

# Happy Holidays from Local 3



## ENGINEERS NEWS

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### SEMI-ANNUAL MEETING

Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, January 10, 1981 at 1 p.m., Seafarers International Union Auditorium, 350 Fremont St., San Francisco, CA.

### SCHOLARSHIP CONTEST

Turn to page 10 for an important notice regarding the 1980-81 Local 3 Scholarship Contest.



S.F. Examiner photo by Nicole Benglveno

## Surprise move gets Speakership for Willie Brown

*Engineers News'* prediction last month that "there may be a few surprises yet" in the marathon fight for Speaker of the Assembly came true December 1 when Assemblyman Willie Brown (D-San Francisco), backed by Speaker Leo McCarthy, snatched victory away from Assemblyman Howard Berman at the last minute.

A late starter in the longest, most bitter Assembly leadership fight in history, Brown is the second consecutive Speaker from San Francisco. He capitalized on the deep divisions that were created earlier this year among the Democratic assemblymen when Berman of Southern California tried to usurp the speakership away from Leo McCarthy.

That move touched off a year-long battle between the two. Each candidate fielded his own team of assemblymen in the primary and general elections in order to obtain enough votes to secure the powerful position. Local 3, a long-time supporter of McCarthy, backed his men in the elections, but it appeared after the general election that Berman had fared better than McCarthy and was within easy reach of taking the Speakership December 1 when the Assembly convened.

But Berman could not heal the deep rifts that he had inflicted in the Democratic caucus. Usually when a candidate for Speaker has gathered a majority of his party caucus votes, the whole caucus will then rally around him in order to prevent the minority party from having a voice in the election of the Speaker.

This time, however, the conflict had become so bitter that a sizable number of McCarthy's backers refused to support Berman under any circumstance. Brown at this point shrewdly gathered McCarthy's support and expanded his base among the Republicans as well as a few other Democrats. The result was a 51 to 24 victory.

The Democrats split 23 votes for Brown and 23 for Berman, but Willie Brown received the almost unanimous

(CONTINUED ON BACK PAGE)

## Labor Secretary Ray Marshall to address Semi-annual Mtg.

Local 3 Business Manager Dale Marr has announced that U.S. Secretary of Labor Ray Marshall will address the general membership at the union's semi-annual meeting January 10.

"We extended an invitation to Secretary Marshall this month to be an honored guest at our general membership meeting," Marr stated, "and we are delighted to report that he has accepted."

"In my view, Ray Marshall is the finest labor secretary this country has ever had," Marr added. "We have had the opportunity to work closely with him on many vital issues and he has always been supportive to our needs and views in every way."

"Therefore, we are very pleased that he has accepted the invitation to address our membership before turning the reigns over to the new presidential administration."

Ray Marshall was appointed by

President Carter to be the nation's 16th Secretary of Labor on December 21, 1976. He was confirmed by the Senate and sworn into office by the Chief Justice of the United States on January 26, 1977.

As the Labor Secretary, he served as Carter's chief advisor on labor issues and was responsible for carrying out the Department of Labor's mission "to foster, promote and develop the welfare of the wage earners of the United States, to improve their working conditions and to advance their opportunities for profitable employment."

He administered the laws governing job safety and health, employment and training, labor-management relations, employment standards and statistics, ERISA and many other issues affecting the nation's workforce.

Marshall brought to his post a broad expertise in economics, labor history and

(CONTINUED ON BACK PAGE)



Ray Marshall

## Engineers News wins journalism awards

The International Labor Press announced this month that, for the second consecutive year, *Engineers News* has won three major awards in the ILPA Journalistic Awards Contest.

In a letter to James Earp, managing editor, ILPA President James Cesnik an-

nounced that *Engineers News* won the following awards for the year covering 1979 publications: First Award for Best Feature Story by James Earp, Award of Merit for General Excellence and Award of Merit for Best Editorial or Column by Business Manager Dale Marr.

*Engineers News* was in competition with local union publications from throughout the United States and Canada and was the only IUOE publication to receive an award in the 1980 ILPA contest.

The General Excellence Award is given for overall quality in content, format and editing. In presenting this award to *Engineers News*, the ILPA Judges Report stated: "Consistently good writing, good feature articles of interest to and related to the needs of the membership, along with excellent photos illustrating their stories is the hallmark of this publication. Emphasis is naturally on the construction industry, and this is well covered."

*Engineers News* received the First Award for Best Feature on an article written for the January 1979 issue on Local 3's growing drilling department. The Judges noted: "This fine feature, entitled 'You've Got to be a Roughneck if You Want to be a Driller,' brings in unionism, safety, work procedures, humanism and a real taste of the job. It captures you and makes you read. An excellent job by James Earp."

The Best Column award was given for an editorial by Business Manager Dale Marr that appeared in the November 1979 issue of *Engineers News*. The Judges Report commented: "Business Manager Dale Marr has written a closely reasoned article on the meaning of 'solidarity,' stressing the need to educate the newly initiated members to the meaning of

(CONTINUED ON BACK PAGE)



## A new look for Wheeler Machinery Utah

Wheeler Machinery Company of Utah, which employs over 400 Local 3 members, has recently moved into a newly constructed 300,000 square foot facility in Salt Lake City. Pictured here in the

Customer Service department are (left to right) District Representative Les Lassiter, job steward Terry Pollock, Local 3 Vice President Bob Mayfield and Business Representative Kay Leishman.



By DALE MARR, Business Manager

# LOOKING AT LABOR

**Their cry for 'solidarnosc' brings to mind the long, hard struggle to establish free trade unions in our own great nation.**

As we approach the holidays and ponder upon the meaning of goodwill that is associated with them, I hope that we will find a way to reach out to the dedicated men and women in Poland who are risking their personal welfare and even their lives for the sake of free trade unionism.

For the past six months the world has watched closely while workers throughout this turbulent nation—stricken with rising food prices and eroding wages—have fought back of their own free will, striking factories by the thousands, demanding the right to form free trade unions and to establish true collective bargaining. They have resisted intense pressure and threats from the Soviets and the Polish communist government. They have risked imprisonment by using "unauthorized" typewriters and printing presses to communicate their views.

They have managed to win concessions from their totalitarian leaders that are unprecedented in the history of Communist rule: free and independent trade unions, the right to strike, the easing of censorship and even the televising of Catholic mass every Sunday. These concessions have not come easy, and indeed in recent weeks it is apparent that the Soviets are doing everything they can short of an all out invasion to stamp out this flame of freedom that has ignited the Polish nation.

Trade unionists from throughout America and the world are digging into their pockets and sending their dollars to organi-

zations that are working day and night to funnel much needed supplies and equipment to these people. It is a classic case of how the seeds of freedom are planted through the efforts of trade unionists.

Their cry for "Solidarnosc" brings to mind the long hard struggle to establish free trade unions in our own great nation. We are reminded once again that the enemies of labor—whether they be communists or fascists or corporate union busters—are the enemies of democracy and the freedom of choice wherever they may be. I am also reminded of the statement by Secretary of Labor Ray Marshall at a recent Building Trades convention: "History has shown that you cannot have a free and democratic society without a free and democratic labor movement. But it also shows that you cannot have a free and democratic labor movement without a free and democratic society."

As we look forward to warm Christmas fires, time to spend with friends and relatives and the chance to enjoy the fruits of a long work year, we would be remiss if we did not remember the toil and hardship that was offered by our forefathers so that we could experience prosperity in our own "free and democratic society."

We should be aware that for thousands of families in Poland, there will not be a warm, prosperous Christmas. There will only be a tenuous, fledgling free trade union movement struggling to breathe in the vacuum of communist rule. We have a personal

stake in their victory. They have appealed to us for help. They need our contributions.

The AFL-CIO has taken the lead and set the example. They have purchased a \$50,000 offset press vitally needed by the Polish trade unionists to communicate with workers throughout their nation. The AFL-CIO has also established the Polish Workers Aid Fund and contributed the first \$25,000. We can make our own Christmas much more meaningful by reaching in our pockets and sending a few dollars to: Polish Workers Aid Fund, AFL-CIO Secretary-Treasurer, 815 16th Street, N.W., Washington, D.C. 20006.

Through our individual contributions, we will not only brighten the new year for these dedicated people, but we will be furthering the very cause that made our great nation what it is today.

I would like to close by expressing my gratitude for the opportunity I have had to be involved in the labor movement almost my entire working life. More particularly, I feel it a privilege to be a member of what I believe to be the finest building and construction trades union in the country, bar none. As we enter the final days of this year, I feel each member of this great union also has much to be thankful for. Not only do we enjoy excellent wages, benefits and working conditions, but we are finishing off what has turned out to be one of the most active work years in our union's history, despite what appeared to be a rather shaky start. I wish each and every one of you a very happy Christmas and New Year.

## ENGINEERS NEWS

WIPA



PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES

DALE MARR  
Business Manager  
and Editor

HAROLD HUSTON  
President

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Vice President

JAMES "RED" IVY  
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**Recount makes him winner**

## Pat Johnston pulls victory from the jaws of defeat

Local 3 backed Democrat Patrick Johnston emerged the victor this month from a recount in the 26th Assembly District race after his opponent already had been sworn into office.

It was the first time in 77 years a sworn-in legislator has lost a recount.

The eight-day recount in San Joaquin County ended with Johnston the winner by 35 votes. Going into the recount, Johnston trailed Republican Adrian Fondse by 15 votes.

"We are delighted with the results of the recount," stated Local 3 Business Manager Dale Marr. "Of all the freshman assembly candidates we backed, Pat carried the highest esteem in our eyes and we were very disappointed when he lost by such a close margin No-

vember 4.

"Pat's installation as the 26th District Assemblyman will be a great asset to the area and we are looking forward to working with him."

As results of the recount were announced, Fondse's attorneys already were in San Joaquin County Superior Court seeking a temporary restraining order to stop Johnston from laying claim to the Assembly seat Fondse has held since Dec. 1.

Fondse said ballots had "absolutely been tampered with... there was no security" and challenged the guidelines under which the recount was conducted.

"I'm not surrendering anything," Fondse said when asked if

Joann Semones, press officer in San Francisco's regional EPA office, said applications for federal grants would be reviewed on a case-by-case basis and that exemptions might be allowed if projects do not cause a worsening of smog problems, or contribute to solving them.

She said it is unlikely that San Francisco's \$2.3 billion sewage treatment program, which depends on the federal government for

nearly 75 percent of its costs, would be affected because it does not contribute to smog-generating growth.

A \$700,000 grant for the Bay Area Air Quality Management District also appears to be safe, although the EPA restrictions apply to federal funds to state and regional air pollution control agencies.

Milton Friedman, chief executive officer of the Bay Area air quality district, said he had been assured that its application for the \$700,000 grant, intended for air pollution field inspections, has already been approved for use in 1981.

Gray Davis, Governor Brown's chief of staff, said he understood projects that may be in jeopardy of losing federal grants include sewer treatment plant expansions planned for Marin County, Contra Costa County and Half Moon Bay. He also said that from \$15 million to \$18 million worth of freeway construction throughout the state could be blocked.

To minimize the loss of federal funds, Davis said, "there is no substitute for prompt legislative action" on auto vehicle inspection.

San Francisco Mayor Dianne Feinstein said she would meet with state legislative leaders to urge adoption of a state inspection program.

In a Washington announcement, EPA Administrator Douglas Costle said federal grant restrictions would apply to six smoggy regions

in California and to two Kentucky counties that lie across the Ohio River from Cincinnati.

Costle said California and Kentucky are the only two out of 29 states required to have auto inspection programs that have failed to act.

Besides the Bay Area, the affected metropolitan parts of California are Sacramento, Fresno, Los Angeles, Ventura and San Diego.

"Our actions today," Costle said, "are guided by a simple principle. The people who live in these areas have as much right to clean air under federal law as do people elsewhere in this country where that goal has already been achieved."

Experience in other states, Costle said, "has shown us that auto maintenance and inspection is a cost-effective means" to accomplish air cleanup goals.

As part of its continuing pressure on California to enact a vehicle inspection law to reduce serious metropolitan smog, the EPA announced last year that it would no longer approve permits for construction of industrial facilities within the state that would produce more air pollution.

Mandatory vehicle inspection has been an extremely unpopular political subject in California. During the last session of the Legislature, 16 measures dealing with the matter were defeated.



Pat Johnston

(CONTINUED ON PAGE 6)

# PROJECT

## California levees could fail

Many of the levees protecting highly productive farm islands in the Sacramento-San Joaquin River Delta are in poor condition and may not survive the coming 1980-1981 flood season, reports the California Department of Water Resources. These findings are the result of a CDWR study prompted by two recent levee breaks that flooded almost 11,000 of the 675,000 acres of rich farmland in the delta. The study covers a section of levees (577 of 1,000 miles in all) and reveals that four levees—in Medford, Mildred, Quinby and Webb—are in "very poor" condition and another 28 tracts are in "poor" condition. Other levees examined in the survey are rated "fair."

CDWR has attempted to lessen the likelihood of a future break by making a number of recommendations to individual reclamation districts, which are responsible for repairing and maintaining the levees:

- Improve levee patrol roads so they can be used for inspections and for flood fighting during inclement weather.

- Inspect the levees for undercutting where dense vegetation prevents inspection from the levee crown or from a boat.

- Provide a systematic levee surveillance program that would be able to spot trouble spots. The plan should ensure that a weekly cursory inspection is made during normal weather to look for increased seepage. During floods and critically high-tide and high-wind periods, the levees should be inspected on a daily basis.

- Impede erosion at critical areas, such as where the levee cross section is considered inadequate, where erosion is encroaching on a levee crown less than 12 ft wide, or where nearby vertical slopes or undercutting of the levee slopes exist. Replacement material should be brought into these critical erosion areas for preventative reconstruction.

In the study, CDWR also points out that the four islands with very poor levees are in peat areas and urges local agencies not to place extensive new fill on or near the levee crowns at this time of year. The reason, the report states, is that the peat is "notoriously weak and unstable and additional weight—especially when combined with water from the winter rains—would increase the chances of a levee failure."

## Faulty concrete surfaces on several Calif. projects

New and serious problems with defective concrete are surfacing in the San Francisco Bay area as the result of contaminated aggregate distributed to half a dozen ready-mix plants last spring and used in more than 100 building projects. The aggregate was contaminated by the accidental dumping of 4 tons of discarded refractory brick onto a 35,000-ton aggregate pile at the Cupertino plant of Kaiser Cement Corp., Oakland. The aggregate was subsequently sold to Kaiser Sand & Gravel, Pleasanton, Calif., owned by Koppers Co., Pittsburgh.

Damage amounting to \$250,000 or more was suffered by each of 20 projects, Kaiser Cement spokesman Lee Bryan reports. The brick fragments expand with moisture, causing "pop-outs" in the concrete ranging up to 15 in. in diameter and 2 in. deep. Hardest hit was the \$45-million, 24-mgd advanced wastewater treatment plant of the Redwood City-based South Bayside System Authority (SBSA). About 550 cu yd of faulty concrete is being removed from 29 different locations in the nine structures in the plant.

Demolition of that concrete and 150 cu yd of sound concrete subsequently placed will add nine months to the schedule, estimates Steven Sabo, project engineer for the demolition for contractor Trans-Dyn Corp., Martinez, Calif. Trans-Dyn was first notified of the problem on the 75% complete treatment plant in mid-July, says Sabo, but time spent in locating the affected area and in testing the concrete delayed an owner decision on removing the concrete until late September.

Demolition started in mid-October on walls and slabs, and some 350 cu yd of contaminated concrete had been removed by mid-November. But "the most complex work is still to go," says Sabo.

The contractor has retained San Francisco structural engineer H.J. Degenkolb & Associates to design shoring for areas where equipment must be protected or structures supported during demolition. Installing the shoring and protecting or removing equipment in place in these areas is expected to take several weeks. Also damaged by the contaminated aggregate was the \$20-million Alameda County Pretrial Detention Facility in Oakland. Construction there will be delayed at least four months while 54 cu yd of defective concrete placed at the seventh level is being taken out.

## 70-Mw wind machine on track

The world's largest wind machine will be built near Salt Lake City, if Free Wing Turbine Corp., which signed a supply contract last week with the Western Area Power Administration, can find investors for the \$28-million project. WAPA also has the option to purchase energy from up to 10 additional units that may be directly interconnected with WAPA's system. Laird B. Gogins, inventor of the generator, says the unit will be driven around a half-mile-long track on which 14 tetrahedron-like cars, built of aluminum tubing, will ride. Each car will hold a 200-ft-high airfoil that would be adjusted to gain maximum efficiency of the available wind. Electric generators will be driven by the wheels on each car. Completion of the unit, to be built on a gravel bluff at Point of the Mountain near Salt Lake City, is scheduled for December, 1984.

Rails for the track, imbedded in reinforced concrete, are much like those on a roller coaster that resist upward, downward and lateral forces. The sail is held upright, against the force of the wind, by steel cables that tie to the corners of the car. The sails can be adjusted like the sail on a boat so the wind drives the 93-ft-wide cars around the track. Each of the 14 cars has two 2.5-Mw synchronous electrical generators for a combined capacity of 70 Mw. However, Gogins says, because of variable winds its daily production over a year would probably be about 20 Mw. The estimated cost of the installation is \$28 million. Revenue from the power sales, at 35 mills per kwh, will total about \$6 million yearly, he says. The electrical energy would enter the WAPA system through the facilities of Utah Power & Light.

## Seismic retrofit troubled

Beset by legal, financial and political problems, restoration of the 103-year-old California capitol in Sacramento is nevertheless nearing completion, although behind schedule and at an unexpectedly high cost. "We can now see the light at the end of the tunnel," says Eugene Mansfield, chief administrative officer of the joint state senate-assembly rules committee that is supervising the project. The purpose of the project is to rehabilitate the classic revival building and to make it seismically safe. The original \$42-million plan called for building a reinforced concrete shear wall structure inside the massive unreinforced walls of the building. This included removing the roof, interior walls and floors and putting in a new foundation under the exterior walls, porticos and the 240-ft-high domed rotunda, as well as strengthening them in place.

Unanticipated work, including replacing plaster and either cleaning or replacing architectural ornaments, has helped push the cost of the project to \$67.5 million. In addition, the scope of the project has been increased to include rebuilding the fourth floor and adding museum space on the first floor. But construction problems are not the only ones that hampered progress on the job, says the rules committee. Soon after the state legislature authorized the committee to supervise construction, a job typically handled by the General Services Department, a builder's group filed a lawsuit against the committee. The suit attached a requirement that 20% of the subcontracting work must be set aside for minority firms and questioned the committee's constitutional authority to require prequalification of contractors for competitive bidding.

The rules committee blames the lawsuit for \$5 million in additional costs and an 18-month delay in the project, during which no contracts were awarded although general contracting work continued. The claim is denied by the litigants, headed by Pacific Legal Foundation, a business-oriented public interest law firm that filed the suit on behalf

of the Sacramento Builders Exchange.

A recent decision by a Sacramento superior court judge upholds the actions of the rules committee. The litigants may appeal the decision because it could be used as a precedent. Ironically, only two of the smaller contracts in the \$20-million list of subcontracts met the minority business participation rule. On all others, the committee waived the requirement. All work on the project is scheduled to be complete by next summer. Workers from the general contractor, a joint venture of Continental Heller, Sacramento, and Swinerton & Walberg, San Francisco, are finishing structural work.



New rail lines would join existing system.

## Study gets California rail system under way

California will undertake a \$300,000, nine-month study to select routes and technology for a high-speed passenger rail system, according to an announcement by Gov. Edmund G. Brown, Jr. The system, estimated to cost at least \$100 million, would involve one or more segments in California's existing rail corridors—the 500 miles between San Diego and Sacramento via Los Angeles and the San Francisco Bay area. The corridors consist of three segments: San Diego-Los Angeles; Los Angeles-San Francisco Bay area, and bay area-Sacramento. Next month the California Department of Transportation (Caltrans) will ask for proposals for the study from firms experienced in high-speed passenger rail line technology.

Following the first phase of the study, a one- to five-year second phase will cover "all preliminary engineering for project cost, physical requirements and environmental documentation."

A third and final phase—a two- to six-year job—will call for "preparation of plans, specifications and estimates for project construction, and completion of plans for service implementation."

According to the governor, the rail system, which could carry up to 7 million passengers a year, will be modeled on successful high-speed rail services in Europe and Japan. Peter Oswald, deputy secretary of the state's Business and Transportation Agency, of which Caltrans is a part, says the "rock bottom" estimate of the "very minimum" system would be \$100 million in 1980 dollars. According to Oswald, the system could be in place in five years, but that would be a "very optimistic" hope. More likely the time would be eight to 10 years. Caltrans can, under existing law, design and construct such a rail system but has no authority to operate it. However, the agency does have the power to contract with a corporation to run it. The system is currently viewed as a state project and no plans are being made for federal help. Oswald says the first-phase study will outline methods of financing, probably including a bond issue.

# UPDATE

# Controversial Tahoe protection bill passes House

A new agreement between California and Nevada to protect Lake Tahoe by strengthening the Tahoe Regional Planning Agency passed the House easily this month. The bill now goes to the Senate, which at press time was expected to approve it before Congress adjourns.

The compact, which must be ratified by Congress before it can take effect, radically changes the 10-year-old bistate Tahoe agency that has been accused of having a strong pro-development bias.

The new agreement eliminates dominance of the agency by local

governments and replaces a controversial dual-majority system of voting that has allowed developments to proceed even though they did not have support from a majority of the board.

It also bans new hotel-casino development, except two projects that were approved previously; restricts expansion of existing hotel-casino complexes; and provides for a new regional plan for the lake based on an extensive environmental study.

"This makes the compact more effective," Representative George Danielson, a Los Angeles Demo-

crat, told the House. "It serves to meet the dual goals of environmental protection and solid decision-making."

Representative Norman Shumway, R-Stockton, speaking for Republican members of the California delegation and the House, also endorsed the compact. With no opposition, the House approved the plan by voice vote.

Under the compact, Harvey's Resort Hotel would be allowed to build a 22-story hotel-casino in addition to the facility at South Lake Tahoe that was bombed by extortionists. Local businessman Oliver

Kahle also has permission to construct an 11-story hotel-casino complex a mile east of the state line.

The compact sets up a new Tahoe agency board composed of 14 members with four state and three local representatives from each state. California's delegation will consist of two members appointed by the governor, one by the Assembly speaker and one by the Senate Rules Committee.

El Dorado and Placer counties and the city of South Lake Tahoe each get to name one member to the board.

Under the compact, a project can proceed only if nine of the 14 board members—including five of the seven from the state in which the project would be built—approve it. No longer will a project be allowed to proceed because a majority from one state or the other fails to veto it.

Fines of up to \$3000 a day for willful violation of the agency's ordinances and regulations are provided under the new compact. It also gives TRPA 18 months to conduct an environmental study of the

(CONTINUED ON PAGE 6)



By HAROLD HUSTON, President

## A Personal Note From The President's Pen

On November 4, 1980 the American people expressed their feelings when they went to the ballot box and voted for the candidates of their choice. The right to vote is a privilege many take for granted. My personal feeling is if you did not exercise this right to register and vote, you have no right to gripe later as to the outcome of the election. *Each person's vote is very important!*

It appears the voters could not forgive Jimmy Carter for high unemployment, double-digit inflation, and soaring mortgage rates. They decided it was time for a change and they wanted someone else to lead this country over the next four years.

Republicans gained control of the Senate for the first time in 26 years in a political steamroller that ended the careers of many prominent liberals, and friends of labor, from coast to coast. Democrats easily retained control of the House.

Labor must unite and work together to overcome the many challenges we will face in the future years. I have confidence in the working man and working woman that we will continue to move forward and gain in benefits as we have heretofore. If you will read the history and the Labor movement, you will find that every benefit that was ever won was gained through a united effort by Labor through positive thinking and faith that goals would be accomplished.

I receive many letters from our brother and sister engineers throughout our jurisdiction. Many have problems, which they bring to my attention and request my assistance. I consider this a privilege helping you. I have always felt there is an answer to every question, and that every problem can be solved. The following is a personal letter I received from Brother Harold Hamrick, retired member from Stockton, and the first Chairman of the Stockton ETA Chapter of the Retirees Association.

I felt his letter might encourage other members who presently have a serious illness and have given up and thrown the towel in. I hope you enjoy this experience he has shared with me as much as I did.

Stockton, California  
November 3, 1980

HAROLD HUSTON, President  
OPERATING ENGINEERS LOCAL UNION NO. 3  
474 VALENCIA STREET  
SAN FRANCISCO, CALIFORNIA 94103

DEAR HAROLD:

Ever since my battle with cancer I've been thinking, there must be others among our Retirees who have the same problems I had. In fact my Doctor told me 50% of men age 65 have cancer of the prostate. Luckily it is generally a slow working cancer, and most will die from other causes before they know they have it, or before it begins to create problems.

It is only natural that when people find out they have cancer, they begin to worry about dying. There is no reason to worry about that, because if you have mastered 5th grade math, you know that there is no way we can have life on this earth without having death. You know it's coming sooner or later, so why not enjoy the

experience. Besides when you have spent as much time as I have in the Great Outdoors enjoying all the wonders God created, you soon realize He could do anything. So don't be too surprised to find death is just the start of something greater.

I have always enjoyed a challenge, so I couldn't wait to see what those Doctors were going to do to me. When they realized that, they explained everything in detail. And having dressed out hundreds of deer, moose, caribou, etc., it was easy for me to understand just what they would be doing in there.

I have always felt that those of us who ran the big shovels, draglines, etc., cutting slopes and grades to within 1/10th of a foot while digging full buckets, were pretty clever. I can now assure you a Doctor rates right in there with us.

Before the operation, they gave me a tranquilizer shot and then you don't care what they do. That could even make a thinking person like myself, quit hating lawyers. Then the Anesthetist gave me the anesthetic after explaining just what it would do to me and when I would come out of it. He didn't miss on the time by more than a minute. Then my family doctor and the Urologist opened me up while a Specialist implanted 44 Radium Iodine Seeds in my prostate. This is supposed to have cured the cancer there.

While they had me open, they took a sample of the lymph glands in the area. That is where cancer spreads, when and if it leaves the prostate. Two days later the Urologist told me it had spread to those lymph glands.

This was in October of last year, just after Local 3 had raised all the money for the City of Hope. We decided my best bet was to try and get in there. As you know, City of Hope makes no charge whatsoever to their patients, but do bill the person's insurance. In talking with other patients, I don't believe the fact that you might have insurance has anything to do with whether you are accepted or not. But I am sure that being a member of Local #3 did get me in.

My first two weeks in the City of Hope, I received every kind of test you could imagine and was told just what each test would tell them. After it was determined that my cancer had only progressed a short way into the lymph glands, they took X rays from every angle. They showed me those X rays, which showed each little Radium Iodine Seed and each of the permanent stainless steel stitches which were left in me. They then painted little targets on my abdomen and explained that they were so as they could hit the exact spots each day with the Radiation treatments which would kill the cancerous tissue without killing too much good tissue. Their main problem was to keep from

getting too much radiation too close to the Radium Iodine Seeds as that would kill too much tissue.

During my 5 weeks of Radiation treatments I hiked about 5 miles back into the San Gabriel Mountains where I caught some nice limits of trout. I took some to my Doctor and told him where I caught them. He said not to do that again, and explained how my body was working harder than it had ever worked before in my life. He explained how hard it was working to eliminate the dead tissue while at the same time being overworked to rebuild new tissue.

About that same time I began having after effects from the Radiation treatments. The two biggest problems were diarrhea and a rawness near the rectum. For two weeks I couldn't even wipe my butt with a powder puff.

Now I'm well on the road to recovery. In July the City of Hope told me not to come back for a year. They turned me over to my Urologist here in Stockton who gives me some tests about every three months.

So, God willing, I will probably live until I'm 80, then be shot by a jealous husband.

Hurry up and retire, so as you can join me on some of my hunting and fishing trips.

Sincerely,

Signed: Harold Hamrick

P.S. I forgot to mention, City of Hope also furnished us with a nice house keeping cottage on their beautiful, landscaped grounds, for only \$12.00 per day, which our insurance reimbursed me for.

I hope each family had a very HAPPY THANKSGIVING. Also want to take this opportunity to wish all of you a Merry Christmas and a Happy New Year.



Harold Hamrick and President Harold Huston discuss Hamrick's recent experience at the City of Hope medical center.



By BOB MAYFIELD  
Vice-President

# Rigging Lines

Last month I wrote in some detail, my own fears and observations in what I thought in general might happen to the Labor movement in the next four years under the President-Elect Reagan and maybe worse, the now dominant Republican U. S. Senate.

In a shorter period and immediately in front of all of us, whether employed as a building tradesman, businessman, student in college or a retiree (trying to survive on a fixed income), I certainly do not see a very rosey picture. Inflation continues to erode everyone's buying power everyday the sun comes up, as double digit inflation is now history for 1980. 1981, I'm completely certain, will come in with a bang fueled by many current good reasons. Anyone keeping track of money costs knows that as of this very date, prime interest rates (the cost of money for borrowing by banks to its best customers), is now, once again, back up to the all time record rate of 20%, and the prospect of even a higher rate seems almost a certainty. The cost of mortgage rates (borrowing for houses and other real estate) for the few banks or savings and loans companies, who are even lending, for this purpose at all, is at least 14 1/2%.

At this moment the O.P.E.C. Nations are meeting in Indonesia to discuss a variety of topics that will certainly affect the rest of the world very soon. I'm speaking specifically of the overall oil pricing which has already occurred. Saudi Arabia, the country from which we import around 8% of our total oil supply from which all types of gas, heating oil & lubricants, fertilizers and other petroleum products are derived has announced at least a \$32.00 per barrel (\$2 per barrel increase) price which in all likelihood this will be retroactive back to 11/1/80. The bottom line is that everyone of us who are virtually dependent on our automobiles for transportation to and from work, school & other places, as well as heating, will now almost at once, be saddled with around a 2¢ per gallon cost increase—take it or leave it.

I don't intend to dwell for months brooding over all the problems I think besets this Union and that the sky is suddenly going to fall in and we will all be destroyed, but I am only trying to paint what I think is a fairly accurate picture—and that picture isn't that pretty. Furthermore, I don't think Mr. Reagan, nor anyone else in the short term is going wave any magic wand and have this situation suddenly dissipate and turn good. The fact is, the whole world is in a similar dilemma, if not worse inflation rates effecting most countries, than ourselves.

One bright spot I do see as far as work is concerned is the area covering any type of gas, oil & geothermal drilling, in all of the states that Local No. 3 covers, except the State of Hawaii. At this writing around 110 rigs are drilling in California alone and to my knowledge there have never been this many before. Further in the area of Geothermal discoveries the State of Nevada has 8 or 9 rigs drilling, at this moment, primarily for steam and hot water. In talking to some owners, the long term outlook for these rigs in this state is that the power companies anticipate a long range program as some very good wells (hot water) are being discovered and capped off.

In a relatively short order of time, the prospects of the building and construction of geo-thermal power plants in the State of Nevada, where the wells are being drilled, has to be very good. It is no secret as to the quantity and quality of construction jobs that have previously and presently being done in the Geysers area in Sonoma and Lake Counties in California, where the world's biggest steam power plants are in production, or are under construction. There is no reason to think that the same situation will not be duplicated in Nevada and even more so as these area's coincide very closely with where in all likelihood the MX Missile system will be constructed. The need for more and more drilling rigs in our jurisdiction is a real one. Because of huge expenses to build or buy one of these rigs (depending on size, from 1 to 10 Million Dollars), which in some cases drill to over 20,000 feet, only a few operators can finance and do this work.

Many drilling rigs that have been in Canada have already come back to the U.S.A.—or are on their way. I'm told the reason for this is mostly because of an international dispute with the Canadian Government, principally the province of Alberta. The fees, taxes or other complications makes profitable drilling nearly impossible, so as a result many such rigs are coming back to this country. The need is certainly here for the equipment and as a result, in many instances most recently, there has been an extreme shortage of qualified drilling hands. If you are or know of any qualified and experienced drilling hands that are interested in working in some remote area—they should certainly contact or leave a message for the Drilling Business Agent, Frank Townley at (415) 431-1568.

By the time this article reaches the press, we should know the result of a fairly large unit of truck and maintenance employees employed by Northern Truck Service. For years, this Employer has been signatory to a Construction & Oilfield Hoisting Agreement with this Local, but the large unit of drivers, and those that maintain the fleet have been working on a non-union basis. Business Representatives Paul Wise and Frank Townley and some others, have been spear heading the effort. In this day and time, when many Unions (ourselves included) have had some decertifications, it would certainly be nice to win a N.L.R.B. Election and do what old

(CONTINUED ON PAGE 15)

## Despite high interest rates

# 1980 a good work year for Nevada

As the winter slowdown sets in on Nevada, we can look back on 1980 as being a very good work year for our members despite obstacles such as the record interest rates and the wet spring months of April and May, reports District Representative Dale Beach.

As for the District Representative and Business Agents, 1980 was a very hectic year because of the number of contracts that expired and that had to be renegotiated. Along with the Master Agreement, Rock, Sand, and Gravel, and Custom agreements, the Carlin Gold Mine, Cortez Gold Mine, and Basic Refractories agreements were all negotiated and ratified.

At Gabbs, where Basic Refractories is located, it took a three-week strike by the approximately 225 employees before an agreement could be reached. In addition to these, several of the contracts with small shops in the area were renegotiated as well as the City of Sparks public employees and the Incline Village General Improvement District.

Each of these involved pre-negotiation meetings with the employees, meetings during the actual negotiations, and when tentative agreements were reached ratification meetings had to be held. In the case of the Master Construction Agreement, much time had to be spent contacting contractors individually to have them renew the agreement.

Also adding to a hectic 1980 was a very important election year which required many hours spent in both the primary and general election on screening candidates, manning phone banks, and actu-

ally walking door-to-door. All of the above tasks combined with the very good work year explains why some of the members may not have seen an agent quite as much as they're used to, Beach commented.

Robert L. Helms was the low bidder on three large jobs bid in December. One was a safety overlay at the Pershing-Churchill county line west of Lovelock with a low bid of \$5.6 million. The second large job was bid in Lovelock on I-80 between Airport and Woosley Roads. Helms' bid was \$8.7 million. The third job was to complete the bypass of I-80 around Winnemucca. This job consists primarily of white paving as S. J. Groves, Max Riggs Construction, and G.P. Construction have spent the last four years on the grade and structures. Low bid on this one was \$7.4 million.

Continuing east on I-80 and reporting on the different jobs out in that area, G.P. Construction has a large screening operation set up preparing the rock for CTB and white paving of the Battle Mountain bypass. G.P. has subbed the white paving to Vickrey which will get underway as soon as weather permits. The Carlin and Elko bypasses are now history as Jack B. Parsons and Robert L. Helms Construction have completed and opened them to traffic. These jobs have provided several years of good work.

Out at Wells, Jack B. Parsons has all the dirt moved on that bypass and will be putting down white paving in the spring. They've moved the whole dirt spread back to the Wendover job to move the dirt on the westbound lanes of that 14-mile project. They are working

two shifts and have approximately 50 to 60 operators working per shift.

In other jobs not pertaining to I-80, Max Riggs Construction has to move one million plus yards of dirt this winter on the Elko railroad relocation before the spring thaw brings the Humboldt River up. This will provide work in that area when normally all work is shut down.

Between Battle Mountain and Winnemucca, the Valmy Power Plant is progressing right along. The first unit is 90% complete.

Stone & Webster has set up a crusher and batch plant to make the concrete on site for Unit II and plan to start March 1, 1981. There are currently 50 Engineers finishing up on Unit I.

Tri-O was awarded an \$8 million power line from Valmy to the Tracy Power Plant. Down at Lovelock, H.M. Byars Construction has been doing the site prep on the \$30 million Southwest Gas liquefied natural gas plant. Chicago Bridge & Iron has moved in onsite to erect the plant.

In the Reno area things have naturally slowed down for winter. Gerhardt & Berry has a couple of crews on a large storm drain job in west Reno which will keep them busy three or four more months. Most of the other work in the area is commercial.

The MGM and Circus Circus expansions are well underway. McKenzie Construction, Vasko, and S. J. Amoroso are currently in the process of completing six schools in the area which were bid to keep up with the rapid growth in this area.

(CONTINUED ON PAGE 6)

## Eureka quake damages Highway 101

The strongest earthquake to hit Humboldt County in 50 years awakened thousands of North Coast residents at 2:27 A.M. November 8, 1980. Miraculously no one was killed, reports District Representative Gene Lake, however at least six persons were injured, there were minor damages and power outages were widespread.

The quake measured 6.6 to 7.1 on the Richter Scale and lasted about 45 seconds. The most serious damage caused by the quake occurred when the two south-bound lanes of the Highway 101 overpass near the College of the Redwoods collapsed onto the Northwestern Pacific Railroad track.

Seconds later, six local residents were injured—two of them critically—when an auto and a flat-bed truck they were riding in plummeted 30 feet off the overpass.

Southbound traffic is now being detoured around the destroyed overpass via Tompkins Hill Road.

In other news the Northwestern Pacific Railroad track has, at the time of writing, been cleared and train service resumed. Cal Trans officials estimate it will take at least six months to repair the overpass. Other bridges in the county have been checked for damage but none was found according to Cal Trans.

(CONTINUED ON PAGE 6)



C.K. Moseman's project on the Smith River is comprised of two bridges, each containing about 1,800 yards of concrete and measuring 445 feet to 472 feet long. A 400-foot retaining wall is also in the works.

## Pre-job conferences held in Eureka

(CONTINUED FROM PAGE 5)

During the past month, we held pre-job conferences on three new construction contracts in the district. Roy Ladd, Inc. was low bidder on the Sprowel Creek bridge project at Garberville in the amount of \$1,652,138.00. At the present time they are proceeding

## Nevada

(CONTINUED FROM PAGE 5)

The 1981 Nevada State Legislature convenes January 15th. "We will have to put a lot of effort into attending hearings and will be contacting members for help in going down to Carson City to sit in on these meetings," Beach said. Special interest groups such as the mining lobby and contractors organizations plan to attack such items basic to our industry as N.I.C., Davis-Bacon, and unemployment.

"Our retirees and apprentices have in the past been very helpful in volunteering for this not too exciting but very important function," he added. "Without us there to give our side of the story to these committees, we stand to lose much of the beneficial legislation that affects our everyday lives."

very cautiously as it will not take much rain to raise the Eel River.

Stimpel-Baker and Associates was low bidder on a Highway 36 realignment project for Cal Trans in the Dinsmore area. They plan to do only the clearing this fall. The price on this one is \$1,033,000.00.

Coast Marine Construction, Inc., of Coos Bay, Oregon, is the low bidder on the boat repair facility at Fields Landing at \$1,041,278.00.

In the northern part of the district, North Coast Paving, of Smith River, is putting the finishing touches on their street improvement project in the Bertsch Tract area of Crescent City, reports Business Representative Jim Johnson. The Brothers with this company have had a good work season, and have a start for next year with an overlay job at the Crescent City airport, and the paving portion of the C.K. Moseman bridge job on the South Fork of the Smith River.

C.K. Moseman is in the finishing stages of their bridge project on the Smith River, with a small amount of backfill left on their retaining wall and very little approach work remaining. This has been a good three-season project

for the Brothers on this job and should keep them going a good part of the winter on clean-up.

M.C.M. Construction is busy trying to beat the rains on their bridge job on Howe Creek near Ferndale. It has been a good season in this area for this Sacramento company with work on three new bridges.

Work on the bay is beginning to pick-up with Coast Marine of Coos Bay working two floating rigs, driving pile and clamming, with another rig on shore assembling the floating docks for the marina on Woodley Island.

Nally Enterprises of Rio Dell is keeping their hands busy and trying to beat the rains. They are working on three jobs at the same time, the biggest is on the Woodley Island Marina, the others are in Rio Dell and Redway.

Eureka District's twentieth annual Crab Feed is coming in February, which is not too far away, the way time flies. Watch in the next issue of Engineers News for the details.

## ATTEND YOUR UNION MEETINGS

## Johnston wins recount

(CONTINUED FROM PAGE 2)

he would voluntarily give up the Assembly seat.

But Johnston said, "I won the election; the lawyers can discuss whatever they want to discuss." Johnston said he expects to be sworn in by Jan. 5 when the Assembly reconvenes after a Christmas break.

The recount leaves it up to the Democrat-dominated Assembly to decide who will take the seat. Presumably, Democratic leaders will make a motion to unseat Fondse. The state constitution gives both houses of the Legislature the power to settle membership in disputed cases.

Chuck Bell, a Fondse lawyer, said the guidelines for the recount were "too expensive," leaving too many ballots "subject to independent interpretation by the clerk (San Joaquin County Clerk Ralph Epperson).

"We believe there are grounds to throw out certain votes," Bell said, referring to his figures in showing only a 10-vote spread between the candidates.

Epperson said there was "no way the outcome of the election could have been affected by tampering."

Bell sought an immediate

restraining order to prevent Epperson from certifying the recount results and to prevent the secretary of state from passing on the results to the Assembly.

The final figures showed Johnston beating Fondse 34,745 to 33,254 in San Joaquin County and Fondse leading Johnston 9,327 to 7,871 in the Stanislaus County portion of the district.

## Tahoe

(CONTINUED FROM PAGE 4)

Tahoe basin and to publish a new regional management plan a year after the study is completed.

During the 30 months it is studying the area and drafting a management plan, the Tahoe agency will impose a limited moratorium on development that prohibits new subdivisions, condominium projects and highways. New sewage treatment plants, except one for Douglas County in Nevada, also are banned.

Under the moratorium, the agency will be allowed to issue 1600 residential building permits annually to individuals. Commercial construction will be held to the number of permits issued in 1978.

## Famous 'caper' culminates

There was a time back in 1976 when everyone thought that freeway funding in California would die on the vine. The economy was bad, environmentalists had stalled dozens of approved projects and Caltrans was on a "bicycle and bus" kick.

Symbolizing this unhealthy state of affairs was the infamous "Freeway to Nowhere" in San Jose, an interchange that was supposed to have connected highways 101, 680 and 280. Somehow, Caltrans managed to run out of money and left the structure sitting out in the middle of the valley.

On January 3, 1976, a flamboyant San Jose City Councilman by the name of Joe Colla enlisted the help of Local 3 and lifted an old car atop this structure. No one saw it happen. The automobile just appeared overnight. The press that resulted was instrumental in getting the wheels rolling on this project, once again.

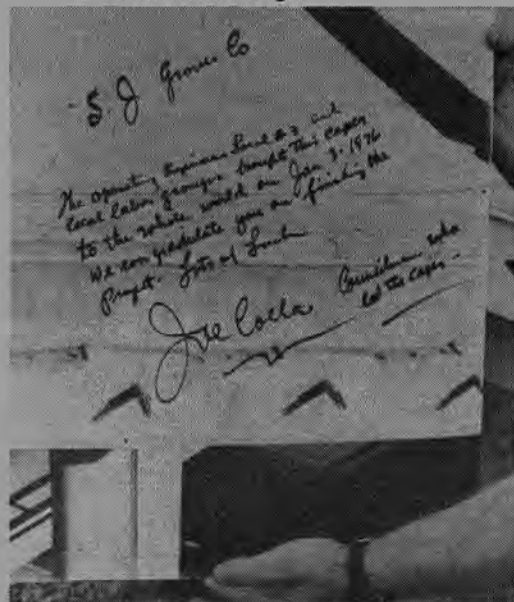
Now, five years later, S.J. Groves is working on a \$35 million contract that will finally complete this interchange.



From left to right, San Jose District Representative Tom Carter, project manager Glen Nelson, former City Councilman Joe Colla and Business Representative Don Luba hold up a poster-size photo taken of Joe Colla in 1976 atop the "Freeway to Nowhere." The photo received nationwide press coverage.



Operator Mike Darrough and apprentice Barbara Mooney are doing the steel work on the interchange project. Erecting falsework in the photo to the left are (left to right) Bud Lampley, Jr., Terry Garcia, David Eaton and Len Larson.





Observing Robert Crowther and Dale McPherson repairing engine to a long-haul truck are (left to right) Local 3 Vice President Bob Mayfield, job steward Terry Pollock and Rodney Bosch, leadman and job steward.

# Wheeler Machinery Co. gears up for the future

Article & Photography  
by James Earp,  
Managing Editor

**I**T IS AN EYE CATCHING photograph. A new Caterpillar D-10 dozer stands next to a Cat two-ton tractor. The massive D-10 makes the tractor look like a mere child's toy. Fifty years ago, the two-ton tractor was one of the first products to be produced by the heavy equipment manufacturer. Today it has been replaced by much larger, more powerful and efficient equipment, like the D-10 which is the largest dozer being manufactured in the world.

The photograph is symbolic in many ways. It adorns the new facility of Wheeler Machinery Company, Salt Lake City, Utah. Fifty years ago, Caterpillar was a fledgling enterprise formed by the merger of C.L. Best and Holt Manufacturing companies. It was only one of more than 200 manufacturers building track-type tractors. Today Caterpillar is a huge corporation

and a household word in the construction industry. Most of its original competitors have long since disappeared. With a line of over 275 products, they manufacture what many contend to be the finest dirt-moving equipment in the business.

Fifty years ago, Wheeler Machinery—then known as the Landes Tractor and Equipment Company—was a small six-man shop that had just signed a contract with Caterpillar to be their dealer and repair service in the Intermountain states. Today Wheeler Machinery has expanded a hundredfold. Recently relocated into a massive new facility in the Salt Lake Valley, they are the largest Caterpillar dealership and repair service in the country. They also employ nearly 400 top-flight heavy equipment mechanics and support people which makes it the largest bargaining unit in Local 3.

In 1925, when Herbert D. Landes was selected by Caterpillar to head the Intermountain area's first dealership, Jesse H. Wheeler, a former Studebaker dealer, came out of retirement to assist

him. The firm started with three primary models, the 30, 6C and two-ton tractors, which had proved their durability during World War I. The Landes Company specialized in stocking a good supply of parts and providing readily available, quality service.

J.K. Wheeler, who would later found the Wheeler Machinery Company, entered the dealership in 1929. During the Depression, he sold Cat products out of Salt Lake. His sales territory was bounded by Winnemucca on the west, Rock Springs on the east, Blackfoot on the north and the Arizona border on the south.

In 1944, Don Robinson, a Caterpillar vice president took over the dealership and the firm took on his name. Eight years later, J.K. Wheeler and Walter Kershaw were appointed dealers, forming the Wheeler-Kershaw Company. After Kershaw sold his interest in 1957, the Wheeler Machinery Company constructed a 55,000 square foot facility on 17 acres of ground at 21st South and Third West.

They continued to grow, forming a

field service department and service repair centers in Vernal, Salina and Cedar City, Utah. In 1969, Wyoming Machinery Company, a wholly-owned subsidiary of Wheeler in Casper was selected by Caterpillar to cover the Wyoming service territory. This unit now has a new, 100,000 square foot facility with branches in Cheyenne and Gillette.

The biggest move for Wheeler, however, came last November when the firm opened up their new 300,000 square foot facility at 4800 West 2100 South, Salt Lake City. Located on 80 acres of property, this massive facility boasts over seven acres of offices and service area under one roof. It employs the latest in heavy equipment repair technology, including a new, innovative assembly line system in the engine and transmission repair department.

**T**WO IMPRESSIONS HIT a neophyte observer in an initial walk through of Wheeler Machinery's new facility. The first is the incredible sophistication—and massive size—of modern heavy equipment and the training that a qualified heavy equipment mechanic must undertake to learn the job.

Each service bay is equipped with a built-in electrically-operated crane to lift and maneuver heavy engine and transmission components. There is complex testing equipment everywhere.

There are baskets filled with steam-cleaned gears made of hardened steel alloy and other components, unrecognizable except to the experienced mechanic. Each one of these piles of machine parts will eventually be a completely reconditioned component.

The second impression is the cavernous size of the Wheeler facility. Entering the Customer and Sales repair departments, you see a long row of heavy equipment—scrapers, dozers, blades, loaders. Anything that Caterpillar makes is likely to be found somewhere at Wheeler Machinery in a stage of repair.

Workers crawl over the machinery like ants, tearing it apart bit by bit. There is a D-10 dozer stripped of its tracks and blade. In the corner a 651 scraper looks like the remains of a prehistoric dinosaur. The tractor and bowl lay in separate pieces while repairs are made on the apron. It seems that with equipment so large, it would take forever to break it down, make the necessary repairs and reassemble. Actually the work is carried out with amazing speed.

The new facility houses nearly 93,000 square feet of actual repair service area divided into five departments

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Tim Kinder, 3-year member



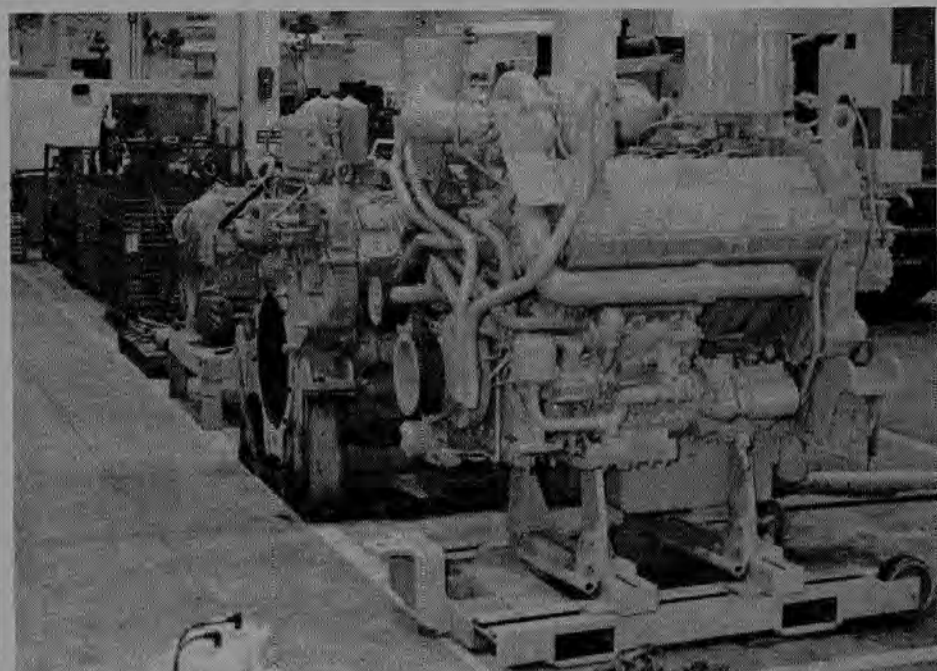
Ralph Offret, job steward and a welder in the ICM department, repairs counterbalance on Grove hydraulic crane.



Welder Ed Cranny has been a member of Local 3 since the unit was first organized 12 years ago.



George Brereton, 2-year member, puts tension adjustment on Cat D-10 tracks.



Rebuilt Caterpillar engines await shipping after receiving new paint.

# Wheeler Machinery gets a new look

(CONTINUED FROM PAGE 7)

—Customer Machines, Welding, Sales Machines, Specialization and Field Service. There is a huge warehouse and parts department and a unique filter manufacturing unit. There is an entire wing devoted to a relatively new operation, the ICM division (Industrial Mining and Construction), which repairs

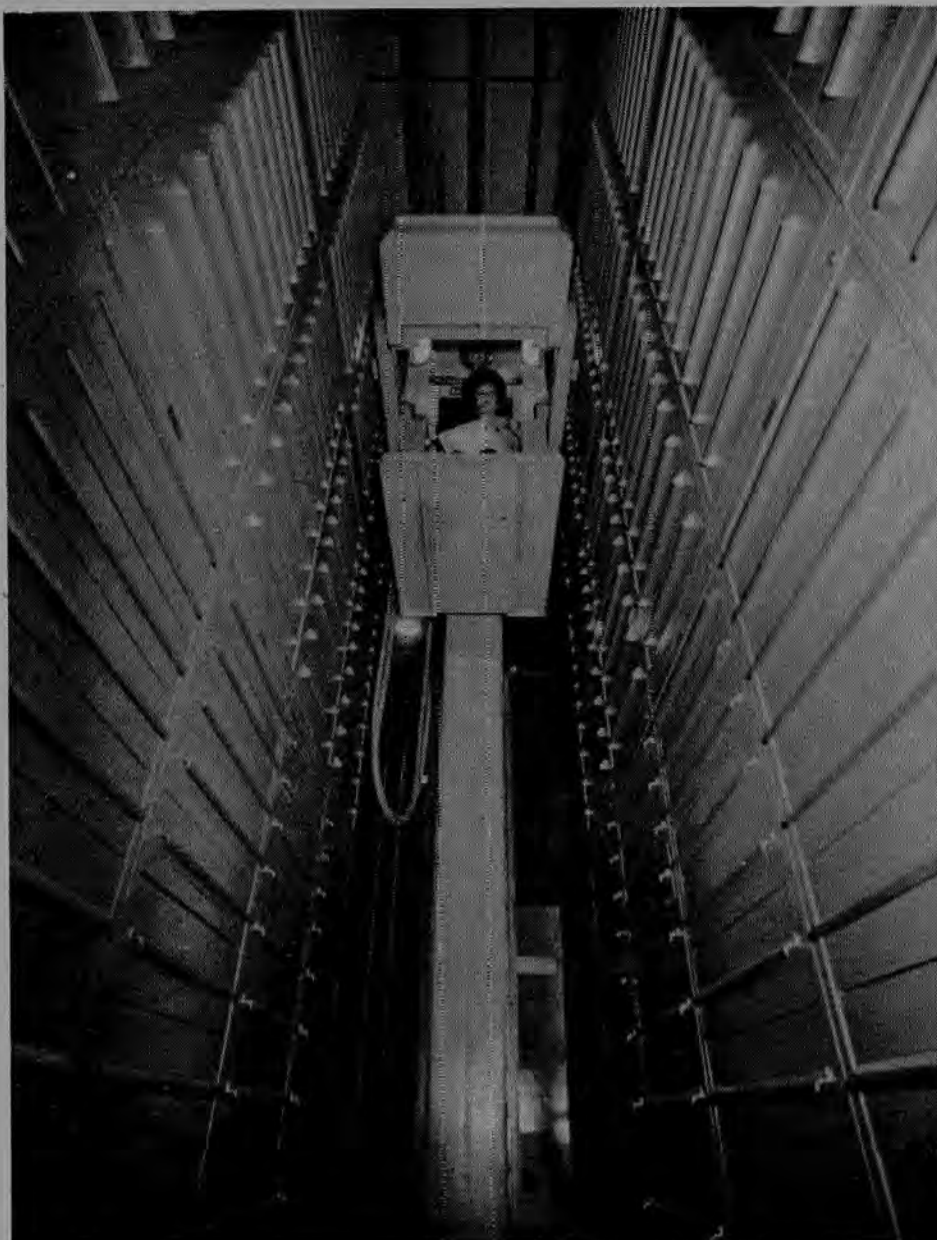
trucks, forklifts, cranes and other equipment associated with mining and trucking.

The heart of the main service facility is the Specialization Department. It is here that Cat engines and transmissions which have been previously disassembled from the main machinery in the Customer department are torn down and moved through a "progressive assembly" system by 50 highly trained mechanics and support people.

The assembly line concept of repairing engine and transmission components is something that Wheeler Machinery adopted when it designed the plans for their new facility. With this method, rather than having an engine remain stationary while one or more mechanics rebuilds it, the engine or transmission moves from station to station. Workers specialized in rebuilding specific components carry out the necessary repair work until the engine is completed.

Executive Vice President Lyle Campbell told *Engineers News* that this method "has the potential for being a better system. Our men have to work smarter, because it puts greater demands on planning," he says, but it has the advantage of being able to handle a much higher volume of work.

The Specialization department works like this: Engines and transmissions are brought into the area at one end and torn down completely. They are



June Mahoney, a new member of Local 3, operates a "Man-aboard," used in locating and pulling supplies from the massive storage cabinets in the parts department. Over 50,000 different items are kept in inventory.

then put through a steam cleaner, rinsed and placed in large steel baskets.

The baskets containing torn-down components are then moved down the aisle. There is a station for rebuilding torque dividers. There are several stations for rebuilding transmissions and engines. A separate station is used for engine block rebuilds.

Large engines are separated from small ones, each travelling down their own set of stations for component rebuilding. Once the engines and transmissions are fully reconditioned, they are put into a special dyno testing room where sophisticated equipment actually tests the rebuilt unit under actual working conditions. Any necessary minor adjustments are made by mechanics on the spot, but if a major rework job needs to be done, the engine is taken over to the dyno repair bay.

After the engine passes testing, it is drained of oil and prepped for painting. A painter gives every rebuilt engine and transmission a bright coat of regula-

tion "Caterpillar yellow" and finally they are shipped back into the customer or sales departments where they are installed back into the original equipment.

The Customer Department is comprised of 22,000 square feet of space for inspection and repair. Adjacent to this area is the Sales Department with 15,000 square feet for make-ready and repairs on Wheeler-owned equipment including their large rental fleet. Here, supported by a well-staffed welding unit, components other than engines and transmissions are broken out and rebuilt. Tracks and pads are reconditioned. Blades on dozers and graders are repaired and hardfaced as needed, frames are straightened and hundreds of other repair jobs are carried out.

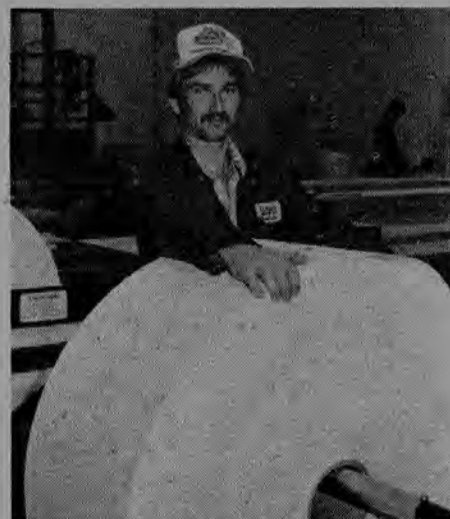
A field service division is located nearby. Employing about 30 qualified mechanics, this department dispatches men out on jobsites throughout Utah and western Wyoming. These mechanics, their trucks equipped with



Ernie Daugherty, a 4-year member, works on a blast hole drilling rig.



Leadman Larry Burns, a 7-year member, works in the ICM forklift department.



Rich Christensen, a 2-year member, sets up a large roll of filter paper used in remanufacturing air filters for Caterpillar engines.



Denie Nielsen, 14-year member, puts new trunion caps on Cat D-10.



A Mechanic Glenn Day, a 12-year member, rebuilds a transmission on the evening shift.





Albert Frisby, 4-year member, works in transmission testing.



Norm Young, 3-year member, uses one of the shop's built-in cranes to lift transmission for 824 rubber-tired dozer.



Chun No, relines apron on a 651 scraper.

tools, electric power and hydraulic cranes, are capable of making many repair jobs in even the most remote locations.

The ICM is the industrial division of Wheeler Machinery. Here many different lines of industrial construction and mining equipment in addition to Caterpillar lift trucks and engines are repaired.

One of the reasons ICM was developed was to counterbalance the seasonal nature of construction repair work, Lyle Campbell told *Engineers News*. Because this division services trucking and other industrial equipment, it helps to smooth out the slow periods when construction repair work is down.

The ICM Service Department is really five service centers in one. The engine repair shop repairs and assembles industrial engines and electric sets. The industrial shop concentrates on several product lines. The material handling shop services Caterpillar lift trucks, cranes and other types of material handling equipment.

The "in house" automotive shop maintains the Wheeler and ICM fleet of over 150 cars and trucks. The truck shop, which includes a separate wheel dynamometer room, handles service needs for "on highway" long-haul trucks and semis.

This entire division is supported by its own parts warehouse containing 14,000 feet of floor space and a high density cabinet system for easy parts

storage and retrieval.

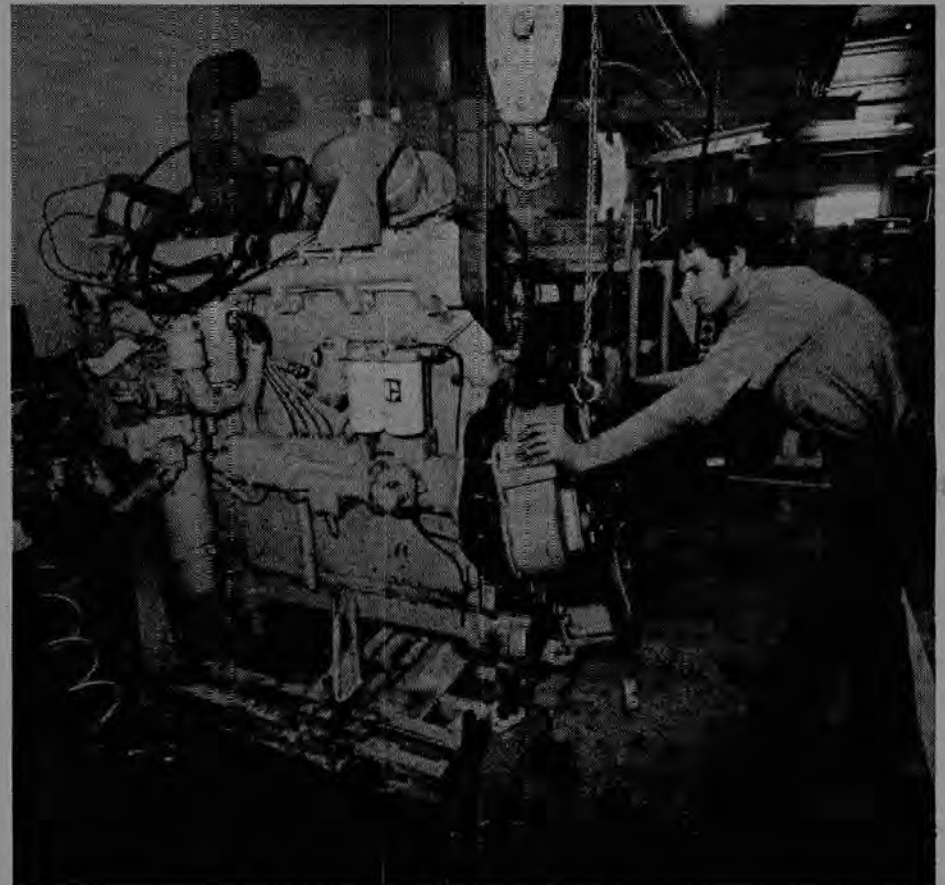
This does not conclude a description of Wheeler Machinery. Also located in the new facility is a filter remanufacturing shop that has turned out to be a very successful enterprise for the company. Here, used air filters for Caterpillar machinery are broken down, cleaned and reshaped. New paper filtering units are manufactured with a machine that transforms large rolls of porous paper into accordion-like sections of filter paper. These are then cured under heat and rolled into the wire frames. Wheeler's rebuilt filters carry the same guarantees as new ones but are sold for about two-thirds the price.

Remaining near the old Wheeler location is Eureka Sales. This division specializes in purchasing old equipment, breaking it down for parts or combining several old units into one rebuilt machine for resale.

**W**HAT IS IT LIKE to be a heavy equipment mechanic at Wheeler Machinery? *Engineers News* posed this question to many Local 3 members working there and the general response was "good and getting better."

A new three-year agreement negotiated by Local 3 and ratified by the members in October has provided an eight percent total wage increase in addition to a cost-of-living allowance. Under the new contract, employees

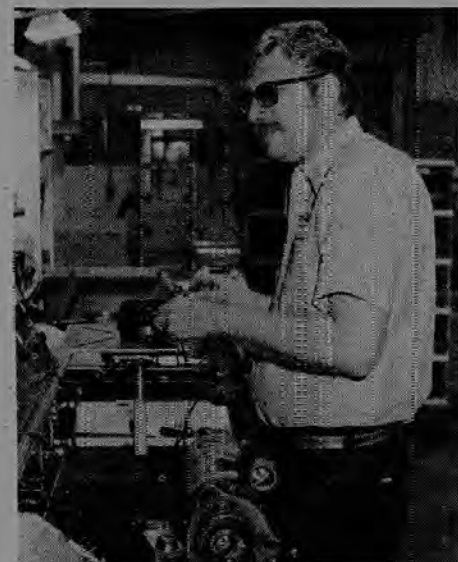
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Dale Pierce rebuilds Cat D-8 engine.



Curtis Maxfield, an 18-year member of Local 3, works in the component rebuild department.



Bruce Olsen, 12-year member, works in the component rebuild department on an alternator.



Merlin Barnhurst, a 5-year member, works in the ICM division and is a job steward for Local 3.



A Mechanic and Leadman Dan Boren is an 11-year member.

# Wheeler Machinery

(CONTINUED FROM PAGE 8)

have gained ten minute breaks half-way through their first and second shifts. Improvements were also made in medical coverage, pensions and pensioned health and welfare. Under the new contract, an "A" Mechanic working a straight 40-hour week can pull in over \$22,000 a year. Many of them at Wheeler, however, put in consistent overtime hours and/or receive differential pay for shift work, earning considerably more.

It isn't all peaches and cream, however. Although Wheeler Machinery's management have generally been very good at honoring their contracts with Local 3, Business Representative Kay Leishman, who services the members, points out the constant challenge of maintaining a strong unit in a right-to-work state.

The right-to-work law allows workers in Utah to receive the same wages and fringe benefits negotiated by the union without having to share the responsibilities of union membership. At least 80 percent of the mechanics and support people at Wheeler Machinery



Robert Kemp breaks down a used filter in preparation for remanufacturing.

now belong to Local 3, due to a recent upsurge in "new apps." "They realize that without Local 3's representation, they wouldn't enjoy nearly the wages and fringe benefits they now enjoy," Leishman explains.

They are good members who are in the union because they want to be and because they know that if the percentage of Local 3 members were ever to slip, it would be extremely difficult to maintain our present strength in future bargaining.

Being a heavy equipment mechanic at Wheeler carries other advantages in addition to a good union contract. Many of the members say they are there because the work is steady and they can be with their families after work each day.

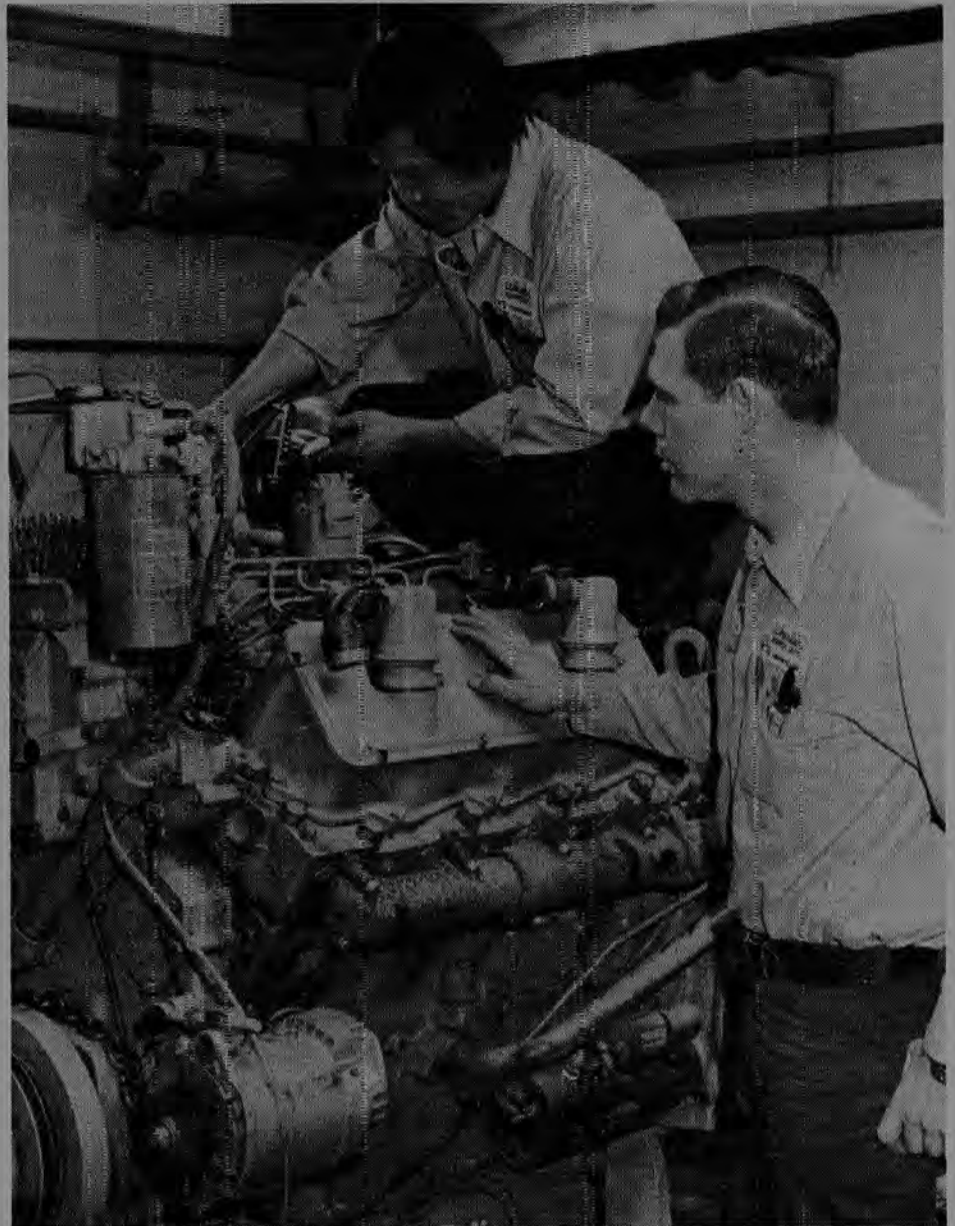
"The wages are a couple dollars an hour less than you could get out in the field," says one mechanic, "but to me it is worth it not to be stuck out in the middle of nowhere in the heat or cold and having to sleep in a trailer or some motel."

There's no dirt and grit at Wheeler Machinery. The work areas are kept clean and there is a cafeteria upstairs that serves hot or cold food for lunch every day.

"Good and getting better" pretty well sums it up for Local 3 members at Wheeler Machinery. And, as Local 3 Vice President Bob Mayfield points out, the Wheeler unit—already the biggest in the union—is likely to double in size within the next few years.

One of the main reasons Wheeler Machinery built their new facility is because they believe Utah is headed for tremendous growth in the eighties, Mayfield says. Buried in the mountains and valleys of Utah and Wyoming are some of the largest known coal and oil shale deposits in the world.

Several multi-billion coal-fired power plants are already under construction and the monstrous \$8 billion IPP power plant is slated to get underway next year. Then there is the massive \$40 billion MX Missile project. If this



Dynamometer operator Jong Kim, a 3-year member of Local 3, prepares engine for testing while supervisor Darrell Merbos looks on.

controversial projects gets underway within the next two years—as some insiders say it will—there is no question that the construction industry will grow by leaps and bounds in Utah.

Wheeler Machinery Company expects to be ready for that growth. Their new facility was built to handle five times the capacity of their recently vacated building. At the old Wheeler shop, they were processing about 400 engine/transmission units a year.

The new facility is capable of handling over 2,000 a year, says Lyle

Campbell, and they are shooting for the 1,000 mark within three years.

Local 3 will be ready for that growth, too, says Mayfield. "We have always enjoyed a good working relationship with both the members and management at Wheeler. With the tremendous growth they are expecting in a few short years, good union representation will become more important than ever and we'll do everything we can to see that our members get the best," he adds. "They deserve it and we are capable of producing it."

## GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1980-1981 SCHOOL YEAR

Two college scholarships of \$1,000.00 each will be awarded winners for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

Two college scholarships of \$500.00 each will be awarded 1st runners-up for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

### WHO MAY APPLY:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school stu-

dents who have, or will be, graduate at the end of: either: (1) the Fall Semester (beginning in 1980), or: (2) the Spring Semester (beginning in 1981),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1981 and March 1, 1981.

### AWARDING SCHOLARSHIPS:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning student's name at the college or university he plans to attend.

### INSTRUCTIONS:

All of the following items must be received by MARCH 1, 1981.

1. *The Application*—to be filled out and returned by the Applicant.

2. *Report on Applicant and Transcript*—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.

3. *Letters of Recommendation*—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.

4. *Photograph*—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineers News.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103  
or to College Scholarships at the address shown above.

# Pre-admission testing can reduce hospital costs

Pre-admission testing is an effective new way to fight increasing hospital costs. It can actually reduce the cost of a normal hospital stay as much as several hundred dollars—a savings that is shared in part by the patient. Pre-admission testing and second surgical opinions could be our most successful methods in containing rising hospital costs and the best part is Operating Engineers and their eligible dependents are covered.

Many doctors have their patients admitted to the hospital for diagnostic testing and lab work. In some instances the patient may

spend several days in the hospital strictly undergoing tests prior to an operation or treatment. As an "in-patient" they are charged for Room, Board and the hospital exams totalling hundreds of wasted health care dollars.

Some doctors are now beginning to send their patients to clinics or hospitals for diagnostic testing without assigning them a bed which is subject to a daily charge. Instead of spending several days in the hospital, the patient goes in as an "out-patient" and stays long enough for the test itself. As a result, the hospital bill is substantially less.

Like Second Surgical Opinions, the insured actually saves on out of pocket expenses. For example, the North California, Nevada and Utah Plans provide hospital coverage at 90% of the first \$3,000 and 100% thereafter. At \$200 per day for a hospital bed an Engineer could save \$20 per day of pre-admission testing. The Plan would save \$180 per day in monies that could provide other benefits in the future.

Second Surgical Opinions reduce our health care costs by providing alternatives to elective surgeries. Again the Plan covers charges made for second opinions and even third opinions when there are differences. Second Surgical Opinions are recommended for patients who have an option of electing surgery. The purpose is to make the patient fully aware of the risk involved and any alternative treatments.

Both Second Surgical Opinions and Pre-admission testing are designed to reduce health care costs. But the real benefit is that they might help you avoid an unnecessary hospital stay and added medical expenses. Check into Second Surgical Opinions whenever elective surgery is prescribed. Talk with your doctor about Pre-admission testing. He should be able to provide you with all of the details and his assistance.



## A summary of your coverage

## Pensioned Health and Welfare

**For Eligible Retirees and Spouses**  
Lifetime Maximum ..... \$50,000  
Annual Reinstatement ..... \$ 5,000  
Amount of Recognized Charges  
Paid by Plan ..... 80%

### COMPREHENSIVE HEALTH PLAN BENEFITS

#### General Hospital Benefit

Semi-Private Room Charges, Hospital Miscellaneous Charges and Hospital Psychiatry. Amount of covered charges paid by the Plan will be 80% of the Usual, Reasonable and Customary charges recognized as applicable to the disability.

Charges paid by Medicare will be deducted before payment by this Plan.

#### Medical Surgical

Surgeon, Assistant Surgeon, Physical, Registered Nurses, Home, Office, Hospital, Medical visits, X-Ray and Laboratory Services, Physiotherapy, X-Ray and Radium treatment, Blood, Oxygen, Rented Equipment, Artificial Durable devices, Hospital Prescriptions, Supplies, Ambulance Charges.

**Covered charges** shall not include charges for services, supplies or treatment which are not accepted by Medicare or for medical care or services for which benefits are available to the individual under Medicare. Charges deemed to be excessive by Medicare are not paid by the Plan.

#### Out of Hospital Prescription Drugs

Home Pharmacy Plan: Full reimbursement after \$1.50 deductible or Mail Order Plan: Full payment; no deductible.

**Vision Care Panel Service:** Full coverage after \$7.50 deductible per usage for vision examinations, material, lenses, frames, contact lenses.

**Non-Panel Service:** Schedule of benefits is provided; the covered person pays the balance.

**Hearing Aids:** 80% of covered charges up to a maximum of \$400 per hearing device after a \$100 deductible.

### OPTIONAL COVERAGE UNDER KAISER HEALTH PLAN

Kaiser Health Plan coverage is provided for the pensioner and spouse who select the Kaiser Plan instead of the benefits described in this booklet. An opportunity to choose the Kaiser program will be available once each year in October.

The Kaiser benefits are described in a separate pamphlet available at the Union Office, Fringe Benefit Office or the Fund Office.

### ENROLL FOR MEDICARE

In order to avoid any loss of protection you and your spouse should enroll for Parts A and B of the federal program during the three months period before the month in which you or your spouse becomes eligible for Medicare. This should be done at the nearest Social Security Office.

On the first day of the month in which an individual becomes eligible for Medicare, the benefits payable under Medicare will be deducted from the regular benefits of this plan, whether or not the individual has enrolled for Medicare benefits.

## FRINGE ACTION

Please explain the procedures for obtaining a Hearing Aid.

Proper hearing is vital for your health and welfare, both on and off the job.

If your hearing is impaired, see your doctor for auditory testing. The tests are simple, normally done at your doctor's office and can usually tell the doctor precisely what type of hearing loss you may have and what steps may be taken to correct it. The doctor will prescribe the proper type of device you will need. You can then go directly to any provider for selection and fitting of your hearing aid.

The Health and Welfare plans for active members will pay 85% of the covered charges up to a maximum of \$400 per hearing device with a limit of one for each ear in a four year period. The Retiree Welfare Plan will pay 80% of the covered charges after a \$100 deduction up to \$400 per device for each ear in a four year period. File your claims using the Medical Claim forms.

## Fringe Benefits Forum

By Art Garofalo,  
Fringe Benefits Director



Well, here it is December, traditionally the time of year when an Engineer's work winds down because of the winter weather. Winter marks the end of one year and the beginning of another. It is also the time when a number of things happen to our fringe benefit programs. Before I head on up the hill for the Holidays, I want to bring these items to your attention.

During the winter months there is an increase in the number of Health and Welfare claims. This is quite normal and the Trust Fund office increases their production by working extra hours during this time to keep up. For the most part, claims service remains up to date. However, there may be instances when claims cannot be processed as scheduled, such as when benefits are coordinated with other group insurance or additional information is needed on your claim. Make sure your claims forms are filled out properly and filed as soon as possible to avoid delays.

**ACTIVE MEMBERS:** feeling run down, tired, achey all over? The Northern California, Nevada, Utah and Hawaii Health and Welfare Plans provide an annual Physical Examination benefit for the member Engineers. The Plan will cover up to \$100 for a routine physical exam during the calendar year. If you haven't been seen by your doctor recently, you may wish to take some time to use this benefit during these slow months and get a check-up.

Remember, your active Health and Welfare coverage continues automatically from your hour bank during months when you work less than the 90 hours required. Active Operating Engineers can bank up to 12 full months of extended coverage to be used in months when unemployed. You can also make self payments to continue your eligibility once your hour bank has been used up if you are available for work or totally disabled. Self payments can be made for up to 3 months for full benefits and an additional 9 months for Hospital, Medical, Surgical and Burial benefits. Remember, self payments must be continuous and if payment for any month is not made your eligibility would terminate and no other self payments would be accepted.

**RETIRED MEMBERS:** The new \$50,000 Comprehensive Health Plan goes into effect January 1, 1981. Brand new booklets describing the new benefits are being prepared and will be mailed out to all Retirees as soon as possible. A Summary of the benefits appears this month for your information. Note that the Lifetime maximum has been increased to \$50,000 and the Annual Reinstatement increased to \$5,000.

Medicare has increased their "deductible" amounts by 13% for "benefit periods" beginning January 1,

1981. Those eligible for Medicare will be required to pay the first \$204.00 of hospital charges, \$51.00 per day for the 61st through 90th day of hospitalization, \$25.50 per day for the 21st through 100th day of post-hospital care and \$102 per day of the 60 day lifetime reserve.

However, these higher Medicare deductibles are covered by our Retiree Welfare Plan. As you meet the Medicare deductibles, submit them to the Trust Fund Office for payment in accordance with the Plan.

**ALL MEMBERS:** We need your help. No one can tell us about your needs like you can. No one can tell us what problems you face except you. Your Local 3 officers want your comments and any suggestions you may have on our Plans.

Does our Pre-Retirement Counselling do the job? Are you getting all the information you need to know about retirement? Should we explain more about the Pension Plan or less? What about Retiree Welfare? What about the Active Plans? Do you understand about your benefits and how to use them? Are you having any problems? Can we help you?

Most Operating Engineers get a bit more down time during the winter months. Put it to good use. Get that Physical Examination—if you need it or you haven't seen the doctor for a while. You can verify your active Health & Welfare eligibility by calling your district office. Sit down and drop us a line. We are interested in your comments and we need your suggestions. If you have a problem—call.

From Loretta, Joyce, Steve, myself and the staff at the Trust Fund Office—have a Merry Christmas and Happy New Year.



## WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

## 20-year safety committeeman receives well earned tribute

### Crane work is 'booming' everywhere

Crane Rental work is very good now, reports Business Representative Bill Dorresteyn. There is work from Redding to San Diego, also Winnemucca and Las Vegas. The cranes are doing well in the Bay Area also. There is a lot of oil company work, and P.G.&E. is using rental cranes on transformer replacements on different dams. There are also a number of steel jobs on and pending.

Marin Storage and Trucking in San Rafael is very busy all over the Bay Area. They have had their 82 crane in Santa Rosa on the Macy's job for awhile setting steel. This company has really come a long way in a short time and you will see their equipment most everywhere in the West. Their equipment is very well maintained and very presentable.

Reliable Crane & Rigging in Sacramento is also a fast expanding company with well maintained equipment. This company works the Valley and the Western States.

Valley Crane is busy doing most every type of hoisting and dock work.

Husky Crane is very busy also. They acquired a crane operator from Hill. He is doing estimating and is getting a lot of steel and heavy hoisting work for Husky.

Sheedy is very active in San Francisco and has a job in Local 12's area at Vandenberg and will be there awhile. This is a very good company with good crane crews.

Bay Cities Crane is doing a lot of maintenance work at Standard Oil, Lyon, Shell, and also miscellaneous hoisting in the Bay Area.

Peninsula is also doing well in the San Jose area and for Union Boiler at Davenport. Union Boiler has taken the Davenport job from Bigge/Rigging International and are now doing the erection. Union Boiler is a very good firm to deal with.

"One reason why Union Boiler got the job is Bigge/Rigging International has a bunch of Iron Workers trying to run the crane crews which is a pain as most of these people are out of their class doing this part of a job when an Operating Engineer is much more qualified," Dorresteyn commented. "Union Boiler put one hell of a journeyman crane operator as crane boss. Most of us know him, his name is Hack White. This job will probably be safer, more productive, and a better working place for the crane crews. When Hack was my steward he broke open a few good ones for me, as they were getting out of hand."

San Jose Crane is also doing very well. You will see them everywhere in the state.

Able Erectors is working a lot doing maintenance type and general hoisting. The new owner is getting it going and I'll be expecting him to expand.

Art Reinholm is still very busy even though he has been harassed by the State Permit Office. They nearly brought him to a halt over a permit violation. The State stuck it to him pretty hard.

At this time, we would like to pay tribute to Brother Glen R. Roberts, who has faithfully served Local 3 for 35 years, and for over 20 of those years has been a Safety Committeeman. He also was elected to the Grievance Committee for District #80 in 1974.



He is originally from Iowa, but came out to the West and settled in Sacramento. In 1940 he left Sacramento to work in Los Angeles, but after 5 years returned to Sacramento. At that time he belonged to the old CIO.

A fellow at Teichert Company told him they were looking for a hand for a 10-day to 2-week job, and would appreciate it if he would take it, as it was difficult to get anyone to take a short job. When he entered employment with Teichert he became a member of Local 3 and has worked for the Company since 1945 in the Sacramento area and in Northern California. He has been very supportive of the Union and has seen a lot of changes for the benefit of the membership.

He lives in Carmichael with his wife, Irma, and in preparation for his retirement and leisure time has been converting his ga-

rage into a tool shop where he can pursue his hobby of wood work and metal work. He also plans to get in some fishing trips and travel around some of the United States.

He will be missed by all, and we want to wish him and his wife a happy retirement!

The International Union of Operating Engineers (IUOE) is a leader in the fight to preserve the safety and health of all working men and women in the labor movement. Local 3 has a firm belief that local union Safety Committeemen and Job Stewards share the key to the preservation of worker safety and health. The hard efforts of the union have been directed at the defeat of the old adage that injury and death go hand in hand with the job. We have worked toward the goal of improving the conditions at the jobsite in order to maximize productivity, while reducing fatalities and disabling injuries amongst the Union's membership.

Many years ago our Business Manager, Dale Marr, initiated the difficult task of making its varied membership aware of the safety and health hazards faced day to day at the jobsite.

From the early beginning, the Operating Engineers has taken the firm position that each worker, to a large degree, is his brother's keeper, bonded by a common pledge, ties of fellowship, and a sincere desire to elevate the trade by improving health and safety protection at the jobsite. The direction of Local 3 is to train and educate its

membership and representatives of contractor organizations to the needed safety and health improvements in their respective fields. The result of these efforts has been the cooperative atmosphere critical to making the jobsite safe for working men and women of the Operating Engineers. Our Safety Committeemen and Job Stewards have taken on the role of monitoring the jobsite. These appointed members are the front line in the constant battle to bring safety and health protection to the members of Operating Engineers.



Local 3 Safety Director congratulates Glen Roberts for 20 years of dedicated service in Local 3's safety program.

## Government ponders \$85 million in dam projects

The U.S. Water and Power Resources Service may spend about \$85 million building four dams to keep spring runoff from damaging the San Luis Canal near Fresno, reports District Representative Claude Odom. At a recent meeting in Coalinga, the service said a survey will be taken this winter to monitor runoff and silting patterns. Survey results will be reported at a

meeting here in May.

The service has discovered that silt buildup has resulted in potential damage to the canal north of Huron and 17 miles east of Coalinga. Each spring, water and silt form a lake against the west wall of the canal. To reduce damage, the standing water is pumped into the canal.

As a short-term solution, the service will add about four feet to the top of the canal north of Huron and will strengthen the west wall of this canal. The dams would be built west of Coalinga on Los Gatos, Warthan, Jacalitos and Zapato creeks.

Another possible problem with the water is the asbestos from deposits in the hills west of Coalinga, which has been discovered in the Los Gatos Creek runoff channel. The Coalinga Water Plant supervisor said the asbestos is removed by modern water filtration systems. He said there's no danger if the asbestos particles are ingested, only if they're inhaled.

Coalinga's water system takes water from the canal upstream. The service will dredge the canal of silt to reduce the amount of asbestos in the water.

In other news, the State Department of Transportation is calling for bids to complete roadwork in Fresno and Kings Counties. Roughly \$70,000 is available to install signals, lighting and turn lanes at Minarets Avenue on North Blackstone Avenue. Bids for that job will be opened November 26th in Sacramento.

The apparent low bidder for roadwork on State Routes 180 and 145 in Fresno and Madera Counties is the Carl J. Limata Co. of Clovis. For about \$195,000, the firm estimated it could do some surfacing with asphalt concrete on Route 180 in Fresno and on Route 145 in Madera from Route 99 to Lyons Street.

The Madera Irrigation District

has hired a Sacramento Engineering firm to study the feasibility of three powerhouses on the Madera Canal. The entire feasibility study is expected to cost about \$110,000 and Federal Department of Energy is providing \$84,000. The three powerhouses would generate about 7.2 million kilowatts of electricity annually.

The proposed Buchanan Project would include a powerhouse with a single generating unit capable of generating about 3 million kilowatts annually.

The proposed Hidden Project would also have a single generating unit but it would be capable of generating 2.8 million kilowatts annually.

### Marysville looks good

At this time, the work picture in Marysville's East side still looks good, reports Business Representative Dan Mostats.

Baldwin Contracting Co. from Marysville was the low bidder on the Route 162 Highway project in Oroville. This project involves channeling and improving the shoulders on Route 162 at Oroville-Quincy Highway just outside Oroville City limits.

C. C. Myers is still in full operation on the bridge job in Oroville.

According to the City of Oroville, 7.5 million dollars has been allocated by the Federal Government Highway Funds toward the widening of Oro Dam Boulevard in 1981.

George Morgan reports that the work on the West side is in the wind down stage with most of the jobs down to a clean-up crew.

Weather permitting, Burdick Contractors, Inc. is trying to get underway with their storm drain job on Highway 32 and Sacramento Avenue in Chico. This job went for \$850,000.00 and the pipe ranges from 15" to 66".

George Lund Construction of Sacramento was low bidder on 38,000 feet of water line in the town of Maxwell. This project went for \$712,000.00.

### Union plays major role in election

"The recent election for Supervisor in District 1, Southern Alameda County turned out as we hoped," reports Business Representative Norris Casey.

As the June Primary Elections approached, Local 3 was looking for a candidate to put against Valerie Raymond the incumbent Supervisor. "We were reaching a point of giving up because no one seemed to think (except us) that Mrs. Raymond could be beat," Casey said. "On January 29, District Representative Bob Skidgel and I met with a fellow named Don Excell for lunch and after a lengthy discussion with him, we started to work."

Don Excell is a retired developer so he understands many of Local 3's concerns. He now owns a large ranch outside Livermore, and is interested in seeing controlled growth of the Livermore Valley. Don was supported by many Local 3 members who also own property in Southern Alameda County. He attended Oakland's district meeting last May and at other Building Trades functions.

On November 4, 1980, the job that many said could not be done came out 42,577 votes for Excell



Supervisor Don Excell

and 38,370 for Raymond.

It took a lot of work on everybody's part to get this done. But it was very important to us. Mrs. Raymond had voted against many projects in the Valley that would have given us work. She voted for very small pay raises for the County employees we represent in the Public Works Department. She had voted against the Sheriffs in nearly every issue that came up, and interfered in the operations of the Sheriff's Department.

"We felt she had to be removed from office," Casey commented. On November 4, 1980 we accomplished this job. Our members responded to our requests for help. It can be done."

# Sacramento winds up unusual year

Sacramento has experienced an unusual year, reports District Representative Clem Hoover. Our out-of-work list wasn't all that large, but it seemed all the jobs were of short duration, which had the members constantly coming and going. It really kept Dispatcher Andy Mullen busy trying to fill all the orders.

One of the real tragedies of the election was the loss of Congressman Harold "Bizz" Johnson. Congressman Johnson has been responsible for more work in California for members of Local 3 than any other person, State or National. As Chairman of the Public Works Committee, he was in a position to push for a variety of public works projects that keep many of our brothers busy. "We will surely miss 'Bizz' looking out for us,"

Hoover said.

Local 3 was fortunate to retain Congressmen Robert Matsui and Vic Fazio, both of whom have done a good job in their first two years' back in Washington.

Continental Heller was low bidder on a \$6.7 million building in Grass Valley. Douglas-Seaberg was the subcontractor on the site work. Campbell Construction Co. was low bidder on a \$6.4 million building in Sacramento. Teichert Construction Co. was the subcontractor on the site work. John F. Otto was low bidder on a \$3 million shopping center in South Sacramento. Teichert Construction was the subcontractor on the site work.

Teichert was the low bidder on the grading and paving for the large development to be built on the old

Lone Star property in Fair Oaks between Highway 50 and the American River. This project will be around \$4 million.

The Sugar Pine Dam has just been topped out. This has been a good project for many of the Brothers in the Sacramento area. We always hate to see a project of this size come to a close because it means a lot of members will be out of work.

Shellmaker picked up a nice dredging job in the deep water channel that will be starting in the near future. This will mean a lot of work for the dredge hands. Everyone is still hoping for the big job to widen and deepen the deep water channel. It is a project that is really needed because the ships cannot get out of the channel fully loaded.

At its meeting on November 9th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by	Local No.
Floyd Anderson	491177	10/45	3D
John Bakken	476767	4/45	12
(11/45 transferred to 3)			
Donald Baldwin	316699	8/41	3
Phillip E. Blay	494315	11/45	3A
Ralph H. Brigham	494235	11/45	3
V. F. Brown	329565	11/41	3A
Albert V. Dalton	494247	11/45	3
John J. Duffey	284081	3/40	3
John C. Hart	408063	2/43	3
Marvin D. Haynie	481900	6/45	3
Reed Jessop	394346	11/42	3
P. F. McCleery	381628	9/42	3
Homer E. Milam	494278	11/45	3
Robert J. Montgomery	494280	11/45	3
Joe Nachreiner	307894	6/41	3
Joseph Ollivier	334609	12/41	3A
Kenneth G. Persen	464793	10/44	302
(11/45 transferred to 3)			
David Tenney, Sr.	238083	10/36	428
(5/37 transferred to 45A)			
Norman Willey	494385	11/45	3A

TALKING TO TECHS BY PAUL SCHISSLER, DIRECTOR TECH. DEPT.

## INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

### Teaching Techs

Another work year is behind us. Not the greatest year but certainly far from the worst. 1978-79-80 have provided exceptional work opportunities for Surveyors and therefore Apprenticeship possibilities have proliferated.

During these good past years a number of Journeyman have been hired from the "C" list with hunky muscles and some, not all, with brains to match. There has been a lot of 'in and out' of the 5th through 8th period of Apprenticeship Program.

There has also been a movement in and out of the 1st through 4th periods of the Training Program. Not everyone fits in any occupation. Without some sort of practical screening device, it is simply a trial and error basis of acceptance into the entrance level of employment. We are only allowed to use a test covering Basic Math—10th grade level.

This business of "let everyone take a shot at it that feels in the mood" is not only a tremendously costly approach to the employer who pays the wages out of the return from his client, but also costly to the Journeyman who has made his investment in his future, has spent his time in the learning process and applied himself toward his occupation. Wages, Fringe Benefits, working conditions and personal hours of work during a year are all based on productivity.

For the past few years there has been a lot of room for the partially trained and the new-comer to the occupation. It will not always be that way. Look forward to some harder times when skills will be more sellable than availability and eagerness.

Many economists and hierarchy of Government feel that the only solution to inflation is to reduce the amount of money that the working class citizen has to spend. Very simple—reduce the number of hours of work and/or unemployment—spending money will reduce—no one can afford to buy—prices will reduce to the point that people can buy—and the problem is solved. Unfortunately there are people in high places that are promoting that philosophy.

Not one person in this world had any say about entering the world. Not one was guaranteed a thing. Some, through the process of Collective Bargaining, and through the process of extending their personal effort, will succeed in good times and bad. Others will go half way and exist half way. Others will just take what leftovers there are and bitch and moan and suffer with less amenities than those who got off their butts and did something for themselves over the years.

The person that makes it in the hard times as well as the good times is the person who spent a little time going after the P.H.D. or the M.S. or whatever in college or even an A.A. or even the more narrower training of skills toward a singular occupation through an Apprenticeship Program. These people are always in demand.

The NCSJAC Training Program will not solve all the problems of the world for all the people of the world. It is however, designed to prepare a person for the singular occupation of Field and Construction Surveyor. Additionally, it just happens, that the program fits the best purpose of the L.S.I.T. test, leading to Licensed Land Surveyor in the State of California.

Lest this seems like a self indulgence, remember that other entities have evaluated the product of the program by experiencing individual graduates in several of the United

States, Canada, South America, North Africa and as far away as Indonesia. What we are hearing from them is that YOU DONE GOOD!

Both your Union and your Employer have been vitally interested in this Training Program or it would not exist today. That is not exactly true. It has been the insistence of the Journeyman Field and Construction Surveyors for excellence that has made it a success. In the area of 2/3 to 3/4 of the participants in the Apprenticeship Training Program have consistently been Journeyman who are attempting to expand and better their skills.

Perhaps we shouldn't NAG as much as we do because there appears to be a very good relationship ongoing between the Employer need for productivity & support, the Union insisted Wages, Fringes & working conditions & support and the overt participation of a lot of Field and Construction Surveyors to better their place in the world.

I suppose this article depicts a bit of frustration, but it is all here for whoever wants it. Black, White or whatever color or conviction—man or woman—when the job market gets tight, then skills and productivity will mean the difference between the one's working and one's waiting.

It takes a little time away from fooling around right now, but a small investment of time right now can provide the money to fool around down the road. First things first!

### Talking to Techs

We now have a new President of the United States and a majority Republican Senate, with which we will have to live and work (hopefully) with for the next four years. So now, more than ever, we are going to have to stick together and fight harder to keep our working conditions, that the membership and officers have attained over the years through collective bargaining. This should also apply to all the other building crafts. We all have to pull and work together to keep all our unions strong! Certainly together we are strong, but separately—against one another—we will cease to exist. So let's make the best of "not so good a situation" and hopefully we can turn it around in 1985!!!

It's that time of year again, with Old Man Winter closing in on us! Work is slowing down, with some firms cutting back a little; and some are still going "full bore!" In talking with some of the engineering firms, they seem to be very optimistic about the work picture in 1981.

There are quite a few Industrial Parks and Shopping Centers still going strong, with more on the books for next year. Also, there is quite a lot of Public Work Projects going on in most counties, which will be going into '81. There are some big heavy construction jobs that are going to break next spring, and we hope we will have enough Techs to handle them. So, maybe these Industrial Parks and Public Work Projects will take up some of the slack in the housing field! Hopefully, 1981 will be a good one!!!

### INSPECTOR MEASURE VETOED AGAIN

Governor Edmund G. Brown, Jr. has vetoed the latest legislative bid by the State's registered construction inspectors to preserve state licensing of their profession.

Brown turned down AB 1000 carried by Jack Fenton

(D. Montebello) declaring, "I'm beginning to wonder whether I will ever see the sun set on any state entity."

The Brown Administration has made no bones about its doubts regarding the legitimate need for an inspector board and has choked off budgets and vetoed previous license-related acts to discourage continuation of the agency.

The Governor's veto message on AB 1000 did state however that the state's chief executive would "welcome convincing evidence" that the inspector board deserved to live beyond the present "sunset date" of next year.

Ed Gray of the Construction Inspectors Association of Northern California, one of the men who drafted the original practice act and one who has fought for continued existence of registration machinery, says the inspectors were not totally surprised by Brown's veto.

"We have in draft form at least two emergency bills that took into consideration this very contingency," says Gray.

It is not known at this point just which bill the inspectors will choose to go with in the upcoming legislative session nor can it be said who will be the author.

Inspectors in the Southern part of the state expressed rather more surprise at the veto. At worst, they had expected Brown to let the bill—which had been rendered fairly innocuous by mid-Summer—become law without his signature.

In early July, at the urging of factions including the California Building Industry Association, labor groups such as the Operating Engineers, and organized city and county officials, the Senate changed AB 1000 from a practice act to a much weaker title act. That is, under its terms registered construction inspectors could use that title but unregistered inspectors could not be forced to seek licensing as requisite for holding down their jobs.

Nevertheless, the watered-down Fenton bill would have extended the life of the registration board until Feb. 1, 1985. With the veto, the board will die on July 1, 1981 unless an emergency measure can be pushed through somehow.

At present the board maintains offices at 1434 Howe Avenue, #90 here. Lisa Fredricksen is the current executive officer.



Wielding picket signs in a four-month strike against Mitchell and Heryford of Santa Rosa are (left to right) Barry Noble, Randy Raabe and Ed Switzer.

# Squawfish delays construction of Utah dam

The Colorado Squawfish is delaying construction of Utah's White River Dam for a year, at least, the Utah Water Resources Division reported this month.

The dam, key to development of the state's oil shale resources, would be located on the White River 40 miles southeast of Vernal. The project will be fully state-funded. It was authorized by the Legislature in 1977 with a subsequent appropriation of \$50 million.

The reservoir, with a capacity of 105,000 acre feet, is designed to provide water required by White River Shale Project, which will need from 13,000 to 26,000 acre feet annually at 100,000 barrels per

day production level, and TOSCO Corp., with an estimated 18,000 acre-feet annual need for its commercial oil shale program.

## Aids Other Projects

It would also facilitate other energy projects, provide cooling water for the proposed Moon Lake Power Plant and power its own hydroelectric plant (5 to 8 megawatts).

Since the dam site is on federal property, Utah applied to the Bureau of Land Management in 1977 for a right of way to build the dam.

Daniel F. Lawrence, director of the Utah Water Resources Division, said the BLM took three years to agree to do an environmental

impact study.

The draft environmental statement has just been completed and released by BLM. It covers the expected impacts, such as loss of wildlife and aquatic habitat, vegetation disturbance, increased salinity and other.

## Three Fish Snag

But the major snag appears to be three "endangered" fish that reportedly inhabit the Green River and some of its tributaries. They are the bonytail chub, humpback chub and Colorado squawfish, the latter apparently the rarest of the three.

Aware last August that the U.S. Fish and Wildlife Service planned to issue an opinion that the project

would jeopardize the endangered fish species, Utah asked BLM to extend the consultation period required under the Endangered Species Act.

So the biological opinion is missing from the just-released draft impact statement. It states that the habitat requirements and other biological needs of the Colorado squawfish "are not fully known" and the Fish and Wildlife Service will continue its field studies along the White River to better understand the requirements of this "endangered fish."

The service plans to continue its squawfish studies until January 1982 before issuing its opinion and,

since this must be in the final environmental impact statement, BLM plans to hold up issuance of that document, possibly until January or February 1982, according to another spokesman for the Utah Division of Water Resources.

"The final statement originally was due in February 1981 and a final decision on the right-of-way permit by April. We planned to start construction in August and complete the project in early 1984. But with this delay regarding the squawfish, the earliest completion would be in late 1984 or 1985. And the energy companies that will need the water are talking about getting into production in 1985," he said.

## DEPARTED BROTHERS

NAME/ADDRESS	DECEASED
Alapai, Lyons (De Guiar, Lyons—Nephew) RR1, Box 101, Kailua Kona, Hawaii	1-26-80
Atkins, Willard (Fannie—Wife) 910 S. Monroe, San Jose, Calif.	8-22-80
Bagley, Roy C. (Ruby—Wife) P.O. Box 642, Lower Lake, Calif.	9-17-80
Bates, Nathan T. (Jack—Son) 247 A Higgins St., Eureka, Calif.	8-30-80
Busch, Fred C. (Rose—Wife) 955 Melrose Dr., Reno, Nevada	9-9-80
Cagle, Thurman (Alice—Wife) 540 Bonita #405, San Jose, Calif.	9-4-80
Carr, Norman (Bessie—Wife) P.O. Box 43, Durham, Calif.	9-8-80
Chapman, Alton L. (Lena—Wife) P.O. Box 2, Stonford, Calif.	9-1-80
Cuneo, Gerald (Rae—Wife) 1420 - 58th St., Sacramento, Calif.	9-4-80
Davis, Clarence L. (Dorothy—Wife) 360 N. 1st W., Panguitch, Utah	9-6-80
Dewey, George M. (Georgia English—Friend) 91 N. Eastwood Ct., San Jose, Calif.	9-15-80
Dobos, Andrew (Renee Chase—Godchild) P.O. Box 1032, Project City, Calif.	9-19-80
Dornbergh, William L. (Jaunda—Wife) 21658 S. Santa Fe, Escalon, Calif.	9-17-80
Edington, Lee (Helen—Wife) 1517 E St., Napa, Calif.	9-19-80
Ellis, Paul (Pearl—Wife) 1972 Solano Way, Concord, Calif.	9-18-80
Hampton, William A. (Patricia—Wife) 928 Kingfisher Dr., San Jose, Calif.	9-2-80
Hayes, Walter (Clarence Hayes—Brother; Robert Withers—Brother-in-Law) P.O. Box 1592, Oroville, Calif.	9-26-80
Hills, William (Ruth—Wife) 285 N. 900 West, Cedar City, Utah	9-4-80
Hooks, William P. (Irene—Wife) 381 Ala Del Prado, Novato, Calif.	9-15-80
Hudgins, Odell (Barbara—Wife) 4431 Penwith Way, No. Highlands, Calif.	9-18-80
Jones, Robert L. (Barbara—Wife) 4455 - 71st Street, Sacramento, Calif.	9-13-80
Kecy, James E. (David—Son) 8025 Greenridge Dr., Oakland, Calif.	9-6-80
Kludt, Linton (Beverly—Wife) 480 Lewis St., Gilroy, Calif.	9-10-80
Larrecou, Roy J. (Greta—Wife) 21 Chestnut, Los Gatos, Calif.	9-20-80
Laswell, Zolan (Virginia—Wife) Star Rt., Bangor, Calif.	9-24-80
Leigh, George O. (Marjorie—Wife) P.O. Box 75, Hathaway Pines, Calif.	9-4-80
Liversedge, Ralph H. (Esther—Wife) 728 W. Acacia, Stockton, Calif.	9-26-80
Mancebo, Joe A. (Pauline—Wife) 2765 Larkspur, Redding, Calif.	9-3-80
Marriott, John E. (Helen—Wife) RFD 1, Garland, Utah	8-30-80
Medeiros, Frank (Velma—Wife) 4758 Harrison St., Pleasanton, Calif.	9-5-80
Mills, Ronald (Lois—Wife) 5921 Sorrel Ave., San Jose, Calif.	9-7-80

Murray, Derlin (Barbara—Wife) 133 S. 200 W., Springville, Utah	9-19-80
Nault, Francis (Rita—Wife) 304 Lancaster, Stockton, Calif.	9-21-80
Nichols, Jack R. (Jewell—Wife) Star Rt. Box 40 A, Granbury, Texas	8-26-80
Pauley, Clifford (Jean—Wife) 3513 West Lane, Stockton, Calif.	9-21-80
Paulo, Ronald (Judith—Wife; Joseph—Son) 1755 Buena Vista, Livermore, Calif.	9-10-80
Poulsen, Wm. E. (Marjorie—Wife) 2164 E. 6535 South, Salt Lake, Utah	9-4-80
Ramsey, George (Sharon Truitt—Daughter) 1778 Shirley Dr., Pleasant Hill, Calif.	9-7-80
Rathsack, Ardell (Irene—Wife) 415 Liberty St., Santa Cruz, Calif.	9-15-80
Schissler, Henry (Wallace & Paul—Sons) 302 S. Market #319, San Jose, Calif.	9-12-80
Spears, Charles (Grace—Wife) 820 E. Dawn Dr., Modesto, Calif.	8-27-80
Sperber, Leopold (Alberta—Wife) 4380 Detroit Ave., Oakland, Calif.	9-9-80
Strye, Myrlenn J. (Carol Dailey—Daughter) 2207 The Alameda, Redwood City, Calif.	9-5-80
Sutherland, Robert D. (Violet—Wife) 401 Maidu Dr., Auburn, Calif.	9-14-80
Tarvin, Anthony (Alice—Wife) 5200 Cavett Sta. #34, Roseville, Calif.	9-7-80
Thomas, James (Christine—Wife) 1105 Wetter Way, Red Bluff, Calif.	9-20-80
Trujillo, Baltazar (Marie—Wife) 2041 Central Ave., Roseville, Calif.	9-5-80
Winter, Homer (Edna—Wife) 3046 Frye St., Oakland, Calif.	9-26-80
Wood, John C. (Alene—Wife) 6310 Monterey #1, Gilroy, Calif.	9-30-80
100 Deceased Members July 1980 through September 1980. 2 Industrial Accidents July 1980 through September 1980.	

## DECEASED DEPENDENTS September 1980

CARPENTER, Mildred—Deceased June 3, 1980 Wife of Roy A. Carpenter
COCIO, Augustina C.—Deceased August 22, 1980 Wife of Frank Cocio
COOPER, Robert—Deceased September 13, 1980 Son of William Cooper
COPE, Dorothy M.—Deceased August 30, 1980 Wife of Ed Cope
EASIS, Susan D.—Deceased July 16, 1980 Wife of Roger Deasis
DONADA, Norma—Deceased March 30, 1980 Wife of Louis N. Donada
DUGGIN, Sharon—Deceased August 29, 1980 Wife of Howard Duggin
GARZOT, Patricia—Deceased July 31, 1980 Wife of Dean Garzot
HANKINS, Betty—Deceased September 20, 1980 Wife Harold Hankins
MAY, Emma N.—Deceased September 19, 1980 Wife of Ray E. May
MOZZETTI, Evelyn—Deceased September 6, 1980 Wife of Frank L. Mozzetti
MURPHY, Linda—Deceased September 9, 1980 Wife of Dennis Murphy
SNEAD, Mary—Deceased August 24, 1980 Wife of George Snead
TEMPLE, Ann V.—Deceased August 17, 1980 Wife of Charles W. Temple

DATE	NAME/ADDRESS	DECEASED
9-19-80	Cersosimo, Ralph (Kathleen—Wife)	10-4-80
9-21-80	P.O. Box 179, Keaau, Hawaii	
8-26-80	Charter, Arthur J. (Delilah—Wife) 1406 E 4700 S #3, Salt Lake City, Utah	10-10-80
9-21-80	Chipman, Estes H. (Emily—Wife) 2059 Champagne Dr., Tallahassee, Florida	10-8-80
9-10-80	Chynoweth, Wade L. (Mary—Wife) Gen. Del., Henrieville, Utah	10-18-80
9-4-80	Cole, Bob J. (Margaret—Wife) 5419 Princeton, Winton, California	10-9-80
9-7-80	Cox, Thurman (Gladys—Wife) 4738 N. Kavanagh, Fresno, California	10-13-80
9-15-80	Demick, George (Carmel—Wife) 110 Broadmoor, San Anselmo, California	10-24-80
9-12-80	Dornan, Elvin D. (Cecilia—Wife) 10599 Merritt St., Castroville, California	10-28-80
8-27-80	Harris, Fred (Louise—Wife) P.O. Box 695, W. Sacramento, California	10-27-80
9-9-80	Hill, Kenneth (Lucille—Wife) 464 Live Oak, Mill Valley, California	10-23-80
9-5-80	Howell, Jerry (Frank Halsted—Step Son) 209 W. Yosemite Avenue, Madera, California	10-23-80
9-14-80	Jones, Alfred (Edith—Wife) 135 W. 4th St., Logan, Utah	10-6-80
9-7-80	Kopp, Louie (Ernestine—Wife) 890 Beldon Way, Reno, Nevada	10-19-80
9-20-80	Long, George (Ruth—Wife) 5700 Soquel Dr., Soquel, California	10-23-80
9-5-80	Lopez, Tony (Mary Childers—Daughter) 1125 N Street, Firebaugh, California	10-6-80
9-26-80	Lynch, Charles P. (Guillermo—Wife) 7656 Scribner, Citrus Heights, California	10-25-80
9-30-80	Metcalf, Everett (Ruth—Wife) 100 Fir Street, Garberville, California	10-3-80
	Oxborrow, Walt (Helen—Wife) 229 Grant Street, Coalinga, California	10-14-80
	Phillips, William E. (Jo Rheta—Wife) 984 Twin View Blvd., Redding, California	10-13-80
	Redfield, Raymond (Margaret—Wife) Rt. 1 Box 803, Red Bluff, California	10-25-80
	Simpson, Edward (Colona—Wife) P.O. Box 362, Orangevale, California	10-21-80
	Tido, Steve (Mary—Mother) P.O. Box 1323, Provo, Utah	10-80
	Wilson, Oren K. (Erma—Wife) 740 NW Hill Pl., Roseburg, Oregon	10-18-80

## DECEASED DEPENDENTS OCTOBER, 1980

Battershell, Lillian—Deceased August 24, 1980 Wife of Reuben Battershell—SS# 445-03-6096
Burke, Loretta—Deceased October 21, 1980 Wife of William H. Burke—SS# 457-20-5325
Gilbert, Viola L.—Deceased October 8, 1980 Wife of R.F. Gilbert—SS# 548-20-4319
Harmer, Donna—Deceased October 18, 1980 Wife of Orval Harmer—SS# 528-14-7667
Harper, Cindy L.—Deceased October 22, 1980 Wife of Michael Harper—SS# 555-68-2388
Lewis, Verney—Deceased October 9, 1980 Wife of Clarence Lewis—SS# 429-48-4397
Mathews, Loa Fay—Deceased October 26, 1980 Wife of Richard Mathews—SS# 565-30-8500
Morey, Wanda—Deceased October 10, 1980 Wife of John Morey—SS# 573-16-7097
Stephens, Elinor—Deceased July 27, 1980 Wife of Ralph A. Stephens—SS# 523-09-3884
Zabriskie, Maxine—Deceased September 14, 1980 Wife of William Zabriskie—SS# 528-20-9316

# Swap Shop: Free Want Ads for Engineers

**FOR SALE: SKYLINE HILLS LOT.** Build your dream home in the finest subdivision of the beautiful Ozarks. Located in Forsyth, Mo. Near Bull Shoals Lake. Handy to shopping, parks, golf, and fishing. \$4,000.00 Willard Graham, P.O. Box 1599, Kihai, Hawaii 96753 Reg. #0850140 10/80

**FOR SALE: 801 DIESEL FORD TRACTOR,** heavy duty front axle, power steering, wagner front end loader bucket, forklift attachment, rear scraper, 14' gallon 10 yd dump body & hoist, good cond. \$1,200 or make offer; 14' Commercial 10 yd dump body and hoist, hoist needs work \$600. Singer upholstery machine model #16-188, 1/4 H.P. Singer motor \$400. Henry P. Sand Jr., 6643 Woodward, Manteca, Ca. 95336 209/239-2242 Reg. #1101983 10/80

**FOR SALE: PARTS FOR R D-8 tracks, rails, R.O.P.S.,** front winch & dozer blade, rear logging winch, starting motor, hyd. steering set up, miac, cooling system & motor & trams parts. Robert J. Ferreira, 11030 Hwy 116, Forestville, Ca. 95436 707/869-2349 Reg. #0993927 10/80

**FOR SALE: AKC reg. foxterrier puppies** Aristocrat trailer w/or without 72 Merc. Sta. Wag. Richard Eagen, 16510 Topping Way, Los Gatos, Ca. 95030 408/356-5207 or 358-1229 Reg. #0997088 10/80

**FOR SALE: Due to health, DAHLCO 3000 TRACTOR** 16 H.P. approx 30 hrs. use since new hyd. loader, tandem disk, scarifier tool bar kit, rear 3 pt. blade, ballast box, other att. available, can haul in std. P.U. bed \$5,600. or trade for small motor home or crew cab P.U. John E. Cooley, 685 N Oregon St., Ontario, Ore. 97914 503/889-3769 Reg. #0529726 10/80

**FOR SALE: POWER TAKEOFFS \$25.** ea. and pumps \$50. ea. for 10 wheeler and semi dump trucks. Walking beams for 1974 Eaton-Hendrickson \$75. Leslie E. Mulhair, 97 Southridge Way, Daly City, Ca. 94014 415/333-9006 Reg. #154371 10/80

**FOR SALE: 2 bath, 3 bdrm house 2 doors** from cask creek w/room for garden & R.V. located at 7418 Lakeland Dr. \$65,000. Call 707/994-5663 O.E. Mitchell, P.O. Box 2016, Clearlake Hi, Ca. 95422 Reg. #561076376 10/80

**FOR SALE: 23' KENMORE PORCELAIN KETTLE BARBECUE GRILL,** never used \$79.95, originally, asking \$50. Manuel Romero, 1885 E. Bayshore Rd. Sp#5, Palo Alto, Ca. 94303 415/326-4218 Reg. #0310699 10/80

**FOR SALE: LISTEN** to year-round stream running by QUALITY 2-story, 2 bed, 1 1/2 bath home on 1+ acres. Spacious covered porch overlooks stream & beautifully landscaped grounds. Just \$86,500 w/25% down & owner will carry. Lou Eck, P.O. 27, Gasquet, Ca. 95543 707/457-3356 Reg. #0346986 10/80

**FOR SALE: 10+50 PAR/MT MOBILEHOME** w/awning & building in park, can be moved. Harold Cooper, P.O. Box Y, Lucerne, Ca. 707/274-8384 10/80

**FOR SALE: 22' AIRSTREAM TRAILER (1959)** w/A.C. utility trailer w/14' bed, 1lb. honey jars (5' ea.) Norman Clemens, 14346 E. Collier Red., Acampo, Ca. 95220 209/369-1397 Reg. #1238702 10/80

**FOR SALE: INGERSOL RAND 105 Rotary Compressor,** mounted on 650x16 tires. Call Pittsburg 415/439-9056 after 5 pm week days. James Bashom Reg. #0413422 10/80

**FOR SALE: 1977 LINDY MOTOR HOME,** 22' very low mileage, \$14,000. Troy Bly, 2533 Spender Pl., San Pablo, 415/758-9210 Reg. #0830860 11/80

**FOR SALE: BOOMING GOLD MINING AREA:** two 5 acre parcels nr/Elko, Nev., view of Ruby Mtn. close to hunting, fishing, excel. for underground homes or regular building sites, water available, close to main power lines, \$15,000. takes both J. Schettler, 1338 Banner Dr., Gradenerville, Nv. 89410. Reg. #1686964 11/80

**FOR SALE: 38' TRAVELEZE,** park model, Tipout, A.C., 6 ball jacks, complete no extras to buy, like new condition, sacrifice \$8,500. Ralph L. Slomiker, P.O. Box 9, Wallace, CA 95254 209/763-5423 Reg. #0622796 11/80

**FOR SALE: ONE/CYLINDER,** 3 h.p. Fairbanks-Morse gas engine \$500. or best offer; Mel Geister, 3480 Donahue Rd., Santa Rosa, Ca. 707/528-7496 Reg. #0540928 11/80

**FOR SALE: UNIMPROVED 76x100** South Lake Tahoe lot on paved street off upper Truckee Rd. \$9,000. Contact Bob Nilmeyer-owner, 13035 New Ave., San Martin, Ca. 95046 Reg. #1055026 11/80

**FOR SALE BY OWNER:** 3 brms, 1 1/2 bath, HOME w/fireplace & landscaping in Morgan Hill. Owner will consider financing w/\$30,000 down. Bob Nilmeyer, 13035 New Ave., San Martin, Ca. 95046 408/683-4613 Reg. #1055026 11/80

**FOR SALE: WATER TRUCK,** 1961 K.W., 4000 gal, complete w/250 Cummins diesel engine, w/blower, approx. 250 hrs. on engine, 4 cyl Pontiac Pony engine, excel. rubber, 3 back & 3 front spray, piped for jetting \$12,000; REAR END, for older White, complete w/wheel; WATER TANK, hvy duty approx. 2500 gals \$1,100. FUEL TANK, square type, approx. 60 gals \$35. Frank Dye, San Jose, 280-1390 or 274-5370 Reg. #0848357 11/80

**FOR SALE: BRIDGECRANE, H-18', W-18', L-40'** (infinitely extendable), 120 volt travelling beam, 1 ton chainfall, easily dismantled, \$2,000. or best offer. Steve Goodhue, P.O. Box 6293, Oakland, Ca. 94614 415/652-4401 x659 Reg. #1594876 11/80

**FOR SALE: 1973 FIBER GLASS SLOOP,** 21' center board, new 6 hp Evinrude out board, beautiful cabin, sleeps 4, 2 set's sails, buddy bearing trailer, 650x13 tires \$3,800. 415/472-1681 Wallace S. Hover, 542 N. San Pedro Rd., San Rafael, Ca. 94903. Reg. #0618007 11/80

**FOR SALE: NEW FOLEY MO. 387** auto saw sharpener, mo. 352 saw setter & mo. 308 chain saw grinder w/stand. \$1,400. or will trade for small P.U. car or tractor of same value. Robert J. Ferreira, 11030 Hwy 116, forestville, Ca. 95436 707/869-2349 Reg. #0993927 11/80

**FOR SALE: 79 HARVEST 29',** motor home, excel. cond. 10,000 miles, roof air, dash air, stereo, loaded w/extras \$1,000 & assume load. Harold L. Varwig, 804 Spindrift St., San Jose, Ca. 95134 Reg. #09115654 11/80

**FOR SALE: CASE 680E Backhoe 1977,** 1700 hrs., 4 buckets, new tires, air brakes, R.O.P.S., excel. condition. \$22,000. Craig Clark, 2240 Mannington, Reno, Nev. 89512. 702/359-6607. Reg. #1834148 12/80

**FOR SALE: 70 RANCHERO SQUIRE,** only 47,000 miles, excel. cond. radial tire, A/C, power disc brakes, power steering a A/T, trade for small up or sell \$2,700; 79 Ford 150 w/fiberglass shell 20,000 miles original cond., P.S., P.B., 4 sp overdrive 302 V8, Lester F. Thill, 1500 Hearn Ave., Santa Rosa, Ca. 95401 544-6679 Reg. #1837568 12/80

**FOR SALE: 1953 CHEVROLET 6** passenger wagon, excel. cond., all original. Asking \$2,000 or swap for compact pickup truck. William Collins, 810 Union Ave.,

Fairfield, Ca. 94533 707/429-3218 Reg. #1825978 12/80

**FOR SALE: OLIVER OC4 GAS DOZER,** wide gage, tilt blade, good cond. \$4,000; 20' flatbed trailer, tandem wheels \$800. Frank Cava, 37265 Greenpoint St., Newark, Ca. 94560 415/971-5822 Reg. #1832904 12/80

**FOR SALE: COLLECTORS ITEM,** Edison home phonograph model D, morning glory horn, over 100 records 2 & 4 min. Stan McCosker, 7520 Hwy 120, Jamestown, 209/984-5482 Reg. #0360665 12/80

**FOR SALE: SMALL CASH DOWN,** assume existing loan on 1968 Riverqueen Houseboat berthed in Delta. For more info contact Carl Strieghtiff, P.O. Box 87, Pt. Richmond, Ca. 94807 415/235-8886 Reg. #0708725 12/80

**FOR SALE: INT'L. MOTOR 361 Red Diamond** includes carburetor, generator, manifold, water pump, \$450. Mack motor and all parts except block that is cracked; parts include carburetor, generator, water pump, etc. \$400. Truck tire 8.25 x 20, 9:00 x 20; 10:00 x 20, 11:00 x 20, \$10 & up. Leslie E. Mulhair, 97 Southridge Way, Daly City, Ca. 94014 415/333-9006 Reg. #154371 12/80

**FOR SALE: 40 ACRES** w/2/1 older frame home, nr. proposed L.P.P. plant. Low down, owner financing \$65,000 own/agt. Norman Acampo, 209/269-1397 Reg. #1238702 12/80

**FOR SALE: 22' AIRSTREAM TRAILER (1959)** w/a.c. utility trailer, w/14' bed. Trade for property Lodi-Sacto. area. Norman Clemens, 14346 E. Collier Rd., Acampo, Ca. 95220 209/369-1397 Reg. #1238702 12/80

**FOR SALE: LOT 50x150.** Natural gas, water, sewer on black top road. John D. Foster, P.O. Box 214, Tipton, Ca. 93272 Reg. #1003101 12/80

**FOR SALE: BALDWIN ORGAN,** stereo, complete with speakers, reel to reel & cassette recorder. Rosentol China, luncheon set of 12, best offer. Leo Sperber, 4380 Detroit Ave., Oakland, Ca. 94619 531-4988 12/80

**FOR SALE: RETIREMENT SPECIAL,** 1/2 acre, fenced, many fruit & nut trees, 10'x46', ABC mobile home w/10'x30' additional room. Laundry & storage room, garage & workshop. Earl Brooks, 209/634-4991 Reg. #0294547 12/80

**RULES FOR SUBMITTING ADS**  
 • Any Operating Engineer may advertise in  
 • PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER  
 these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines

• Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

• Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

• Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

• Address all ads to Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

## Personal Notes

### Eureka

Our deepest sympathies go to the friends and family of Brother Everett Metcalf who left us October 3, 1980.

We extend our condolences to the family and friends of retired Brother Nathan Bates who passed away August 3, 1980.

It is with great sorrow that we report the passing away of retired Brother Oren Wilson, October 18, 1980.

We would like to add our condolences to retired Brother Ray Gilbert on the loss of his wife Viola, October 8, 1980.

We are happy to announce the somewhat shaky arrival of a daughter to Brother Ralph Bucher and his wife Jill. Seems like 8 lb. 5 1/2 oz. Katherine Sunrise was delivered during our recent earthquake.

### Ignacio

Congratulations to Brother Jim Scagliola and his wife on becoming parents of a baby girl, "Angela Rose" born November 12; 8 lb., 9 oz.

Best wishes for a speedy recovery to Brother Stu Thompson who has been hospitalized in Santa Rosa.

Our condolences to the families and friends of the following recently deceased members:

Ken Hill on October 23, Ed Gregoire on October 17, and George Demick on October 24.

### Sacramento

Our deepest sympathies extend to the families and friends of our late Brothers Alvin Brown, Fred Harris, Odell Hudgins, Robert Jones, Charles Lynch, Ed Simpson, Robert Sutherland, and Lloyd Wardle.

Our condolences to Brother Harold Hankins on the death of his wife Betty, and also to Brother Richard Licon on the death of his wife Tracy.

### Santa Rosa

Our deepest sympathy is hereby extended to Brother Richard Mathews on the death of his wife, Loah and also to Brother Clarence Lewis because of the death of his wife, Verney. We wish to extend our sincere condolences to the families and friends of our departed Brothers Ervin Michalak, Leland Boyd and Utah Tim Cox.

We wish to congratulate Francis Roy, a long time Piombo Corp. employee, on his recent retirement. Good luck, Francis, from all of us in the Santa Rosa office.

## Softball signups for Hawaii

your Local Union District #17 is putting together a State Wide Softball League. For Members Only.

The League teams are to be made up of the different districts by Islands provided enough interest is shown by the individual districts. However if not enough interest is shown by the individual districts, then a combining of the districts will be allowed for example as follows:

- EXAMPLE:  
 1. Island of Oahu  
 a) Waialua, Haleiwa, Kahuku, and Laie  
 b) Hauula, Pounaluu, Kaawa, and Kahaalu

The combining of the smaller districts will be left up to those individual islands program committee. The league games by islands would be scheduled for Tuesday and Thursday nights. The games for Inter-Island and championship would be played on Saturday and Sunday. Each team would be required to play one or more games on another island. The league is tentatively slated to start January, 1981. We need not only players, but also coaches, umpires, scorekeepers, and other members who would be participating where needed.

If you are interested please complete questionnaire and mail to the following:

NAME: \_\_\_\_\_  
 HOME ADDRESS: \_\_\_\_\_  
 TOWN/ZIP CODE: \_\_\_\_\_  
 ISLAND: \_\_\_\_\_  
 INTERESTED: (CHECK ONE OR MORE)  
 PLAYER: \_\_\_\_\_ COACH \_\_\_\_\_ UMPIRE \_\_\_\_\_  
 OTHER SPECIFY \_\_\_\_\_  
 MAIL TO: DISPATCHER, OPERATING ENGINEERS  
 LOCAL UNION NO. 3  
 1432 MIDDLE STREET  
 HONOLULU, HAWAII 96819

## Work picture in Ceres area 'a little dreary'

The work picture in Stanislaus and Tuolumne County is rather like the weather, a little dreary, reports Asst. District Representative Ray Morgan. The recent rains have brought work to a virtual standstill in most cases.

Western Pipe is still working on the sewer trunk line in Modesto. Lee White as well as other small contractors are finishing projects, weather permitting.

The clearing job around Melones Dam will be open for bids the 10th of this month. This will be clearing and preliminary work for recreation and camping facilities around Melones Dam. This should be a \$4-6 million dollar job with over \$30 million being let later for the construction of recreational facilities. "We are looking forward to this employing a number of Bro-

ther Engineers," Morgan said. Hood Corporation is continuing with their relining of the pipe on

the Hetch-Hetchy project, this being a job the weather has little effect on.

### More from 'Rigging Lines'

(CONTINUED FROM PAGE 5)

Samuel Gompers and John L. Lewis preached "Organize the Unorganized."

I'm told that in all likelihood, the present Secretary of Labor, Ray Marshall will be attending our next semi-annual meeting on January 10, 1981, and be a guest speaker. This man, no doubt, has been the best Labor Secretary we have ever had. It would be a fitting tribute to have a packed house to hear him speak, as a new secretary will be sworn in within a few days thereafter. This represents a good chance to get out of the house anyway during these winter days, and away from the lady of the house (who will probably be glad to get you out of her hair). So please come on out to hear this man and the business of the Union which has transpired for the past six months.

In closing, I would like to wish each member and their family a VERY MERRY CHRISTMAS and a HEALTHY AND PROSPEROUS 1981!

# Attend Your Union Meetings Willie Brown winner in Speakership fight

All District and subdistrict meetings convene at 8 p.m., with the exception of Honolulu and Hilo and Maui (7 p.m.)

## January

- 13th **Eureka:** Engineers Building, 2806 Broadway
- 14th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 15th **Oroville:** Village Inn, Oroville Dam Blvd.
- 22nd **San Francisco:** Engineers Bldg., 474 Valencia
- 28th **Honolulu:** United Public Workers Union Meeting Hall, 1426 North School St.
- 29th **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 30th **Maui:** Cameron Center Auditorium, 95 Mahalani St., Wailuku (Conference Rms. 1 & 2)

## February

- 10th **Stockton:** Engineers Bldg., 2626 No. California St.
- 12th **Oakland:** Labor Temple, 23rd & Valdez St.
- 17th **Fresno:** Engineers Bldg., 3121 E. Olive St.
- 24th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Road

# Willie Brown winner in Speakership fight

(CONTINUED FROM PAGE 1)

support of the Republican caucus to take an easy and decisive victory.

It was an important victory, not only for the northern half of the state, but for many of the assemblymen that Local 3 had supported through the elections who were loyal to McCarthy. Had Berman come out on top, these men would have been relegated to the backwaters of the Legislature.

In the first item of business, Willie Brown recognized the importance of McCarthy's role in getting him elected Speaker by nominating him to the job of Speaker pro tempore, the officer who routinely presides over the Assembly sessions. McCarthy was elected to the post by a unanimous vote.

In recent years the Speaker of the Assembly has become second only to the Governor in power and influence over the state government. This is by virtue of the nearly single handed authority vested in him to rule the house, appoint his own deputies, committee chairmen and committee members.

## Marshall

(CONTINUED FROM PAGE 1)

industrial relations. From 1969 until joining the Carter administration, he was director of the Center for the Study of Human Resources at the University of Texas.

He has taught economics at the University of Texas, University of Mississippi, Louisiana State University and the University of Kentucky. A Fulbright Research Scholar in Finland in 1955-56, he received a Wertheim Fellowship in Industrial Relations from Harvard University in 1960 and a Ford Foundation Faculty Fellowship in 1954-55.

He has served a number of national industrial relations and economic commissions and written widely in the fields of economics, labor history and labor-management relations.

During the Carter administration, he was the most influential individual in advising the President on the importance of opposing a repeal of the Davis-Bacon Act in the construction industry. His strong support of trade union issues came at a time when labor received some of its most heavy attacks by the right wing.

## Awards

(CONTINUED FROM PAGE 1)

trade unionism in general and their own union in particular.

"He related the need for 'sticking together' to the economic, legislative and political issues facing workers," they continued. "Citing statistics on unions winning fewer elections and the increase in decertifications, he points out: 'It indicates there are too many young members who may want the benefits of trade unionism but are unaware of the sacrifices that have been made. These trends also indicate that even our older members may not be keeping up with the latest assaults on the labor movement today.'"

U.S. Secretary of Labor Ray Marshall, who will be special guest of honor at Local 3's semi annual meeting, will present the ILPA awards to *Engineers News* on January 10.

# Ceres

(CONTINUED FROM PAGE 15)

Tulume County Water District No. 2 are planning a combined water and hydro-electric power project on the south fork of the Stanislaus River. The project is estimated to cost over \$110 million. Under the plan, a 30 foot concrete diversion dam would be built on the south fork about five miles east of Pinecrest Lake.

The water would be diverted through a 2.7 mile constructed tunnel to the reservoir on Bell Creek, and then carried by Penstock to a second reservoir constructed at Coffin Hollow, on Lily Creek. A 22,000 kilowatt power plant on the south fork of the Stanislaus above Philadelphia ditch would utilize the water from the two reservoirs.

## 1981 GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1981. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

District	Date	Meeting Place
4 Eureka	Jan. 13th	Engineers Bldg., 2806 Broadway, Eureka
7 Redding	Jan. 14th	Engineers Bldg., 100 Lake Blvd., Redding
6 Oroville	Jan. 15th	Village Inn, Oroville Dam Blvd., Oroville
1 San Francisco	Jan. 22nd	Engineers Bldg., 474 Valencia St., San Francisco
17 Honolulu	Jan. 28th 7:00 p.m.	United Public Workers Union Meeting Hall, 1426 N. School St., Honolulu
17 Hilo	Jan. 29th 7:30 p.m.	Kapiolani School, 966 Kilauea Ave., Hilo
3 Stockton	Feb. 10th	Engineers Bldg., 2626 N. California St., Stockton
2 Oakland	Feb. 12th	Labor Temple, 23rd & Valdez Sts., Oakland
5 Fresno	Feb. 17th	Engineers Bldg., 3121 E. Olive St., Fresno
8 Sacramento	Feb. 24th	Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
12 Salt Lake City	Mar. 4th	Engineers Bldg., 1958 N.W. Temple, Salt Lake City
11 Reno	Mar. 5th	Musicians Hall, 124 W. Taylor, Reno
10 Santa Rosa	Mar. 12th	Veterans Bldg., 1351 Maple St., Santa Rosa
9 San Jose	Mar. 19th	Labor Temple, 2101 Almaden Rd., San Jose

Pertinent excerpts from Article X of the Local Union By-Laws, Grievance Committees:

### Section 1

District and Sub-district Grievance Committee.

- (a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—  
one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district;  
one (1) District Representative or Sub-district Representative; and  
three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

### Section 4.

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:

- (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;  
(b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination.  
(c) if he is an Officer of, or is on the full-time payroll of the Local Union; and  
(d) if he is an owner-operator or a contractor.

No member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

### Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

## DUES SCHEDULE FOR PERIOD 10/1/80—9/30/81

Local 3	\$120.	(Per Qtr.)
Local 3A	\$117.	(Per Qtr.)
Local 3B	\$120.	(Per Qtr.)
Local 3C	\$117.	(Per Qtr.)
Local 3E	\$117.	(Per Qtr.)
Local 3R	\$117.	(Per Qtr.)
Local 3D	*Variable by Unit	

The dues rates for the periods as indicated above apply regardless of when payment is made.

\*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

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(state) \_\_\_\_\_

(zip) \_\_\_\_\_

P.S.

- I haven't opened a Phone-A-Loan account, please send me an application.

**OPERATING ENGINEERS LOCAL UNION NO. 3  
CREDIT UNION P.O. Box 2082  
Dublin, CA 94566**

## IMPORTANT

Detailed completion of this form will not only assure you of receiving your *ENGINEERS NEWS* each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.



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ZIP \_\_\_\_\_

Clip and mail to *Engineers News*, 474 Valencia St., San Francisco, CA 94103  
Incomplete forms will not be processed