harold Neys were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

ADDRESS

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 Mobile Home loan
   - New/Used Motor Home loan
   - New/Used Boat & Equipment loan
   - Travel Trailer/Camper loan
   - Aircraft
   - Construction Equipment loan
   - First Mortgage loan
   - Second Mortgage loan
   - Unimproved Property loan
   - Assistance in refinancing 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

San Mateo District Short

Or Heavy Duty Repairs

By RAY COOPER

District Representative and
PHIL PRUETT

Business Representative

Brothers, the work picture is very good in San Mateo County, as good as in all areas, with a Heavy Duty Repairman in the greatest demand.

Guy F. Atkinson on Freeway to S. P. there was a free flow sea wall installation. It was then decided that the proposed construction of a sea wall would be the only answer to the problem. It was then decided that the proposed construction of a sea wall would be the only answer to the problem.

The San Mateo County Harbor District received a new report on the levee in the fall of 1972 by the County Board of Supervisors, after 15 years of benefits to the harbor with mooring type berthing would be the only answer to the problem. New man to be with the decision of our County Board of Supervisors, the engineers in the near future will start a $15 million project that the District or the proposed construction would be beneficial to the environment.

SWAP SHOP CORNER: Free Want Ads for Engineers

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in these columns without reservation of the District or payment. He wishes to sell, swap or purchase. Ads will not be accepted for nonmembers.

• PRINT OR TYPE the wording you want in your advertising on a separate form, limiting your wording to 30 words or less, including the name of a machine and REGISTRATION NUMBER.

• Your name will appear in several weeks later than the posting of items. 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 of the Swaps Swap Shop is to assist engineers in the sale of their equipment.

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More From San Jose...

In Salinas, employees of Fringe Tractor voted for Local 5 to represent them in bargaining! Gilroy employees voted in Gilroy, same election. Final count of challenged ballots ended the longest, most frustrating organizing effort this winter has experienced. NLRB vote was May 15, 1974, four ballots were challenged. Fringe Tractor is excluded to the San Francisco NLRB Regional election over three of the four challenged votes on June 20th, 1974. Then the case went to Washington, D.C. Finally by mutual consent, all four ballots were counted on August 13. Let's hope this time the union doesn't drag out unreasonably long.

This 20 August, Warner-Yates negotiations still in progress. The talks shop in Salinas and San Jose. One this is our steady too. Joe Anderson, State Constiliation Service was with us.

We've held the first negotiation session with Galion from Salinas. It's been a long hot summer of negotiations and it's kept us from patrolling jobs as much as usual. We're sorry, there's no help for it. Soon as negotiations are over, we'll see you more.

Hunaker Construction has been working on Kiheku Bridge, where Nacimiento-Ferguson Road intersects Highway I D R. Watson is nearing completion of roadwork on San Luus-Cougar Road east of Highway 28. Dale Holloway is down there.

On the 6th, at its regular quarterly membership meeting, the Sacramento District 2 & 3 members elected Charles Brashaber to fill the balance of the term for Grievance Committee left vacant by resignation.

More From Nevada...

In the Tonopah, Nevada, area, a major winter's work was completed on the Kings Beach job. The NCI's Kings Beach job is being run by Sub-Terra, which has several small crews running, with a minimum of work. Contributing to the success of the project is the local union's cooperation. The local union's cooperation.

On the hill Top Teichler has a few small crews working, but a minimum of work. Contributed to the success of the project is the local union's cooperation. The local union's cooperation.

In repositioning the Coates drainage ditch, which has been a real head-ache due to the hard rock, etc. Sub-Terra is working to finish touching on their part of the job and is working as good a job as they can.

On the hill Teichler has a few small crews running, but a minimum of work. Contributed to the success of the project is the local union's cooperation. The local union's cooperation.

Up in the Nevada area, the local union's cooperation.

The Bureau of Land Management has moved the sale date to September 11th of the Brady-

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