

Giant Auburn Dam Taking Shape

State Approves San Felipe Project

(See story page 11)

Safety Director Named to Mine Advisory Board

Jerry Martin, Director of Safety and Training for Operating Engineers Local Union No. 3 has been appointed to the United States Department of the Interior Federal Metal and Nonmetal Mine Safety Advisory Board.

The Board is composed of 13 members, five of whom represent the viewpoint of mine operators, five the viewpoint of mine workers and three are representative of State mine inspection or safety agencies. Martin is the only representative from the Operating Engineers.

The Advisory Board was established in 1970 for the purpose of "the protection of life, the promotion of health and safety, and the prevention of accidents" in the nation's mines and mills. The Board is directly responsible to the Secretary of the Interior and has the duty of keeping him abreast of the technological advances in the industry. They review the present standards and recommend changes if necessary or propose new standards when changes in the industry call for them. The Board's goal is a series of standards which adequately cover the hazards involved in each discipline of work of mines and mills subject to the Federal Metal and Nonmetallic Mine Safety Act.

Brother Martin became an Operating Engineer shortly after leaving the Marine Corps in 1945. He worked on heavy construction jobs throughout the world and also has experience in both open pit and strip mining operations. For several years Martin was a Business Representative for Local 3 and in 1972-1973 he was a special assistant to Dale Marr. In 1974 he was appointed to his present job as Director of Safety and Training and, in this capacity, has served as an "expert witness" and as a nationally recognized authority in all phases of construction safety.

Business Manager, Dale Marr, extended his congratulations to Martin and noted that, "This appointment is a great honor to Local Union No. 3 and speaks highly of the work Martin has done in the field of safety. Speaking for the Union as a whole," Marr said, "We appreciate your continuing efforts toward a safe work environment for us all."



Jerry Martin

ENGINEERS NEWS

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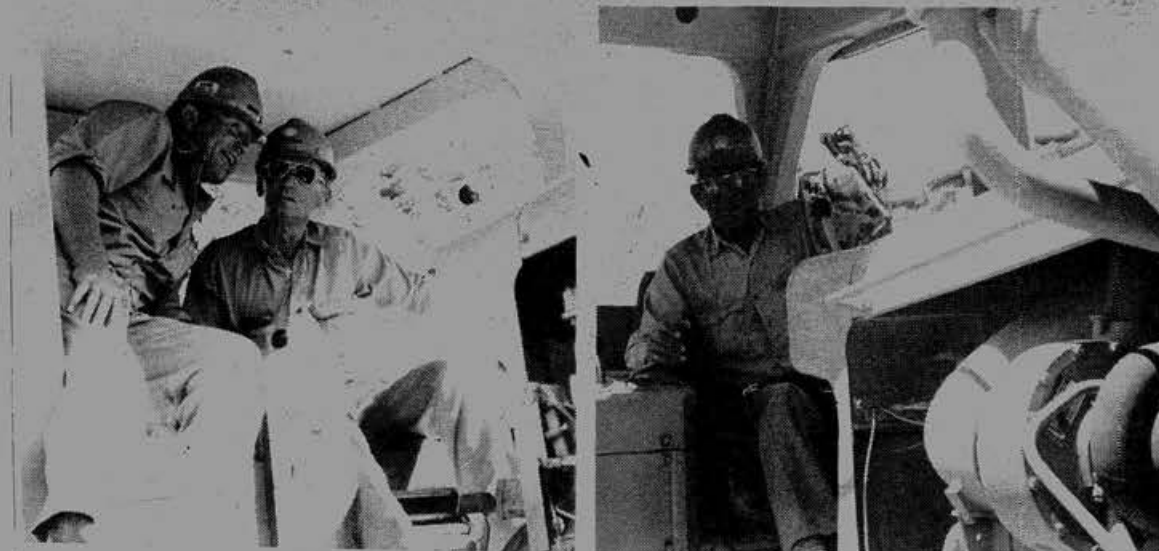


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40 SEPTEMBER, 1975



Long Term Work for Operators

Auburn Dam, that giant concrete dam on the North Fork of the American River, is rapidly taking form. The dam, costing over \$850 million, will make possible the diversion of 800,000 acre-feet of water annually for irrigation, municipal and industrial uses.

There are currently 110 operating engineers working on the dam site. There are three shifts of mechanics and two shifts of dirt operators going at the present time. The project will take approximately eight to nine more years to complete.

Included in the project is a hydroelectric power plant, which will initially contain two generators capable of projecting 300,000 kilowatts of power with provisions for adding three more generators.

Auburn Reservoir will be able to hold 2.3 million acre-feet of water in a 10,400 acre-foot lake, which is expected to draw over five million visitors annually.

The dam will be a thin concrete arch, standing 690 feet above streambed. The crest of the dam will be 3,200 feet long.

In the picture at top, left, Jim Chalmers, master mechanic, a nine-year member, and George Carlson, a welder and 22-year member, ponder a problem in the Auburn shop. At top, right, Neil "Shorty" Milam, a 31-year member, maintains the Auburn Dam compressor house on the day shift.

At middle, left, Claude Clark, foreman and 30-year member of Local 3, is shown discussing a problem with Charlie Foote, another 30-year member, as work progresses on the coffer dam. At middle, right, 70-year-old Walt Hughes, a 29-year member of Local 3, is shown operating a D-9 as he feeds rock to a loader in the Auburn Dam keyway.

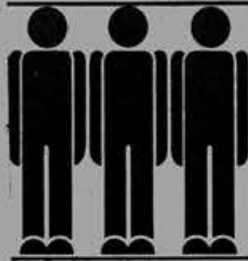
In the bottom picture, a panoramic view of the left abutment as shown from the compressor house demonstrates the long, steep haul that the 657 scraper operators encountered on the Auburn Dam project.

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LOOKING AT LABOR

By DALE MARR, Business Manager



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Since my last report to you in this column, there's been both good news and bad news on the construction job front. First the bad news. As most of you in Northern California know by now, we lost our effort to get SB 100, the gas tax bill, through the Assembly Ways and Means Committee. The bill would have added two cents to the state gasoline tax for mass transit and highway construction. However, the bill was put over until the first of next year and will be re-heard then. So, on this particular issue, all is not lost.

We would hope that when the bill is reconsidered, instead of having Governor Brown's opposition to this essential measure, we will have his support. We understand the Governor's reasoning in opposing this bill. He promised during his campaign not to approve any general tax increase in his first year in office. He has kept that pledge by vetoing other tax increases. We think that after the first of the year, he will be more receptive, not only to the possibility of adding two cents to the gasoline tax for state highway construction and maintenance, but would also accept possibly three or four cents to enable the state to keep its commitments, both to the philosophy of eventual mass transit and the absolute necessity of maintaining California's roads in a safe and usable condition.

We sought and got the support of most labor leaders, statewide, for SB 100, and it is our belief that when the bill comes up for re-hearing, we will have a stronger case to offer. It is possible that in the event there is a clear amendment that includes aid to rural areas as well as the cities and counties, we'll have a good chance to add several million in construction dollars and thereby solve many of our employment problems.

Recently, your Business Manager, officers and rank and file Executive Board members attended the Western Conference of Operating Engineers, in Denver, Colorado. This was an interesting meeting. The discussions and workshops and messages brought to us by our keynote speakers, which included your General President Hunter P. Wharton and General Secretary-Treasurer Jay Turner, were very productive in that we found that most of the problems that we have in our own local union, are magnified many times over in other unions throughout the Western States. High unemployment, lack of construction funds, harrassment by environmentalists, short tax dollars and priorities that do not include necessary construction and maintenance work were evident in discussions and meetings with other local leaders from throughout the West. Local 3, as it turns out, is extremely fortunate to be in the shape that we're in today.

Much of the Western States and a great deal of the Eastern States are really much more affected by the economic conditions that exist throughout the nation than we are in the West. Although we have enjoyed many years of top construction work in an economic environment that kept all of our members employed, the East has been faced with decreasing employment opportunities for members of their local unions. Likewise, they are plagued with jurisdictional problems, intensified competition for the tax dollar, increased dues, increased costs of operations, all the many things that come with a mass economic down-turn.

So, all in all, brothers, despite the current high unemployment and slowness of construction dollars to flow back into the trade, we are in much better shape than a great number of other local unions, and the work opportunities in our Western States, even though they have declined, have not declined to the sad state of affairs that they have reached in other parts of our International Union. We are still the biggest, the finest and the best and will continue to battle for our fair share of job opportunities.

Brothers Harold Lewis, James "Red" Ivy and myself recently participated in negotiating our Hawaiian master agreement, which will affect some 3,000 members in our jurisdiction in that area. At the present time, we feel that most of the language and money has been resolved, although there are still some areas under discussion. We hope to have

(EDITOR'S NOTE — There was no question submitted by the rank and file members for this month's issue of Engineers News. However, because of the assaults on labor unions in the daily newspapers across the nation and because of the concern raised by many citizens over recent public employee strikes, we thought the members would be interested in the following letter. The letter, submitted by Brother Charles Fish of Hayward, California, was published in the Hayward Daily Review Letters to the Editor Column.)

Dear Editor:
Some time ago you printed in one of your editorials a story about striking public employees, "police rioting and breaking the law," and how deplorable such a situation was. You blamed it all on the union. You stated that something should be done about it all.

Last week, you deplored the fact that a public employee union had signed a contract providing for compulsory arbitration and an arbitrator had awarded certain public employees a wage which you considered excessive. You stated that compulsory arbitration should not be allowed in public employee unions. One can only come to the conclusion that you believe that public employees should not have the right to be represented by the unions. You have stated many times that public employees should not have the right to strike. You then state the public employees should not have the right to arbitration. Just what rights do you believe public employees should have regarding negotiations with their employers?

Let me state that I agree with you that it is a deplorable situation where police officers riot and break the law (the same law that they arrest many union members for in the course of their duties) in the name of economic action (strike) against their employers. I agree with you that riots should not be tolerated under any circumstances. I agree with you that certain public employees should not have the right to strike (police and firemen). I agree with you that something should be done to prevent such strikes. The answer, the only answer, is compulsory arbitration, and the arbitrator's decision must be final and binding on both parties.

Now there is another thing that is bothering me. Why is it that nothing good is ever printed in your editorials about labor? Why don't you ever print the part labor has played in the long struggle against child labor, for women's rights, voting rights, minimum wages for all employees, etc.? Why is it that you are eager to

print such editorials as the one July 13 by Barry Goldwater, a man who has spent his entire political career as a union hater, a man who is without doubt the most despised man in Washington?

I am a union man. I am a member of the International Union of Operating Engineers Local Union No. 3. I am proud of my union, proud to be a part, however small, of the AFL-CIO, proud to be a strong supporter of my democratically elected leaders. I am proud of such dedicated men as Dale Marr, Business Manager of Local 3; Hunter P. Wharton, International President of the International Union of Operating Engineers; Larry Dugan, Jr., Business Manager of Local 428 of Arizona, and all the other officers and business representatives of both Local 3 and Local 428. I know these men. I know of their dedication and hard work.

You may print this letter if you wish, that is unimportant, but what is important is that just once I would like to see printed in your paper, or any paper, a story of the many things that are good

about organized labor and leaving out the (sad but true) actions of a very small few that editors seem so eager to print in order to lead the uninformed to believe that all unions and all union members are bad.

It should always be remembered that public employees are working people and must pay the same for their goods and services that you and I must pay, and therefore are entitled to the same living wage, health and welfare, pensions, etc., that all other working people are entitled to. They do not deserve lies and half-truths being printed about them by such professional union haters as Barry Goldwater and others. I do not say the truth should not be printed. I do say that all the truth should be printed, and the good should not be a small article on page 13 while the smallest infraction of the rules gets the headlines. I know you do not like or believe in unions, but I believe you are an honest man. Won't you give this some honest thought?

CHARLES W. FISH
Hayward, California

More Looking At Labor...

(Continued from Column 1)

an agreement signed and ratified by the next issue of *Engineers News*.

As I said at the beginning of this column, there is good news. We have received word that the San Felipe Water Project has received state approval. For more information see the story on page eleven.

In the state of Utah, it appears that the huge Kaiparowits Power House is getting closer to approval. The United States Senate recently endorsed the project, saying that it is time to get down to the business of building. With this type of support, I believe that it is only a matter of time before the dirt begins to fly in southern Utah.

A number of brothers have called me expressing concern about the continued construction of the New Melones Dam. As you know, the project was approved by the voters of California in November, 1974. Work has been going on for quite some time. I spoke with Governor Brown on this subject and he assured me that the project continues to have his support. So any newspaper article to the contrary is far from the truth.

Full employment for all the membership is the name of the game and our efforts in this area are the most important issues we face daily.

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Sacramento Scene

Gasoline Tax Increase Defeated

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

In past articles we have discussed the plight of the highway fund and have emphasized that it is broke. Many factors have contributed to this situation. Gasoline taxes have traditionally been considered a "users" tax, that have been imposed to fund financing of highways, roads and streets by the users. The first digression of these funds, which were supposedly put in "trust" for the purpose of continuing highway construction, was brought about by those who are determined to do away with the automobile and now a large percentage of these funds are diverted to mass transit, bicycle paths or other highway related expenditures which could be interpreted as purchasing a Cadillac for the highway commissioner. No matter what happened to them, we are faced with a destruction of the highway construction industry, and the loss of thousands of jobs. It was not an easy decision for your representatives, such as Dale Marr, Joe Seymour and Jim Twombly to elect to support an increase in the gasoline users fee, but it was their judgment and mine that a two (2) cent increase per gallon, which would be dedicated primarily to highway construction, would be a cheap price to pay for saving an industry and thousands of jobs. Based on this decision, we supported Senate Bill No. 100, which in its present form increases the present gas tax rate and diesel tax rate from seven (7) to nine (9) cents per gallon, and would impose a two (2) cents per gallon floor tax with respect to motor vehicle fuel owned on July 1, 1976. It is the latter element that brought about the opposition of the oil companies, for it seems at this time, that this tax cannot be passed on to the consumer.

I think it is imperative that I mention that this is the first time, to my knowledge, that we have ever supported this type of tax, but the circumstance of the large number of our people unemployed compelled this action.

The bill came out of the Senate with a one (1) cent increase and was amended to two (2) cents in the Assembly Transportation Committee. It then went to Assembly Revenue and Taxation Committee, where it came out without a vote to spare. Then, on to the Assembly Ways and Means Committee, where it lost, but reconsideration was granted and it was set for a rehearing on September 2nd. Despite our best efforts, we were only able to get nine (9) votes and we needed ten (10) to get the bill out. Senator Mills wisely concluded that if he brought this bill up, it would be killed. As it is now, S. B. 100 is still alive and can be taken up again when the Legislature reconvenes in January. Here is the way all of this breaks down. Under our present highway program approximately 550 million dollars is expended annually. This amounts to 30,000 dollars on site jobs, plus the jobs needed to support the on site worker which can range as high as five (5) to one (1). If we can come up with matching funds only, and this is doubtful, we are talking about 16,000 on site jobs, or 14,000 unemployed. Under the

Mills bill we are considering 450 million dollars, 24,000 on site workers and 6,000 unemployed. Today, we are left only the alternative of coming up with 12 million dollars in matching funds to secure 125 million dollars in Federal funds which will only employ 5,000 workers and leave 25,000 unemployed. The administration fought us all the way on S. B. 100. Hopefully, they will keep their word and come up with the 12.5 million dollars to secure the Federal funds and revise their thinking on S. B. 100 or some other measure to provide highway funds and jobs in 1976.

S. B. 100 was not the only effort made by your union and its leadership to try and get the construction industry on the move again. In the early part of the year, your same officers met and formed a coalition with the County Supervisors Association of California, the League of California Cities, the Associated General Contractors of California, the Engineering and Grading Association of California and the State Building and Construction Trades Council of California, dedicated to fight for the elimination of bureaucratic administrative "red tape menace," which is having a disastrous effect on the construction industry and making it impossible to use the money available now. Today, our money, yours and mine, is being expended in a bureaucratic jungle of thousands of planners, boards, commissions, regulations, environmental impact studies, land use studies, noise pollution studies, air pollution, and numerous other schemes and plans we have yet to discover. Nothing but paper ever comes of all this and the proposed job lies dormant and the workers idle and helpless. We went to Washington on July 23rd and the importance of our mission was recognized by twenty-five (25) members of our California Congressional Delegation who joined us for lunch and a discussion of the red tape problem and the Highway Act of 1975.

Hits 'Screams' Over Building Trades Pay

Are construction workers overpaid? Not at all, according to President Robert A. Georgine of the AFL-CIO Building Trades Department.

He declared that a young law school graduate "frequently begins the practice of law at \$75 an hour" because "the ethics of bar associations would not tolerate less."

"But if a journeyman plumber, having served four or five years' apprenticeship under university-certified instructors, negotiates a \$10-an-hour rate, you can hear the roar of protest throughout the land," Georgine said. Actually, he added, the plumber may "be lucky to earn \$12,000 a year at that rate" because much of his work is irregular or seasonal.

Georgine said further that "Americans don't object too loudly at physicians making \$75,000 a year and up, so why do they scream at a construction worker earning one-sixth of that amount?"

They were given specific examples of the stagnation of construction due to bureaucratic strangulation and the deplorable levels of unemployment in the construction trades, brought about by this phenomenon.

Later we had informal discussions with the California congressmen who sit on the House Public Works Committee and the committee staff.

The next day, we appeared at the hearings being held by the Senate Sub-Committee on Transportation on the 1975 Federal Highway Appropriation Bill. Our presentation and documents were put into the record of this hearing. Bureaucracy moves very slowly and is difficult to get in motion at all, but perhaps we have given it a gentle nudge, for we have been invited to set down specific points which legislation can achieve and a small group intends to go to Washington during September for the purpose of drafting a bill. I bring these matters to your attention to illustrate that your leadership is deeply concerned with the unemployment situation and are seeking solutions in every conceivable direction. I am only an instrument of the policy they outline, but I feel privileged to have these opportunities to join them in this great effort.

Many things have happened here in the Sacramento legislature since it reconvened on August 4th. It is scheduled to adjourn the 1975 session on September 15, if not before. We think it better if we give you a recap after they have concluded their business for this year, for they are an unpredictable group and they do unpredictable things. It is foolhardy to try and forecast what they may do in the remaining time that they will be here. Better to wait and see.

President Ford's vetoes this year cost the economy 638,500 jobs, according to a Library of Congress study.

Based on the job-creating impact of the funds involved, the President's vetoes actually knocked out more than 1.8 million jobs. But compromise legislation that subsequently became law reduced the net total to the figure cited.

The study was requested by Senator Walter F. Mondale (Dem.-Minn.) and made public by him. It shows the biggest job losses resulting from Ford's veto of the Emergency Housing Act, which cost an estimated 400,000 jobs, and the Emergency Employment Act, estimated at a 128,000 job loss.

Not all of the jobs would have come into existence this year, since some of the programs stretch funds over several years.

A Personal Note

from

The President's Pen

By HAROLD HUSTON
President



The big question asked is, will the Oroville Dam be able to withstand the series of earthquakes that have occurred lately without any serious damage to its structure?

In my humble opinion, having served as district representative in Marysville during the entire construction of the 770-foot-high earthen dam built 10 years ago, is the dam was designed to withstand them.

The State Department of Water Resources inspectors have stated that water pressure against the nation's tallest earth-filled dam went from 0 to 12 per cent above normal during the earthquake which occurred on August 1, 1975.

Charles R. Shoemaker, Assistant Water Resources Director, said his staff continuously monitors special pressure gauges inside the dam which measure internal water pressure. His staff has made several investigations of the dam from underground inspections to aerial surveillance, and have found no damage to the structure.

The biggest quake, five miles from Oroville Dam, was the most powerful in California since the 1971 San Fernando Valley temblor that killed 65 persons. It registered 6.1 on the Richter Scale, caused several apparent heart attacks and injured at least a dozen persons. The earth trembled causing landslides in the bluffs on the west banks of the Feather River, buckling windows in innumerable shops, jostling merchandise into aisles and chasing stunned residents into the streets in a state of panic. Tremors from this quake shook an area 300 miles long and 175 miles wide in Northern California, and were felt as far away as Fresno and Nevada. In Sacramento, the California State Capitol office building swayed and the 106-year-old west wing of the capitol was damaged.

The quake near Oroville Dam was followed by a series of aftershocks. The Dam impounds more than 3.4 million acre-feet of water, weighing 4.72 billion tons, and is the keystone of the California Water Project which exports northern water to the arid south.

Dr. Clarence Allen, a prominent seismologist of the Caltech Seismology Laboratory, said there have been instances of large dams causing earthquakes. The tremendous weight of the water presses on the subsoil and the water "lubricates" faults, reducing friction that holds the two sides of a fault in place, he said.

He said large dams have been confirmed as the cause of earthquakes in China, Greece, South Africa and at Lake Mead, backed up behind Hoover Dam on the Colorado River near Las Vegas.

He said seismologists do not know of any major earth faults in the Oroville area. A Caltech spokesman said that such a quake would have to be triggered by a fault and "if there wasn't one there before, there is now."

One scientist called the continuing tremblers, "a rare opportunity to plot earthquake activity. They are providing the best earthquake data since a series of minor quakes 100 miles south of San Francisco nine years ago, said Dr. Charles Bufe of the National Earthquake Research Center.

Bufe said his agency has set up a network of earthquake monitoring stations near Oroville and has already collected data on more than 100 aftershocks. "We're very interested in determining what happens in an earthquake sequence." This aftershock sequence is an excellent opportunity, a rare opportunity, to gather a great deal of data on 4-to-5 (Richter Scale) magnitude quakes," Bufe said.

Peter Ward, Bufe's associate at the Federal Earthquake Research Center, at Menlo Park, said he hopes the data from the aftershocks will be detailed enough to tell them what caused the quake.

The aftershocks, which now run in the hundreds, are following a normal pattern of decreasing intensity and frequency, said federal, state and University of California scientists in separate interviews.

The Oroville quakes are generally centered in an area where the underground geologic structures of California's great central valleys meet the different geologic structures of the Sierra Nevada Mountains.

We all know the Operating Engineers who built the Oroville Dam had the highest degree of skills. However, no one can predict what Mother Nature will do now, or in the future.

ELECTION NOTICE

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

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

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



RIGGING LINES

By BOB MAYFIELD
Vice-President

This month I had the very good fortune of being able to attend the Western States Conference of Operating Engineers in Denver, Colorado. This conference was no doubt the most informative and interesting of any I have had the pleasure of attending. The class workshops were well attended and the main speakers were well versed on their subjects with very good participation from all delegates from the local unions in attendance. It is always very interesting to me to talk to other Business Representatives from the Western Conference, which extends from the Mexican border to the state of Alaska. We as a local think we have problems and we do, but I think as a whole that many of these locals are far worse off than ourselves. It seems as though most major problems are the same common ones to all of us. A few of these are ones we now have all gotten to know and have heard time and again, such as environmental groups who have managed to stop or delay literally several billion dollars worth of work, the lack of work (little federal or state projects), large intrusions of the non-union, open shop, and double-breasted contractors, and owners doing their own new construction work, such as the Dayton Ohio Power Company, to name one. A complete exchange of ideas by the various delegates, and how and what they are doing to combat these obstacles, and ways in which people are safeguarding our jobs and jurisdictions, to me is what makes this conference most worthwhile.

At this writing, the Business Agents in Utah are doing quite well in signing up many former non-union contractors in that state to the Custom Agreement which was negotiated in the spring of this year for the first time. This contract for the most part covers private sector work not covered by the Davis-Bacon Act or by a predetermined wage rate that for the most part for all time in that state has been done totally non-union. I'm certain with this contract as a tool to work with we now stand a fighting chance of finally signing a great majority of these, in some but not all cases smaller contractors, to a union agreement which in the end also means jobs for our people that we never did before.

An election date of September 25 has been set for the Atlantic Drilling Company by the National Labor Relations Board. We filed on this company jointly with Local No. 12 and this has got to be one of the most important gas-oil and geothermal company elections to date, as there are almost 250 men involved in what will have to be a mail ballot election. These drill rigs are scattered from one end of California to the other and even in Nevada on occasion. If anyone knows any employees working for this company I would certainly ask you to not only encourage them to vote, but to vote for the unions to represent them.

In closing, I would certainly like to give my thanks to all Business Agents, members, their wives and others who made the annual Redding and San Jose barbecues and picnics the great success that each was. It is always so very nice at these events to meet the many members and wives in this non-businesslike atmosphere and break a little bread and just plain visit with them and with their families.

New Executive Board Members for San Jose, Sacramento

An eighteen year member of Operating Engineers Local 3 was recently elected to represent San Jose District 90 on the rank and file Executive Board. Bill Dalton, of Milpitas, California, was elected to the Board at the regular quarterly meeting held in San Jose on August 21.

Dalton, 38 years old, will serve out the term remaining after the resignation of Max Weaver. Weaver resigned his position to take a job overseas.

Dalton has served on the San Jose Grievance Committee during 1973 and 1974. He is also an honorary chairman of District 90's Blood Bank and has been a job steward for the past two years.

Over the years Dalton has put in time on a lube truck, as a dozer operator and on a burning machine. He's now working as a scraper operator on the Easley Brassey job in Mountain View.

Pleased with his new position on the Executive Board, Dalton said he appreciated the faith the membership showed in electing him and will do the best job he can for the members.

Brother James "Jim" Q. Brown, an 18-year member of Local 3 from Sacramento, has been appointed to fill the vacancy on the rank and file Executive Board from Sacramento District 80.

The vacancy came about because of the resignation of Henry Willison who has moved to the state of Utah.

Brown, 41 years old, will serve on the Executive Board until an election can be held at the next quarterly district meeting in Sacramento on November 25.

Brown joined Operating Engineers Local Union No. 3 in 1957. He is married and has two children. He has been an employee of Granite Construction for over ten years as a lubricating engineer.

When asked what he plans to accomplish on the Executive Board, Brown replied that he hopes "to be able to express the views and feelings of the Sacramento rank and file members to the officers and to the other members of the Executive Board."

Pending Oil Hikes Threaten Cost Crisis

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

Moderate-income families will face the costliest heating season on record this winter after de-control of oil prices as is now planned.

Estimates are that the price of fuel will jump another 4-5 cents a gallon on top of the 36-40 cents consumers paid last winter in various areas. If the price goes to 40-45 cents, many families in the colder areas must be prepared for a total heating-season expense, including hot water, of perhaps \$550-\$700, with deliveries for a 275-gallon tank typically \$90-\$100.

Even families in warmer areas who may use gas, electricity or propane gas for heating face cost increases.

President Ford says the public has been "squandering" energy and should accept the higher costs as "a small price" for helping to solve the continuing energy shortage. But last winter some families who normally are self-supporting had to ask welfare help for fuel bills.

People in older homes with little insulation and old converted furnaces which consume much oil have especially high expenses. These often are rented homes with neither the landlord nor tenants willing to pay for storm windows.

Hot-air systems do use less fuel than hot-water. But be sure to clean or replace furnace filters at least once a month during the heating season.

The time to prepare to defend against the coming cost squeeze is before the heating season starts.

First need is to see that your heating system operates at maximum efficiency. A carbon-clogged, inefficient furnace or boiler can waste up to 25% of your fuel.

Summer is hard on an oil burner because it operates infrequently, combustion is incomplete and carbon settles on interior surfaces, insulating the heating tubes so they don't heat readily. For maximum efficiency, after your serviceman cleans the furnace/boiler, he should make these tests:

Draft intensity over the fire and in the smokepipe (to make sure you have enough draft for good combustion but not so much that you lose heat up the chimney).

Carbon dioxide content of the flue gases (the higher the carbon dioxide, up to a certain point, the more complete the combustion).

Stack temperature test (to make sure not too much heat is being lost up the smokestack).

Smoke test (visual observation to make sure visible smoke is not coming out of the chimney, indicating poor combustion).

One clue to efficient operation, which you can verify yourself, is the color of the flame. It should be orange-yellow, bushy, and even in shape; should never look or sound like a blow-torch or show more than a slight tinge of smoke at the tips. In gas-fired heaters, the pilot light should be blue.

Reader H. Schubring cautions that the burner should start with a minimum of "swoosh" and

never vibrate. He advises that fins in a blower cage also should be cleaned.

It also may help to fill your tank before cool weather arrives. The pattern of the fuel-oil industry often is to raise prices at the beginning of the heating season and then make several further "adjustments" during the winter.

This also is a year to insulate as much as you can. Insulation hasn't gone up as much as fuel. Check this list:

—The average house loses 26% of its heat through windows. Storm windows can save half this loss. If you can't afford aluminum storm windows or if you rent, you can make temporary storm windows with vinyl film framed with narrow wood or fiber strips.

—Another common heat loss, and easiest to remedy, is loose window and door frames. They need weatherstripping or caulking.

—Uninsulated ceilings cause heat losses. Engineers recommend six inches. If attic or crawl space is not completely floored, you can stop heat loss relatively easily, with either blanket insulation, which is cheapest, or loose

fill, which is useful for hard to reach places.

—A cold basement chills the floor above. Weatherstripping or caulking can reduce air infiltration and you can use vinyl film over windows. Seal any cracks in fittings of furnace or boiler, and smokepipe connections, with fire-clay mortar or asbestos furnace cement.

—An attached garage can lose heat and should be insulated where feasible, again using vinyl film on windows.

—Also check for air leaks around kitchen and dryer vents, and openings for pipes, ducts, wiring, light fixtures and air conditioners.

—Hot water pipes should be wrapped with insulating tape or foam materials.

—Floors above cold crawl spaces and porches also may need insulation.

—Slab floors used for basementless houses may need insulating at the perimeters with rigid polystyrene or impregnated fiberglass boards.

—Privacy panels or even shrubs can help protect entrances from cold air.

Operating Engineers Local Union No. 3

OF THE
INTERNATIONAL UNION OF OPERATING ENGINEERS
AFFILIATED WITH THE AFL-CIO

Jurisdiction:
Northern California, Northern Nevada,
Utah, Hawaii and Mid-Pacific Islands



Telephone 431-1568
474 Valencia Street
San Francisco, California 94103

Mr. Ken Erwin, Director
Public Relations Department
Operating Engineers Local Union No. 3
474 Valencia
San Francisco, California 94103

Dear Ken:

It is with mixed feelings and considerable regret at any inconvenience it might cause that I must inform you of my resignation effective September 8, 1975.

I have been offered a position as a reporter with the Santa Rosa Press Democrat. In light of the extreme competition in the newspaper field, the proximity of the job to my home and the fact that this type of work has long been my chosen career, I feel that it is impossible to turn down this offer.

In the two years I have been here I have learned much—about newspapers, politics and life. I trust this experience will aid me immeasurably in future endeavors and I thank you for the opportunity to have worked for such a unique organization as Local 3 and under such a unique and talented person as yourself.

In my opinion, Operating Engineers Local Union #3 is truly number one among construction unions. To the extent that this union, and especially the Public Relations Department, continues on the path it has followed in the last 21 months, I am sure that its reputation as a dynamic, progressive and effective organization will continue to grow.

Thanks very much for all your help and kindness.

Paul Ingalls, Managing Editor
Engineers News

(EDITOR'S NOTE—We regret the fact that Brother Ingalls has left Operating Engineers; however, we realize that professional journalists are hard to keep. Replacing Paul as Managing Editor of Engineers News is John McMahon, currently working in the Public Relations Department as Editor of Vote Views and Research Director for Local 3. We want to express our thanks to Paul for the dedicated work he did for Operating Engineers and wish him luck in the days ahead.)

HONORARY MEMBERSHIPS

At its meeting on the 10th the Executive Board approved Honorary Memberships for Andrew Dobos, Reg. No. 0282570, initiated February, 1940 by Local 3; Walter Marci, Reg. No. 0262659, initiated June, 1938 by Local 45; Gerald Vega, Reg. No. 0288935, initiated August, 1940 by Local 3A.

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

California Roads Rated Poor

To keep pace with traffic growth over the next five years, California must upgrade more than 50,000 miles of substandard roads and renew some 500 deficient bridges, according to a new study released in Sacramento on September 9.

Thirty per cent of California's roads are rated "poor" or "very poor" by federal engineering standards, according to The Road Information Program (TRIP) of Washington, D.C. The low ratings apply to 51,355 miles of the state's 169,616-mile road system, says the research and information agency.

Also, 511 of the state's 20,440 bridges are structurally deficient or obsolete and 388 of these structures are so deteriorated they should be replaced, the study says. TRIP emphasizes that there is little danger of the structurally deficient bridges collapsing because they are posted for reduced vehicle-weight limits as a safety precaution.

By 1980, the state's 14.4 million drivers are expected to log nearly 141 billion annual vehicle miles of travel, a 13 billion increase over 1974, says the study. Auto traffic is expected to increase in spite of greater use of public transit because most of the new mileage will be generated outside city limits where transit has the least impact.

TRIP's study says traffic will increase without a rise in fuel consumption because of the expected development of more efficient engines, wider use of small economy cars, lowered speed limits and fuel savings from better roads.

"The state is not keeping pace

with present and future road needs because of insufficient fuel tax revenues," said TRIP state chairman, Richard N. Moseman, who released the study findings. Moseman is president of C. K. Moseman Construction Company of Sacramento and a past president of the Associated General Contractors of California.

Estimated fuel tax revenues are 46 per cent short of meeting the state's fiscal 1976 highway budget, according to the California Department of Transportation. Program costs for fiscal year 1976 are estimated at \$920 million, but fuel tax and other highway revenues are expected to produce only \$495 million—leaving a \$425 million shortfall, the Department reports.

The study reports that the shortfall could be eliminated by increasing the state fuel tax. It said that each one-cent tax increase would raise approximately \$100 million in revenues. Legislation was introduced in the state Senate to raise the state tax by one cent starting in 1976. After passing the Senate, the bill was amended in the Assembly committee hearings to increase the tax by two cents. However, there were not enough votes to gain passage in the Assembly Ways and Means Committee, therefore effectively killing the bill for this year. A committee spokesman reports that the bill will be heard again in January.

TRIP estimates it would cost \$5.2 billion to upgrade the state's substandard roads and \$165.1 million to renew its deficient and obsolete bridges. A five-year road repair and bridge modernization

program would average \$1.08 billion annually.

The estimate includes work on city, county and local roads as well as state-maintained roads and would be in addition to the amount budgeted by road agencies for new highway construction. The total backlog of construction and repair work on state-maintained roads and bridges is estimated at \$11 billion by the Department of Transportation.

"A five-year catch-up program would save time and money for road users, while creating jobs and reducing highway accidents," the report says. "Because of inflation the sooner the work is done, the less it will cost."

TRIP estimates that a \$5.4 billion road and bridge modernization program would create 22,860 construction jobs a year for the next five years, plus 24,237 jobs a year in the related fields of equipment manufacture and supply, materials production and transportation.

The 47,097 new jobs would generate a \$571.9 million annual payroll and produce \$98.4 million a year in federal, state and local income taxes. Corporate expenditures are estimated at \$508.1 million per year.

TRIP's findings are based on information from the federal Departments of Transportation, Commerce and Labor, the California Department of Transportation and other government agencies.

Clean-up Work for S.F. Bay

The trustees of the Bay Area Sewage Services Agency will meet with the San Francisco Bay Congressional Delegation to find ways to speed up construction of facilities needed to finish the job of cleaning up San Francisco Bay, BASSA estimates that \$2 billion in wastewater treatment works are required.

The BASSA board of trustees has held meetings in each of the nine counties it serves to determine the extent of pollution program delays and their causes, and has learned that thousands of jobs can be created by timely construction of sewerage facilities already planned. The board is concerned that federal support for the clean water program may be faltering, and hopes to revitalize Congressional enthusiasm for completion of this massive program and enjoyment of its benefits to the San Francisco Bay Region.

BASSA will present recommendations to Congress to bring the lagging wastewater treatment programs back onto schedule and to provide economic benefits from construction of needed public works. The regional agency estimates that thousands of new jobs will result if projects now on the drawing board can get under way.

The Bay Area Sewage Services Agency, a nine county regional governmental organization responsible for planning and implementing water quality management in the San Francisco Bay Area, is governed by a 21 member board composed of elected public officials from local water quality management agencies.

IN OUR LEAGUE

By JAMES "Red" IVY
Recording-Corresponding
Secretary



An interesting study has been released by the United States Bureau of Labor Statistics which reveals what we in the labor movement have known for a long time. The report concludes that workers who belong to a labor union make more money than a person who is not a member of a labor union.

As I said, that is something that we have known for a long time. It is interesting however, that for the first time, a federal government report backs up our claim that your operating engineer's union card is worth money in the billfold, along with a safe work environment.

The report, prepared by the BLS's Office of Wages and Industrial Relations, shows unionized workers in the non-farm economy drew an average rate of compensation of \$5.83 an hour compared to \$3.53 for non-unionized workers. By comparison, operating engineers working under the California Master Construction Agreement earn from \$8.26 for Group 1, Area 1 classifications to \$13.46 per hour for Group 11-C, Area 2 classifications. Local 3 members in Nevada under the Master AGC contract earn from \$8.30 to \$12.89. The recently ratified AGC contract for Utah members calls for wages ranging from \$7.31 to \$12.54. Members in Hawaii also earn substantially more than the national average, their contract is currently under negotiation and should be settled by next month's issue of *Engineers News*.

The report says that unionized workers receive an average of 36 cents an hour for paid leave while non-union workers got 13 cents an hour. Operating engineers in California earn 80 cents an hour for paid vacation and holiday pay plans, while Local 3 members in Nevada earn 82 cents and those in Utah earn 60 cents an hour.

For private pension plans, unionized workers received an average of 23 cents an hour, non-union workers got 5 cents. Operating engineers in California get \$1.78 towards their pension plan, those in Nevada also get \$1.78 while those in Utah get \$1.225 an hour. There is also a 20-cent per hour contribution to the pensioned health and welfare plans.

According to the report, for life insurance and health and welfare plans, the unionized worker received an average of 37 cents compared to 13 cents for the non-union employee. Once again, operating engineers earn more than the national union average. In Utah, 55 cents an hour goes to health and welfare and sick benefits, while Nevada members get 82 cents and California members get 87 cents per hour.

Compensation for non-office workers in manufacturing was higher in establishments in which the majority was covered by collective bargaining agreements than in those in which none or a minority was covered, BLS said.

In non-manufacturing, the gap in the level of compensation between workers in union and non-union establishments was nearly double that in manufacturing, reflecting the influence of unionization, as well as industrial compensation.

In manufacturing, unionization is much more uniformly spread among its component industries than in non-manufacturing, where unionization is concentrated in high-wage industries such as public utilities, construction and transportation.

Unionized workers in non-manufacturing areas of the economy received compensation averaging \$6.24 an hour compared to \$3.36 for non-union workers. Organized workers in manufacturing got \$5.50 an hour compared to \$4.00 for non-union workers.

The proof is there. Members of labor unions earn much more money than non-union workers. This fact has been used in many areas for organizing purposes for a long time. Organizers in Utah have been passing out literature to non-union workers which compare wages they earn with those that could be earned if they joined Local 3. Their efforts have been paying off. Organizers report that when a non-union worker realizes how much money is lost for lack of a union card, they are all too eager to join up.

Despite the fact that members of Operating Engineers Local 3 have the best contracts in the industry, it is still our belief that these contracts are not worth the paper they are printed on unless the members are employed. It is our aim to maintain public political pressure on governmental agencies that have control over construction projects so that you, the operating engineer will have the chance to receive the high wage rates negotiated by your union.

Our efforts in this endeavor are currently aimed at eight key projects throughout the jurisdiction costing over \$4 billion which will provide over 78 million hours of employment for Local 3 members. The list includes in California the Black Hawk Ranch Development, Warm Springs Dam, Dumbarton Bridge, San Bruno Mountain Development and San Felipe Water Project; the Kaiparowits Power House in southern Utah, along with major freeway projects in all four states in the jurisdiction.

U.S. Farm Work Force in Decline

Washington — The U.S. farm work force was estimated at 3,952,000 workers during early April by the Department of Agriculture. The total is down about 4 per cent from the same period in 1974.

Incentive for Work

The Work Incentive Program was authorized by Social Security Amendments of 1967 and 1971 to train and place in productive employment potentially employable members of families receiving Aid to Families with Dependent Children.

National Labor Relations Board Forty Years Old

The National Labor Relations Act, 40 years old on July 5, 1975, has become "the keystone of industrial democracy" and has enabled the country to achieve greater progress toward the common welfare of all Americans in the past four decades than in any other period, AFL-CIO President George Meany said in a statement commemorating the 40 year anniversary of the act.

But the statute—signed into law by President Franklin D. Roosevelt on July 5, 1935—has not fully lived up to expectations, Meany noted.

"All too often the justice this law is supposed to bring to the workplace is delayed and delayed until it is in reality denied."

Meany noted also that the law has not yet been extended to cover all who work for a living, particularly farm workers and many others who urgently need protection under its provisions.

But even if the law's coverage were broadened and its administrative pace quickened, Meany said, "for the millions who have no jobs, the legal rights to organize and bargain collectively are shallow indeed."

He called for a new commitment on the part of the federal government to assure the millions of currently unemployed workers their human right of opportunity to match their legal rights.

Meany said the success of the institution of collective bargaining in establishing equity and peacefully resolving disagreement be-

tween employers and workers has made it "the keystone of industrial democracy."

The National Labor Relations Board Chairman, Betty Southard Murphy, said that the NLRA has been "a key factor in our country's immense economic growth" over the past 40 years.

"It is difficult to imagine what this country would be like had there been no National Labor Relations Act and no NLRB," she said, pointing out that the statute was born in a time of extreme economic disruption.

"The discord and discontent that swirled up into the storm of labor-management conflict in the mid-1930's required a reasoned, systematic method framed by law to produce economic progress through a just balancing of economic power," she said.

The NLRB chairman noted that since 1935 union membership has grown sixfold and there are now more than 160,000 collective bargaining relationships, covering some 23 million workers.

She said the agency's goal for the current 1976 fiscal year is to trim one month from the time it takes to process those unfair labor practice cases which move all the way from the filing of a charge to the issuance of a board decision.

The median length of time is currently 327 days, or about 11 months, for the 1000 or so cases that fall into this category. In addition to these, many thousands of others are settled, dismissed or otherwise closed in earlier stages.

Thanks for Gold Card

Operating Engineers Local Union No. 3

474 Valencia St.
San Francisco, Cal. 94103

Dear Sir and Brother:

I received my gold membership card for which I wish to express my thanks. I am very proud of it and the privilege of having been a member of such a fine organization.

Thanks to the officers and the rank and file members for making the many benefits possible. Best wishes to all for continued success in all things.

Yours Fraternaly,

Jack Carwin

Orangevale, Cal. 95662

James R. Ivy
Recording-Corresponding Secretary

474 Valencia St.
San Francisco, Cal. 94103

Dear Brother Ivy:

Thanks much for the fine permanent membership card. I do value my many years in Local 3 and am proud of this card.

Also am proud of our officers and the work you all are doing.

Fraternaly yours,

Larry Walker

Paradise, Cal. 95969

EDITOR'S NOTE—The two letters printed above were recently received by the San Francisco office in appreciation for the lifetime gold membership cards. The honorary membership cards are available from the office of the

S.F. Work Slow

By RALPH WILSON,
District Representative,
Charles Snyder and Phil Pruett,
Business Representatives

The new look on Tunnel Ave will be new paving and grading with curbs and gutters and there is hoping that with the improved accessibility, further development will be encouraged in the area.

The S. P. Building at the corner of Mission and Spear Streets, is rapidly nearing completion. The tower crane has been moved to the H. C. Beck job at Embarcadero No. 3, where there are presently fifteen to twenty Engineers employed.

In general the work picture in the San Francisco Area, has not been as good as expected this summer. The out-of-work list has been moving very slowly.

Homer J. Olsen has been given the approval to start the Indiana Street sewer project which has been held up for several months. This project was in excess of \$2 million.

Another new start will be the new Downtown Community College at Fourth and Mission Sts., in San Francisco. The pre-job has not been held as yet, but the project is in excess of seven million. The contract has been awarded to Dickman Const. Inc.

Recording - Corresponding Secretary, providing certain requirements are met. If any member is uncertain as to the requirements, contact your Business Agent.

Nevada Copper Industry Down

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

The low price of copper continues to affect our members in the mines. There has been no hiring in any of the copper mines for several months, but operations are continuing at all the mines. We hope conditions will improve in the copper industry so we can get back to normal.

Membership meetings were held last month at the Carlin and Cortez Gold Mines, and a meeting was held for the stewards at Duval. In addition, meetings are planned for the members at Victoria, Yerington and Dunphy. Business Representative Ed Barrington and Safety Representative Lenny Fagg are continuing to visit the mines on a regular basis and to meet with the members.

If anyone needs to talk with one of the business representatives or has a complaint regarding enforcement of the contract, they should contact their steward first. We are lucky to have interested and capable stewards at all the mines, and they can help speed up action for the member with a question or a complaint. The stewards will also have information for members who want to help in electing political candidates favorable to the Operating Engineers.

Frehner Construction of Las Vegas is crushing at Wells High-

way 93 and will soon be paving.

Jack Parsons Construction is well under way at Silver Zone—Highway 80 but will be caught by winter before this project can be completed.

Max Riggs has Granite Construction at Carlin Canyon I-80 laying down concrete. Riggs is also going strong at Battle Mountain I-80 and has structural excavation, structural erection and a fencing crew working a five-day week.

Robert Helms Construction is moving along at I-80 Rye Patch and Orovalda Highway 95 trying to beat the raise in oil prices that seems imminent.

We recently had a labor dispute with Nevada Paving over the hiring of a Teamster mechanic to perform work we were awarded by the International Union. After negotiations with Teamster Representative Bill Montgomery we were successful in regaining control of our jurisdiction. We urge all you brothers to notify your local union representative of any violation in our jurisdiction and agreements.

R. E. Ferretto Construction has had approximately five operators working at the C. H. G. Apartments on Baring Boulevard and the new Reed High School.

Tannenbaum Construction has had a good spring and summer with Barker Homes at Meadowslands and Lewis Homes near Reed High School.

Gerhardt and Berry Construction is working a full crew on their underground job in Sparks, working approximately five operators.

In the Hawthorne area, Nevada Paving has got their hot plant running at full capacity with

paving crews doing the Highway 95 job. McKenzie Construction is not wasting any time on their Safeway project at the Navy base.

Sierra Paving has picked up a subcontract for the site preparation, roads, railroad spurs and utilities for the \$7.5 million Boe-con job. They still have some roads and miscellaneous work to pick up at the Del-Mil site.

In the Lake Tahoe area, Johnson-Mape has picked up the \$1 million school job at Kingsbury. American Bridge is phasing out their portion of the Harrah's 18-story hotel job, but Western Crane and Rigging will be there for awhile.

Zoecon Inc., a new contractor from Crystal Bay we have just signed, has picked up some sewer work in the City of Reno.

Ferretto Construction's job at Steamboat is moving along with Brother Harold McQueen pushing the job. Ferretto is also right on schedule on the Reno-Stead sewer project and the Lakeside subdivision development.

Holcomb Construction's Reno water job is coming to a close, but they are still keeping busy on a few other jobs around town.

Nevada Paving has a number of jobs going at this time and they just picked up a sub job on the Mayberry Drive extension. Teichert is the prime dirt mover on this one, and Holcomb has the bridge and structures that cross the Truckee River west of Reno.

Helms Construction seems to have the magic touch. They recently picked up the last portion of the Highway 395 freeway that goes from Stead to the California border.

Many Thanks for Help at Redding Picnic

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

The "Voice of the Engineers" picnic was held at Anderson River Park on Aug. 9, 1975. The picnic was the combined efforts of many operating engineers and their wives in the Redding area.

Brother Ben Carvalho, job steward for Rondoni, was the chief cook with the able assistance of Brother Hank Waits. The calf was cooked rotisserie style on a spit built by Bill Lloyd, Ken Stanley and Charles Green. Brother Walt Hurlbut was the chairman for the event. All of the wives prepared the vegetables and set out to dish up all of their special recipes for the picnickers. Brother John Hinote was in charge of the beer. The calf was donated by Brother Bill Gregory and was fatted to perfection.

On Saturday before the picnic Brothers Hinote, Hurlbut, Havenhill, Gregory and Ken Green met at the Gregory ranch to slaughter the steer.

Business Manager Dale Marr, President Harold Huston, Vice President Bob Mayfield, Rec. Corr. Sect'y James "Red" Ivy and Safety Director Jerry Martin and their wives took time out of their busy schedule to attend our Third Annual Picnic. We were all very pleased to see them.

A 60-year-old one-land bridge across Clear Creek on Placer Road has been in line for replacement since 1961 when a citizens committee listed it as one of the 10 worst bridges in Shasta County.

Supervisors have awarded a \$1.3 million contract for the construction of the bridge, expected to be

completed by the end of next summer, to the MCM Construction Company.

A new span across Clear Creek has never been built largely because of the cost involved and the lack of federal grants to offset part of the cost to the county.

The new bridge will carry one lane of traffic in each direction, spanning 600 feet at a point approximately one-quarter mile downstream from the existing bridge.

The Redding area has just about peaked out as far as the work load is concerned. We have approximately 100 men still on the out-of-work list although most of these men have been rotated. There will be a few good jobs opening up soon and several small jobs will be winding down at the same time.

Probably the best thing coming open is the Piombo job on Highway 97, near Weed, with approximately 30 operators at the peak of employment. This job will be a pretty rocky row to hoe as it passes through several old lava flows off the Northeast slope of Mt. Shasta. Most of the new employees on this job will be coming directly from the Piombo job on I-5.

Geo Reed Company has completed the excavation of the Alturas main street and will begin paving operations in late August. They are also doing some realignment of Highway 395 near Termo - Madeline in conjunction with their overlay job on that highway as well as an overlay from Bieber to Highway 139.

Contri Construction Inc. is going ahead of schedule on the Mt. Shasta sewerage job but hasn't

started on the very deep trenching (20' or better) in the bad ground areas near town. This phase of the job will be very dangerous and caused many contractors to shy away from the job. We certainly hope things go according to the work plans of the contractor. Contri has 13 operators, three oilers, two apprentices and three foremen working on the job at this time and hopes to get a good portion of the work completed before the snow flies this winter.

Leo Davis Construction Company (Ft. Jones) was the apparent successful low bidder on the Agar Road bridge job over the Klamath River near Hornbrook, California with a low bid of \$756,654. Next low was J. F. Shea Company with a bid of \$783,360. This job is a key project for the new truck route to by-pass the treacherous Collier-Grade on Highway I-5 between Yreka and Hornbrook.

Roy E. Ladd, Inc., formerly Hughes and Ladd Construction Inc., won a \$93,575 rip-rap slope protection job on the Klamath River Highway from 18 miles west of Happy Camp to three miles west of Seiad Valley.

A free membership in the Magic Kingdom Club will take the edge of the cost of trips to Disneyland and Disney World. Write to Ken Erwin, Operating Engineers Local Union No. 3, 474 Valencia St., San Francisco, Ca. 94103 or call him at 415/431-1568 to obtain a membership card in Local 3's chapter of the Club.



State Senator Randolph Collier, the "Father of the Freeway System" in California, presents Business Manager Dale Marr with the "Seal of the Great State of California" at the Voice of the Engineers Picnic held in Anderson, Cal., on August 9. Redding District Representative Ken Green looks on.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

VOL. 2-NO. 9

SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1975

Chose Your Dentist Carefully

Have you ever stopped to ask yourself whether you and your family are getting proper dental care? It is quite possible that you will be without an answer. In fact, it is virtually impossible for the average person lacking professional training to tell the difference between good, adequate and poor dental service.

What can be done? Well, there are some basic guides and if followed they can assure you a better than average opportunity to receive the dental care that you need.

The key to proper dental care is finding a good dentist, one that you will have confidence in and feel comfortable dealing with. The obvious and probably most widely used means of finding a dentist is through the recommendations of your friends or relatives. Odds are that if a dentist has proved satisfactory to someone whose opinion you value that he will prove satisfactory to you as well.

Another way of finding a dentist, if you have recently moved, is to ask your previous dentist to recommend a practitioner in your new town. Again, this will normally eliminate some of the guess work.

Thirdly, most towns or cities

have local dental societies. If you give them a call they will usually recommend a number of names of dentists in the area and will supply such information as their schools, graduation dates, location and specialties. These dental societies generally require that their members meet recognized professional standards, adhere to a professional code of ethics, and provide for disciplinary action in the event of misfeasance.

The number of specialists in the field of dentistry has been growing steadily for the past decade. Among the most common of these specialties are:

- Periodontics, treatment of gums;
- Prosthodontics, denture work;
- Endodontics, root canal work;
- Pedodontics, treatment of children's dental problems;
- Oral surgery;
- Oral pathology;
- Orthodontics, aligning teeth.

Despite the difficulties of distinguishing between good, adequate and poor care, there are a few telltale signs to look for that can alert you to the bad dentist, to the one who overcharges or to the one who does overly fast

work and uses too many short cuts.

The first of these signs is that you should expect a moderate amount of discomfort, particularly if you have neglected your teeth. This is not to say you should be in extreme pain, but that if nothing ever hurts, the dentist may not be as thorough as he should. Beware of the dentist who has you in and out of his office before you know it. It may be easier on your nerves, but may also indicate a perfunctory job.

Another sign is the dentist who seems to emphasize extractions. Pulling a tooth can be one of the simplest jobs in dentistry and often it may not even be necessary. A false tooth or bridge is never as good as your own tooth. The good dentist will extract only as a last resort.

At your first appointment, always note whether the dentist takes time to discuss fully your dental problems. Remember however that it makes a difference if you are seeking emergency care or looking for a family dentist. And most important, find out if the dentist will discuss his fees frankly and in advance of your treatment.

As a member of Operating Engineers Local No. 3, you may be eligible to participate in one of the Operating Engineers dental plans. Though your coverage is extensive, you will still incur some out-of-pocket expense. Don't patronize a dentist who is not willing to discuss his fees and method of payment with you.

Lastly, consider some of these factors in selecting your dentist:

- What is the general appearance of his office and staff, are they neat, clean and orderly?
- How available is he, both in

(Continued on Column 4)

Fringe Benefits Forum

More Questions Answered

By ART GAROFALO, Director of Fringe Benefits

Well, summer is over and the kids are back in school. Though the good weather continues in many areas of Local No. 3, it won't be much longer before winter rears its ugly head. This is perhaps as good a time as any to remind you to check on the hours that have been reported to the Trust Fund Office in your behalf. It takes 90 hours worked in a month to provide health and welfare coverage for the following month with any additional hours going into your reserve. A member will be allowed to accumulate excess hours up to a maximum of 1080.



Art Garofalo

Members may check their current eligibility and the number of excess hours they have accumulated by calling or writing to the Fringe Benefit Service Center.

Q: How does the Pension Trust Fund compute the amount of an Early Retirement Pension?

A: The monthly amount of an operating engineer's early retirement pension is determined by first figuring the amount of the normal pension benefit that would be payable if the engineer was 65 years of age. This amount is then actuarially reduced due to an increased life expectancy by 1/4 of 1 per cent for each month that the engineer is younger than 65 down to age 60, and 1/2 of 1 per cent for each month that the engineer is younger than age 60. The resulting figure is then rounded to a multiple of 50¢.

Q: Are there any provisions for an operating engineer and his family who have elected the Kaiser option if they incur medical expenses outside of the Kaiser participation area?

A: Yes, provided the Kaiser participant's permanent residence is within 30 miles of a Kaiser facility, there is an Out-of-Area benefit available if the participating member is more than 30 miles from a Kaiser facility when he/she requires emergency type treatment.

Q: How many pension credits do I need in Local No. 3 to qualify for a Pro Rata Pension?

A: Pro Rata Pensions are provided for operating engineers who have not accumulated 35 pension credits under the rules and regulations of the Pension Trust Fund for Operating Engineers, Local No. 3, but who have earned at least 10 combined pension credits in Local 3's plan and a reciprocal plan. Importantly, an operating engineer must accumulate at least one full Future Service Credit in Local 3's plan for a Pro Rata Pension.

Q: Is it possible for an operating engineer to designate his daughter or son as his beneficiary under the pension plan?

A: Yes, an operating engineer or retired operating engineer may designate any beneficiary or beneficiaries that he may desire. The designated beneficiary or beneficiaries will receive any payments due and payable but not actually paid prior to the death of the retired operating engineer, or in the case of an eligible operating engineer the preretirement death benefit.

Q: Our doctor recently prescribed an ointment to treat a skin condition of one of our children. Is this type of prescription covered by the Operating Engineers Health and Welfare Plan?

A: Yes, compounded dermatological preparations such as ointments and lotions which must be prepared by a pharmacist according to your physician's prescription are covered under the Out of Hospital Prescription Drugs Program.

location and appointment schedule?

- Is he prevention-oriented?
- Does he use X-rays in his diagnosis? X-rays are an extremely valuable diagnostic tool and a good dentist will probably

want a full mouth set of X-rays taken.

Your mouth and teeth are vital to your health and the care that you show them and in selecting your dentist cannot be over-emphasized.

Kaiser Plan Enrollment Deadline

Operating engineers in Northern California interested in electing medical, hospital, and surgical coverage under the Kaiser Foundation are reminded that the deadline for the open enrollment period for this year is October 15, 1975 for November 1975 eligibility.

Enrollment cards may be obtained at any of Local No. 3's district offices, the trust fund office, or the Fringe Benefit Service Center. Participation in the Kaiser "S" Coverage is limited to those members and their families that maintain a permanent residence within 30 miles of any Kaiser/Permanente medical facility.

The Kaiser option is in lieu of the 85 per cent comprehensive hospital, medical, surgical and maternity benefits available through the Operating Engineers Health and Welfare Plan for Northern California.

Questions concerning the benefits provided by the Kaiser plan may be addressed to any of the Kaiser Facilities or to the Fringe Benefit Service Center.

Employment in state and local government expanded by more than two-thirds between 1960 and 1972, according to the U.S. Department of Labor's Occupational Outlook Handbook.

Kaiser Foundation Health Plan Offices

If operating engineers in Northern California have any questions they would like answered concerning the benefits available through the Kaiser program they are invited to contact the following Kaiser offices:

- Hayward 782-3456
- Oakland 645-6036
- Redwood City 365-4321
- Richmond 234-3131
- Sacramento 486-5693
- San Francisco 929-5230
- San Rafael 479-3400
- Santa Clara 985-4866
- South San Francisco 876-0246
- Vallejo 644-5631
- Walnut Creek 933-3000

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

I am now participating in the Kaiser 'S' Plan for members of Operating Engineers Local No. 3 but would like to change my coverage to the OPERATING ENGINEERS COMPREHENSIVE PLAN for California.

PLEASE PRINT

Name _____

SS # _____

Address _____

City _____ Zip _____

MAIL TO: Before October 15, 1975

TRUST FUND OFFICE
Attention: J. Prindeville
209 Golden Gate Avenue
San Francisco, Ca. 94102

Signature _____



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

Sometime ago, the ratio of apprentices to journeymen was concerned with only first through fourth period apprentices. The Federal Court had mandated new minority entrants into the work-pool so, rather than simply take a person off the street and somehow magically transform him into an instant Tech Engineer, the Training Program has been utilized.

New entrants were accepted and placed in the first period of training at the rate of 70 per cent minority and 30 per cent non-minority. Some have been dropped along the way and some have done quite well.

Because the parties to the Training Program, both the individual employers and the individual Tech Engineer members, have built such a good track record, it was possible to convince the E. E. O. C. that the time has come to change the manning provisions so that the ratio will include all apprentices—first through eighth period.

We have been informed by the E. E. O. C. that they will be watching closely. If the current excellent record deteriorates to an unacceptable point, we can expect more stringent provisions. It appears that a little horse sense and logic are in order as we proceed.

The N. C. S. J. A. C. is becoming increasingly more disturbed by the lack of responsibility shown by some first through fourth period registered apprentices.

Each month, a statistical report is submitted to the Federal Court, which is supposed to indicate the hours worked by the several ethnic entities.

A comparison of hours reported by the first through fourth period apprentices and the hours reported by the individual employer indicates gross differences.

The report of May hours worked, indicates that ethnic minority apprentices report a difference of 1,586 hours not reported to the J. A. C. This represents that 58 per cent of the hours worked were not reported. Non-minorities reported a difference of 19 hours or a two per cent difference.

The J. A. C. is empowered to take disciplinary action if hours of work are not reported. Such action can include, but is not to be limited to, removal from the program, suspension from work opportunities for up to 60 days or utilizing only Trust Fund contribution hours reported by the individual employer. If the latter method is used, the advancements would be held up for at least 45 days and sometimes longer. Advancement means from a 55 cent to 89 cent per hour raise in pay. That could be a loss of from \$97 to \$157 for every month that hours are not reported and the advancement is held up.

If the reports by the individual apprentices are not received in the administrative office by the eighth day following the monthly hours being reported, then rest assured that the J. A. C. will be taking some positive action.

The first through fourth period apprentice dispatched first is the one with the most accumulated hours reported. Even one eight-hour day not reported could mean missing the job and several days pay before the next job opportunity is available.

Related training classes are still experiencing an unacceptable rate of absenteeism. The J. A. C. has admonished the subcommittees to determine those apprentices who are seriously attempting to participate and those who are doing as little as possible. It is the opinion of the J. A. C. that little concern should be shown the con artist and the hanger-on.

There are good and sufficient reasons why, on occasion, an apprentice must miss a class. Each such reason will be evaluated by the sub-committee on its own merit.

When an apprentice is instructed to meet with the sub-committee, it would be to his best interest to appear and present his case in the best manner possible.

A sorting-out process will be taking place over the next few months.



Drilling Jobs Moving Well

By GEORGE MORGAN,
Organizer

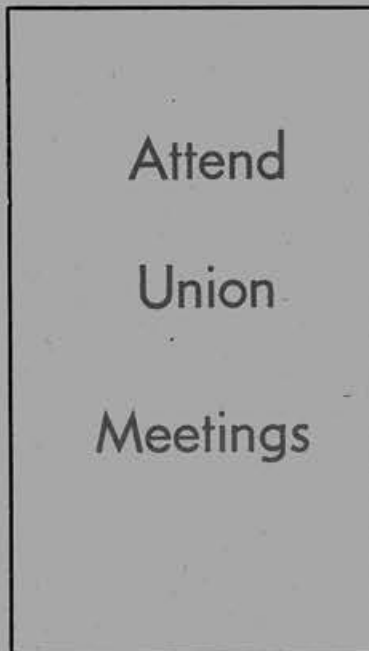
R. B. Montgomery's Rig No. 14, located on McDonald Island in San Joaquin County, has just started directional drilling. Driller "Blue" Miller kicked off at 2,000 feet and was going approximately 5,500 feet.

We want to congratulate Brother B. J. Richardson on Rig No. 14 who was just stepped up to driller position and is doing a fine job.

The drilling industry in Northern California is still moving real well with much of our drilling going on in the Yolo Bypass. At this time Hunnicutt and Camp have four of their rigs on location in this area. There is still a lot of drilling going on in the Geysers. On the Cloverdale side we still have Hoover Drilling and on the Cobb Mountain side we have Rig No. 3 and Rig No. 6 of R. B. Montgomery Drilling. We also have Rig No. 25 of Camay Drilling Co.

The Geysers, in remote North-eastern Sonoma County, is the only geothermal power plant in the nation. There are only a few countries in the world using underground steam to spin the turbine-generators that make electric power. The Geysers are not really geysers but fumaroles and steam vents. The difference is that geysers, like famed Old Faithful in Yellowstone National Park, send up fountain-like jets of hot water and steam at intervals. Fumaroles are fissures in volcanic areas emitting vapor steadily but not so dramatically as Old Faithful.

Brother Don Jones is a new member in Local No. 3 and we wish him lots of luck in the future. Don is well known throughout the racing circuit, especially in the San Joaquin Valley, running number 23J. He resides in Tracy with his wife and two daughters.



TECH ENGINEERS on the job—in the top picture at left, is Jim Elliott, Safety Committeeman for Con-Am Inspection, Richmond, California. In the bottom picture is Brother Ray Hartz (left), Chairman, and Brother John Lait, Party Chief for Toups Engineers in Hercules, California.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

During the first part of 1974, the N. C. S. J. A. C. made available to the Tech Engineers throughout Northern California, the opportunity to attend multi-media first aid classes. During this same time, extensive and successful organizing efforts were in progress in the Santa Rosa area.

On July 19, 1975, the N. C. S. J. A. C. made available to the Tech Engineers, an additional Red Cross multi-media first aid class in the Santa Rosa area. The importance of the first aid class was best expressed by one of the wives attending, when she said, "It has brought knowledge of first aid not only to the job site, but to the home as well." We would like to thank the district agent, Russ Swanson, and his crew for their cooperation in this presentation.

A word of thanks to all of the dirt hands on the Centex Corporation job located in Hercules for the refusal of Local Union No. 3 members to work shoulder to shoulder with non-union people. The results of this action by the brother operators were very effective! The non-union firm decided to sign a contract with Local Union No. 3 and their employees are now enjoying wages and working conditions consistent with the inspection industry. The moral of that brief story is, there is no wrath like the wrath of a union member.

As of this writing, we are presently engaged in negotiations with S. E. A. Engineers located in Sparks, Nevada.

As we reported last month, we also won an election with Twining Labs in Modesto. Negotiations will be forthcoming. A little history on Twining Labs is that they have been in business since 1898.

Over in the Redding area, we have recently signed a new contract with Surveying Field Services.

In the San Jose area, two new firms have opened their doors and are now under contract, one in Morgan Hill and one in Los Altos.

Swinging over to the Fresno area, Local Union No. 3 has filed charges of unfair labor practices against a testing laboratory. Hopefully, by the time this article is printed, the issues pending will be resolved.

In Oakland, a new contract was signed with Consolidated Engineers, a testing firm, and north to Walnut Creek, a contract was also signed with Yoder & Trotter. They are a large consulting firm and subcontract a substantial amount of their field work.

As we are well aware, home building has been the hardest hit industry in the past few years. All of California has been affected by this and no big change is in the forecast. The reason for this lousy forecast is that the Sierra Club members, Friends of the Earth members and similar groups participate at every level. Their voices are heard loud and clear and their votes are counted.

If this is a hammer for them, then let us build our own hammer. Let's get out there and attend the planning commission and Concerned Citizens Coalition meetings in our area. Contact your district office—they have the time, date and place of these meetings. Let's build our hammer strong. You'll find when both hammers fall, their handle will break and be useless.

A word of reminder to those of you on the out-of-work list: Remember, you must re-register from the 76th day through the 84th day after you have signed on the list. If you don't re-register within these time limits, the IBM system will automatically remove your name from the out of work list. Also members of Local 3E employed in the surveying industry will be allowed to reclass from 3E to 3 for 10. This will be in effect through Dec. 31, 1975.

Please help the dispatcher help you. If you accept a dispatch for the next day and something comes up that will not enable you to make that job, please contact the dispatcher as soon as possible since it is her responsibility to fill the job and this can be very difficult at the last minute of the day. A day's pay for another Tech Engineer can be saved with just a little cooperation.



Brother Max Raeb, left, watches Mrs. Sojen apply a splint on her husband, Lanny Sojen during a first aid multi-media class recently held for Tech Engineers in Santa Rosa. Approximately 20 people attended the first-aid class.

Hawaii Brother Throws Party for Fellow Workers

By HAROLD J. LEWIS,
Financial Secretary,
WALLACE K. LEAN,
District Representative,
VALENTINE WESSEL,
Assistant District Representative,
WILFRED BROWN, GORDON
McDONALD, RICHARD SHUFF
and WILLIAM CROZIER,
Business Representatives,
and ALLEN SOUZA Sr. and
KENNETH KAHOONEI,
Organizers

We are not in any position to inform our brother engineers that the work in the construction industry by far is coming to a standstill. But there will be unfavorable times when many of you will have to report to the hiring hall, to seek employment elsewhere. In many of our recent news articles, we have constantly repeated ourselves as to the federal highway projects presently under construction. It still has not changed. Work in this area in general is good. But take a closer look around you and try to visualize the work in the field of sub-division development, its down by a major slump. All we can say is be prepared.

At the end of February, 1975, Brother Shem Kahawaii threw a party on the Queen Kaahumanu Highway on the island of Hawaii, which is in the middle of an old lava flow to celebrate his dream come true. He was very happy on this occasion because after many years of being an operating engineer, one of his main goals had finally been reached. His goal was to own his own blade outright with no strings attached to it. In the month of February, 1975, he had made his final payment on his blade which is a Model 12 Caterpillar power blade.

Instead of throwing a party for the finance company or the other company executives that he did business with, Brother Shem felt that it would be more appropriate to celebrate his success with his fellow workers who worked with him during the period while he was trying to pay off the note on his equipment. It was his way of saying thank you to the men who worked with him on a daily basis and with whose cooperation he was able to perform an outstanding job in order to keep his machine rented most of the time.

Brother Shem started his busi-

ness as an owner-operator on Jan. 1, 1973. One of the first projects that he worked on was the Kona Palisades Subdivision for Allied Aggregates. He also worked for J. A. Thompson on the Mahukona Highway. He worked for Morrison-Knudsen Co. on the Mauna Kea road project from the Humuula Sheep Station at the 6,000-foot level to Hale Pohaku (House of Stone) which is at the 10,000-foot elevation. While he was employed for Allied Aggregates he worked at Discovery Harbor which is in the Kau District on the southern tip of the Island of Hawaii. He also worked for them on the Queen Kaahumanu Highway which is on the western coast of the Big Island. During this period, Shem was doing mostly base course work and finish grading. In between these major projects he was doing many smaller jobs all over the island. It even reached a point where some of these jobs were so isolated that he had to install a mobile phone in his pick-up truck to be able to communicate with anyone in case he needed parts, tires, fuel, etc.

Brother Kahawaii is a firm believer in preventive maintenance in order to insure a minimum of down time. He believes in fixing the many small problems right away so that it does not become a major break-down. His philosophy has proven him correct because he has not had much down time due to mechanical failure. Here on the Island of Hawaii, most of our work is on solid volcanic rock. This rock breaks up with very sharp edges and is very abrasive. For this reason Brother Kahawaii has always kept at least one spare tire on the jobsites at all times. While trying to keep his equipment in top mechanical condition and also keeping himself prepared for any future work he had an enclosed cab built for his rig in case a job would break for him on the top of Mauna Kea Mountain at the 13,700-foot level. If he does get to work up there he will really need the enclosed cab as it gets very cold and windy there at the summit. We all wish him continued success in the future.

WORKMEN'S COMP

The purpose of the Workmen's Compensation Law is to insure

In Sacramento

Engineers Win Use Permit Fights

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

Hansen Brothers were granted their permit to operate their gravel plant on the Greenhorn Creek in Nevada City. This means continued work for several brother engineers. There were several members that helped in this effort by attending meetings in Nevada City. We recently received a letter from Arlie Hansen, president of Hansen Brothers Enterprises, that said in part, "We wish to express our appreciation for the assistance you, Al Swan, and the other operating engineers gave us by appearing on our behalf at the Planning Commission Meeting to secure our permit to operate our

that an employee who is injured or disabled on the job and his dependents will have prompt and adequate support while he is unable to work and, in proper cases, compensate the employee or his family for his injuries or death. To help you perfect your claim for workmen's compensation benefits, the following procedure is recommended if you should suffer any bodily injury or disease, including damage to artificial limbs, dentures and medical braces, which results from your work or working conditions.

1. Report to your employer or immediate supervisor as soon as possible. (This is mandatory under the law.)
2. Ask your employer for a copy of the Form WC-1 that he is required to file with the State. Send it to your union district representative or Safety Department.
3. Seek medical treatment immediately. Delaying medical treatment may jeopardize your claim.
4. If you need information call your local union at 949-0084.
5. If you desire to seek legal assistance or advice in perfecting your workmen's compensation claim, you may call Attorney Ronald G. S. Au (533-7431) who has been designated as House Counsel for Operating Engineers Local 3.

gravel plant on the Greenhorn Creek in Nevada County."

We also received a letter from Lone Star Industries thanking us for our support in their recent use permit fight. This shows brothers that with your help we can win some of these fights, which means more work for the operating engineers.

Granite Construction was low bidder on a \$6 million job in the south area. This consists of some open canal as well as some trunk lines. They will be unable to start work for six months as they have an extensive de-watering process before they can start work. Granite is doing the widening and relocating work on Central Avenue in Orangevale, which is a pretty fair job. They are also coming right along on their airport job up in Lincoln.

Bids should be opened sometime this month for a section of Interstate 505 in Yolo County. This will be a much-needed project to help the unemployment problem in the Sacramento area. There are 11 miles of road to be built with \$16.5 million to build it with.

Work has begun to replace nearly two miles of Highway 49 near Shady Creek, four miles south of North San Juan. W. Jaxon Baker, Inc. of Redding was the lowest of three bidders for this contract with a bid of \$1 million. As part of the road realignments, they will place a large culvert across Shady Creek, install drains, fencing and railing, and place clover on the slopes to control erosion.

Teichert Construction Company was awarded a contract for improvements along Horseshoe Bar Road from Interstate 80 to the center of the Loomis townsite. They have kept a few crews fairly busy on some site preparation work for these subdivisions and also the underground work.

Development of a swank subdivision on 1,265 acres of the old Marty ranch property between Meadow Vista and Christian Valley was virtually assured this week in key action taken by the Placer County Board of Supervisors.

About 350 houses are expected to be custom built on the acreage; the average cost of each reportedly will be \$50,000. The overall project carries an estimated price tag of \$20 million.

Auburn Dam earned a quake safety grade. U.S. Bureau of Reclamation engineers report that when the Auburn Dam is completed it will be able to withstand an earthquake comparable to the 1906 San Francisco earthquake without losing water.

The engineers stated the double curvature, thin-arch structure, was one computer analysis for safety before being chosen.

W. M. Lyles Company was the apparent low bidder on the new sewage treatment plant for the city of Auburn. The engineers estimate for the project was \$1.4 million, the low bidder submitted an offer of \$1.14 million.

This year has been one of the slowest years that Sacramento has seen in quite a long time. The work, what there has been of it, has been spotty and not nearly enough to go around. We have had a bulging out-of-work list all season, and it doesn't look like things are going to get much better at the present time.

NORTH DISTRICT

Up in the northern extremities, Mastelotto Enterprises has really been making the dirt fly. They are a little more than half way through with their Highway 65 project, which entails a 10-mile section of highway widening and resurfacing. A project that was needed very badly in that area.

There have been numerous small jobs throughout the Sacramento area, particularly around the Fair Oaks-Orangevale-Carmichael areas. Some shopping center work over at Bird Cage walk, which is a massive building project. A few of the brothers saw some of the action there.

There has been some subdivision work with a lot of underground and paving. Repco Construction out of Roseville has been successful as low bidder on several of those projects.

Ernest Pestana has done a phenomenal job of pipe laying on their very large pipeline job off West El Camino Avenue in north Sacramento. They have very little pipe left to go in the ground. This job was done in record time with a very efficient crew working steadily for about 10 months. They are doing well on their two pumping stations, so they will be around here for a while yet.

A. Teichert & Son are moving their concrete batch plant job from Interstate 5 to Highway 113 to start paving the 11 miles of highway they are sub-ing from M. L. Dubach Construction Company.

Monterey Mechanical has started the first phase at the Central Sewage treatment plant on Sims Road. This contractor put a few of the brothers to work from the dispatch hall and expects to be there for approximately one and a half years. In talking with the city inspector on the job site, we are hoping the city will open for more bids in November of this year.

Boscarello, Inc. is doing the dirt moving at the Central Sewage treatment plant site under the supervision of Brother Mark Young. This company helped our hall by putting some of our brothers to work.

Continental Heller has a contract for a five-story building on 13th and I Street in Sacramento.

Roebbelen Construction Company has been awarded the contract for the construction of two school building sites. They will do the demolition work and then replace the sites with new buildings.

Most of the rock and gravel plants are keeping the brothers busy, and we know it will continue through the winter.

At this writing, we don't have too much information on the North Slope project. At the Sacramento Yolo Port site the last report was that it will start in September or October of this year with the rumors of working 10 hours a day, six days a week. That would be beautiful at this time of year in this area.

Job growth during the rest of the 1970s is expected to continue to be faster in service industries than in goods-producing industries, according to the U.S. Department of Labor's Occupational Outlook Handbook.



BROTHER SHEM KAHAWAII, of Hawaii, threw a party for his fellow workers to celebrate the final payment on his Model 12 Caterpillar power blade in February, 1975. From left to right are: Eddie Grace, Wardell Lancaster, an unidentified state inspec-

tor, Teddy Bell, Mike Luce, John Kamoku, Robert Lee, Clifford Britto, Patrick Lawrence, William Greig, Shem Kahawaii, unidentified laborer, unidentified state inspector, and Victor Fergstrom.

Petaluma Plan, Warm Springs

Federal Court Decisions Hold Up Work

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

The Ninth Circuit Court of Appeals in San Francisco ruled the controversial five-year housing and zoning plan of the City of Petaluma, known as the Petaluma Plan, does not violate certain constitutional guarantees. The plan, adopted in 1971, specified that only 500 new homes a year could be built in Petaluma for the next five years.

The ruling reversed an April 24, 1974 decision by U. S. District Court Judge Lloyd J. Burke, who had ruled the plan unconstitutional, primarily on the ground that it violated the right to travel. The suit had been brought against the city by the Construction Industry Association of Sonoma County and some landowner developers. The Circuit Court said the "economic interests (of the builders and landowners) are indisputably outside the zone of interest to be protected by any purported constitutional right to travel." The court concluded that "the concept of the public welfare is sufficiently broad to uphold Petaluma's desire to preserve its small town character, its open spaces and low density population, and to grow at an orderly and deliberate pace."

On the brighter side of events affecting the work picture in District No. 10 was the North Central Coast Commission decision permitting Bodega Harbour to de-

velop an additional 415 lots at their Southern Sonoma County development. The total of 750 lots is a compromise from the original proposed 1,650 lots, but the NCCC yielded to arguments presented by District Representative Russ Swanson and other concerned labor representatives, over the strenuous objections of Sierra Club officials. Let's hope Bodega Harbour is the start of the tide.

Bids for highway and sewer work picked up quite a bit since the middle of July with Dan Caputo of San Jose capturing the largest, the Llano Sewer Project, at \$18.4 million, with an engineer's estimate between \$14 and \$15 million. At this writing we were in contact with Sid Shah of Piombo Corp. who will sub over a million yards of dirt and the job should be underway within two weeks, along with the Petaluma Hill Road job on which they were the successful bidder.

Ernest Pestana was low bidder at \$4.9 million for the interceptor sewer to supply the Llano Wastewater Treatment Plant. Also in the Santa Rosa area, Argonaut Constructors won the Parker Hill Road job.

In Mendocino County, Pete Barretta and Mendocino Aggregates were low bidders on Orr Springs Road and Mendocino Pass Road. Don Dowd Company was low on the Ukiah High School site earthwork. Reichhold & Jurkovich won the small over-lays in the city of Napa, with G. L. Hasenpflug low on reconstruction of Jefferson Street in Napa.

Empire Tractor negotiations were recently concluded and unanimously ratified by the employees. The two-year agreement is for a \$1.75 increase, with clarification of contract definitions.

We regret having to report Barney Lane and Dick Thomas were seriously injured in very similar accidents on their respective jobs. Both were on the ground, setting grade, and backed over by scrapers. Barney is presently in Community Hospital in Santa Rosa while Dick is in the Presbyterian Hospital in San Francisco. Both these accidents could have been avoided, which points up the two most basic safety rules, KEEP ALERT and THINK!!!

Piombo Corp. picked up a small canal job for \$179,000 which is already under construction and may possibly be completed by the time you read this.

Gordon Ball's freeway job on Highway 101, called the Geyserville By-Pass, is beginning to close up fast and traffic should be turned on by Labor Day.

Kirkwood-Bly, Inc. was low bidder last month on three sections of the modifications to the waste water plant in Rohnert Park, one for \$609,000, a second for \$939,000 and the third at \$643,000. Elmer J. Freethy was low bidder on the fourth section for \$967,000.

C. R. Fedrick, of Novato, was low bidder on the 2.61-mile strip of Porter Creek Road, near Mark West Springs Lodge. This contract, totalling \$1 million, repre-

Engineers In Stockton Area Facing Unusually Slow Summer

By **WALTER M. TALBOT**,
District Representative,
JAY VICTOR, Assistant
District Representative and
AL McNAMARA,
Business Representative

The prospects for work in this district continue to lag behind the normal year. About the time we receive reports of new projects or double shifting existing ones the rumors are squelched.

A. F. B. Contractors, Inc. of Martinez, who are currently constructing the new sewer treatment plant for the City of Tracy,

sents the largest, single road improvement contract ever awarded by Sonoma County. Clearing was started on July 21 and completion of this project will be sometime during the summer of 1976.

Wise & McGinty picked up a \$309,176 job near Glen Ellen for the reconstruction of Arnold Drive. They are well under way at this time.

MORE DELAY

A federal appeals court sent the Warm Springs Dam lawsuit back to a lower court and ordered a stay of construction to remain in effect. The three-page memorandum will likely mean another year's delay in construction of the dam, while federal courts decide if the \$160 million Sonoma County project will ever be completed. Attorneys for both sides agree the decision will almost certainly mean a second and longer trial.

was awarded the bid to construct the tertiary facility at the City of Stockton's main sewage treatment plant. The A. F. B. bid was \$18 million for the final phase and the highest priced section of the sewage treatment plant.

Jasper Construction Co. of Santa Cruz was low bidder of the first phase of the new Tokay High School in Lodi for \$3.1 million. Teichert Construction has the excavation and site preparation work for the project. Claude Wood Co. commenced work on the enlargement of the sewage treatment plant at Angels Camp. Woods' bid was \$882,000. The company was also low bidder to improve a curve for \$58,000 on Pioneer Creek Road near Pioneer in Amador County.

Teichert Construction has finally picked off a few new contracts which necessitated them recalling former employees of the company. In addition to the bridge job on Undine Road, Century Boulevard and Ham Lane street improvements in Lodi that were bid in July, they were successful bidders for curb, gutter and sidewalk repairs on Ask Street in Stockton, improvements on Lodi Avenue in Lodi, the reconstruction of Brunswick and Union Roads in San Joaquin County and the widening of portions of California Street in Stockton.

Modesto reports the work picture there also remains slow. Flintkote Construction Co. continues to work on completion of the freeway rest stops on Highway 99 about two miles south of Turlock and was the successful bidder on a street seal coating job in Escalon. Kasler Construction is continuing to work on the freeway project and keeping a number of brother engineers busy.

Teichert Construction has completed the majority of the Briggsmore Expressway Project in Modesto. Kaiser Steel is busy at work on the Highway 49 bridge and are moving along as well as can be expected. Pacific Excavators is moving right along with the relocation of Highway 49.

Geo. Reed continues to work on the Stent Road project, about three miles of realignment, grading, base and paving, approximately four miles south of Jamestown. Trico subbed the dirt from the Geo. Reed Co. This is a good project for the brother engineers in this area. The Reed Co. was low bidder for construction of .2 mile of Golf Links Road near Jamestown.

Myron Drilling of Sacramento has been working on their Turlock intertie project. This project consists of drilling foundations for the highlines structures. This promises to keep four or five engineers busy for most of the summer.

U.S. Jobless Rate Termed Highest

America has the highest rate of joblessness among nine of the world's major industrial nations, a study by the Labor Department's Bureau of Labor Statistics shows.

The nine countries are the U.S., Canada, Australia, Japan, France, West Germany, Great Britain, Italy and Sweden.

Marysville Brothers Find Work Picture Slow

By **A. A. CELLINI**
District Representative
and

JOHN E. SMITH and
GEORGE HALSTED

Business Representatives

Work on the west side has been slow with the shops' and plants' business down for this time of year.

Kaiser Sand and Gravel has been real slow this season. The shops have picked up some during the past couple of weeks. Peter Kiewit and Sons is moving right along on the Highway 32 bridge job at Stoney Creek. Luhr Brothers from Sacramento is getting started on their two levee contracts which amount to about \$2 million. These jobs should keep the brothers working for a couple of seasons. Butte Creek Rock is finishing up their job, but a lot of paving is to be done yet which should keep them going until the rains. Boscarello, Inc. seems to be having a hard time really getting started on their job at Meridian. They are doing the approaches for Hensel & Phelps.

Bids on the job which will help the most this year were opened July 24, 1975 with Ball, Ball and Brosamer as low bidder at approximately \$14.2 million. By the time this article is out they should have a good number of engineers on this project which consists of Reach No. 5 of the Tehama-Colusa Canal.

Work on the east side is still holding steady. Ladd & McConnell has started the job at Indian

Valley on Highway 49 near Downieville. They are about finished with their portion of the Highway 149-99 job between Highway 70 and Chico. Butte Creek Rock is doing the sub-base, base and paving so will be there some time longer.

R. & D. Watson at Chester has moved into full swing with about 20 engineers on this project at the

present time. At Bullard's Bar they are making good progress, but have been having problems with the cuts holding. They have slid out a couple of times. Manuel Rodrigues at Oroville is coming along real well with the exception of a couple of breaks in pipe which were caused by the recent earthquake in that area.

Burdick Construction Co., Inc.

was low bidder on the next phase of underground work at Oroville with a bid of \$1.17 million. Madonna Construction Co. at Quincy is still moving along real well keeping the fellows going. They have had a number of change orders on this project which have altered the work the fellows have had to do, such as cutting out several phases, but the money has remained the same.

Coming up shortly will be the new Radar System at Beale AFB which will be one of two systems of surveillance, one here and one on the east coast. This project will be a several million dollar one.

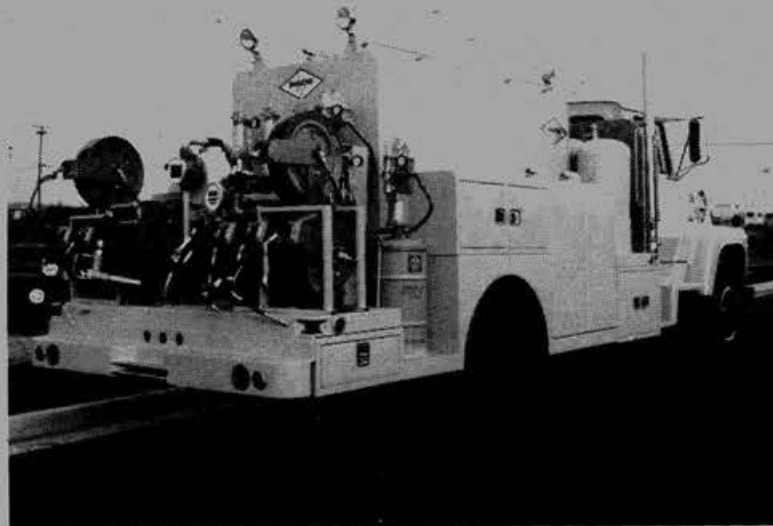
BLOOD BANK

One of our members needed 18 units of blood this month so our supply could certainly use some building up! Thank you very much to Ken Bettis and Charles Steger who will help replace part of that. We would greatly appreciate any more of you members taking a few minutes of your day and going down to the following locations to replace some more of this supply:

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

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

Chico: Every Monday, 3-6 p.m.; every Tuesday, 8-11 a.m. and 1-4 p.m.; every Friday, 8-11 a.m., Chico Donor Center, 169 Cohasset Road.



"Diamond-Bilt" is the trade name for products manufactured by Diamond Steel Co., located in Yuba City, Cal., which builds service bodies, as shown in the picture, conveyor-belt loaders, steel storage tanks, aggregate and rock end-dump trailers. Diamond Steel employs 25 to 30 engineers year-round.

Santa Clara County Approves \$400 Million Transit Plan

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

A \$402.2 million plan to improve transit, highways and airports during the next five years has gained final approval from Santa Clara County supervisors, acting as County Transit District directors. Adoption of the plan should smooth the flow of federal funds into the County's transportation projects. Seventy-nine per cent of the funds will go for expansion of the district's bus system. Another \$1.7 million will go for a project to re-establish rail passenger service in the county, while \$80 million will be available for highway maintenance and construction. The financial aspects of the plan hinge heavily on passage by voters of a half cent sales tax measure that most likely will be placed on the ballot in the spring. The sales tax measure would provide matching funds along with operating monies for the district.

Local and state officials are still trying to juggle funds to come up with \$2.4 million estimated to improve the nine-mile stretch of Monterey Road "Blood Alley." Suggestions to sell state-owned lands in the Guadalupe Freeway corridor are being considered to finance construction of a concrete barrier dividing north and south-bound traffic. State Senator Al Alquist has introduced urgency legislation under which the highway division would be loaned the necessary money from the general fund to pay for its share of the costs in the county plan.

A ground breaking attended by numerous city officials marked the start of construction on a \$11 million three-story concrete building for Fairchild Camera and Instrument Co. Ric Tricaso is construction manager on the job for Carl Swenson Co., Inc. The 265,000-square-foot concrete tilt-up structure will serve as a manufacturing facility on Fairchild's 26-acre site on Bernal Avenue off Monterey Highway in South San Jose. Spaces for offices, shipping, receiving, warehousing, and engineering laboratories will flank the main manufacturing area. Completion is targeted for March 1976 with occupancy planned for next summer.

San Felipe Water Project is still being held up by demands for more water rights permits from the Water Resources Control Board. But still all of our legislators, environmentalists, health officials, water agencies and boards are particularly sensitive to the state's growing water needs. We must continue to examine all potential methods of conserving this most important natural resource while we seek ways to meet the critical human need for water.

MONTEREY COUNTY

As you know, the bottom of Monterey County line is the boundary between Local No. 3 and Local No. 12 territory. On occasion, an employer from Local No. 3 will get a contract to work down South in Local No. 12 territory. Sometimes there are problems in getting our Local No. 3

brother cleared to work in Local No. 12 territory. When that occasion arises, contact Mike Kraynick, your district representative, or Jack Bullard, who covers Monterey County where it contacts Local No. 12. We've been quite successful in solving these problems, but first we must have that phone call from you so we know of the problem!

Brother Lloyd Morris and wife Ginnie are moving from Salinas back to South County. They purchased John's Adobe bar on Jolon-King City Road. They'll get their share of trade from brother engineers working at Hunter Liggett Military Reservation. Lloyd will continue operating equipment. We wish Lloyd and Ginnie the best of luck.

Clayton Sanchez & Sons, Inc. is doing the site work for the EM barracks at Hunter Liggett Military Reservation. Brother Jim Snyder is foreman, Local 3 operators include Benny Padrone, Lloyd Morris, Louis Payne, Norman Smith, with Bill Cook setting grade. Ned Stojkovich is apprentice. M. J. Hermreck proceeds with his Highway 1 realignment project between Vicente Creek and Lucia in South County. George Martin, Bud Fann, and Bob Henningsen operate. Tyler Scott is the apprentice.

Two new dirt contractors have begun work under agreement with

Local 3, in Salinas. Roy Anderson runs Rubicon Construction. Brothers Sam Jenkinson, Rudy Westphal, Phil Paulsen, Harold Denny, and Ray Husted work for Rubicon. Hilltown Engineers is run by Harold Fleeman. They'll work out of the same office as Central Coast Pipeline, but they'll do grading and paving work. Steve Moore is foreman.

Brother Ted Shade hit the hospital for a few days. He's home, feeling pretty chipper. We visited Bill Kuzler in Greenfield this month. He's in a wheelchair indefinitely, from an accident in which he peeled off the top of a crane boom in Nebraska. He landed 30 feet below in a sitting position on 24" of ice in a pond and severed his spinal cord. He and Dale Holbrook ran scrapers with us on the Highway 101 job by San Juan Bautista turn off in 1970.

The quarry operation at Graniterock Aromas is really shut down. They depend on roadbuilders for customers, and what we aren't doing is building roads!

The Kaiser Corporation and the unions affected cannot reach an agreement on an additional cost-of-living adjustment. Negotiation for an increase is provided for in Article VII, D., 5. We have agreed to submit the matter to binding arbitration. The Kaiser Companies are located at Natividad, Moss Landing, and Permanente.

SANTA CLARA VALLEY

In Santa Clara Valley the work picture hasn't changed too much since our last issue but there are a lot of small jobs and a few good sized jobs that are currently keeping some brother engineers busy.

As we mentioned previously, Vallico Park is one of the good sized jobs that is going right along with a lot of the sub contractors getting their crews on the job. This is a big shopping complex with a new Bullocks store, a pedestrian walkway over Wolfe Road and some smaller stores on the overpass. Speaking of the overpass, Litton Construction Co. is doing the work on this project plus the ramp for the cars to get in and out. Eilert & Smith did all the excavation work on this job. J. G. Torres is doing a lot of concrete pumping there for Rudolph and Sletten, who happens to be the general contractor on the other phase of this complex. Swington & Wallbert is the general contractor for the Bullocks store which is about 50 per cent complete.

Some of the other jobs that are going on in the area are the new roads leading in and out of the new theme park which is presently being built in Santa Clara. Freeman & Sondgroth is doing all the streets now and also the paving inside the park. They are also

doing the widening of Lafayette Street plus the new overpass on Lafayette Street in conjunction with Litton Construction Co. Opening of the park has been scheduled for March 1976 and it surely seems like it will be a fun place to go to.

Well the work picture doesn't look all that good for the rock, sand and gravel plants in the area. Kaiser Co. at Permanente had a big lay-off just recently and we really don't know how long it will last. The same thing has happened in the foil plant with shut downs for a week or two at the time. They have had three lay-offs so far this year and might have one more before the year is out. Kaiser Sand & Gravel in Mountain View has been real slow with the crew working off and on for a week at the time.

The concrete plants have been working their 40 hours a week and have been able to stay busy, but it doesn't look good for the upcoming winter, unless we can get the work started that is presently being held up.

A special reminder to all the brothers that are on check-off dues and that have been affected by lay-offs. When in doubt about your dues' standing, consult your business agent or call our office to obtain whatever information you need. It only takes a few minutes. One phone call or a visit to the office will save you a suspension!

SANTA CRUZ COUNTY

In Santa Cruz County, Bogard Construction Co. picked up a contract to construct West Lake School Media Center for \$178,000. Granite Construction Co. picked up three jobs which will consist of road and street resurfacing for Santa Cruz in the amount of \$375,450, drainage detention basin at 38th Avenue in the amount of \$232,628, and the wharf road sidewalk project for \$61,017.

Dan Caputo Construction Co.'s job in Felton at the Felton Diversion Dam is in progress and due for completion in November 1975. This is an inflatable dam. If you haven't seen an inflatable dam this should enlighten you on how they work and the simplicity of the operation. The location is .5 mile south on Highway No. 9 out of Felton.

M. L. Dubach's job is on schedule on Highway No. 1 between Castroville and Marina. This project is keeping about 18 engineers busy. C. K. Moseman is about through until November 1975 because of the State of California's requirement on the overpass fills having to set a month between a foot and a foot and a half lifts for the saddlement factor.

Daniels and House Construction Co. picked up a contract at Fort Ord, California to construct the Tactical Facility and shops for \$3.5 million. Granite Construction Co. is on the site presently doing the excavation.

Flintkote Construction Co. from Modesto has two jobs in the Southern San Benito County area. The San Felipe Road job northwest of Hollister and Highway No. 25, seven miles south of Paicines. Flintkote is moving in a portable crusher and hot plant to produce the sub base, Call No. 2 Base and the asphalt for both jobs.

State Approves San Felipe Water Project

The long delayed and much studied San Felipe Water Project in San Jose District 90 won critically-needed state approval on September 2.

Ronald Robie, California Department of Water Resources Director and Robert Sapp, Santa Clara Valley Water District Chairman, signed letters confirming agreement on conditions for water quality and wastewater reclamation at a meeting at the San Jose Airport on September 2. At the same meeting, Claire Dedrick, Director of the State Resources Agency, announced her full support for the project.

The support of Ms. Dedrick is viewed as significant in that before she had voiced limited opposition to the project.

Robie, who as recently as June, had withheld state support for federal funding for the huge water supply network, said he now supports it and called for a start on construction. Robie also agreed to drop a request for a country-wide referendum on the \$200 million project.

The San Felipe water supply will be developed by the facilities of the Central Valley Project. After diversion from the Delta, the water will be conveyed through state or federal canals to the San Luis Reservoir on the Central Valley side of the Coast Range.

From San Luis Reservoir, the water will be transported through a 10 mile tunnel through the Diablo Mountain Range at Pacheco Pass into the Santa Clara Valley. Once in the Valley, the imported water will be transported to local facilities by way of canals and pipelines. About three-fourths

of the water will be delivered into the Santa Clara conduit of the San Felipe Division. This conduit would run northward to serve the North and South Santa Clara sub-areas. The remaining quarter will go to the Hollister Conduit of the San Felipe system.

Long range plans call for the transportation of part of the water supply into Santa Cruz and Monterey Counties. However, representatives of those counties believe their area would not require supplemental water for another ten or fifteen years. Because of the impracticability of enlarging the Pacheco Tunnel after its construction, the tunnel will be built full-size with capacity for future service to the Watsonville sub-area. This will require a tunnel with a diameter of 10.75 feet.

Start of construction now depends on final approval of environmental reviews by the water district and the U.S. Bureau of Reclamation, signing a contract between them and judicial review of at least one legal challenge.

The airport meeting which brought forth the letter of agreement followed three months of negotiations over three conditions set by Robie, chief of the state's top water agency.

The key condition on wastewater reclamation provides that if re-use of wastewater sewage is feasible by 1990, reclaimed water will be used to fill additional water needs.

However, if health objections still rule out the use of wastewater, the water importation figure would jump to 152,500 acre-foot a year, the maximum allowed.

Strike Settles Utah Rock Plant Contracts

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

Due to the decline in the building construction industry, Kaibab Industries, in Panguitch, Utah, has found it necessary to institute an 80 per cent curtailment in their timber cutting contracts.

Duane Kent, general manager of the Panguitch operation, said that a number of factors contributed to the reduction in force, but the declining demand for building materials is the major cause.

Kent stated that although the outlook is gloomy at this point, he is optimistic and believes that the Panguitch facility will be in full operation again next spring. Hopefully Kent's prediction is accurate, as the small Utah communities of Tropic, Hatch and particularly Panguitch are almost totally dependent on Kaibab Industries' logging operations.

A first agreement with the newly-organized firm of Distributors Remanufacturing Center Inc. in Salt Lake City has recently been finalized. The three-year agreement provides for retroactive pay to July 1, 1975, a general wage increase of 8 per cent the first, second and third year of the agreement, a cost-of-living adjustment the second and third year and also, the Operating Engineers Health & Welfare plan for Utah. The contract also allows for an employee training program and several incentive provisions applicable to this unique new industry.

Utah Sand Gravel, C P C, and Geneva Rock in Utah have signed new three-year agreements but, regretfully, it took a two-week strike to get it done. The new agreements provide for wage increase of \$1.90 per hour over the term of the agreement.

This settlement would not have been possible if it had not been for the support of our brother members working for those employers.

It is gratifying to have the 100 per cent support and backing of the members when entering into negotiations, and we thank the brothers working at these companies for their support.

CENTRAL UTAH

Construction work in the basin and central area of Utah is beginning to pick up fast now that the A.G.C. contract has been ratified by the membership. The biggest news in the area now is the \$26 million contract let to J. F. Shea Construction of Redding, California for the construction of the Vat Tunnel. No equipment is on the job yet and we are still sweating out some possible law suits that could slow down the project. When the contractor arrives for the pre-job we will have more information for the interested brothers and will pass on the news as we get it.

S. J. Groves Construction is still rolling along with about the same number of operators on the job at Currant Creek Dam. The grouting is causing some problems and could possibly slow down the work

on the dirt and structure spreads.

The hot plant and crusher spread for Clyde's overlay job is set up at Geneva Steel's slag dump and with this good weather the volume of asphalt is at peak production.

American Bridge, Swinerton and Walberg, Talboe Construction and Wilson Engineering still have the same number of operators working on the Geneva Steel job. These employers are still hoping for the "go ahead" from Geneva Steel on more work that would result in additional operators on this project.

M. Morris & Sons will begin construction on the new 24th Street Viaduct in Ogden, Utah, within the next 10 days. This \$3.5 million project has been a priority bridge replacement in the state since funds were made available last month.

L. A. Young Construction Co. at Castle Rock is working both the asphalt crew and the scraper spread two 10-hour shifts. The company is quite anxious to finish this project so they can relocate their equipment on their new jobs in Southern Utah.

Peter Kiewit Sons' project at Mountain Dell to the summit in Parleys Canyon are beginning to work five 10-hour shifts. The company is hoping to complete this overlay job in four to six weeks. Time is the prime factor this fall with two large asphalt jobs still to be completed, one at Cove Fort and the other at Black Ridge near Cedar City, Utah.

Gibbons & Reed have completed approximately 50 per cent of their overlay project located at the mouth of Parleys Canyon to Mountain Dell Reservoir. This project should be completed within the month.

SOUTHERN UTAH

W. W. Clyde Company's work in Southern Utah is going full blast. Their paving crew is working on the overlay job on I-15 from Provo to Spanish Fork. The traffic problems are being handled very well and the job is progressing at a fast pace.

Now that the Carpenters have settled their contract and pulled the pickets off, Clyde's job at Holden is back to work in full force. There are approximately 36 operators running two shifts. Brother Paul Bazzell and Brother Burke Whitney are the stewards and they are doing a fine job. The contractor expects to have the grade in by the end of this year.

W. W. Clyde still has about 38 operators working two shifts on the site preparation job at the Emery Power Plant. Most of the scraper work is done but there is a lot of rock to be loaded out and select fill material to be hauled in. We hope to have work on this project for many of the brothers this winter.

W. W. Clyde also has the contract on the Fremont Junction job. This is an \$11.5 million project with 10 miles of Interstate to be constructed. This contract has the grade, gravel, asphalt, one overpass, one interchange and four box culverts, with 220 working days to complete the job. Brother Red Haymond will be the project manager. The job will run two shifts and will employ about 120 hands. They intend to work all winter if possible.

Jelco's two power plants in Southern Utah are moving along

Oakland Area Work Up And Down

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

In western Contra Costa and western Alameda Counties the work is still holding up at the refineries. Bechtel, Braun, Lauritzen and Thomason are still going good. At Peter Kiewit's Richmond yard about 30 engineers, mostly mechanics and welders, are still working long hours and making fantastic money.

O. C. Jones of Berkeley was low bidder on the paving of San Pablo Avenue from the north city limits to the south city limits of Berkeley. This is a \$2 million job of which O. C. Jones left ten per cent on the table. This job will start in about a month and should make work for many engineers through fall.

Work in the southern Alameda County area has been holding its own. Freeman-Songroth is putting the finishing touches on their Jackson Avenue job. Freeman's crew that was working on Mowry Avenue in Fremont has now moved over to Driscoll Road for a \$500,000 street widening job. Freeman's paving crew, in the meantime, has been putting the final lift on Mowry Avenue.

The widening of Mission Boulevard in Fremont (6.5 miles of four lanes), was bid recently and Freeman-Songroth/Oliver DeSilva, a joint venture, got the contract.

The rest of the area's work has been in and out. A few brothers made good money at General Motors, working 7-10's for anywhere between two and six weeks.

D. W. Nicholson has had a job at Leslie Salt with the brothers working six 10's, two shifts.

The scrapyards are still slow. Joffe has finished cutting up the hospital ship "Hope" and has started on the "Lenawee," a troop carrier. They are keeping about 10 hands busy. Levin is slow with not much scrap going out. Schnitzer has a ship now, but will be gone in about a week. Learner is loading some L.A.S.H. barges, but generally the picture is pretty grim. Most are just holding and waiting for prices to go up.

Shipyards are also down. Willamette in Richmond is down to three Whirley operators again. Paceco is holding up pretty well with five or six operators. Todd is also holding pretty steady with eight to 15 hands working.

Dredging is the most dismal of all. There are only two jobs

very well, with approximately 80 brothers working on these two projects. Brother Doyle Barney is the superintendent for the operators on both jobs and Brother Bill Pace is his assistant over the operators at the Emery Plant. Bob Roberts is job steward at the Huntington Plant and Ted Johnson, safety committeeman. Bud Pilling is the steward at the Emery Plant with Bill Ivie as safety committeeman. We would like to commend these brothers for the fine job they are doing.

L. A. Young Sons' job on I-70 at Crescent Junction is going two shifts with about 40 people employed. Brother Joe Baker is the steward on one shift and Roger Millet on the other. Hyrum Dudley and Dennis Warwood are the safety committeemen.

running presently—General Construction in Larkspur and Smith-Rice in Oakland.

We have at least 50 per cent either out of work or working on the beach at this time. There is not much hope here unless and until the politicians cut some money loose. And while we are on the subject, if anyone gets a call to go to a political meeting, please come and protect your work. If you want to volunteer for any of these political meetings, leave your name with the Oakland Office.

CRANES

At this writing the crane rental work is down a little. It seems like it's feast or famine in crane rental. The only cranes busy right now are Sheedy, Reliable and Winton Jones, the latter because of a shutdown at Phillips 66 for Bechtel. The rest are on and off type jobs. There have been a few problems on safety, but have been resolved.

Bean leased a Bigge crane for a space job at Lockheed and had the misfortune of dropping a mock-up space module and doing quite a bit of damage. How much damage we don't know, but the module is worth \$30 to \$40 million.

Bigge also had a small wreck as a spreader bar got dropped on a truck doing major damages to this vehicle. There were no injuries.

There's a crane company which has a habit of using an operator as an oiler and paying him oiler scale. We had to break this up and it cost him \$1,579.06 in back pay and damages to the union.

The work in Eastern Contra Costa County is still going on, but slowing down. The Guy F. Atkinson spread is slowing down for a short time. They are getting ready to lay cement so the dirt spread will be small for a while, then they will fire up again.

The City of Concord is helping out as far as the work picture. We have three big sewer jobs going and a few street jobs going on. Walnut Creek is doing some rebuilding also.

Dow Chemical has their environmental impact report done and should be turning it in. When this job goes it will be a gross figure of \$1 billion. The first time this job came up they were talking \$600 million.

Ulrich Oil will be finished about September until they get all of their permits. When they do get all squared away, we are talking another \$150 million for this refinery. The water treatment plant is coming along good.

Work in the shops is a mixed picture, with some busy and some just getting by.

Peterson Tractor in San Leandro is one of the few bright spots, keeping virtually all their hands busy.

Ream Machine Shop in Lafayette has the shop stuffed full of work and are behind schedule.

Alcan Metal Powers in Berkeley has called back all the employees they had on lay-off.

We recently concluded a series of meetings with the Concord City Council over the issue of the City laying down 30,000 tons of asphaltic concrete with their maintenance forces. Unfortunately, the Council voted on a three to two split vote to do this work with their maintenance forces.

However, we may have lost the battle and won the war. We have been promised cooperation by a couple of city councilmen in developing realistic cost figures. The city is aware that we are watching them, and hopefully next year we can show them that this work can be done cheaper and better with fair employers and union labor.

CENTRAL CONTRA COSTA

Central Contra Costa County has finally come to life a bit. Oliver DeSilva is back in doing an ice rink and several small housing units.

Joe Foster has about 50,000 yards on Shell Avenue, Martinez. This and some road work on Glacier Drive will help pay for that new blade. The Foster bunch will go to Vallejo for a road after this.

M.G.M just started getting pipe for their Danville job. A strike at the pipe yard had them hung up here. Placing this pipe will allow the Gallagher & Burk crew to get on with their finish work on the roads.

Gallagher & Burk has started the intersection work on Pleasant Hill Road. When this is finished they might start the housing unit that is being held up here.

E. Alves is struggling along with their Stone Valley Road job. The hang-up here has been underground.

Some of the hands have told us how impressed they were by the turnout at the dues meeting for the vote. Well, what's even more impressive is being able to vote on an important issue like this. The hands could not remember ever voting for a tax increase for the government. They said the Operating Engineers have really got a democratic organization, and thought Dale Marr had brought the hands closer to our union by setting this for an open vote. This is great fellas, now if we can get this turnout to the bird watcher's meetings to combat the loonies here we'll be ok.



EQUAL RIGHTS for craft and industrial unions are closer to reality now than at any time in the 25-year fight to correct a distorted definition of secondary boycotts, President Robert A. Georgine, center, of the AFL-CIO Building and Construction Trades Dept. said on Labor News Conference. The Situs Picketing Bill recently passed the House and is being considered by the Senate. The AFL-CIO public affairs interview is aired Tuesdays on Mutual Radio.

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:

- Abbott, Jed (Doris, Wife) 8-11-75
417 N. 2nd East, Tremonton, Utah
- Baitinger, Kenneth (Delores, Wife) 8-3-75
3020 Water Street, San Jose, California
- Bardine, James (Edna, Wife) 7-10-75
452 - 43rd Ave., San Francisco, California
- Bell, James (Margaret, Wife) 8-9-75
1831 El Camino Real, Atascadero, California
- Benedetti, Frank (Edith, Wife) 8-11-75
506 Helen Drive, Millbrae, California
- Bowers, Dan (T. C. Bowers, Father) 8-8-75
c/o GSF No. 184, Fairbanks, Alaska
- Bunnell, Thomas D. (Christine, Ex-wife) 7-28-75
P.O. Box 801, Huntington, Utah
- Burgess, Virl (Mabel, Wife) 8-15-75
6180 Lincoln, Oroville, California
- Bustos, Tony (Rose, Wife) 8-10-75
97 Oakes Blvd., San Leandro, California
- Casella, William (Azelea, Wife) 8-20-75
4333 - 2nd Street, Pleasanton, California
- Ciochon, Floyd (Bernadette, Wife) 8-16-75
2806 Clement Road, Vacaville, California
- Coburn, Edmond (Douglas, Son) 8-11-75
2638 Oxford, Redding, California
- Colombo, Henry 6-15-75
c/o 1501 - 17th Ave., San Francisco, California
- Craft, William (Dorothy, Wife) 8-1-75
2990 De Anza Dr., Richmond, California
- Davis, Edward L. (Ann O'Brien, Friend) 8-15-75
266 Bright Street, San Francisco, California
- Dorman, Richard (Bonnie, Wife) 7-25-75
Indian Hills Trailer Ct. No. 35, Grantsville, Utah
- Flynn, Barney (Viola, Wife) 7-24-75
Afton, Wyoming
- Forrest, Frank (Maria, Wife) 7-14-75
7512 Lakehurst, Citrus Heights, California
- Hamm, Percy (Edna, Wife) 8-1-75
605 N. Nevada, Apt. A, Oceanside, California
- Haslinger, Jack (Viola, Wife) 8-5-75
15308 No. Curry Rd., Lodi, California
- Hayton, Robert (Helen Owens, Sister) 8-10-75
3333 B. Walnut Ave., Marysville, California
- Helgeson, Eugene (Leona, Wife) 8-11-75
72 Rockford Ave., Daly City, California
- Holman, Ralph (Lilliann, Wife) 8-1-75
1129 So. 8th E., Salt Lake City, Utah
- Johnson, W. R. (Toni, Wife) 8-4-75
Box 20, Glenwood Rd., Richfield, Utah
- Jones, Jerald (Irene, Wife) 8-13-75
2220 Cheryl Way, San Jose, California
- King, Verne (Frances, Wife) 8-11-75
101 Tivoli Way, Sacramento, California
- Kraus, Gus (Fred, Brother) 8-8-75
3000 Beverly Manor, Seal Beach, California
- Kubo, Henry (Jeanette, Wife) 7-31-75
1686 Kamamalu Ave., Honolulu, Hawaii
- Lindblom, Steven (Judy, Wife) 8-16-75
920 Daulton Avenue, Madera, California
- Lyman, Eugene (Elizabeth, Wife) 7-17-75
712 Kaumana Drive, Hilo, Hawaii
- Morse, Warner (Alma Horg, Daughter) 7-16-75
6797 So. Chestnut, Fresno, California
- Parker, Morgan (Russell Norman, Son) 7-17-75
3425 Diamond Ave., Oakland, California
- Patrick, Norman (Susan Turner, Daughter) 8-15-75
P.O. Box 1673, Pittsburg, California
- Paxman, Frank F. (Gloria, Wife) 7-16-75
1361 Barbara St., Brentwood, California
- Sauer, Dean (Adele, Wife) 8-3-75
1217 Putnam Dr., Antioch, California
- Scott, Tolbert (Iris, Wife) 7-20-75
202 Sacramento St., Auburn, California
- Snyder, Donald (Ann, Wife) 8-4-75
517 Faller Ave., Sanger, California
- Stanton, Norman R. (Cuma, Wife) 8-14-75
302 - 9th St., Petaluma, California
- Swallie, Lester (Willitta, Wife) 7-30-75
4175 So. 900 E., Salt Lake City, Utah
- Turner, George (Udon, Wife) 6-13-75
97 Woodrow Street, Murray, Utah
- Wengstrom, Joseph (Linda, Wife) 7-7-75
1360 Calle Oriente No. 2, Milpitas, California
- Wickham, William (Irene, Mother) 7-30-75
115 W. McArthur, Sonoma, California
- Wolbert, Harold (Mae, Wife) 8-5-75
Box 3, Gasper Trl., Downs, Kansas

DECEASED DEPENDENTS

August 1975

- Bale, Robert — Deceased: June 10, 1975
Deceased Son of John Bale
- Bristow, Twila — Deceased: July 26, 1975
Deceased Wife of Francis Bristow

(Continued on Column 3)

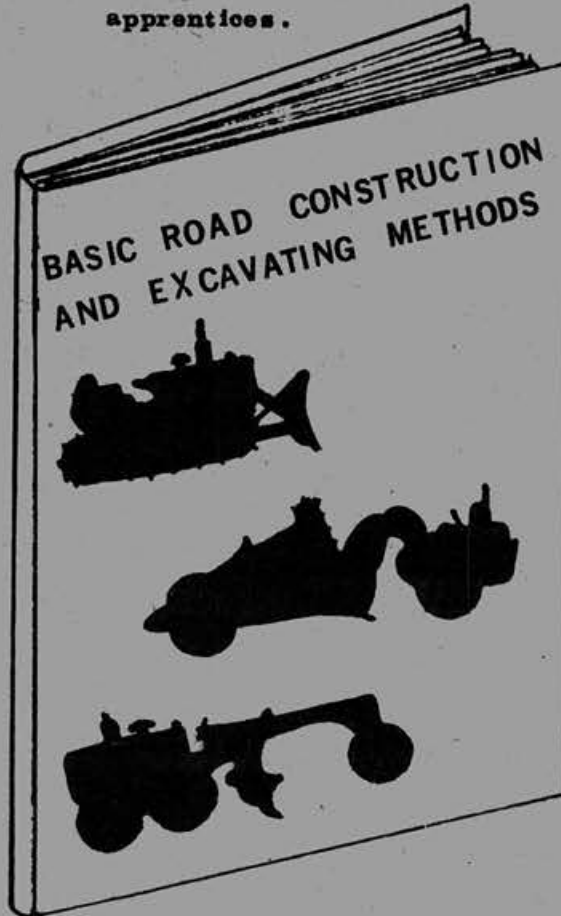
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- Highways
- Excavation
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17 Illustrations

Obituaries

(Continued from Column 2)

- Dusky, Katherine — Deceased: July 21, 1975
Deceased Wife of Ken Dusky
- Harnit, Gladys — Deceased: July 24, 1975
Deceased Wife of William Harnit
- Broadwaker, Mildred — Deceased: August 3, 1975
Deceased Wife of Ira Broadwaker
- Peterson, Doris — Deceased: August 14, 1975
Deceased Wife of Joel Peterson
- Rosenstrauch, Claris — Deceased: July 30, 1975
Deceased Wife of Julius Rosenstrauch
- Ross, Nancy — Deceased: July 26, 1975
Deceased Wife of Keith Ross
- Smith, Macloviana — Deceased: July 25, 1975
Deceased Wife of Deceased Member Bob Smith
- Windrick, Helen Theresa — Deceased: July 24, 1975
Deceased Wife of Robert M. Windrick
- Conklin, Barbara — Deceased: August 4, 1975
Deceased Wife of Elmer Conklin

Profits and Dividends Of Utilities Shoot Up

Many private electric utilities have been crying "poverty" but figures released by the Federal Power Commission showed affluence for the industry as a whole.

These figures, covering the 12 months through April 1975, revealed that utility profits rose 10.7 per cent to a total \$5.5 billion. Also, dividends on preferred stock jumped 22.5 per cent and on common stock, 10.3 per cent.

Sales of electric energy by the utilities rose only 1.9 per cent but their gross operating revenues soared 31.4 per cent, largely due to sharp rate increases granted them.

With Safety In Mind

Meetings Important

By JERRY MARTIN, Director of Safety

Jobsite safety meetings are one of the most useful and effective ways that we have to solve job related safety problems.

Many of our members have indicated to us how much they appreciate the participation of your safety representatives at these meetings. It goes a long way when all parties get together, on common ground, and really work out the differences of opinion.



Jerry Martin

There are times when we've had confrontations with supervisory personnel who, in some instances, try to circumvent the rules to accelerate the job progress with total disregard for any semblance of safety. Naturally, our first reaction is to point out the meaning of the State and Federal safety orders that apply to the situation and, almost without exception, this solves the problem. As a matter of record, the number of requests we are receiving from employers to assist them in solving safety problems bears out a significant fact that these employers have considerable respect for our assistance.

Needless to say, this is all part of what we had planned as our safety program became a very formal part of a service for the members, i.e., to make sure all our members are afforded a safe place of employment, free from any and all hazards.

We therefore want to refresh your thoughts about what we as a Local Union have agreed to with most of the employers:

No Limitation of Production: Subject to all State and Federal rules and regulations governing or applicable to the safety of Employees, place of employment and operation of equipment, no rules, customs, or practices shall be permitted that limit production or increase the time required to do any work.

Cooperation: The Union shall cooperate with the Individual Employer in the carrying out of all such Individual Employer's safety measures and practices for accident prevention not in conflict with the provisions of this Agreement, and in carrying out and adhering to all of the applicable State and Federal safety laws. Any Employee may be discharged for knowingly failing to perform work in conformance with the Employer's Safety Code or as required by the State or Federal Safety Orders or otherwise applicable status.

Employees shall perform their duties in each operation in such a manner as to promote efficient operation of each particular duty and of any job as a whole, not in conflict with the provisions of this Agreement.

Unsafe Conditions: It is further agreed by both parties that too great an emphasis cannot be laid upon the need of safe working conditions. The Individual Employers agree to provide and the Union agrees that Employees shall use the provided health and safety equipment, said equipment to be returned to the Individual Employer upon termination of its use on the project. No Employee shall be required to work on, with, or about an unsafe piece of equipment or under an unsafe condition if such equipment or condition is determined to be unsafe by an authorized representative of the Division of Industrial Safety or the authorized safety representative of a Federal award agency. Such determination shall be in writing.

No set of health or safety regulations, however, can comprehensively cover all possible unsafe practices of working; therefore, the Union and the Individual Employer undertake to promote in every way possible the realization of the responsibility of the Employees and the Individual Employer with regard to preventing accidents to himself or to his fellow Employees. No Employee shall be discharged for refusal to work on or about equipment or a condition that has been found to be unsafe by an authorized representative of a Federal awarding agency and such determination shall be reduced to writing. Any Employee discharged for refusal to work under the above conditions shall be made whole by the Employer for lost wages and benefits.

Union Notification: In the event there is a serious injury to an Employee the Union representative or the Job Placement Center servicing the project shall be notified. The Union representative servicing the project shall furnish the Individual Employer with his home telephone number.

Notices: The Individual Employer must post the name and address of its doctor and of the Workmen's Compensation Insurance Carrier on the jobsite.

S.F. Airport Hearings Set

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

Peter Kiewit & Sons has started the second phase of the parking garage at the San Francisco Airport. At a meeting with some of the Engineers from the S.F. Airport, we were informed that there will be about \$360,000,000 work that should be out to bid by December, 1975 or February, 1976 if the environmentalists are beaten at the public hearings and the members of all building trades unions show up at these meetings. So, brothers, we will

be calling on you for your support at these meetings.

The meeting schedule for the Airport hearings are:

Wednesday, September 24, 1:30 p.m., San Mateo County Planning Commission, in the Supervisors Chambers, 401 Marshall St., Redwood City.

Tuesday, October 7, 2:30 p.m., Airport Commission, Room 282, S.F. City Hall, Polk and McAllister Streets, San Francisco.

Thursday, October 9, 8:00 p.m., Airport Land Use Commission, Burlingame City Hall, 501 Primrose Rd., Burlingame.

Tehama-Colusa Canal Contract Awarded

An award of a \$14,185,750 Bureau of Reclamation contract for construction of additional features of the Tehama-Colusa Canal near Willows, California was announced recently by Acting Secretary of the Interior, Kent Frizzell.

The facilities are part of the Sacramento River Division of California's Central Valley Project and will provide irrigation water to about 244,000 acres of farmland on the west side of the Sacramento Valley, plus water for wildlife refuges and man-made spawning facilities.

The contract was awarded to the joint venture of Ball, Ball and Brosamer, Inc., and G.H.B. Co. of Danville, California, which submitted the low bid at a bid opening on July 24 in Willows.

The project has long had the support of Local 3 and its approval was viewed with obvious pleasure and optimism that necessary projects will, in the future, be approved.

The beginning of the project will help the employment picture among operating engineers. However, because employment throughout the industry is very low, with members from throughout the jurisdiction finding jobs few and far between, the contractors are using engineers from their home district. What this means is that even though the job will employ many members of Local 3, the jobs will not necessarily be filled with members from the Marysville District.

In talking with a representative from the contractor, though, that situation will change next year. Because the winter weather is just around the corner, the contractor is reluctant to bring the job into full swing only to have it repeatedly shut down due to rain and wet grounds. At the present time, there are approximately 20 operators from Ball, Ball and Brosamer, Inc., and six-ten from the Marysville District.

When next year's construction season gets into full swing, the contractor estimates that the job will employ many local engineers.

Commissioner of Reclamation Gilbert G. Stamm said the contract announced on August 28 included construction of a 11-mile section of concrete lined canal—the fifth of eight reaches proposed for the complete project—and construction of Funks Dam and Reservoir to regulate canal flows. The 1½-mile wasteway will also be constructed between the Tehama-Colusa Canal and the existing Glenn-Colusa Canal for proper operation of cleaning equipment at the existing fish-spawning facilities constructed at the head of the canal near Red Bluff Diversion Dam. The wasteway will also provide three wildlife refuges with a year-round dependable supply of water, and alternate canal capacity for the Glenn-Colusa Irrigation District during peak demand periods.

With the award of this contract, approximately 63 miles of the 122-mile canal will have been completed or placed under construction.

When fully completed, the canal will supply 450,000 acre feet of water annually to farmland in Tehama, Colusa and Glenn Counties producing a wide assortment of agricultural commodities.

Stewards' NEWS

by Ray Cooper, Job Steward Director

Congratulations to Bill Dalton, a job steward who recently was elected to the District 90 Executive Board in San Jose, California.

Bill has been in the Union for 18 years and previously served on the San Jose Grievance Committee during 1973 and 1974. He is also an honorary chairman of District 90's Blood Bank and has been a job steward for the past two years.

Bill's father, Al Dalton, is a Business Agent in Sacramento. Their paths cross, as you might expect since they are in the same Union, but Bill has definitely made his own way in the craft. Over the years he's put in time on the lube truck, as a dozer operator and worked on a burning machine. He's now working as a scraper operator on the Easley Brassey job, filling in many acres which will eventually be an impressive park for the City of Mountain View. Brother Dalton, his wife and three daughters, live in Milpitas, California and he commutes to the jobsite daily.

Pleased with his new position on the Executive Board, Bill said he appreciated the faith the members showed in electing him and he will certainly do the best job he can for the membership.



Ray Cooper

JOB STEWARDS ACTIVATED

Week Ending July 25, 1974		60 John Anderson		G. Halsted	
Dist. Name	Agent	90 James Roth	S. Dunkin		
11 Leon Burris	E. Barrington	Week Ending August 15, 1975			
11 Lane Miller	D Young	Agent			
11 Leslie Cook	D Young	11 LeRoy McQueen	E. Barrington		
20 Don J. Scribner	R. Butler	11 Mike McMichael	E. Barrington		
30 Dwight Stanaway	A. McNamara	11 Lloyd Overholser	E. Barrington		
90 Dale W. Cheek	N. Davidson	11 Warren Phelps	E. Barrington		
Week Ending August 1, 1975		12 James Lilly	D. Strate		
Agent		20 Martin Kelly	R. Butler		
06 Jose Pangilinan	M. Flores	60 B.O. Robinson	G. Halsted		
10 Donald Harrell	S. McNulty	Week Ending August 22, 1975			
10 Donald Harrah	W. Parker	Agent			
11 Anthony Couitts	E. Barrington	11 Doug L. Hoobler	E. Barrington		
11 George Carloti	E. Barrington	12 Buddy Pilling	D. Strate		
20 James H. Pak	W. Dorresty	12 Brigg J. Young	D. Strate		
30 Henry Barnett	A. McNamara	12 Joe B. Baker	D. Strate		
Week Ending August 8, 1975		30 Bud Greer	W. Talbot		
Agent		40 Wendell King	F. Lake		
10 Harry Pond	S. McNulty	60 Gene Hall	G. Halsted		
20 Allyn Karl Green	C. Ivie	80 Tom Dennis	A. Dalton		

JOB STEWARDS INACTIVATED

Week Ending July 25, 1975		90 Gary Lopez		R. Fleckenstein	
Dist. Name	Agent	Week Ending August 15, 1975			
20 Klaus Heiartz	B. Barks	Agent			
Week Ending August 1, 1975		12 Gary Boone	T. Bills		
Agent		Week Ending August 22, 1975			
20 Frank Parrish	H. Munroe	Agent			
30 Vernon Deloney	W. Talbot	30 Joe Pereira	W. Talbot		
50 Jorge Cormier	A. Boyd	31 B. H. Whitley	J. Victor		
50 Everett East	A. Boyd	80 Leo Farmer	A. Dalton		
50 Thomas Johnston	A. Boyd	80 Clayton Fassett	A. Dalton		
50 Maurice Lambert	A. Boyd	80 John H. Ford	W. Best		
50 Ben Mattocks	A. Boyd	80 Gary Goodman	W. Marshall		
90 Bob Preadler	S. Dunkin	80 Frank Lasswell	A. Dalton		
90 Russ Inglieri	S. Dunkin	80 Jerome Morland	W. Marshall		
90 Phil Allen	S. Dunkin	80 Rance Nichols	W. Marshall		
Week Ending August 8, 1975		80 William Prawl	W. Best		
Agent		80 Bennie Sanders	W. Marshall		
06 Ciriaco Agundo	E. Punzalan	80 Bill Stinnett	W. Best		

Marin Ferryboat Terminal Providing Work for Brothers

By W. A. "LUCKY" SPRINKLE Assistant District Representative

It was widely believed long ago that the great bridges over the bay had ended the era of the ferryboat forever in this area. Then the Golden Gate Bridge and Highway District went into the ferry business and launched a modest ferryboat renaissance.

The most visible aspect of the bridge district's commitment to ferries is the \$13.7 million ferry terminal under construction on the shores of Corte Madera creek in Larkspur. A deepwater channel is being dredged, and the steelwork and concrete forms are in place for the first new major ferry terminal built on the bay in 50 years.

If all goes well, the terminal will go in service in April, with three new ferries making the run to San Francisco.

Shamrock Materials, Inc. in observance of the American Revolution Bicentennial celebration, has decorated four of their ready-mix trucks with red, white, and blue colors. The design and painting of the trucks were performed by Shamrock's own personnel. Shamrock Materials has four plants located in San Rafael, Novato, Petaluma and Sonoma. Each truck will enter various Bicentennial functions.

The clearing for the Tomales High School is being done by Piombo Brothers, and will take about five weeks. Janis Construc-

tion Corporation is the contractor. Valley Engineers has started the Ross Valley Trunk Sewer project-Phase IV. The amount of the contract is \$272,992, and the approximate length of job is 90 days.

McGuire-Hester is doing Phase V-Unit I of the Ross Valley Trunk Sewer job for \$671,000, with about 120 working days.

Mission Pipeline, Inc. started Phase V-Unit II-Ross Valley Trunk Sewer project. Contract award is \$419,000 and termination date is about 30 days.

Fanfa-Mulloy at present is busy hauling from their Quarry in Greenbrae to fill a site located on Anderson Drive next to the Golden Gate Bus Facilities in San Rafael.

J. F. Shea Co. Inc. is just getting underway at the intersection of Highway 17 & 101 in San Rafael, putting in guard railing.

Grover Wilson with a small crew is at Alpha Beta Shopping Center in Mill Valley.

The work in Marin County is moving along very well at the present time with a good number of the brothers working, but there are still a lot of the brothers out of work.

The bulk of the work at present is at the site of the Larkspur Ferry Terminal with contractors Williams & Burrows, General Construction, Dutra Construction, Western Petro Chem Service, Inc., Peter Kiewit Sons Co., and Pittsburgh-Des Moines Steel Co.

SWAP SHOP CORNER: Free Want Ads for Engineers

Personal Notes

REDDING

Good luck for a speedy recovery to the following brothers who have been ill but are recovering nicely: Eugene Babcock; Tom Gay; Charles Garland; Harvey Huey; Orville Johnson; Dan Salisbury; J. T. "Alabam" Green; Leonard Royce; Paul Pruitt; Cecil Turner; Bernard Sirokman; Merle Pasley; Russ Burchett.

We hope it won't be long until they will be well and back working. We are happy to report that Art Waggon is home from the hospital and recovering rapidly from his recent accident. Art lost part of his hand while working for Guy F. Atkinson. Good luck Art.

Our deepest sympathies are extended to the family and many friends of brother Ivan Yeager who expired July 11th. Brother Yeager was a member of Local No. 3 for many years and we will miss him. Also, our sincere and heartfelt sympathy to the family and friends of brother Cliff Robinson. Brother Robinson was on pension with the union, but in his working days he was a mechanic and welder and worked on many, many jobs out of the Redding office.

Heartfelt sympathies to the family and friends of brother Bob Smith. Brother Smith expired when his airplane crashed in Redding July 18th. Brother Smith was a member of Local No. 3 for many years working in and around Redding. At the time of his death he was working for Madonna Construction.

SACRAMENTO

It is with regret we report the passing of retired Verne L. King. Brother Ken Dusky, we extend condolences to you on the loss of your wife, Katherine.

Our sympathies are extended to the families and friends of Brother Frank L. Forrest and Brother Tolbert Scott who passed away this month.

We wish a speedy recovery to Brother John Finley and Brother Chuck Hardwich who have been hospitalized recently.

SAN RAFAEL

Best wishes to Brother "Red" Evans on his recent marriage. Our deepest sympathy to Brother "Mick" Windrick and his family in the recent loss of his wife.

Brother Jesse Fraser was recently hospitalized at Marin General due to an accident he had on Dutra Construction job at the Larkspur Ferry Terminal. We wish him a fast recovery.

MARYSVILLE

Our deepest sympathies to the families and friends of deceased Brothers Viri Burgess and Robert Hayton.

Brother Robert Stinson of Biggs has just returned home from the hospital and should be able to return to work in about a month. We are certainly glad to hear that he is on the mend.

We wish to thank all the members and especially the retirees, who called during the recent earthquakes to offer their assistance to our brother engineers and their families in the Oroville area. We understand that aside from some broken glass and jangled nerves, everybody is o.k. Thanks for thinking of us!

EUREKA

We wish a speedy recovery to Brother John Wilkinson who is recuperating at home after his short stay in the hospital.

We wish a speedy recovery to Pauline, wife of our retired member, Dan (Ike) Tremblay who has been hospitalized.

We also wish a speedy recovery to Emma, wife of Donald Lewis. Emma has been in the hospital for surgery.

We wish a speedy recovery to our retired member, Connie Menefee who is in the General Hospital.

STOCKTON-MODESTO

Brothers Kenneth Downer and Gary Hartwick were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

(Continued on Column 4)

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WANTED: 4-10 ACRES in or nr. Sparks, Nevada. No Impr. necessary. G. Hillman, 315 No. Kingston, San Mateo, CA 94401. Reg. No. 0691255. 7-1.

FOR SALE: BARBER GREENE SA 40 PAVEE, compl. gone thru w/new screed, burners, & drivechains. Best offer over \$17,500. M. Morgan Paving, P.O. Box 5368, Walnut Creek, CA 94596. Ph. 415/938-2558. Reg. No. 1477900. 7-1.

FOR SALE: APPX. ONE ACRE in Modoc County, Lookout, Ca. Good hunting, fishing. Road open year 'round. \$1,200 cash. T. Gilbert, 2043 Deerfield Ave., Redding, CA 96001. Ph. 916/243-4169. Reg. No. 0813772. 7-1.

FOR SALE: BATCH GATES & RAILS for 10 wheeler dump truck box. Dump box & Garwood Hoist for 10 wheeler dump truck. L. Mulhair, 97 Southbridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 7-1.

FOR SALE: AUSTIN WESTERN GRADER, 99H, Serial No. H3240. Will cons. a trade for 1975 Datsun pickup long bed, automatic. J. Kakuk, 7865 Leona Way, Apt. C, Roseville, CA 95678. Ph. 916/791-0324. Reg. No. 1003111. 7-1.

FOR SALE: 4 BEDROOM, 1 1/2 bath, fam. rm. cpts, drapes, stove. \$72. pymts. \$25,000 f.p. See to appreciate. F. Paxman, 1361 Barbara St., Brentwood, CA 94513. Ph. 415/634-4681. Reg. No. 0754191. 7-1.

FOR SALE: 35 passenger bus, GMC 471 diesel. 200 gal. bitch pot hot. Malsbury 300. J. Corbett, 2606 Carpenter Rd., Stockton, CA 95206. Ph. 209/483-7305. Reg. No. 1208766. 7-1.

FOR SALE: WHITE 3000 C.O.E. SERVICE TRUCK, re-built, 5 spd. main & 2 spd rear axle. Also, T.D.3 front loader, as is. R. Miller, P.O. Box 812, Clearlake Oaks, CA 95423. Ph. 707/998-3079. Reg. No. 1040528. 7-1.

FOR SALE: 1973 MAZDA RX3, 2 dr. automatic trans., 10,000 miles. Like new. L. Brooker, Ph. 408/734-4820. Reg. No. 0290869. 7-1.

FOR SALE: BROWNIE'S DRILLING & TRENCHING. 1974 gross \$60,000. Plenty of business, all equip. exc. cond. plus 2 way radio equipped. Good financing. \$57,500. Ph. 415/658-0848. P. Brown. Reg. No. 0603281. 7-1.

FOR SALE: 10 ACRES recreation land in south Monterey Co. 1,000' county blacktop frontage. \$1,000 per acre. Call for maps & more info. G. Rodriguez, 1851 Bellomy St., Santa Clara, CA 95050. Ph. 408/246-7848. Reg. No. 1022442. 7-1.

FOR SALE: 24 ACRE FARM in Sevier Co., Utah. River frontage. Easy highway access. \$1,200 per acre. For details write G. Higgins, R.F.D. Monroe, Utah 84754. Ph. 801/527-4123. Reg. No. 0908570. 7-1.

FOR SALE: WESTERN HOLLY GAS RANGE, in A-1 condition. Ph. 415/686-3856. Reg. No. 0590517. 7-1.

FOR SALE: 15KW 110-220 3 phase generator. New cond. Gas driven, Willys power. \$1,100. M. Graham, 7890 Hebron NE, Salem, Oregon. Ph. 503/581-3979. Reg. No. 0943163. 7-1.

FOR SALE: TRAILER, 18 1/2 ft. Prowler, self-contained, butane battery. Exc. cond. \$2,000. Ph. 209/736-2365. Reg. No. 0559677. 7-1.

FOR SALE: SCENIC HILLTOP, 5 acres or more. Water, power, and road. 3 miles from Angels Camp. \$2,000. per acre. Will take low down. Ph. 209/736-2365. Reg. No. 0559677. 7-1.

FOR SALE: BY OWNER, 5 acres choice land in Fremont area, w/2 BR home, one workshop 28'x28' w/12' door, one large 24'x58' metal bldg, zoned agriculture. \$135,000 good financing. Ph. 415/656-0848. Reg. No. 0603281. 8-1.

FOR SALE OR TRADE: 130'x200' gentle sloping cor. lot, tall pines, paved roads, treated water, seconds off I-80 at 3,000' elevation. Will trade for S.C. trailer. \$4,000. B. Becker, Auburn. Ph. 916/878-1655. Reg. No. 9787991. 8-1.

FOR SALE: LOT IN CALVADA, 105'x200' nr Las Vegas, Nevada. Assumable loan of \$3,883.44 plus \$4,000 equity. V. Bonner, 946 Cottontail Ave., San Jose, CA 95116. Ph. 408/926-6489. Reg. No. 1257246. 8-1.

FOR SALE: 1973 MANTECA MOBILE HOME, 24x80, 3 BR, 2 bath, living rm., dining rm., kitchen, patio, fenced yard, located in nice new park. C. Truluck, 140 El Bosque, San Jose, CA 95103. Ph. 408/263-9157. Reg. No. 0831408. 8-1.

FOR SALE: 1 1/4 ACRE MOBILE HOME SITE, exc. hunting & fishing area. Low down. E. Warren, 748 Juniper, Elko, Nevada 89801. Ph. 702/738-8707. Reg. No. 1578784. 8-1.

FOR SALE: 3 BR HOME, all elec., on 1/2 acre, new cpts. and w/c, fruit, nut & shade trees, completely fenced (new), well for irrigation, also city water, 1/2 mile to town on country paved road, 1 mile to Sacramento River. \$25,000. P.O. Box 575, Los Molinos, CA 96055. Ph. 916/284-2277. Reg. No. 0671365. 8-1.

FOR SALE: 71 SPEEDSTAR DRILLING RIG w/tools & cable. \$5,000. Armstrong Drilling Rig, \$3,500. T. Hunt, 506 Phelan Ave., San Jose, CA 95112. Reg. No. 1270851. 8-1.

FOR SALE: 70 ROLL-A-LONG CAMPER, 11', exc. cond., Aldrop Loader plus 4 jacks. Self-contained. \$1,550. E. Campbell, 8260 Riverland Dr., No. 44, Redding, CA 96001. Reg. No. 1208407. 8-1.

FOR SALE: 1970 DUNEBUGGY, 50 h.p., metalflake, chrm. whls. \$1,200. A. Knoell, 655 So. 34, Sp. 79, San Jose, CA 95116. Ph. 408/923-4697. Reg. No. 0892519. 8-1.

FOR SALE: G.E. PUMP, Model 5K254XA71A, HP-5, Nema class design B, service factor 1.15 at rated volts 60 cycles, Type K Code H Frame 254P Phase 3, volts 220/440, 40/50 C rise cont at 60/50 cyl. 220 V motors are useable on 208 network systems. Tri clad induction motor. I. Payne, 4170 Rose Ave., Roseville, Ca. Ph. 916/742-0949. Reg. No. 0779761. 7-1.

FOR SALE: CALION HYDRAULIC CRANE, 15 ton capacity, Model 150A, Serial No. 3801, 4 section power boom. O. Wandtke, 35 Wawona St., San Francisco, CA 94127. Ph. 415/864-1405. Reg. No. 0987294. 8-1.

FOR SALE: HOME IN SAN FRANCISCO for \$3,300 total down pymt incl. closing costs, plus assume Operating Engineers Credit Union loan of appx. \$17,000. Mo. pymts. of \$154.45—no second loan. Call 415/992-1993 anytime. Reg. No. 1195123. 8-1.

FOR SALE: USED 60"x24" or 20' CULVERT, 7 pieces in exc. cond. 5 discharge funnels for same. One-half price per ft. of new. Hwy. duty tilt bed sgl. axle trailer, dual 900x20 tires & wheels, vacuum brakes, \$950. 10-yd. Bucyrus cable operated carryall, exc. cond. \$1,500. J. Meyer, P.O. Box 308, Valley Springs, CA 95252. Ph. 209/786-2224. Reg. No. 0409005. 8-1.

FOR SALE: 10' TELESCOPIC CAMPER raises to 6'5" for living. Lowers to 4'9" for traveling. Twin beds, stove, ice box, good cond. Must see. \$795 or best offer. E. Warren, 1549 Dale Ave., San Mateo, CA 94401. Ph. 415/344-1886. Reg. No. 1098579. 8-1.

FOR SALE: 1972 MARLETTE MOBILE HOME, 20x80, 3 BR, superior construction, walnut wood thruout, duo-pane windows. R. Nelson, 500 W. 10th St., Sp. 30, Gilroy, CA 95020. Ph. 408/842-69 2. Reg. No. 1082362. 8-1.

WANTED: US. & FOREIGN COINS, also world paper money and U.S. large notes. G. Lambert, P.O. Box 21427, San Jose, CA 95151. Ph. 408/226-0729. Reg. No. 1225584. 8-1.

FOR SALE: MALE PUG, AKC registered, 7 wks., fawn, beautiful markings \$100. C. Wingo, 10706 E. Southland Rd., Manteca, CA 95336. Ph. 209/823-3890. Reg. No. 1123475. 8-1.

FOR SALE: 1973 PINTO, auto trans., air, luggage rack, exc. cond., low mileage \$1,700. One owner. C. Wingo, 10706 E. Southland Rd., Manteca, CA 95336. Ph. 209/823-3890. Reg. No. 1123475. 8-1.

TRADE: '72 COMET w/302, exc. cond. for comparable S/C trailer over 17' not more than 22'. Will sell 5 lots in Oregon at mouth of Coquille River, fishing galore, all level in city limits, \$3,750 or best offer. L. Leach, 532 Murray Dr., Petaluma, CA 94953. Reg. No. 0577375. 8-1.

FOR SALE: HVY. DUTY SOCKET SET, 3/4 inch drive, \$50. A. Quaini, 2589 Pacific St., Napa, CA 94558. Ph. 707/226-3045. Reg. No. 0342588. 8-1.

FOR SALE: BILTMORE MOBILE HOME 10x36, 2 BR, furnished, on 2 lots, all utilities in. Sterling City, CA Ph. 916/873-1558. Reg. No. 1051416. 8-1.

FOR SALE: SERVICE STATION, motel and gift shop on 3+ acres, see to appreciate. P.O. Box 618, Salem, Arkansas 72576. Ph. 501/895-3106. Reg. No. 1142907. 8-1.

FOR SALE: DUMP TRUCK, PUC permit. 1960 Diamond T, 10 wheeler, exc. cond., good tires, 220 OV REO engine. E. Casaleggio, P. O. Box 14, Clayton, CA 94517. Ph. 415/687-4249. Reg. No. 1128272. 8-1.

FOR SALE: 1973 CASE 580 B Construction King, loader backhoe combination w/extendahoe less than 1300 hrs. A-1 condition. Also 1965 R180 International Harvester Cabover, piggy back truck A-1 condition. F. Sadek, 6941-8th Ave., Rio Linda, CA 95673. Ph. 916/991-1471. Reg. No. 0915842. 8-1.

FOR SALE: 1969 CHEVY 3/4 ton pickup, automatic PT-PB, 8' tool box, CB radio, \$1,700. Also, combination horse trailer - camping, 21' long, 2 horses, monomatic toilet, dbl axle, stove, ice box, \$650. "Frenchy", P. O. Box 2047, Clearlake Highlands, CA 95422. Ph. 707/994-6897. Reg. No. 062-3442. 8-1.

FOR SALE: '69 FLEETWOOD MOBILE HOME, 12x65 w/8' popout in living rm., skirts, 60' awning, 55' carport, deck fr and back, cooler, 2 sheds, Ph. 707/552-3426. C. Coombes, 396 San Marcus Dr., Vallejo, CA 94590. Reg. No. 0681648. 8-1.

FOR SALE: 12 ACRES on Uncompahgre River, 1972 3BR 14x72 mobile home, 7 acres in Hosa Wheat grass, plenty of irrigation water. F. Latta, P. O. Box 249, Olathe, Colorado 81425. Ph. 303/323-5810. Reg. No. 0883656. 8-1.

FOR SALE: PITMAN HYDRA-LIFT mtid. on C750 Ford 4x4 flatbed dump. 8000# cap. outriggers 10' jib, and auger boring atch. incl. Owner will finance. Ph. 415/636-0273 or 589-8252. R. Ferraris, 9300 G. St., Oakland, CA 94603. Reg. No. 0841471. 8-1.

WANTED: TANDEM AXLE TRAILER, pull type w/tilt bed, 12 ton minimum capacity and air brakes. J. Avella, 18 Thornton Ct., Novato, CA 94947. Ph. 415/897-2527. Reg. No. 0964940. 8-1.

FOR SALE: 10 x 45 SPARTAN MOBILE HOME, exc. cond., full bath and shower, awning, deck, a/c, 2 sheds, located on Smith River, in nice park. W. Conner, P. O. Box 65, Gasquet, CA 95543. Ph. 707/457-3263. Reg. No. 029-2565. 8-1.

FOR SALE: 1961 SCOUT DRILLING RIG w/ 6"-9" and 12" augers, \$1,300. 4500 watt aux. generator, \$200. Bosch electric jack hammer, \$175. Very good cond. W. Patch, Benicia, CA Ph. 707/745-2776. Reg. No. 1178403. 8-1.

FOR SALE: 1968 D-600 DODGE TRUCK, all steel 16' flat bed dump, air brakes, all new tires, 5+2 trans. \$5,500. Ph. 916/447-1650 evenings. Reg. No. 1152683. 8-1.

FOR SALE: 3 TRANSFER DUMP TRUCKS, slam bangs: 1966 Mack 335 Cummings \$15,000. 1965 Peterbilt 335 Cummings \$19,500. 1966 K.W. 318 Detroit \$18,500. B. Kinney, Rt. 1, Box 438 T, Chico, CA 95926. Ph. 916/342-5863. 8-1.

FOR SALE: 1975 FOUR COURIER w/ extra gas tank, other extras, \$1,700. 11 1/2' Week-N-der camper w/ monomatic toilet, jacks, shocks, can sleep six, \$1,450. Ph. 415/369-3539 Redwood City. Reg. No. 1238649. 8-1.

WANTED: SURVEYING TRANSIT in good cond. Call evenings 415/655-1171 or 834-8401. M. Boskovich, 764 Kingston Ave., Oakland, CA 94611. Reg. No. 1130382. 8-1.

FOR SALE: 1967 T.D. 25B power shift with one ripper shank. Asking \$18,500. Ph. 707/525-1117 after 5 p.m. Ask for Earl. Reg. No. 1136381. 8-1.

FOR SALE: 3BR, 1 bath, dining rm., kitchen/bar stools, refrig., stove, living rm./fireplace, family rm./dry bar, carpeted, separate 24x60 garage/shop. Smith River, CA Ph. 707/487-2875. Reg. No. 1142677. 8-1.

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

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

FOR SALE: APPX 1/2 ACRE corner lot in Redding, CA. Wooded area, paved srteets, sewer, gas, water & elect. Can divide into 2 parcels, well & sm oak trees. Two other sm bldg. sites available. J. Paulazzo, 275 - 41st St., Apt. 115, Oakland, CA 94610. Ph. 415/658-6539 or 658-3048 after 5 p.m. Reg. No. 885537. 9-1.

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

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

FOR SALE: CUSTOM BLT WARDROBE—Lane cedar chest, Morse sewing machine, pictures, bar stools, many home accessories, lawn mower, inside/outside micrometers, mechanics' tools. J. Parkinson, 2725 Roosevelt Ave., Richmond, CA 94804. Ph. 415/233-8504. Reg. No. 0524706. 9-1.

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

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

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

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

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

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

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

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