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 empirical economics such as applications of earnings and productivity studies. His work was focused on promoting economic growth and reducing income inequality.

"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 Toughneck if You Want to be a Driller's" 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 solidarity."

A new look for Wheeler Machinery Utah

Wheeler Machinry 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 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.

SCHOLARSHIP CONTEST

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

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary James "Red" Ivy has announced that the Local 3 Semi-annual meeting will be held on Saturday, January 19, 1980 at 1 a.m., Searle's International Union Auditorium, 350 Fremont St., San Francisco, CA.

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 Wheeler Machinery Utah facility in Salt Lake City.

Surprise move gets Speakership for Willie Brown

"Engineers News' prediction last month that "there may be a few surprises yet" in the marathon flight for Speaker of the Assembly came true December 1 when Assemblyman Willie Brown (D-San Francisco), backed by Speaker Leo McCarthy, won a narrow victory in the Assembly leadership contest.

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 Leo McCarthy tried to usurp the speakership away from Brown.

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 circumstances. 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 49 victory.

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

Their cry for ‘solidar- nosc’ 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 unions.

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, using their own will, striking factories by the thousands, demanding the right to form free trade unions and to establish collective bargaining. 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 to short of an all out invasion to stamp out this flame of freedom that has ignited the Polish nation.

Trade unions from throughout America and the world are digging into their pockets and sending their dollars to organizations 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 these trade unionists at home.

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.”

We must look forward to support for Christmas trees, time to spend with friends and relatives and the chance to enjoy the fruits of a long and hard winter. 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 the drudgery of trudging through the snow to seek employment struggling free trade union movement to struggle 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. Their $50,000 offer of press pitively needed by the Polish trade unions to communicate with workers throughout their nation. The AFL-CIO has also established a Polish Workers Aid Fund and contributed the first $25,000. We can make our own Christmas much more meaningful by reaching in our pocketbooks and sending a few dollars to Polish Workers Aid Fund, AFL-CIO Secretary-Treasurer, 615 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 am proud of the part I have played in this movement and believe to be the finest bud and construction trades union in the country, but the program has not yet been established. 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 it happened to be a rather chilly start. I wish each and every one of you a very happy Christmas and New Year.

EPA pulls back federal funds over smog bill issue

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 conversely improve 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 that those projects that may be in jeopardy of losing federal grants include several sewage 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 may also now be at risk.

To minimize the loss of federal funds, Davis said, “there is no substitute for prompt legislative action.”

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

In a Washington announcement, EPA Administrator Douglas Costle said federal grants restrictions would apply to six smoggy regions in California and to two Kentucky counties that lie across the Ohio River from other smog prone areas.

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

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

“Our actions today,” Costel 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 these controls have already been achieved.”

Experience in other states, Costel 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 program for the serious metropolitan smog, the EPA announced last year that it would not review applications for construction of industrial facilities within the state that would increase 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.
California levees could fail

Many of the levees protecting highly productive farmlands in the Sacramento-San Joaquin 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 also concludes that even a section of levees on 1,000 miles in all and reveals that four levees—Merced, Mildred, Quinby and Webb—are in "very poor condition with 28 tracts in "poor" condition. Other levees examined in the survey are rated "fair." 

CDWR has attempted to lessen the likelihood of future breaks by selecting tracts of levees to be set aside for repairs. The plan should ensure that a weekly cursory inspection of levees, increased seepage. During floods and critically inclement weather.

PROJECT

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The contractor has retained San Francisco structural engineer H.J. Degenkolb & Associates to design a serve is made during normal weather to look for in- ter rains—would increase the chances of a levee failure.
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, was signed by 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 those projects that were approved before the compact restricts expansion of existing hotel-casino complexes, and provides 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 Democrat, 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 on a voice vote.

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

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 candidate of their choice. The right to vote is a privilege that we are all proud to have taken 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 25 years in a political earthquake that ended the current era of bipartisanship, and was solidified by the election 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 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, 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 the 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 VALENCE ST 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. I 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 shaved the X rays. They showed me those X rays, which showed each little Radium lodine 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.

So, Go, will you, 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,

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 THANKS GIVING. Also want to take this opportunity to wish all of you a Merry Christmas and a Happy New Year.

HAROLD HUSTON and President Harold Huston discuss Hamrick’s recent experience at the City of Hope medical center.
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 which were, then and now, factors in the economy. It is important to remember that we must be aware of the nation's interest rates and the wet spring months of April and May are the 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 were negotiated. Along with the Master Agreement, Rock, Sand, and Gravel, and a new agreement for the Carlin Gold Mine, Cortez Gold Mine, and Basic Refractories agreements were all negotiated and ratified.

At Gabbie's, 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 large companies were renegotiated as well as the City of Sparks public utilities and the incline Village General Improvement District.

We had three involved pre-negotiation meetings with the employees, meetings during the actual negotiations, and the post-negotiation agreements were reached on the contracts. We held contract meetings with the Carlin and Enco bypassers, and in addition to Jack B. Parsons and Robert L. Helms, we have several years of experience.

Out at Wells, Jack B. Parsons has all the dirt moved on that bypass and will be putting down the paving to end next week. There were no problems in the construction project.

In the area of the Reno area, there are many new projects on the drawing board, and we are expecting to see more activity in the area. On a very important election year with all the candidates running, we are hopeful that the project will come to fruition.

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**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 Sprowell Creek bridge project at Garberville in the amount of $1,652,138.00. At the present time they are proceeding very cautiously as it will not take much rain to raise the Eel River. Stampel-Baker and Associates was low bidder on a Highway 36 realignment project for Cal Trans in the Dinosaurs 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 Berteau 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 Fernandale. 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**

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 getting down to Carson City to sit in on these meetings," Beach said. Special interest groups such as the mining lobby and construction organizations plan to attack such items basic to our industry as N.I.C.E., 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."

**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 Fonse. The state constitution gives both houses of the Legislature the power to settle membership in disputed cases.

Chuck Bell, a Fonse 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 Eppeison).

"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.

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

Bell sought an immediate restraining order to prevent Eppeison 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 Fonse 34,745 to 33,254 in San Joaquin County and Fonse 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 connect Highways 101, 80 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 Coffs 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 Coffs and Business Representative Don Luba hold up a poster-size photo taken of Joe Coffs 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.
The photograph is symbolic in many ways. It adorns the new facility of the company, which had proved its 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 Caterpillar 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, 300,000 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.

**Two 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 complete 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 complexity 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 (CONTINUED ON NEXT PAGE)
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 dismantled 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 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 dynamo 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 regulation "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 to dozers and graders are repaired and hard-faced 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...
tools, electric power and hydraulic

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.

Th is does not conclude a description of Wheeler Machinery. It is 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 0-3 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.

What 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 (CONTINUED ON NEXT PAGE)
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 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 do not belong to the union 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 grist 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 going to have 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 new 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 controversial project gets underway within the next two years—as some insiders say will—there is no question that the construction industry will grow by leaps and bounds in Utah.

"Good and getting better" pretty well sums it up for Local 3 members at Wheeler Machinery Company. Expect 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 Lytle 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 management 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."
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 per patient, depending on the hospital and the patient’s state of health. Pre-admission testing and second surgical opinions are the most successful methods in containing rising hospital costs and the best part is that all 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 patients may spend several days in the hospital strictly undergoing tests prior to an operation or treatment. Some patients are charged for Room, Board and the hospital examines totals hundreds of wasted health care dollars.

Some doctors are now beginning to send their patients to clinics or hospitals for diagnostic testing and second surgical opinions whenever 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, third party payers also reduce health care costs by providing alternatives to elective surgery. Appear 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 elective 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 needed 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

<table>
<thead>
<tr>
<th>Lifetime Maximum</th>
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<tr>
<td>Amount of Recognized Charges</td>
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COMPREHENSIVE HEALTH PLAN BENEFITS

General Hospital Benefit

- Semi-Private Room Charges, Hospital Miscellaneous Charges and Hospital Psychiatric Charges paid by the Plan will be 80% of the Usual, Reasonable and Customary charges recognized as applicable to the individual under Medicare.
- Charges paid by Medicare will be deducted before payment by this Plan.

Medical Surgical

- Surgeon, Assistant Surgeon, Physician, Registered Nurse, Home, Office, Hospital, Medical visits, X-Ray and Laboratory Services, Physiotherapy, X-Ray and Radiation treatment, Blood, Oxygen, Rented Equipment, Additional 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.

Pre-Retirement Counseling...a great way to get started.

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?

Please explain the procedures for obtaining a Hearing Aid.

Proper hearing is vital for your position, both on and off the job. If your hearing is impaired, see your doctor for a checkup. After hearing testing and second surgical opinions could be our most successful methods in containing rising hospital costs and the best part is that all Operating Engineers and their eligible dependents are covered. 

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With Safety in Mind

20-year committee receives well-earned tribute

By JACK SHORT, Director of Safety

Crane work is ‘booming’ everywhere

Crane Rental work is very good now. A Business Representative, Bill DeRostrey, is working with Redding to San Diego, also, to the West and settled Safety Committeemen and Job Stewards health protection to the members of 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 named Rep. Ose as the next in line to make a visit to the site of the proposed dam. The survey results will be reported at a meeting in May.

Marysville looks good

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

Baldwin Contracting Co. from Marysville was the low bidder on the Route 162 Highway project in Oroville. This project involves channeling, and improving the waterway for the project. The completion is expected to be in the Fall of this year. The project is expected to be completed by June 1981.

At this point, the project is in the planning stage, and will be negotiations. It is expected to be completed by June 1981.

Marysville's East side still looks good.

Adequate water, especially during the dry months, is a necessity for the town. Marysville has been watered down to 35% of its capacity during the past months. The current water level is at 15 feet below the surface. The town is currently in the planning stage for the construction of a new dam. The town is expected to complete the project by the end of 1981.

The town is in the process of acquiring the necessary permits and approvals for the construction of the new dam. The project is expected to be completed by the end of 1981.

 Supervisors Don Excell and 38,370 for Raymond. It took a lot of work on every- body's part to get this done. But it was worth it. The project, located near Raymond, had been voted against many projects in the region that would have given us work. They voted for very small pay raises for the County employees we represent the Public Works Department. We 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 January 29, District Representative Bob Skagel and I met with a fellow named Don Excell for lunch and after a lengthy discussion with us, we started to work."
Sacramento winds up unusual year

Sacramento has experienced an unusual year, reports District Rep. Al Brown. Our out-of-work list has swelled to 2,000, of which more than half, large as it seemed, already lost some of the members constantly coming and going. It really kept Dispatcher Ann busy trying to tally all the orders.

One of the real tragedies of the election last November was the departure of Senator and Congressman Harold "Bizzy" Johnson. Congressman Johnson has been re-elected, and he feels in the mood for members of Local 3 than Otto was low bidder on a $3 million project that keep many of our brothers busy. "We will sure miss "Bizzy" looking out for us," Hoover said.

Local 3 was fortunate to retain Congressman Robert Musum and Supervisor John Keshen who have done such a good job in their first two years as Labor Commissioner. Continental Heller was low bidder on a $6.7 million building in Sacramento-Davis-SeaBerg, which was the subcontractor on the site work. Campbell Construction Co. was the lowest 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. John H. Campbell 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 one of the largest projects for Local 3 in the history of the association.

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

Sheltemaker picked up a nice dredging job in the deep water channel. This project will be the one to watch for a long time. It will be big and deep. We will keep a close eye on this project for the next few years. It will be a good 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.

TALKING TO TECHS BY PAUL SCHISSLER, DIRECTOR TECH DEPT.

Teaching Techs

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

During these good past years a number of people have been hired from the "C" list with hurry muscles and some, not all, with brains to solve problems. Unfortunately there are "in and out" of the 5th through 8th period of the program. This "in and out" period has been quite common.

There has also been a movement in and out of the 4th period of our training programs. 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 employment but also one that will have to be stopped. There are some people in high places that are promoting that philosophy. But when we put in a situation where skills will be more sellable than availability and productivity the situation of extending their personal effort, will succeed in good times and bad. Others will go half way and exist half way.

Perhaps we should not NAQ as much as we do because there are some very good relationships going on between the Employer need for productivity & support, the Union insistence on fair working conditions, the construction work (hopefully) with for the next four years. So, more than ever, we are going to have to work together. Look forward to another year, ask to every one to get back to work to harder on our working conditions, that the membership and officers have had good working relationships 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 curtail 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 on their projects. It is a very good time for those members who have retired, other it is a time for those who are planning on their visits with the next four years. So, more than ever, we are going to have to work together. Look forward to another year, ask to every one to get back to work to harder on our working conditions, that the membership and officers have had good working relationships 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 curtail it around in 1985!!

Talking to Techs

We now have a new version 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, more than ever, we are going to have to work together. Look forward to another year, ask to every one to get back to work to harder on our working conditions, that the membership and officers have had good working relationships 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 curtail it around in 1985!!

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 practical act to a major piece of legislation. That being the case, the terms registered construction inspectors could use that title but unregistered inspectors could not be forced to seek licensing as requisite for holding their jobs.

However, the watered-down Fenton bill would extend the life of the registration board until February 1, 1985. With the vote, 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.

At its meeting on November 9th the Executive Board approved Honorary Memberships for the following Retirees who have served Local 3 for more than 25 years of membership in Local 3:

<table>
<thead>
<tr>
<th>Name</th>
<th>Reg. No.</th>
<th>Initiated by Local 3</th>
</tr>
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<tbody>
<tr>
<td>Floyd Anderson</td>
<td>941177</td>
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<tr>
<td>John Bacaen</td>
<td>476155</td>
<td>04/45</td>
</tr>
<tr>
<td>Donald Baldwin</td>
<td>316699</td>
<td>11/45 (transferred to 3)</td>
</tr>
<tr>
<td>Phillip E. Blay</td>
<td>493415</td>
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<tr>
<td>Ralph B. Griffith</td>
<td>493235</td>
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<tr>
<td>V. F. Brown</td>
<td>329565</td>
<td>11/45</td>
</tr>
<tr>
<td>Albert V. Dalton</td>
<td>493247</td>
<td>11/45</td>
</tr>
<tr>
<td>John J. Dufuay</td>
<td>240810</td>
<td>3/40</td>
</tr>
<tr>
<td>John C. Hart</td>
<td>408063</td>
<td>2/43</td>
</tr>
<tr>
<td>Marvin D. Haynie</td>
<td>481000</td>
<td>6/45</td>
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<tr>
<td>Reed Jessop</td>
<td>394346</td>
<td>11/45</td>
</tr>
<tr>
<td>F. M. McCutcheon</td>
<td>318258</td>
<td>9/45</td>
</tr>
<tr>
<td>Joseph Ollivier</td>
<td>336049</td>
<td>12/41</td>
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<tr>
<td>Kenneth G. Persen</td>
<td>464793</td>
<td>11/45</td>
</tr>
<tr>
<td>Norman Willey</td>
<td>494355</td>
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DECEMBER 1980/ENGINEERS NEWS/PAGE 13

INSPECTOR MEASURE VETOED AGAIN

Governer 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 ever will see the sun set on any state license.

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

The Governor's veto 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 since they will choose to go with 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—became law without his signature.

In early June, 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 practical act to a major piece of legislation. That being the case, the terms registered construction inspectors could use that title but unregistered inspectors could not be forced to seek licensing as requisite for holding their jobs.

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Squawfish delays construction of Utah dam

The Colorado Squawfish is delaying construction of the White River Dam for a year, at least, the Utah Water Resources Division has announced 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 and was authorized by the Legislature in 1977 with a subsequent appropriation of $50 million.

The reservoir, with a capacity of 10,100 acre-feet, is designed to provide water required by White River Shale Project, which will need, at launch, 13,000 acre-feet annually at 100,000 barrels per day production level, and TOSSCO, with an estimated 18,000 acre-feet annual need for its commercial oil shale plant.

Aids Other Projects

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

Since the dam site is on federal property, Utah applied to the federal government for the 1977 and for right of way to build the dam.

Daniel F. Lawrence, director of the Utah Water Resources Division, said the company plans to issue an opinion that the project would jeopardize the endangered fish. The draft environmental statement has just been completed and extended the consultation period required under the Endangered Species Act.

The service plans to continue its search for an alternative site and extend the consultation period required by this "endangered fish". The service plans to continue its search for an alternative site and extend the consultation period required by this "endangered fish".

The environmental impact statement, BLM has just been completed and extended by BLM. It covers the proposed White River Dam, which apparently the rarest of the better understand the requirements would be in late 1984 or 1985. And 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 statement originally was due in February 1981 and a final talking point on the right-of-way permit by April. We will start construction in August and complete the project in early 1984. With this delay regarding the squawfish, the earliest completion of the dam's 1989, 1995 or 1993. And the energy companies will need the water are talking about getting into production in 1985, he said.
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miles. 4 wheel drive, 4.50-15 tires.
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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 Committee Delegates shall be held 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:

<table>
<thead>
<tr>
<th>District</th>
<th>Date</th>
<th>Meeting Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Eureka</td>
<td>Jan. 13th</td>
<td>Engineers Bldg., 2800 Broadway</td>
</tr>
<tr>
<td>7 Redding</td>
<td>Jan. 14th</td>
<td>Engineers Bldg., 100 Lake Blvd., Redding</td>
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<tr>
<td>6 Oroville</td>
<td>Jan. 15th</td>
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<tr>
<td>1 San Francisco</td>
<td>Feb. 12th</td>
<td>Engineers Bldg., 474 Valencia St., San Francisco</td>
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<tr>
<td>17 Honolulu</td>
<td>Feb. 28th</td>
<td>Engineers Bldg., 2626 N. California St., Stockton</td>
</tr>
<tr>
<td>16 San Jose</td>
<td>Mar. 4th</td>
<td>Engineers Bldg., 321 6th Ave., San Jose</td>
</tr>
<tr>
<td>13 Reno</td>
<td>Mar. 5th</td>
<td>University of Nevada, 444 W. University Ave., Reno</td>
</tr>
<tr>
<td>10 Santa Rosa</td>
<td>Mar. 12th</td>
<td>Engineers Bldg., 1351 Maple St., Santa Rosa</td>
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<tr>
<td>9 San Jose</td>
<td>Mar. 19th</td>
<td>Labor Temple, 2101 Almaden Rd., San Jose</td>
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Peremptory excerpts from Article X of the Local Union By-Laws, Grievance Committee Section 1:

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;
   (b) one (1) District Representative or Sub-district Representative; and
   (c) 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 held 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 already employed as a Grievance Committee Delegate;
(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 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.

Ceres (CONTINUED FROM PAGE 18)

Tulare County Water District No. 2 are planning a combined water and hydroelectric 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 tunnel will be built on the south fork about five miles east of Planada.

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 22,000 kilowatt power plant on the south fork of the Stanislaus above Philadelphia. The diversion tunnel would utilize the water from the two reservoirs.

Ironically, Brown six years ago lost a bid for the speakership, against Leo McCarthy andsubsequently ran several years as a minor member of the Assembly.

While these events were taking place in the Assembly, the State Senate on December 1 also elected a new leader—Senator David Roberts of Los Angeles—which had been loyal to McCarthy. Had Bennett 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 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 absolute authority vested in him to rule the house, appoint his own deputies, committee chairmen and committee members.

1981 grievance committee elections

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