

A COMPLETE GUIDE TO THE JUNE PRIMARY (pg. 10-12)

Caltrans tries to cope with cut in federal funds

A de-escalated highway construction schedule and a lawsuit against the federal Department of Transportation were two actions taken by Caltrans this month in the wake of President Carter's freeze on federal funds and highway budget cuts. However, there are some indications coming out of Washington that President Carter will cut loose the highway money soon in order to bolster the construction industry.

State Transportation Director Adriana Gianturco announced this month that Caltrans has gone to court to seek its fair share of federal highway funds for California. Caltrans is seeking a court order in U.S. District Court in Sacramento that would require the U.S. Department of Transportation to use the apportionment formula mandated under the Federal Highway Act to distribute highway funds among the states.

Last month the Federal Highway Administration informed Caltrans that the \$330 million in federal matching funds that had originally been obligated to California had been reduced to \$148 million, as part of a nationwide cutback in highway expenditures. Caltrans contends that the method selected for allocating the reduced funds among the states is arbitrary and unfair.

The method chosen by the Fed-

eral Highway Administration to allocate the reduced funds penalizes those states like California which had planned to obligate the bulk of their federally funded highway projects in the latter half of the fiscal year, according to Gianturco. Caltrans supports a more equitable formula based on sharing the reduction among all states in proportion to their share of federal matching money in 1980.

"We are vigorously fighting this

situation in Washington and I have called on the California Congressional delegation to assist us in obtaining a revision of our allocation," Gianturco stated.

On April 14 Caltrans submitted to the Federal Highway Administration an expenditure plan based on the reduced federal highway money. The plan contains the list of projects the agency is planning to advertise during the remainder of

(Continued on Page 2)



ENGINEERS NEWS

INSIDE

Local 3 hosted the 31st Convention of the International Union of Operating Engineers last month in Honolulu, Hawaii. Turn to page 6-8 highlights of the convention. The Building Trades gathered in Washington, D.C. last month, calling for an end to high interest rates and budget cuts which are swelling the unemployment ranks of the construction industry (see page 9).



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MAY 1980

'Jaws II': It's a losing proposition

Prop. 9 is 'too much, too soon' after passage of Proposition 13

It is said that "when California sneezes, the rest of the country catches cold." At least in terms of political issues, that is certainly the case. We've had some pretty controversial ballot measures put before us in recent years. There was the California Coastal initiative, the "other" Proposition 9 which led the way to campaign reform, the volatile "Nuclear Initiative" and Proposition 13. California was the virgin battleground for these issues and the rest of the nation followed suit.

Now we've got Proposition 9, Howard Jarvis' "Jaws II" initiative which will be on the June 3 Primary ballot. In terms of the way it will affect us as citizens and construction union members, it makes all the others look like small change. Proposition 9 will reduce everyone's state income tax by about 50 percent—rich and poor alike. The results of that massive tax reduction will filter into every corner of our economy. No one will be unaffected. Lifestyles will change, many for the worse.

Engineers News began researching the potential effects of Proposition 9 three months ago. Aided by the Coro Foundation, we compiled volumes of technical reports, newspaper clippings and public opinion surveys on the measure's pros and cons. Many of the effects of the measure deal with the complex interaction of state and federal laws, as well as the labyrinthine structure of the bond market, the state budget process, etc. Rather than unload this mass of data on the reader, we have boiled it down to the essentials, because it's important for every operating engineer to have a clear understanding of Proposition 9 before going to the polls.

Let's look at the facts:

Prop. 13 hasn't hit us yet

Two years ago, state legislators and bureaucrats predicted a financial crisis if Proposition 13 passed. This initiative, which reduced property taxes by half,

would drastically reduce the operating funds of local government, they said. Engineers News predicted that funding for many local road and sewer projects would dry up.

(See 'Windfall' Page 12)

Construction would suffer knockout blow from 'Jarvis II'

"I don't see how anybody in the construction industry could vote for the Jarvis II initiative," says Local 3 Business Manager Dale Marr. "Its effect on us is clearcut. In a nutshell, it will gut the state's ability to come up with the matching funds necessary for public works projects. Local governments will have no money to build the sewers and roads needed for housing developments. That pretty well cuts us off completely. We couldn't afford for that to happen in the best of times. But with the questionable economic picture we are now facing, it is pure disaster."

Public works construction projects have always been a mainstay for the building and construction trades. The multi-million and billion dollar water development, highway and sewer treatment projects that dot the landscape of California have provided millions of man hours of work and often kept the industry going during business slumps.

And without sewer and road construction at the local level, residential and commercial developments have no way of getting off the ground.

The Proposition 9, "Jaws II" amendment threatens the construction industry as no other political issue has ever done in the state of California. That is no idle threat. Already the industry is beginning to feel the effects of Proposition 13, despite the healthy economic climate the state has enjoyed until this year. Passage of the controversial Jaws II measure will land the "one-two" punch that could very well knock thousands of construction union members completely out of a job. Here is a rundown of what we face:

End of the highway fund

One of the most immediate threats
(See 'Jaws II' Page 12)

Can you support a guy like this?



"Unions are greedy bastards and they're stupid besides"

That statement taken from a recent interview, typifies Howard Jarvis' stance toward labor. Howard Jarvis is more than a tax-cut nut from California. He is also a leading spokesman for the right-wing, anti-union movement in the country. Years ago, Jarvis was behind the movement to pass a right-to-work law in California—a movement that was defeated by labor. He has lobbied for a national right-to-work law. Despite his facade as a crusader for the little man, he has constantly backed landlords, corporations and the wealthy over working men and women. He promised us Proposition 13 would pass on its savings not only to property owners, but renters besides. It never happened.

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, July 12, 1980, at 1:00 p.m., at the Marine Cooks & Stewards Auditorium, 350 Fremont Street, San Francisco, CA.



By DALE MARR, Business Manager

LOOKING AT LABOR

A decisive year for trade unions

ENGINEERS NEWS

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PUBLISHED TO PROMOTE THE
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Caltrans deals with fund cuts

(Continued from Page 1)

the federal fiscal year.

The new schedule represents a drastic drop in the number of highway projects that were scheduled to get underway this year. In excess of \$57 million in highway projects in Local 3's jurisdiction have been deferred until the federal matching funds are restored.

Local 12's jurisdiction in Southern California, however, suffered the lion's share of the construction cutbacks with \$149 million in deferred projects. That represents 72 percent of Caltrans' total cutbacks.

Among the projects that are still scheduled to go this year in Local 3's area are: a \$5.6 million Hwy. 29 construction project in Napa County, \$27 million of work to continue Hwy. 41 in Fresno, a \$22.3 million project for Hwy. 101 in Santa Clara County and a \$14.9 million project on I-680 in Contra Costa County to revise interchanges and construct walls.

This has been a busy month for the officers of Local 3. In April, the Building and Construction Trades Dept. of the AFL-CIO held its annual legislative conference to review the progress and concerns of construction union workers (see conference report this issue). While it was gratifying to note our success in fighting off 15 separate attempts to repeal the Davis-Bacon Act last year, I nevertheless left the conference with growing concern that in the political arena, 1980 will be a decisive year for the building and construction trades.

In California, for example, we have the highly controversial "Jaws II" initiative that seeks to cut our state income taxes in half. While it would be nice in the short run for us all to receive a few hundred dollars in state income taxes, I doubt it will bring much consolation to our members if they are out of a job. And that's exactly what Proposition 9 will do to many of our members if the measure passes. As you will notice on page one, we have devoted considerable space to explaining how this near-sighted initiative will affect us directly. I hope everyone reads it carefully.

The building and construction trades are facing a severe reduction in work this year because of high interest rates, and the intention of Congress and the President to arbitrarily slash the federal budget in the name of reducing inflation. I have spoken with a number of top Carter advisors who have conceded that this is primarily a symbolic action to force the public to get serious in their own efforts to reduce excessive spending.

This is fine as long as it does not result in the loss of thousands of jobs in the construction industry. And that appears to be the direction we are heading if the administration and Congress make major cuts in the public works and urban development programs.

I have received some indications from Carter's aides that the President does not intend to let this happen. To be sure, I have laid out our situation plain and clear. Our members rely heavily on a healthy housing industry and a strong public works program. I am sure the President realizes that tens of thousands of voters in California are directly involved with the construction industry and

who they vote for President depends upon whether or not they are working.

I want to make our position perfectly clear. The building and construction trades cannot in any way support Ronald Reagan or any of the other Republican contenders for President. Reagan in particular, who demonstrated his attitude towards labor during eight years as Governor of this state, is a serious threat to the welfare of working men and women—especially union members. If he becomes the next president of this nation, we are going to have an extremely difficult fight preserving the Davis-Bacon Act and fighting off a national right-to-work law. We cannot afford a Reagan in the White House.

It is essential for President Carter to demonstrate that he provides a clear alternative for President. He has shown that he is with us on Davis-Bacon. He supported us on Labor Law Reform. But he must not yield to pressure from the right wing to slash the budget and send thousands of working men and women—operating engineers included—out of work. It would be his political undoing.

As you will also note in this issue, we have just concluded the 31st Convention of the International Union of Operating Engineers. Our local had the pleasure of hosting the event, since it was held in Hawaii, and from the comments I heard, it was the finest Operating Engineers convention ever held.

Again, political issues were the center of much of the convention's attention. I would particularly like to point out one resolution approved by the delegates calling for more participation in EPEC, the International Union's political action committee. As you know, the importance of establishing a strong political action committee supported by small donations from the rank and file has been one of my prime concerns.

Last month we began a special round of meetings to present the local's plan for a check off fund. As of this writing, we are finishing up those meetings, which will be reported on in the June issue of *Engineers News*. So far, the support has been tremendous. We have had good turnout to the meetings. Many members have asked why we are limiting the proposed contribution to 2¢ an hour. As I have emphasized before, we don't want a few members to contribute a

lot. We want a lot of members to each contribute a little. If we can accomplish that objective, we will have succeeded in giving more of our members the opportunity and satisfaction of participating directly in the political process.

The check off program we are now establishing received a great deal of interest at the convention. In fact, the resolution dealing with EPEC reflects the success of Local 3's program, as the International is encouraging all the locals to establish similar programs of their own. A few already have, but I am sure as a result of the emphasis that was put on political action committees, many more locals will follow suit.

In closing, I would like to throw out a couple of facts about corporate PAC's, just in case there are still people around who think corporate contributions to congressional campaigns are an exercise in good citizenship.

Consider the key Senate and House votes in 1976 that allowed the government to lift controls on heating oil prices. There are 56 senators still in office who voted on that issue. The average contribution total from oil company PACs and persons in the industry to the 31 of these who voted to lift the controls was \$35,460. The average contribution total to the 25 who voted the other way was \$3,374. In the House, those who voted against continuing controls received an average of \$3,130 each from oil industry sources. Those who voted to keep controls were given an average of only \$1,278 each.

The same kind of comparison can be done on the House vote on the Hospital Expenses Cost Containment Bill. The 202 representatives who voted to kill the bill received an average of more than \$8,000 from hospital industry PACs—about four times more than those who voted for the bill.

The labor movement has cause to fear the whole legislative process if the corporate powers are allowed to exert that kind of financial control over our representatives. The working men and women of this country are being driven out of the whole political process, gradually being replaced by the lawyers, accountants and bureaucrats who operate the corporate PACs, as well as the moguls who provide the money. We must fight back with our large numbers and small donations.

Big move to expedite seven key projects

SACRAMENTO—A bipartisan move to expedite seven key highway projects, including Route 65 near Roseville, Route 101 Cloverdale, Route 101-92 San Mateo and Route 68 Monterey County in Northern California, was launched this month with introduction of Assembly Resolution 141.

The resolution, introduced by Assemblyman Bill Lancaster (R, Covina), urged quick action by Caltrans to award contracts to close the seven gaps.

Appearing at a news conference to support the speedup were State Sen. Ruben S. Ayala (D, Chino), State Sen. Omer Rains (D, Santa Barbara) and James S. Lee, president of the State Building & Construction Trades Council.

"With the jobless rate in our industry at 22 percent," said Lee, "it is sound public policy to speed up

needed projects to put people back to work."

The Construction Industry Research Board of Los Angeles said the \$381 million in contracts, if let now, would have a total impact of 25,400 jobs—6,096 on the sites, 8,001 in related industries and 11,303 in local economic activity.

"With inflation in the 18 percent range," said Senator Ayala, "it doesn't make sense for Caltrans to leave the funds in the bank drawing nine percent interest."

The Assembly Transportation Committee reported that CalTrans has \$636 million banked as of April 25, meaning if \$381 million in contracts were awarded now there'd still be a balance of \$255 million, the senators said.

"We chose these seven projects," said Assemblyman Lancaster, "because of urgent community

need, lack of controversy, greatest economic impact and the jobs can be completed with funds already in the bank."

Individual project costs for the Northern California work were pegged at \$27.5 million for Route 65, \$25 million for Route 101 Cloverdale, \$41 million for Route 101-92 San Mateo and \$6.5 million for Route 68 Monterey.

Reasons for completing these projects were given in this manner:

Route 65 would connect directly with Interstate 80 and Route 256 and eliminate traffic congestion in downtown Roseville; "a major employer has already begun construction on an industrial park in anticipation of the completion, at which an estimated 25,000 persons would eventually be employed."

Route 101's completion from the Kelly Road Underpass in Clover-

dale to Preston would "eliminate major traffic and safety problems currently endured by Cloverdale" and would "end confusion of local planners and businesses as to where further expansion should take place."

Route 101-92 would mean that completion of 92 would provide access to 101 "thereby eliminating a large backup which occurs during rush hours and easing traffic flow from the East Bay area to San Mateo and surrounding areas."

Route 68's completion "would bypass several intersections currently being used, thereby eliminating existing safety hazards" and "service would be provided to Toro Regional Park and to three existing subdivisions which currently only have outgrade accesses."

PROJECT

Sugar Pine Should Continue

Funding for the Sugar Pine Dam will probably continue, said federal officials Monday, despite a recent recommendation from the State Water Commission to axe some \$10.8 million for the project this year. Jerry King of the Water and Power Resources Service (formerly U.S. Bureau of Reclamation) said if Congress fails to appropriate the funds it will be "a significant break with policy." The state's recommendation was made to a congressional appropriations committee in Washington D.C. last week.

According to Tom Aiken, programs chief for the federal service, Water Commissioners tied 4-4 to support the project. The ninth commissioner was not present. The project, which will provide the Foresthill Divide with water, is about 30 percent completed, said Rod Somerday, Chief engineer. The dam, to be completed by November, costs about \$20 million. Pipelines to the Foresthill Divide add another \$16 million to the project. About \$7 million has been spent on the project so far.

Marin Studies Train Link To Larkspur Ferry Terminal

Construction of a 17-mile passenger rail link from Novato to the Larkspur Ferry Terminal is under consideration by Golden Gate Bridge District directors and state transportation planners. The proposal for what could be the Bay Area's next rapid transit system is contained in a "Rail Transit Feasibility Study" prepared by the state Department of Transportation. Rush-hour congestion along Highway 101 in southern Marin County, along with a little-used Northwestern Pacific Railroad right-of-way next to the freeway, prompted Caltrans to consider the \$50 million project. It's also hoped that passenger trains running at half-hour intervals and timed to the San Francisco-bound ferries could bolster sagging ferry ridership. Although the luxurious boats have a capacity of 3,200 during the morning commute, only 1,100 Marin residents use them.

While there is no money lined up for any bridge board expansion into the train business, the federal government normally picks up the tab for 80 percent of such projects if they are approved. Caltrans' feasibility study will be considered in public hearings later this year along with plans to extend special bus and carpool lanes along Highway 101 in Marin County. Bridge board planning director Jerome Kuykendall concedes that Marin County's overwhelming defeat of a proposed transit sales tax measure this month "will probably put a damper on any discussion about this." Kuykendall said the bridge board and Caltrans will have to come up with some plan to ease the traffic jams that plague Highway 101 from Larkspur to San Rafael

and beyond. Nevertheless, fierce opposition to another expensive transit system is certain to surface in Marin County.

Hamilton Air Force Base, declared surplus land by the federal government, has been suggested as a terminus. But the plan also indicates that a site in northern Novato is the most likely place for the line's northern terminus. Novato is the fastest growing city in the county. There would be six stops between Novato and the Larkspur Ferry Terminal: downtown San Rafael, north San Rafael, Smith Ranch Road (to serve Marinwood), Hamilton, Bel-Mar Keyes Boulevard (for riders in Ignacio and southern Novato), downtown Novato at Grant Avenue. The terminus would be in northern Novato at San Marin Drive. Stations would be little more than bus shelters, with fares being collected on the trains.

Two types of trains are being considered. Light-rail vehicles (LRV), the modern high-speed version of the streetcar, would require the installation of an overhead wire. The new Muni Metro line under San Francisco's Market Street and above ground on Judah Street (N-Judah line) uses LRVs. Diesel-powered, self-propelled trains (SRVs) would avoid the overhead wire problem, but the equipment would be heavier and slower to accelerate. An LRV system is estimated to cost \$46 million, in today's dollars, while an SRV line would cost \$48 million. Annual operating expenses for an electric system are estimated at \$1.7 million, compared to \$2.2 million for the diesel trains.

Corps Suspends Contract Awards

The U.S. Army Corps of Engineers has announced it is suspending temporarily all construction contract advertisements, bid openings and awards in its civil works program, at the district level until projects can be reviewed on a case-by-case basis by the director of Civil Works. Major General E. R. Heiberg, director of Civil Works of the Corps, said the action was taken in response to an anticipated shortfall of funds for the current fiscal year and as yet unannounced budget cuts for fiscal 1981. General Heiberg said the shortfall is expected because of rising fuel prices and a cash flow problem caused by contractors ahead of schedule on projects. No current contracts will be suspended, he said, although contractors may face some delay in claims adjustments.

Senior Center Approved

A \$1.5 million San Carlos senior citizens' center is as good as built, now that the San Mateo County Board of Supervisors has agreed to pitch in and pay part of the cost. The supervisors have unanimously approved a joint powers agreement

with the San Carlos city government that allocates almost \$340,000 toward the proposed 14,000-sq. ft. facility. The board's action comes more than two years after it initially agreed to work with the San Carlos City Council on the project. All that is left now is to organize the paperwork, allocate the money and construct the center. The county money comes from federal Housing and Community Development funds, granted by the Housing and Urban Development department. Another \$294,000 comes from San Carlos general fund, and \$200,000 was allocated out of the city's federal revenue sharing money. The remaining \$666,000 will be collected from the sale of revenue bonds by San Carlos.

Dumbarton Bridge Overruns To Exceed \$75 Million

The long-sought Dumbarton Bridge project, originally pegged at \$110 million, has suffered a \$75 million cost overrun that threatens to drain sorely needed funding for public transit. Despite the hefty new price tag, the State Department of Transportation plans to proceed with the four-lane project on schedule, replacing by 1984 the aging, two-lane bridge that now spans the southern part of San Francisco Bay. But because of the complexities of transportation finance, the escalating costs could divert millions of dollars intended for construction and development of Bay Area transportation systems. Blamed on delays and skyrocketing inflation in the construction industry, the overrun represents a 67 percent jump in the overall cost.

Contracts for one \$53 million phase of the project have already been awarded, however, meaning that the \$75 million increase actually applies only to the remaining work—originally calculated at \$57 million. By that analysis, the new estimate represents a 132 percent hike. Vern Richey, a deputy director in charge of design for Caltrans, attributed much of the higher price to a dramatic and persistent rise in construction costs that could not have been anticipated three years ago, when the project came to life. Other "refinements" have helped push costs higher yet, although the actual bridge plan remains essentially the same as when spelled out in 1977. Richey said it's crucial to understand that engineers' estimates provide only a "very preliminary" look at the cost of a project.

Freeway 41 Cuts Due

The cost of completing the current stretch of Freeway 41 in Fresno has risen so dramatically that it has been removed from the agenda of the California Transportation Commission while experts try to trim the cost. One of the possibilities being considered by the experts in the state Department of

Transportation is downgrading it to expressway status. The commission, during a meeting in Los Angeles, was scheduled to consider putting out to bid completion of the six-lane freeway between Divisadero Street and Bullard Avenue. In addition, Caltrans is recommending that, beginning July 1, the state no longer budget \$1 million to preserve land for a possible extension of the freeway from Bullard to the San Joaquin River.

Peripheral Canal Alternative

Sen. John Garamendi has said he will introduce a bill that will provide an alternative to the Peripheral Canal while repairing all the sagging levees in the Sacramento-San Joaquin Delta. Garamendi said his bill would cost about \$6000 million, the same price tag put on the Peripheral Canal which would carry Sacramento River water around the southern end of the delta for Southern California and the San Joaquin Valley. Garamendi said his proposal is for an "in-channel facility" to carry water for shipment south. For part of the way through the delta the water for shipment south would be carried through the delta as it is now. It would utilize the "cross channel" facility near Walnut Grove and the Mokelumne, Old and Middle rivers.

Andrus to Select Dam Design

California officials are expected to recommend alternative designs for Auburn Dam starting a process that will culminate in Interior Secretary Cecil D. Andrus making the final design choice this fall. Initially, the federal government planned a thin arch, double-curvature design. However, a substantial earthquake near Oroville and the collapse of the federal Teton Dam in Idaho focused attention on earthquake and dam safety. After design recommendations are received from California seismic and dam safety officials, an environmental impact statement on the alternative designs will be prepared. Public hearings on possible environmental effects of the various design proposals will be held this summer.

Six Bid Utah Roadwork

Bidding 15.6 percent below the Utah Department of Transportation's estimate, L.A. Young Sons Construction Co., Richfield, Utah, captured a contract to realign and reconstruct 6.9 miles of state road. Young's \$3,296,601 low bid undercut that of runner-up W.W. Clyde & Co., Springfield, Utah, by more than \$500,000. Among the six bidders for the contract, only Young and Clyde bid below the \$3.9-million engineer's estimate. About 5.6 miles of the roadway will be 34-ft wide while the remainder will have a width of 40 ft. The entire length of the road will have 7-in. subgrade and a 5.5-in. cover of bituminous surface course.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

May I express my personal thanks to all the members for giving me the opportunity to attend the Thirty-First General Convention of the International Union of Operating Engineers held at Honolulu, Hawaii.

This was the seventh Convention I've had the pleasure of attending as a delegate, and I'm looking forward to attending several more in the future. Your officers were very proud of the delegates, and alternates, you the membership, elected to represent the Local Union No. 3.

Business Manager Marr and myself were appointed by the General President, J. C. Turner, to serve on the "Committee on Law" of this Convention. I consider this a special honor and a privilege and enjoyed each committee meeting held. All the Proposed Amendments to the Constitution of the International Union of Operating Engineers which had been submitted to us, were given our most serious consideration. The delegates at the convention approved all our recommendations.

There were 127 Local Unions represented at the convention with a grand total of 730 delegates and 35 alternates from all over the United States and Canada which attended. Many expressed their appreciation of having the convention in Hawaii and called it the "Land of Paradise."

The theme of this Convention was "PROGRESS IN THE 80'S." All of us hope and pray labor will move forward in this decade and be able to continue to negotiate good wages, working conditions and fringe benefits for our members who so richly deserve it. We know it will be tough, but labor has faced many tough roads in the past and has always been able to get the job done.

General President Turner said in his keynote address that International Union of Operating Engineers has grown to 421,447 members. This position of strength, however, is being tested "by an amalgamation of the Nation's most powerful industrial corporations, financial institutions and utilities that are dead-set on weakening and destroying the building trades unions," he asserted. "As a group, they call themselves the Business Roundtable and their willing partners are the open-shop Associated Builders and Contractors."

The Business Roundtable is trying to force unionized contractors to come to terms dictated by the major construction users—the steel, chemical, rubber, petroleum, paper, auto and electrical-equipment industries; AT&T and the power-generating utilities.

"They have practiced blotout discrimination against union contractors," he said. "Often their advice to construction users has been, 'If possible, don't invite any union bidders and if a union firm should bid, ignore their bid.'"

To counter the Business Roundtable, General President Turner said "we must have laws that will re-

dedicate our Nation to the policy that worker's rights are equal to management rights."

He said that the Nation's mass media supports the efforts of the Business Roundtable through its anti-labor attitude in reporting events. This attitude, he said, is responsible for the Nation's swing toward conservatism, which is reflected in the defeat of Labor Law Reform legislation and attacks on the Davis-Bacon Act and OSHA.

On the economic front, the General President said that America will regain her economic health and stability only through a program of full employment, full production and full purchasing power.

Honolulu Mayor Frank Hasi extended an "Aloha" welcome to the delegates. Hasi urged labor to take a part in community affairs and urged delegates to pay close attention to the actions of their elected public officials to make certain they face up to the problems of our times.

Robert A. Georgine, President of the Building and Construction Trades Department, AFL-CIO, traced the development of the Business Roundtable which, he said, "lobbies on behalf of virtually all Big Business concerns and all anti-labor issues." Georgine gave delegates a rundown on a number of bills before Congress that building trades unions "must do everything in their power to stop."

Dale Witcraft, Chairman of the Joint Board for the Settlement of Jurisdictional Disputes in the Construction Industry, traced the history and operations of the organization from its inception in 1948. He noted that 35 new types of specialty contractors have entered the field since the board was founded.

He told delegates that they could enhance their cause in Jurisdictional Disputes in two significant ways:

1. Get cases into the board and discuss them early in the game.
2. Keep evidence up-to-date as the case proceeds.

AFL-CIO President Lane Kirkland, once the IUOE director of Education and Research, condemned governmental policies that he said are bringing an economic crisis that "is grave and perplexing."

The high interest rate, tight money, balanced budget program being followed as a "cure" for the problem "promises to be more painful, more debilitating than the disease itself," Kirkland declared.

In my opinion the grand finale of the 31st Convention of the International Union of Operating Engineers was the nomination and election of the officers of the International Union of Operating Engineers who were all re-elected with no opposition. I want to express my personal congratulations to all of them.

Robert Marr nominated his dad, Dale Marr, as Third General Vice-President, and I was honored to be the first

to second this nomination. The following is the text of my speech as given on the Convention floor:

"General President Turner, General Secretary-Treasurer Hanley, General Executive Board Members, Delegates, Alternates, and guest, Harold Huston, President, Local Union No. 3, San Francisco, California.

It gives me a great pleasure, and I count it a special privilege and honor, to rise to second the nomination of brother Dale Marr to succeed himself as Third Vice-President of this great International.

Dale, our Business Manager, and great leader, has proven his ability as one of the greatest labor leaders in the world today.

We are very proud of Dale and his lovely wife, Nellie and family, and we know his leadership will continue to be a great asset to the General Executive Board.

Throughout the jurisdiction of Local #3, Dale is known as "Mr. Labor," and "Mr. Safety," titles which he has earned and so richly deserves.

Dale is a family man with a very big heart that cares about people, and their problems. I've never seen him too busy to stop and help someone who needed help.

I had the honor to nominate Dale as the Vice President at our last convention, and again count it a personal honor on behalf of all our delegates and alternates at this convention to second the nomination of brother Dale Marr to succeed himself as Third Vice President of the greatest International in the world. Thank you brother Chairman."

All of the sessions were well attended by the delegates and alternates and I believe it was the best organized and smoothest Convention I've ever attended. Local No. 3 still has the highest respect from the delegates and alternates of the other Unions throughout the United States and Canada.

The following letter was mailed to us from one of our retiree's lovely wife:

Dear Mr. Houston:

I just want to say "Thank You" for your message to the Engineers in Auburn last week. It gave us a warm feeling of assurance and security knowing that the officers were doing everything possible to help the retirees keep as good a standard of living as feasible under present conditions.

Sincerely,
Vera Adams
(Mrs. John L.)
Auburn, CA

Eureka's Woodley Island Marina making good progress

The Woodley Island Marina Project is coming along amazingly close to what was originally planned, reports District Representative Gene Lake.

But with the last two of eight contracts still to be bid on, the Humboldt Bay Harbor, Recreation and Conservation District may still have its toughest cost test in front of it.

Contract bidding for the supplier of a concrete floating dock was held up from March 7 until April 1 when Western Dock Enterprises, a dock supplier in Novato, California obtained an injunction in Humboldt County Superior Court delaying the date of opening bids.

Western Dock Enterprises alleged that it was not given sufficient time to properly prepare a bid for the floating dock contract. Its suit against the Harbor District was scheduled for March 31, but it is questionable whether anything will come of the suit, because the District was notified last month that Western Dock would not be submitting a bid for the contract.

Cost for the first six contracts are within or near original engineering

estimates, but rapidly rising costs of doing business make it unlikely that bids on the last two contracts will be within cost estimates and available funding.

The Marina is projected to cost \$8.2 million, with \$5 million coming from a grant from the Economic Development Administration (EDA) and \$3.2 million being loaned by the California Department of Boating and Waterways.

Jack Alderson, executive director of the Harbor District said in an interview, "I don't believe with inflation and the cost of money we will be within the \$8.2 million."

He said the Harbor district would possibly seek additional funding from EDA and Cal Boating. The docks are estimated to cost about one million dollars and installation about \$900,000. Funding needs will depend on how close bids are to the estimates.

Harbor district officials have been planning on, and remain optimistic that the 237 berth marina will be completed by the end of December 1980. Alderson said limited use could begin by October.

The first six contracts in the

marina project include mitigation for the use of wetland, dredging and moving earth around the island, an highway interchange, placing utilities and preparing building sites, erecting buildings and building a dock where work on the boats could be performed.

The mitigation work has been complete for about three months. The site preparation including dredging and sloping the island is about 80 percent complete and a month behind schedule; but Alderson said it won't really hold up other work because development could not begin until the dry season anyway.

The site preparation is the largest single contract in the project. Its \$2.4 million price tag was \$400,000 under the engineers estimates.

The highway interchange, a half million dollar contract is 97 percent complete, and low bidders have been received on the other contracts. Bids may be reviewed by the EDA and Cal Boating before being awarded.

Alderson said the site development and the building contracts are

a few weeks behind schedule, but "that's not fatal." He said actual work schedules will be maintained if the contracts are awarded within the next month.

To the immense relief of those involved, the Humboldt Bay Wastewater Authority board awarded the construction contracts for Eureka's cross-town interceptor project Wednesday.

The formal award of the \$8 million contracts marked a major milestone in the agency's effort to comply with a 1979 state order allowing HBWA's members to come up with their own plans for a decentralized regional sewage treatment system.

The HBWA board approved the two construction contracts—
(Continued on Page 5)

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By BOB MAYFIELD
Vice-President

Rigging Lines

I would begin this month's article by relaying that I had the privilege since our last month's article to attend the 31st International Union of Operating Engineers Convention held in Honolulu, Hawaii. These conventions are only held every four years, and in this instance—since Hawaii is in our jurisdiction—Local 3 was like the host local union, and I must admit the planning for such a large event was the best I've seen in what was my third International Convention. Many important matters are discussed in pre-convention meetings held the week prior to this convention in which most Local 3 officers, including myself, participated. These involve Law Committees and Resolution Committees and others, which I think are the most important functions of the whole convention because these matters directly affect changes in the International Constitution, which directly affects each Local Union in Canada and the U.S.A., with each of the local unions having its own bylaws and constitution that must comply within the scope of the International Constitution.

In addition to the above-mentioned convention matters, all International Union Officers are also elected for a scheduled 4-year term. It was certainly a pleasure to be a part of this process and to help re-elect our own Business Manager, Dale Marr, to succeed himself as 3rd International Vice President for a new 4-year term. Local 3, being by far the largest local union at the convention where several hundred local unions were seated, truly deserves a Vice Presidency, and it is obvious that Brother Marr is recognized by literally everybody as being an extremely important and influential Vice President.

A little closer to home, I would report that I participated in negotiating and signing two new long form agreements which really didn't exist prior to now, along with the help of the respective District Representatives in whose district the work is primarily being performed. District Representative Hugh Bodam and myself met with Andy Stephens, owner and President of AMS Construction Company, on an agreement involving almost totally the erection of gas, oil and geothermal drilling pad sites and roadways that lead to them. This agreement is a little unique in that it involves private sector money totally and will be a wall-to-wall type contract. It is refreshing, as was the case existed here, where a contractor going into business makes a phone call to the union in which he informs us (the union) that he is now in business and voluntarily will attempt to negotiate a union contract, rather than do what is ever so much nowadays the popular thing of working non-union if possible and do nothing with a union until forced to do so.

Brother Bodam and I met with Stephens and successfully concluded negotiations and a contract has been signed, and people at this hour are gainfully employed. Andy Stephens, the new owner under contract as AMS, comes from a good construction background. His father for years was signed to a construction agreement with Local 3 under the name of Lee Stephens Construction Company, which many of you may have even worked for. I understand from some people I know that the company was a very good one and we in Local 3 can only wish Andy Stephens to follow in the footsteps of his father, and will attempt to help in this endeavor of his in every manner possible.

District Representative Jay Victor, of the Stockton Office, Business Representative Bob Blagg and I met with Al Rizzo, of Al Rizzo Construction Company, regarding the possible negotiation of a mining agreement to cover stripping and mining operations in Northern California. There has been some talk of this arrangement with other mines and other companies since I've been around as a union official, but the bottom line is that a true mining agreement has really never been completed and worked under. The parties met and negotiated in what probably isn't the perfect answer, but is what I think the true start of an agreement we need in Northern California that would differentiate a true mining agreement from a construction agreement. The hard facts of life are that as more and more mining occurs in California and we don't have a contract that fits the need at rates and conditions that are still good, this work will only go non-union completely or to some union that would sign a so-called "sweetheart" agreement.

Within the week, negotiations will be started for a barge-sand harvest agreement renewal and the U.S. Pipe & Foundry plant in Utah. Both negotiations are to be held in our San Francisco headquarters, and with luck and hard work these will be completed and resigned by news time next month.

As I had reported last month, the Non-ferrous Conference (copper, lead and zinc) covering Canadian and American mining and smelting operations, were to be held in Phoenix, Arizona. I attended this important meeting in Phoenix along with the Shop Steward and Business Representatives from Kennecott and the Anaconda properties, both located near Salt Lake City, Utah. Altogether, around 800 delegates jammed the convention building where strategies and goals were outlined to all by those in charge. The steel workers union dominated the total conference in a way, because in this industry they have successfully organized in earlier years around the country. However, at least 20 different unions were represented and coordinated bargaining for around 200,000 workers will begin in earnest next month. Hopefully, a successful new agreement can be reached without any strike taking place, as only recently the national steel agreement was settled without a strike

(Continued on Page 15)

'Patient education' becoming new trend as importance of attitude is recognized

By Bill Delaney

Editor's Note: Bill Delaney is currently working for the Operating Engineers Trust Fund office on a number of promotive health programs.

How often this happened? You're in a medical setting and a technical word comes up and you don't know the meaning of the word. However, out of fear of embarrassment you don't ask what it means.

Or you finally ask the physician about a term or procedure and he gives you such a short, confounded answer that you wish you hadn't asked.

Patients all over the country have had these experiences. Rather than becoming informed about their illness, and getting actively involved in their recovery, they are left outside the healing process in a passive state of ignorance.

But a new trend is beginning that may change the way doctors and patients talk to one another. Realizing that a critical component of overcoming an illness is the patient's mental attitude, doctors, health educators and consumers are calling for putting more knowledge in the hands of patients. Patient education is the term for this change in medical style and doctor-patient relations.

Although new-sounding, patient education has been evolving for a number of decades. The early layman's medical dictionary is an example. The demand from mothers to know about infant nutrition another.

Recently our own members have heard quite a bit about second opinion surgery, less expensive generic drugs and how habits affect your health status. In our union and in the country, preventive medicine is beginning to gain a foothold.

But all of this change has not gone unchallenged. Some physi-

cians actively deplore putting information into the hands of patients. It leads, so they claim, to endless questioning, more anxiety for the patient, and less respect for the doctor.


On the other side, however, are those physicians and health specialists who see illness and healing from a broader perspective. Cardiologists, for example, are the first ones to point out that in treating a heart attack victim, a key element is the patient's attitude. A positive, unemotional, take-control attitude aids tremendously the recovery; whereas a pessimistic, emotional response usually signals a partial recovery for the heart patient at best.

Cancer is another case in point. The very word, cancer, alarms almost everyone. To be diagnosed as having cancer would send most of us into a state of shock and

hopelessness. But here, too, physicians admit that patients who fight back, who learn about their particular cancer and deal with it like any other adult problem, do much better than patients who succumb to fear and despair.


How do we help people adopt a fighting attitude? Whether we refer to encouraging better health habits or coming back from a stroke, a fundamental ingredient is knowledge. Knowledge about your disease, knowledge about drugs, knowledge about choosing a physician, and knowledge about how a hospital works and what your rights are as a patient.

The power of knowledge and information is that it takes you out of the dark. It lets you know what to expect. It forces you to get active in your recovery, and active in maintaining your health for as long as possible.



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DALE HANAN
General Manager

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More from Eureka

(Continued from Page 4)

\$4,177,000 for the pump stations and \$3,886,500, for the interceptor lines—with a minimum of discussion.

Both of the winning bids which were opened last month—came in under the engineer's estimate, which totaled \$9.1 million for the whole project.

Kirkwood-Bly Inc. of Santa Rosa will be building the pump stations and H.M. Byars Construction Co. of Reno was awarded the contract for the interceptor line.

Earlier this month we held a pre-job conference with a representative of the H.M. Byars Construction Co. at which time he indicated they hoped to begin excavation by the end of April and expected to finish by the end of this year.

MCM Cons't Co. has completed their work trestle across Mad River Slough on Hiway 255. Now they can start construction of the permanent bridge. Job superintendent Carl Carter says he is about a week behind company schedule which is not too bad considering the weather we have had recently. Brother Billy Joe Wright is the operator and Brother Wayne Duncan is doing the oiling on the 100 ton Link Belt crane.



Operating Engineers 31st Convention Deals with 'Progress in the Eighties'

By James Earp
Managing Editor

The 31st Convention of the International Union of Operating Engineers, AFL-CIO convened last month in Honolulu, Hawaii with 765 delegates and alternate delegates taking action on 28 constitutional amendments and over 40 resolutions under the leadership of General President Jay Turner.

Hosted by Local 3, the theme of the convention was "Progress in the Eighties."

"We are determined here in Hawaii, through our deliberations and our actions, to assure a victorious beginning and sound progress in the Eighties for the International Union of Operating Engineers," Jay Turner proclaimed.

During the four days of the convention, delegates heard keynote addresses from Jay Turner, AFL-CIO President Lane Kirkland, Building and Construction Trades President Robert Georgine and Asst. Secretary of Labor Don Elisberg. Highlights of the major amendments approved by the delegates included:

- The minimum mortality dues in all local unions have been raised to \$7.50 beginning July 1, 1980 and to \$10 beginning July 1, 1982.

- The initiation fee includes "all fees, assessments and other charges required to be paid upon admission to membership, regardless of how they are identified," except for those fees allocated to the union's death benefit fund.

- A new section on resignation from membership has been added to the constitution. Members have the right to resign from membership in the union, provided they (1) give at least 30 days notice, and (2) all the member's financial obligations to the union have been paid. Local unions have the right to delay the effective date of resignation within 15 days prior to the commencement of a strike. In that case, the resignation becomes effective immediately after the strike is ended.

Amendments pertaining to service dues, International Executive Board salaries, minor language changes, etc. were also passed. The full text of these amendments, as well as the amendments summarized above will appear in the June issue of the *International Operating Engineer*.

Many resolutions that came before the convention expressing deep concern with protecting job safety rights, workers' compensation, consumer protection, full employment, as well as a host of other issues confronting operating engineers on the job and off.

Job Safety Stressed

The convention called for "an increased effort to expand education and training of union members in occupational safety and health and identification of work hazards." The Operating Engineers commended OSHA director Eula Bingham for establishing a special construction enforcement section with OSHA and voiced their firm opposition to efforts to weaken or destroy OSHA.

All the local unions within the International should aid in the effort to provide, "accurate, up-to-date information about the practices and activities of anti-union consultants in every state and industry," the delegates urged in another resolution. Massive and growing employer hostility is currently being implemented by so called "labor-management consultants."

In order to protect the right of workers to form unions, the labor movement must be effective in finding ways to neutralize these anti-worker tactics.

Balancing the Budget

The convention also came out strongly against any measures taken to arbitrarily cut government budgets at the expense of the jobs of working men and women.

The excessive tax cuts afforded corporations of the nation have sharply eroded their contribution to the operation of government, the delegates charged. Corporate income tax receipts currently account for about 25 percent of total federal income tax revenue while a decade ago it accounted for over 30 percent.

The Operating Engineers called for a number of changes in the income tax law to bring more fairness to working men and women.

- The capital gains loophole should be terminated
- The "maximum tax provision" which primarily benefits individuals with high incomes, should be eliminated.
- Opportunities for wealthy speculators to avoid taxes through tax shelters should be abolished.
- The foreign tax credit provision, which allows U.S. corporations to credit foreign income taxes on a dollar-for-dollar basis against their U.S. tax liability should be eliminated.
- The deferral privilege which allows multi-national corporations to defer U.S. income tax payments on the earnings of their foreign subsidiaries should be terminated.

In addition, the delegates called for changes in state taxes so that low and middle income earners should not have to bear the brunt of the tax burden. For example, sales taxes should be made more equitable by exempting necessities such as food and prescription drugs.

In other issues, the convention called on Congress to pass legislation requiring firms to post at least 12 months in advance their intention to close a plant and to provide adequate compensation to those families affected.

A recent report conducted for the Federal Trade Commission concludes that prior notification of plant closings and mass layoffs, together with dislocation payments "can serve as the cornerstone of an effective structure to reduce the documented social and economic consequences of plant closings."

Nearly 800 delegates and alternate delegates from locals throughout the United States and Canada filled the convention hall at the 31st IUOE Convention in Hawaii last month. General President Jay Turner, re-elected to another four-year term, presided over the meetings.

In a resolution on pensions, the delegates stated every effort should be made to avoid the investment of joint union/industry pension monies in companies that are practicing policies contrary to the interests of unionized workers.

The single largest source of capital investment in the U.S. and Canada comes from privately held pension plans, many of which are joint union/industry plans. In the past, some of these plans have invested in corporations and construction projects whose policies are contrary to the interests of union members.

There is a great need "to invest in unionized corporations that create jobs in areas where our members work and live," the convention delegates stated.

Therefore, the International is urging all local pension plans to examine their investment portfolios and make every possible effort to protect their members future pension contributions by not investing in anti-union companies.

Operation of EPEC

Organized labor is under an unprecedented attack from such groups as the Business Roundtable and right wing political action committees, the General Executive Board charged. These forces have succeeded in dealing working people severe defeats in the legislative arena.

Since "1980 will be a watershed year in American politics with the White House, U.S. Senate and House, State Legislatures and Governorships and reapportionments at stake," all local unions should be encouraged to forward to EPEC (Engineers Political Education Committee) at least one half of all contributions received from their political action committees.

Delegates approved a resolution calling for this measure and further resolved that EPEC shall earmark to local unions that remit all of their voluntary money to EPEC one-half of that amount in treasury money, to be expended by the Local for its own political program.

Each local union should also commit itself to the following political objectives:

- negotiation of the political checkoff or use of the vacation fund to raise voluntary money for contribution to candidates,
- voter registration efforts designed to make sure that every operating engineer is a registered voter,
- and implementation of an apprentice political education program.



General President Jay Turner congratulates Local 3 Business Manager Dale Marr upon his nomination as Third Vice President of the International Union. Standing behind them is First Vice President Stephen J. Leslie.



Local 3 President Harold Huston seconds the nomination of Dale Marr for Third Vice President of the International.

Strength of our union being tested, Turner warns

"Our union has never enjoyed more respect and more influence in both the United States and Canada than we do today," declared IUOE General President Jay Turner in his opening remarks before the Operating Engineers 31st Convention in Hawaii. "In every city, every state, every province and every community the leaders of the Operating Engineers are the leaders in the day-to-day events around them."

"Progress in the Eighties" was the convention's theme, and Turner stressed that the Operating Engineers have progressed tremendously since the union's inception. "At my first convention of the International Union of Operating Engineers in 1940, which incidentally was 11 conventions back, the International had a membership of 57,000. As of March 1, 1980, we had 421,447 members," he said.

Yet, the very strength the union has developed is currently being tested as never before, Turner warned. The nation's "most powerful industrial corporations, financial institutions and utilities" are dead set on "weakening and destroying trade unions."

"They have practiced blatant discrimination against union contractors," he continued. "Often their advice to construction users has been: 'if possible, don't invite any union bidders, and if a union firm should bid, ignore their bid.'" Thus the corporations of America have seen to it that open shop contractors prosper.

Unfortunately, anti-unionism hasn't been limited to corporate political action groups and trade organizations, Turner stressed. The mass media perhaps wields the greatest influence in planting anti-union attitudes in the public.

"As a young boy I can remember the old saying that 'he who pays the piper calls the tune.' Certainly in both the electronic media and the print media, big business calls the tune," Turner charged. "The members of the (Business) Roundtable are among the largest sponsors of commercial television time and buyers of advertising in our newspapers and magazines."

The media is rapidly changing its makeup. More and more power is continually being concentrated into a few huge conglomerates, not unlike that in the oil industry. A cadre of 100 executives now controls over half of all the newspapers, magazines and books sold in the United States.

That power is being wielded to promote the corporate goal of stamping out trade unionism, Turner warned. "That's why union leaders are always referred to as 'bosses' while company leaders are called 'officials.' That's why news stories shout out



Gathered in the convention hall is the Local 3 delegation.

against union demands' while finding solace in company 'offers.'"

The trade union movement is being deliberately shut out from using the media, Turner stated. "U.S. News and World Report, for example, refused even to sell us space to tell our side of the story on labor law reform while printing the views of our foes for free under the guise that their views were news."

Turning to the issue of job safety, Turner pointed out that the last eight years since the passage of OSHA have been difficult ones for the program. "For a number of years the law was mired in bureaucratic indifference and administrative neglect," he recalled. "Fortunately the attitude toward OSHA has changed under the direction of Secretary of Labor Ray Marshall and Dr. Eula Birgham."

"Today OSHA is being administered well," Turner continued. "Enforcement is still hampered though, by inadequate funding. Both Secretary Marshall and Dr. Birgham complain justifiably that Congress is not providing enough money to hire an adequate staff of qualified compliance officers, safety inspectors and industrial hygienists."

In this continual skirmish, the labor movement finds itself confronted by the very same people who oppose the Davis-Bacon Act, Turner said. "For the IUOE, safety and health carry top priorities, day-to-day, year

around. Because day in, day out, the year around, many of our members will be injured some fatally on the job."

In his concluding remarks, Turner dealt with craft jurisdiction. "Some trades say that our equipment is a 'tool of the trade,' and thus should be operated by the trade utilizing the equipment," he stated. "Other trades claim that when our equipment is in operation for a limited period of time each day, then that equipment should be operated by the trade being served by the equipment."

The General President stressed that a recent Bureau of Labor Statistics reports shows that demand for heavy equipment operators will increase 41.4 percent by 1990. This trend far surpasses the growth of other building crafts. "So it is easy to see why other trades want the hoisting and portable jurisdiction which was granted to us by the AFL in resolution 124 back in 1907."

"Our labor movement is the greatest bulwark of a free society," Turner declared. "As the most cohesive and probably the best financed of these forces fighting for a better society, organized labor must direct a greater share of its leadership and its energies to movements of progress and social justice."

LANE KIRKLAND, AFL-CIO President and a former research director of the Operating Engineers, slammed the current

budget cutting efforts by President Carter in his keynote address to the convention.

"We have the spectacle of Democrats poignantly proclaiming Republican policy," he charged. "The chorus of 'me too' is so loud and shrill that the voices of reason and sanity are nearly drowned out." Slashing the budget is no answer to this nation's inflation problems. "Inflation is best fought by workers producing and working and not by idling workers," Kirkland insisted.

The price of a so-called balanced budget this year will be 500,000 jobs. "500,000 paychecks. 500,000 families with kids and mortgages and hopes and dreams. 500,000 workers whose skills will go unused, whose productivity will be reduced to zero."

"Those 500,000 workers who will be unemployed as a result of the proposed budget cuts won't pay taxes, so the government won't collect as much in taxes," Kirkland explained. "And it is going to cost the government more money for unemployment insurance, food stamps and other social programs to help maintain these workers and their families while they are out of work."

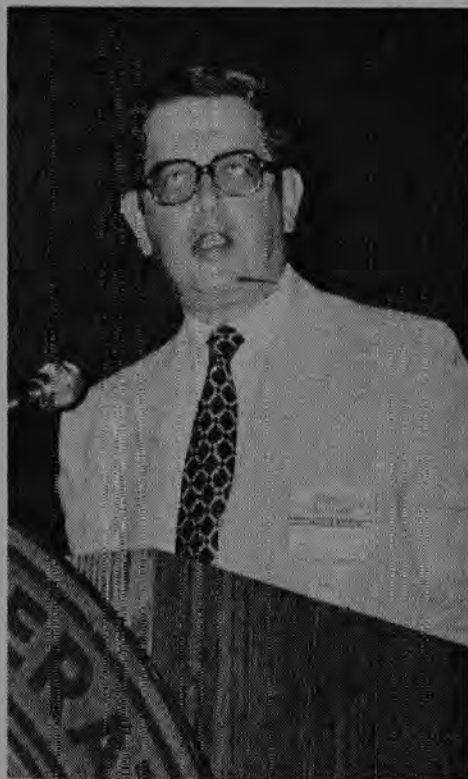
Kirkland also criticized the nation's deplorable energy situation. "The OPEC cartel raises its prices as it wishes," Kirkland stated. "It controls the market by the throat. Then the U.S. Congress fails to prevent the administration from 'decontrolling' comes-

(Continued on Page 8)



"We need to be prepared to fight our opponents in the Congress, in the state legislatures, on the worksites and in the courts."

—Robert Georgine, Building & Construction Trades President.



"The Chamber of Commerce, the NAM and the Business Roundtable members are not fooling around. They and their friends are putting together a political machine of awesome strength."

—Don Elisberg, Asst. Labor Secretary



"What do we need to wake us up? Do we have to look into the muzzle of a gun every time before we persuade ourselves that it is time to act?"

—Lane Kirkland, AFL-CIO President



"We must put more money and more energy to the task of organizing the 75 million unorganized American workers into the rolls of trade unionism."

—Jay Turner IUOE General President

Labor officials address delegates at convention

(Continued from Page 7)

tic oil prices. As a result, domestic prices match the world price—a rigged price. In a matter of months, oil that costs less than \$6 a barrel to produce in this country jumps in price to \$30 a barrel."

Now that domestic prices match the world price, there is no incentive for American oil companies to seek lower petroleum prices, Kirkland charged. They simply pass the extra costs through to the consumer.

ROBERT GEORGINE, Building and Construction Trades President outlined the beginnings of the open shop movement in the 60's and illustrated its tremendous growth in recent years.

During the 60's, a general industrial expansion created a strong demand for construction workers, he explained. The demand for skilled workers created a shortage. It was at this time, when productivity was on the rise and construction unions were winning major wage increases from employers, that construction users decided to organize against trade unions.

The oil industry anticipated the huge construction boom of the 70's and 80's that would be needed to expand their facilities. On another front, the basic industrial sectors—steel, auto, textile and rubber—saw that in order to remain competitive with foreign corporations, they too, would have to invest in capital expansion projects to upgrade their factories.

Both groups were interested in keeping the wages for construction projects as low as possible. A statement by Chamber of Commerce director William Blount in 1968 outlined what the corporations intended to do: "Some major national corporations decided to channel all their major building to non-

union contractors or set up construction divisions of their own, and both of these could become larger trends."

In 1969, representatives from these firms formed the construction users Anti-Inflation League, which later evolved into the Business Roundtable, the most influential corporate political action group in the world.

By channeling their contracts to non-union firms, the construction users sought to ensure discipline over the construction industry. Companies like DuPont, Dow Chemical, Shell Oil, Boise Cascade developed a practice of simply handing contracts to non-union firms.

It is interesting to note, that at the same time this anti-union movement began to gain momentum in the early 70's, there occurred a dramatic decrease in construction productivity.

Now that the building and construction trades unions have exposed this conspiracy, "we must find ways within the law to protect the workers that we represent," Georgine stressed.

ASST. LABOR SECRETARY Donald

Elisberg, who has worked closely with Local 3 in its efforts to abolish the abuse of illegal alien construction workers on the island of Guam, gave a detailed rundown of the many attempts made by employer groups last year against the Davis-Bacon Act.

"With your help and that of all the building trades members, the Labor Dept. and the Carter administration beat back all of those attacks, each and every one of them," Elisberg commented. "But you should understand that the attacks on Davis-Bacon, the attacks on the protections you have, will continue. Although they (contractors) failed in 1979, they will come again."

Referring to labor's struggles for labor

law reform and outlining a number of other bills now before Congress which would strip worker's of more rights, Elisberg commented "it has been a long struggle" for the labor movement.

"On one side are the forces of reactionism, of right wing political thought nibbling away at the protections built up over the years for the American worker," Elisberg concluded. "On the other side is the tradition of the Democratic Party ... to bring 'the greatest good to the greatest number of our citizens' and to make 'prosperity a common heritage instead of a selfish possession.'"



Former International Vice President Jackie McDonald reads oath of office to the General Executive Board.

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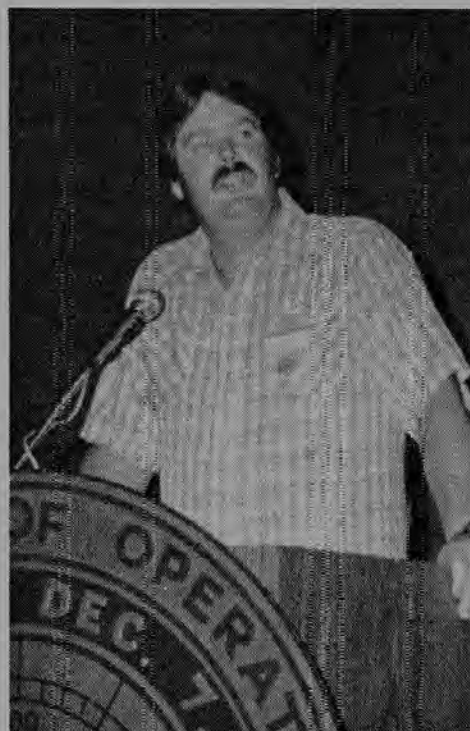
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After all, your life could be on the line. **PG&E**



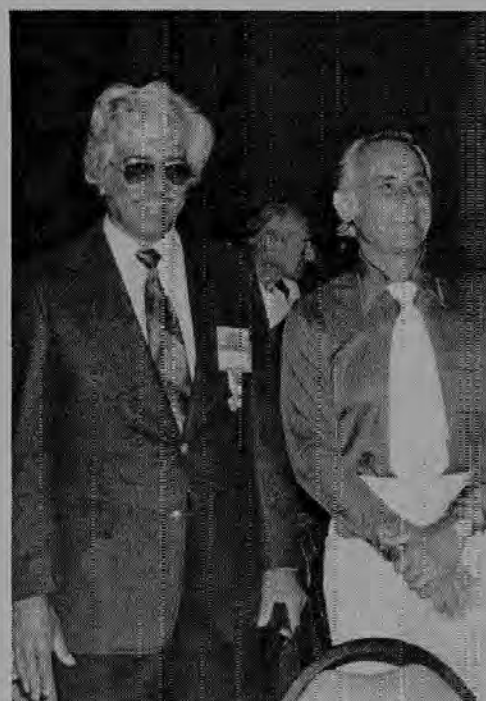
Robert Marr, Local 3's Director of Public Relations gives nomination speech for Dale Marr.



Local 3 Vice President Bob Mayfield conducts business of the Appeals Committee.



Local 3 Treasurer Don Kinchloe seconds nomination speech for Dale Marr as International Vice President.



Local 3 Financial Secretary Harold K. Lewis pauses for a moment with Honolulu Mayor Frank Fasi, who welcomed the convention delegates to the island.

Building Trades blast 'Hooverite' methods of coping with inflation

"The labor movement must not be afraid to look inward. An ability to be self critical is a sign of strength. We must ask why this anti-union offensive has gone as far as it has. What have we done that has not worked?"
—Congressman Frank Thompson to Building Trades.

Construction workers served notice that they aren't willing to pay with their jobs for a merely symbolic attack on an inflation that has already slashed the buying power of their paychecks.

Three thousand delegates came to Washington at the call for the AFL-CIO Building & Construction Trades Dept. for a legislative conference that focused on bread-and-butter economic issues and political attacks on the labor movement. They knocked on congressional doors, speaking for some 4 million members of 15 affiliated unions.

In opening the three-day meeting, BCTD President Robert A. Georgine declared that construction workers fully intend to have a voice in economic decisions that affect their livelihoods.

AMERICAN CONSTRUCTION workers are prepared to support the decisions of the President and Congress, "but that support will come only if economic sacrifice falls fairly upon all members of society," Georgine stressed.

The continued climb in interest rates, now at the 20 percent level, "is not acceptable to us," he declared.

"Rising interest rates will have a particularly cruel impact on the residential market," he noted. "It means that home ownership is fast becoming an impossible dream for most Americans. And along with that dream go thousands of construction jobs."

"Jobs must not be the cost of fighting inflation," Georgine said, "because in the end, it is no solution at all."

He also pointed out that budget-slashing proposals in Congress to chop away needed federal construction grants, building projects, revenue sharing and loan guarantees would plunge the construction industry further into recession and inflate the jobless rate of building trades members.

Georgine told the delegates to relay the message to their senators and congressmen during Capitol Hill visits that

the proposed budget cuts will not solve the nation's economic ills and that a trade-off of jobs in the inflation fight is no workable answer.

The third item on the Building and Construction trades' legislative agenda is the Occupational Safety and Health Act, Georgine stressed. "In one year alone, over 2,500 construction workers will lose their lives on the job. The corporations of America have targeted OSHA for extinction this year in the name of saving costs. But we are going to fight them."

He urged the delegates to call for the full appropriation of OSHA's fiscal 1981 budget. "Without a full budget, OSHA will be without enough compliance officers to inspect worksites," he stated. "It does little good to have a law on the books that is not enforced."

AFL-CIO PRESIDENT Lane Kirkland reinforced that point in his address to the BCTD conference, noting that 500,000 jobs—including about 100,000 in the construction trades—would be eliminated by attempts of the Administration and Congress to balance the federal budget.

"Policies that increase unemployment and rob wages of their buying power are a formula for economic disaster," Kirkland said. "What workers seek, and what we have been repeatedly and falsely promised, is a rejection of unemployment as an instrument of national policy."

When the National Accord was negotiated between the Administration and the labor movement, "we were assured it contained a commitment that the jobs of workers would not be used as cannon fodder in the fight against inflation," he asserted.

"But recent events have cast profound doubt on the strength and the length and the sincerity of that commitment."

Kirkland said it is unfortunate that Republicans have apparently convinced Democrats that the best way to cure the nation's ills is through tax cuts for corporations and sacrifices by workers.

"That's what the so-called balanced-budget approach is all about," he said. "It is simply a prelude and a staging ground for more tax handouts to big business."

Kirkland also cited the possibility that the Democratic Party is becoming "a clone of orthodox Republican economic policy," while repudiating its historic concern for workers, the poor and the disadvantaged.

"If the Democratic Party is to mouth Hooverite Republican slogans, we in the labor movement will find it very hard indeed to maintain our political enthusiasm," Kirkland warned.

Nothing contributes more to unemployment and "stagflation" than high interest rates, Kirkland continued. No policy is "more ruinous" to the construction industry. High interest rates "dry up mortgage money, drive up the cost of construction loans and kill vital projects at birth."

"Indeed, no policy more directly challenges the old American dream of progress for each succeeding generation" than high interest rates, Kirkland declared. They are "nothing more than a form of welfare for the rich at the expense of the poor."



Genera Presidents of the Building and Construction Trades rise to welcome President Carter, who made a special appearance before the delegates of the annual legislative conference last month.

Kirkland outlined an AFL-CIO sponsored program that he insisted the Carter administration should have adopted last March, instead of the "old line" tactics it clung to.

"As our first point, we called upon the Federal Reserve Board to substantially reduce the discount rate," Kirkland stated. "Instead, it has raised that rate still higher."

The AFL-CIO also recommended passage of legislation to require all financial institutions to be a member of the Federal Reserve system, which would require all banks to cooperate in the fight against inflation, and not permit some to profit more than others from it.

The AFL-CIO also called on the Carter administration to carry out the Credit Control Act. "This they did, but in a manner so perverse that it can only further aggravate the recession and further damage the ability of workers and their families to make ends meet," Kirkland observed.

The AFL-CIO had advocated restricting the amount of credit available for speculators, corporate mergers, overseas investments and luxury ventures. "Supplying money for one company to buy another does not add to the productive base of this nation," Kirkland said. "It would be far better in our opinion to only loan money for building new plants and equipment—not for playing real life monopoly."

PRESIDENT CARTER, after giving delegates an updated report on the hostage situation in Iran, said in addressing domestic issues that there are no easy answers in the fight against inflation. He insisted that the Administration's economic policies and efforts to balance the federal budget are based on equity and fairness.

Carter urged unions to show continued restraint in the 1980 contract negotiations, and in return, "I pledge a tough monitoring program to come down hard on unjust price increases."

Carter drew applause from delegates when he reaffirmed support of labor law reform and common site picketing legislation and promised to repel any new attacks on the Davis-Bacon prevailing wage law.

SENATE MAJORITY LEADER Robert Byrd told the conference that workers would be big losers if Republicans take control of the Senate as a result of the 1980 elections.

Byrd said that reactionary and anti-labor forces are determined to defeat several Democrats who have outstanding pro-labor voting records in the Senate.

"You can't afford to hand over the destiny of the U.S. labor movement to

those forces," Byrd said in reiterating Georgine's warning that a number of key committee chairmanships would go to Republicans who have the worst labor voting records on Capitol Hill.

Georgine had pointed out that a GOP takeover of the Senate would mean that such labor foes as Jesse Helms of North Carolina, Jake Garn of Utah, Strom Thurmond of South Carolina and Orrin Hatch of Utah would be in line for top committee posts.

CONGRESSMAN FRANK THOMPSON, a long-time friend of labor gave the delegation a run-down on his recent experience with the business lobby in recent labor-management subcommittee hearings on the growth of "professional union busters."

"These union-busters are making the fight against unions into a science," Thompson stressed. "They are expanding in number because they are in great demand. The bosses are learning that experienced specialists can be quite effective in keeping workers disorganized."

These hearings are trying to shed some light on how these people operate, Thompson continued. He recognized the important contribution Georgine and IUOE President Jay Turner had made in testifying before the committee.

But external attacks do not sufficiently explain the current state of the labor movement, Thompson pointed out. "Too often there has been a tendency to point to what is being done to us and a failure to examine more closely what we are doing to ourselves."

"The labor movement must not be afraid to look inward," he said. "We must ask why this anti-union offensive has gone as far as it has. How can we be strong and creative in responding to this offensive. What have we done that has not worked? And most important of all, how can we turn the tide on organizing?"

"We will never find the answers to these questions if all we do is point the finger at others," the congressman observed. "The labor movement must be strong enough to take hard look at itself."

AFTER THE PROGRAM of addresses and workshops, delegates to the conference left the convention hall to make visits to their elected representatives.

In making their rounds on Capitol Hill, they concentrated on immediate legislative issues affecting building trades members, pressing for defeat of the Schweiker amendment that would drastically curb federal job safety protections and for passage of needed improvements in the law governing multiemployer pension plans.



We can't afford to hand the destiny of the labor movement over to the anti-union forces of the nation, Senate Majority Leader Robert Byrd stressed.

The following list of candidates for U.S. Senate, Congress, State Senate and Assembly are Local 3's recommendations for the Primary Election on June 3. The candidates are listed by their election district numbers with a description of which counties they encompass, so that you can easily identify which candidate will appear on your ballot. In some of the State Senate and Assembly races, Local 3 has made formal endorsements and/or political contributions. Others have not been formally endorsed by the union, but have received endorsement from the California Labor Federation. In a few instances, Local 3's recommendation differs from the State Fed. In these cases, we have printed Local 3's endorsement, since we have found those candidates to reflect the union member's interests more fully than the State Fed endorsement.

In addition, there is a list of candidates for local races (county supervisor, city council, municipal judge, etc.) who are being backed by Local 3. These races are listed according to Local 3's district boundaries. Therefore, all the candidates listed in your union district may not appear on your ballot, depending on where you live. The best thing to do is to tear out this page and take it with you to the polls and vote on those candidates that appear on your ballot and are also endorsed by Local 3.

FOR U.S. SENATOR

Alan Cranston (D)

FOR CONGRESS

Dist.	Counties	Candidate
1	Shasta, Siskiyou, Tehama, Trinity, Modoc, Butte, Sierra, Lassen, Plumas, Nevada, Placer, Yuba, Glenn, part of Sacramento	Harold T. (Bizz) Johnson (D)
2	Del Norte, Humboldt, Lake, Mendocino, Napa, part of Sonoma	Don Clausen (R)
3	Most of Sacramento	Robert Matsui (D)
4	Colusa, Sutter, Yolo, Solano, part of Sacramento	Vic Fazio (D)
5	Marin, parts of San Francisco, Sonoma	John L. Burton (D)
6	Most of San Francisco	Phillip Burton (D)
7	Most of Contra Costa	George Miller (D)
8	Alameda (northern), part of Contra Costa	Ronald Dellums (D)
9	Alameda (central and eastern)	Fortney (Pete) Stark (D)
10	Alameda (southern), Santa Clara (northern)	Don Edwards (D)
11	Most of San Mateo	Tom Lantos (D)
12	Santa Clara (northwestern), some of San Mateo	Open
13	Santa Clara (southern)	Norman Mineta (D)
14	San Joaquin, El Dorado, Amador, Alpine, Calaveras, Mono, Tuolumne, parts of Sacramento and Stanislaus	Ron Richards (D)
15	Merced, Mariposa, Madera, part of Stanislaus and Fresno	Tony Coelho (D)
16	Santa Cruz, Monterey, San Benito, part of San Luis Obispo	Leon Panetta (D)

TAKE THIS LIST TO THE POLLS

FOR STATE SENATE

Dist.	Counties	Candidate
1	Butte, Colusa, Glenn, Lassen, Nevada, Placer, Plumas, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, Yuba	Don W. Huggins (D)
3	Sacramento	Albert S. Rodda (D)
5	San Francisco	Milton Marks (R)
7	Contra Costa	Daniel Boatwright (D)
9	Alameda, Contra Costa	Nicholas Petris (D)
11	Alameda, San Benito, Santa Clara	Alfred Alquist (D)
12	Santa Clara	Rod Diridon (Special Election)
13	Alpine, Amador, Calaveras, El Dorado, Mono, Sacramento, San Joaquin, Stanislaus, Tuolumne	John Garamendi (D)
15	Fresno, Kern, Kings, Tulare	Rose Ann Vuich (D)
17	Monterey, San Luis Obispo, Santa Barbara, Santa Cruz	Henry J. Mello (D)

FOR STATE ASSEMBLY

Dist.	Counties	Candidate
1	Butte, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity	Stan Statham (R)
2	Del Norte, Humboldt, Mendocino, Lake, Sonoma (northern)	Douglas Bosco (D)
3	Colusa, Sutter, Yuba, Sierra Nevada, Placer, half of Butte	George Garcia (D) & Alex Ferreira (D)
4	Yolo, parts of Solano and Sacramento	Thomas Hannigan (D)
5	Sacramento	Ted Sheedy (D)
6	Sacramento	Leroy F. Greene (D)
7	Alpine, Amador, Calaveras, El Dorado, Mono, Sacramento, San Joaquin, Tuolumne	Norman S. Waters (D)
8	Napa, Solano, Sonoma	Larry Asera (D) & Gary Passarino (D)
9	Marin, part of Sonoma	Open
10	Contra Costa (eastern)	Eric Hasseltine (D)
11	Western Contra Costa	Nello Bianco (D)
12	Alameda, Contra Costa	Tom Bates (D)
13	Alameda (northwestern)	Elihu M. Harris (D)
14	Alameda (central)	Bill Lockyer (D)
15	Alameda (southern, eastern)	Floyd Mori (D)
16	San Francisco	Art Agnos (D)
17	San Francisco	Willie L. Brown (D)
18	San Francisco, part of San Mateo	Leo T. McCarthy (D)

19	San Mateo (northern)	Louis J. Papan (D)
20	San Mateo (southern)	Open
21	Santa Clara (northwestern)	Byron Sher (D)
22	Santa Clara (southern)	Cole Bridges (D)
23	Santa Clara (urban)	John Vasconcellos (D)
24	San Benito, Santa Clara (rural)	Dom Cortese
25	San Clara (northeastern), part of Alameda	Alister McAlister
26	Parts of San Joaquin and Stanislaus	Patrick Johnston (D)
27	Most of Stanislaus and Merced	John E. Thurman (D)
28	Monterey, Santa Cruz	Kevin LaGraff (D)
29	Monterey, San Luis Obispo, Santa Barbara	No Endorsement
30	Madera, Mariposa, part of Fresno	Jim Costa (D)
31	Fresno, Tulare	Richard Lehman (D)

LOCAL RACES

Local 3 Dist.	Candidate & Office
San Francisco	Jerrold Levitin: Municipal Judge William Mallen: Superior Court Judge
Ignacio	Gary Giacomini: Marin County Supervisor Gary Thomas: Municipal Judge
San Mateo	Jim Fitzgerald: San Mateo County Supervisor
Santa Rosa	Ray Byrne: Municipal Court Judge Al Rizzo: Municipal Court Judge James Jones: Municipal Court Judge Bob Adams: Sonoma County Supervisor Don Jones: Sonoma County Supervisor Harold Moskowitz: Napa County Supervisor
Eureka	Erv Renner: Humboldt County Supervisor
Redding	Judy Johnson: Tehama County Supervisor Kelly Combs: Shasta County Supervisor
Marysville	Leo Chesney: Sutter County Supervisor Larry Jaeger: Sutter County Supervisor William Sperbeck: Yuba County Supervisor
Sacramento	Terry Cook: Placer County Supervisor Arliene Todd: Eldorado County Supervisor Richard Backus: Superior Court Judge Vote "YES" on El Dorado County SOFAR Revenue Bond, Measure C
San Jose	Rod Diridon: State Senate, 12th District Dan McCorquodale: Santa Clara County Supervisor Donald Chapman: Municipal Judge David Lull: Superior Court Judge Elva Soper: Municipal Judge Pat Liberty: Santa Cruz County Supervisor San Jose City Council: Frank Biehl (1st District) Jerry Estrath (2nd District) Tom McEnry (3rd District)

(Continued on Page 11)

There is some red hot politicking going on for the California June 3 Primary, not the least of which are three highly controversial initiatives designed to reduce income taxes, prevent rent control and tax oil companies. To be sure, even though there are a number of close candidate races, it will probably be these three propositions that bring the voters out in June.

In addition to the initiatives, this election will have some interesting twists:

- For the first time, the Libertarian Party has qualified for official ballot standing and has entered candidates for offices ranging from President to Assembly. How big a factor will the Libertarian Party be will not become fully apparent until the November election. Will they attract Democratic or Republican voters?

- The Republicans are making a huge effort to prevent the Democrats from being in control of the Legislature this year, since reapportionment of election districts occurs next year. The majority party, of course, always comes out ahead during reapportionment, since they generally have the power to shape the geographical boundaries of election districts in a way that is advantageous to them.

With Brown's presidential campaign scuttled, the Republicans cannot rely on Mike Curb to veto a redistricting bill. Gaining control of the Senate appears hopeless. So the GOP is applying maximum pressure on Democrats holding marginal Assembly seats. If the GOP can gain control of the Assembly, they can at least block a redistricting bill favorable to the Democrats.

- To complicate matters for the Democrats, Assemblyman Howard Berman, who failed earlier this year in his bid to usurp the Speaker's position from Leo McCarthy, is fielding his own Democratic candidates in a number of key Assembly Primary races. If he can get his men to win the Primary, he is hoping he will have enough votes to win the Speakership after the November election—assuming the party can survive this kind of devious maneuvering.

All this adds up to some very close and crucial races for the Democratic Party. Local 3 has long maintained a close relationship with many of the Democratic candidates now in office—relationships that have been beneficial to operating engineers and the rest of the construction industry in terms of projects and jobs. Needless to say, it is very important that all Local 3 members, wives and friends turn out at election day to vote for the candidates that will do the most good.

Below is a brief assessment of the June 3 Primary.

More Election Endorsements

(Continued from Page 10)

Rubin Flores (4th District)
Anita Duarte (5th District)
Joe Colla (6th District)
Iola Williams (7th District)
Jim Beall (9th District)
Claude Fletcher &
Charlotte Powers (10th District)

Oakland
Joe Bort: Alameda County Supervisor
Don Excell: Alameda County Supervisor
Carolyn Bovan: Contra Costa County Supervisor
Jack Gifford: Alameda Superior Court Judge
Stockton
Dave Slicton: Tuolumne County Supervisor
Dale Ewan: Tuolumne County Supervisor
Bill Davidson: Tuolumne County Supervisor
Dan Terry: Stanislaus County Supervisor

Hardball politics mark Primary Election races

Propositions

PROP 1: PARK, WILDLIFE and WATER BONDS

This proposal would provide for the issuance of \$495 million in bonds for such purposes as park acquisition, wildlife conservation and wastewater reclamation. **VOTE YES**

PROP 2: CAL-VET BONDS

This proposal would provide for the issuance of \$750 million in bonds to continue the state farm and home loan program for veterans.

This program costs nothing to the taxpayers because the debt is self liquidating. It also helps the state's economy by stimulating the construction of housing. **VOTE YES**

PROP 3: STATE CAPITOL ALTERATIONS

This proposed constitutional amendment would place restrictions on the appropriation of funds for alterations of the State Capitol.

The State Capitol was first occupied in 1869 and has been modified many times. A major reconstruction project, which has provided many jobs for operating engineers, it was begun four years ago to bring the historic building up to earthquake standards at a cost of \$64 million. This Proposition seeks to place into the Constitution a restriction that would prevent the Legislature from spending money to alter the building unless the funds are specifically earmarked to maintain the historic features of the building.

Opponents argue that, regardless of how one feels about the historic nature of the building, there is no justification for putting something like that in the State Constitution. The Constitution should be restricted to the fundamental outline of government and should not include the "color, detail, design structure and fixtures" of the Capitol. **VOTE NO.**

PROP 4: VOTE on PUBLIC HOUSING

This proposed constitutional amendment would eliminate the requirement that every proposed low-rent public housing project be submitted to the vote of the people.

The California Constitution now prohibits the state or any local government from building or purchasing low-rent public housing units without the approval of the electorate. This would apply to housing for senior citizens and the poor. California is now in the midst of a housing crisis in which the poor and elderly cannot buy or rent at reasonable cost. Passage of the proposition would spur housing construction. It would also reduce government cost by eliminating the necessity of a vote on projects with no opposition and with not state or local cost. The measure also retains the right of the public to veto any project it doesn't like through a referendum. **VOTE YES**

PROP. 5: CONFIDENTIALITY of NEWS SOURCES

This proposed constitutional amendment would allow news reporters to maintain the confidentiality of their sources. **NO RECOMMENDATION**

PROP. 6: REAPPORTIONMENT GUIDELINES

This proposed constitutional amendment would strike invalid redistricting provisions from the state constitution and establish guidelines for reapportionment.

This is a complicated initiative dealing with the way the Legislature reapportions election districts. Assemblyman Robert Naylor, a leading proponent, argues that this measure is necessary as a backdrop to orderly redistricting next year. The opposition, led by Leroy F. Greene, claims that the Proposition will institute needless restrictions on the reapportionment process. Furthermore, most Democrats would like to see the measure defeated because they feel it

will lead to court challenges of virtually any plan drawn in 1981. **NO RECOMMENDATION**

PROP. 7: DISASTER AID

This proposed constitutional amendment would allow the use of public funds to remove debris from private property immediately after a disaster.

This measure would allow debris and wreckage to be removed if the president has declared a major disaster in the involved area and if the cost of providing the aid will eventually be paid by the federal government. **VOTE YES**

PROP 8: ENERGY REVENUE BONDS

This proposed constitutional amendment would allow the state to issue revenue bonds for the development of so called alternative energy facilities.

Proponents emphasize that this measure is needed to help the state get off the oil habit. It will spur the development of energy construction projects. There is no cost to the taxpayer for these bonds, since they will be paid off by the income from these projects. **VOTE YES**

PROP 9: INCOME-TAX INITIATIVE

This is the controversial "Jaws II" amendment that would reduce state income taxes by more than 50 percent. See feature articles in this issue of Engineers News. **VOTE NO**

PROP 10: RENT INITIATIVE

This proposed constitutional amendment would place restrictions on the imposition of rent controls.

The Jarvis-Gann initiative adopted by California voters in June 1978 gave property owners—including landlords of rental housing—substantial reductions in their property taxes. But there were no automatic reductions in rents for renters. Indeed, many tenants got no benefit from the passage of Prop. 13, and some even saw their rents increase in the months following the passage of Prop. 13. The result has been the adoption of local rent control ordinances in many cities throughout the state.

This initiative—authored by the real estate industry, would place severe restrictions on the passage of any rent control measures, and specifically prohibit the Legislature from passing any such law. In addition, it would prohibit city councils and county boards of supervisors from passing rent control measures. Rent control could be passed only by general referendum. It would make those rent control measures already passed in each city or county inoperative.

Proponents of Proposition 10 include the State Building Trades Council, California Apartment Association, California Housing Council and other groups representing the banking, construction and real estate industries. The principle argument for this measure is that many of the local rent control measures passed by city councils, etc. are irresponsible and create a cloud of uncertainty for developers. This, at a time when there is already a massive shortage of rental units in the state. The result is that many developers are shying away from rental construction projects.

Opponents of the measure include Tom Haydens campaign for Economic Democracy. Their argument is that renters have been ripped off by the inflated price hikes imposed by landlords. They contend that local representatives should be allowed to impose rent controls without the necessity of going to a general referendum vote. **NO RECOMMENDATION**

PROP 11: OIL SURTAX INITIATIVE

This proposed initiative statute would enact a 10 percent surtax on the profits of large oil corporations.

This measure is designed to reduce the unprecedented profits that oil corporations have reaped through the last round of OPEC

price hikes, as well as provide funds for the expansion of mass transit and the development of alternative fuels.

If adopted, Prop. 11 would levy a 10 percent surtax on the California profits of energy companies, with the exception of public utilities. All California income of firms earning over \$10 million would be given a 10 percent surtax. There would be a graduating tax scale for profits between \$5 million and \$10 million. A 50 percent credit against the surtax would be given for dollars invested in California for the increased production of refining of crude oil or gas over 1978 levels. Corporations would be prohibited from passing the tax onto consumers, but there is no mechanism for enforcing this provision.

Arguments for the measure are that California motorists are now paying extremely high prices for gasoline and that the petroleum corporations are greedily accumulating outrageous profits. Some of these funds should be used to support expansion of mass transit and the development of alternative energy sources, instead of buying up computer firms, retail stores and newspapers, which is the current trend. Proposition 11 will apply to only about 50 corporations. Small companies will not be affected.

Prop. 11 is opposed by the petroleum industry, as well as the California Taxpayers Assoc., and the California Manufacturers Association, which together will have spent more than \$10 million by June 3 in their efforts to defeat it.

Their argument is that private industry, not the government, should develop additional energy resources, since government is bureaucratic and inefficient and will effectively return only 50 cents on the dollar. The overall business climate in California will be adversely affected, prompting some corporations to leave the state, resulting in a loss of jobs. **RECOMMENDATION—VOTE YES**

United States Senate

On paper, two-term Senator Alan Cranston should win re-election easily this year. He is a hard worker, has risen in power to Senate Majority Whip and is an effective campaigner. Yet Cranston has reason to be worried this year, because, among other things, the right-wing has targeted him and is funneling massive political donations to defeat him.

Cranston faces no real opposition in the Primary, but may face a significant opponent in Paul Gann, co-author of Proposition 13. Despite a recent blunder in his support of S. 2153, a bill that would reduce the powers of OSHA, Cranston has long been an ally of the labor movement, and deserves the support of trade union members in the election.

House of Representatives

In the Northern California area, two Congressmen who have been close allies with Local 3, face stiff election campaigns this year. Eleven term veteran Bizz Johnson, who holds the key post as Chairman of the Public Works committee, faces a tough campaign in the General Election against Republican Assemblyman Gene Chappie of Roseville.

DISTRICT 2: Republican Don Clausen from the Mendocino coast area has long been a supporter of public works and other construction projects, but this term faces rather serious opposition from Democrat Norma K. Bork. Bork ran a close race against Clausen two years ago. This time, however, she will have to get past Brian Kahn, a Sonoma County supervisor, in the Primary.

DISTRICT 5: Another race that could be troublesome is John Burton's campaign for re-election. He has traditionally had strong support from his constituents in northern San Francisco and Marin counties, but is facing a determined opponent in Dennis McQuaid of Novato. McQuaid started campaigning early and has definitely received a heavy injection of funds from the GOP.

DISTRICT 14: Incumbent Norman Shumway (R-Stockton) beat veteran congressman John McFall two years ago. This year, Local 3 is backing Ron Richards, a Democrat and Calaveras County supervisor. Richards has a tough, uphill fight.

(Continued on Page 12)

'Jaws II' will cripple public works funding

(Continued from Page 1)

facing the employment picture for operating engineers is the gutting of the state Highway Trust Fund. Under current law, the highway fund, which gets its money from the 7¢ a gallon state gas tax, is to be used strictly for transportation purposes.

Attempts by legislators and activists in the past to merge this into the state's General Fund have always failed because of the opposition of labor and the construction and transportation industries. However, in a recent interview with Caltrans Director Adriana Gianturco, *Engineers News* learned that the highway fund will be jeopardized by the passage of Jaws II.

Politicians, in a frantic effort to dig up new revenue sources for the state's general fund will look at the highway fund as a likely source.

If Jarvis II passes, "there will be a great amount of pressure to open it up," Gianturco predicted. "I mean if you are living in a town where there's a prison that's going to close down and the rapists and murderers are going to be out on the streets, and your choice is, does the state keep that prison running or forego con-

structing a bypass road around the town, I think most people will say, 'let's keep that prison open.'"

Massive fee increases

Since the passage of Proposition 13, many local governments have leaned heavily on the construction industry with fee increases for everything from building permits to sewage hookups in order to make up for the loss of revenue.

A recent survey by the State Office of Planning and Research found that such fees increased drastically in the last two years. In many localities, the average increase for sewer connections rose 93 percent. Water and drainage connections rose 72 percent. Sewer capacity surcharges rose a whopping 403 percent. Building permit fees rose 40 percent and the bedroom tax rose 63 percent.

This trend has resulted in a sharp downturn in the number of new housing units built in California. The State Department of Housing and Community Development estimates the total current new construction need for housing units at 686,000. In contrast, less than one third of that number (206,000) were built in 1979.

A study carried out by the Association of Bay Area Governments in March also concluded that fees charged by local Bay Area governments in the post-Proposition 13 era have increased significantly. Total developmental fees for a sample single-family home ranged from \$800 to \$5,919. Total fees for a sample 7-unit apartment complex now cost over \$10,000.

There is also the clear threat that passage of Jaws II will result in totally new types of construction fees. The trend is already underway. The city of Carlsbad in San Diego County has assessed a 2 percent "public facilities fee" on the value of all new construction. This fee has added over \$2,000 to the cost of an average single-family home in the community.

San Diego County is also proposing a "thoroughfare fee" to be assessed against new subdivisions. In the past developers paid for roads which were integral parts of their developments. However this fee would be used to pay for large, four-lane roads which may be totally unrelated to the development.

The reason for the proposal of this new fee is because of the revenue limitations imposed by Proposition 13 and because the 7-cent a gallon state gas tax is no longer sufficient to pay for street and road improvements.

The uncertainties surrounding this fiscal dilemma faced by local governments are certain to fuel a new "no growth movement"—one totally separated from traditional environmental activists and centered on over-reactive taxpayers.

An unstable bond market

Most people are unaware of the complex bond market system that provides the lifeblood of public works financing. In order to come up with the money to finance sewer, highway, water development and urban renewal projects, cities and states have to float bonds in the financial market.

General obligation and revenue bonds are two of the main types used by the state and local governments to finance construction. Based on the money they expect to receive from these voter-

approved bond issues, government agencies float the bonds. That is, they borrow the money up front to pay the project costs. Large investors make bids on the bonds, which in addition to offering a guaranteed rate of return, are also tax free income.

However, like any other investment source, the bond market must compete with conventional and mortgage loans, stocks, etc. for the investor's money. If the financial base of the municipality or state is shaky for a particular bond issue, they have difficulty in selling the bonds.

Proposition 13 was a bad blow for the municipal bond market. Not only did it rule out general obligation bonds as a source of income, but it made cities and counties poorer and therefore a higher risk for the potential investor.

There are already indications that the Jarvis II amendment will deal a crushing blow to California's bond market. In January, two major bond rating services lowered California's credit rating on general obligation bonds, simply on the chance Proposition 9 will pass.

"Recent and prospective developments in the state of California, largely the result of voter initiatives in 1978, 1979 and 1980, significantly alter California's financial complexion at both state and local levels," announced a spokesman from Standard and Poor's Corporation. "A principle result has been a substantial curtailment of the state's flexibility to maintain unquestioned financial health over an extended period of time."

Without question, the construction industry, faced with President Carter's budget cuts and soaring interest rates, will have a rough enough time coming to grips with the economy this year, even if Jarvis II fails. Proposition 13 has been like a slow-reacting "downer" that is only now beginning to be felt. Proposition 9 would be like mixing it with whiskey—a definite loser.

Dale Marr sums it up. "It's always tempting to go for a tax cut. Everyone could use the money. But in the case of Jarvis II, a couple of hundred extra dollars isn't going to do our members any good if it puts them out of a job."

A look at the Primary

(Continued from Page 11)

State Senate

DISTRICT 1: Incumbent Republican Ray Johnson is fairly secure in his post this election, but Local 3 and other labor unions are backing Don W. Huggins, a Democrat.

DISTRICT 7: With veteran John Nejedly retiring, Assemblyman Daniel Boatwright is running for the vacated seat. Local 3 and most labor unions are backing him.

DISTRICT 17: Republican Bob Nimmo is retiring from this Santa Cruz & Monterey County seat. Assemblyman Democrat Henry Mello, an able campaigner and legislator is top contender and receiving heavy backing from labor.

Assembly

This is where the action is this year. Republican party leaders are targeting many races in an effort to gain control of the Assembly, or at least reduce the Democrats current 50-30 percent advantage.

DISTRICT 1: Republican Stan Statham enjoys heavy popularity in the area, and for a Republican has received firm support from labor, which will continue to back him this year.

DISTRICT 3: This race will prove to be one of the bloodiest in the Primary. It was prompted by incumbent Eugene Chappie's decision to vacate the post and run against Bizz Johnson for Congress. There are eight Democrat contenders. The district is large and community loyalty will doubtless play a large factor, as there are four county supervisors and a city councilman in the race. Local 3 has made a double endorsement for the Primary: George Garcia and Alex Ferreira.

DISTRICT 5: Jean Moorhead is the incumbent, a Republican. Labor is backing Ted Sheedy, who will have to wage a big, expensive campaign to have a chance of winning.

DISTRICT 6: Democrat Leroy Greene is the incumbent. Environmentalist Joan Reiss of Sacramento came within shooting distance two years ago and never stopped running. It may be a tight race in the Primary. The possibility of her winning has also prompted an injection of GOP money into the campaign for the November election on the possibility that Reiss might win and there would then be no incumbent in the race.

DISTRICT 8: This seat, held by the re-

tiring Mike Gage is up for grabs. Democrats Larry Asera of Vallejo and Gary Passerino of Santa Rosa are being backed by Local 3. The Republicans are backing Don Sebastiani, on the hopes that name recognition from the wine baron family will get him the seat.

DISTRICT 10: The seat is being vacated by veteran Dan Boatwright, who is running for John Nejedly's senate seat. Haseltine is top Democrat contender, but may have a tough race against James Hazard, a Republican city councilman from Walnut Creek.

DISTRICT 11: The Primary is everything in this election, which was brought about by the retirement of Assemblyman John Knox. The race boils down to Democrats Bob Campbell, Richmond city council and Nello Bianco, a BART director. Local 3 is behind Bianco.

DISTRICT 15: This race is a hotspot. Mori is in trouble because of adverse publicity over the use of his state vehicle. His primary opponent is Charles Santana, Alameda County supervisor. Whichever candidate wins the Primary still faces a tough general election in November against former Livermore Mayor Gilbert Marguth.

DISTRICT 21: Republican Greg Morris of Palo Alto came within 5,000 votes of beating incumbent Victor Calvo two years ago. Now with Calvo retiring, he is the favored candidate for the Republicans. Top Democratic contender is Byron Sher, who is receiving backing from labor.

DISTRICT 24: Facing a tough re-election fight, incumbent Democrat Leona Egeland withdrew at the 11th hour. The Democrats came up with a strong candidate in Santa Clara County Supervisor Dom Cortese, but Egeland's former husband has also entered the contest.

DISTRICT 26: This is one of the big ones for the Primary. Incumbent Carmen Perino has blown his post with bad publicity, poor campaigning and even worse legislative ability. Pat Johnston, aide to State Senator John Garamendi, is being heavily backed by labor. If he wins, he still faces a stiff fight in the General Election against former Assemblyman Doug Carter and Adrian Fondse, Republicans.

DISTRICT 28: The incumbent Democrat, Henry Mello, is running for State Senate, leaving this marginal district up for grabs. Local 3 is backing his legislative aide, Kevin LaGraff.

Prop. 9 a windfall for feds

(Continued from Page 1)

The public didn't buy what the politicians were saying. The measure passed by an overwhelming 2-1 margin. There were indications that even a majority of Local 3 members and other trade union members voted for the measure.

Ironically, many of the predictions about the adverse effects of Proposition 13 were true. They are only now beginning to be felt, because for the past two years, the state has staved off a crisis by funneling billions in bail out money to county and city governments to keep them afloat. That money came from a \$7 billion surplus which is rapidly dwindling. By 1981, there will be no state surplus.

Even if Proposition 9 fails, we still face severe budget cuts at the local level. "Our biggest mistake was using the state surplus to bail out local governments," one legislator told *Engineers News* recently. "When Proposition 13 passed, we should have just taken that surplus and given it back to the public in the form of a tax credit, and let the local governments fend for themselves. But we didn't do that. Instead we cushioned the

blow with bail out money and gave voters an excuse to believe in Howard Jarvis."

A windfall for the rich

In its simplest terms, Jaws II is a massive tax giveaway to the wealthy. Without closing any loopholes, it will hand 55 percent of its benefits to the wealthiest 10 percent. A third of the money will go to the 3 percent who earn more than \$50,000 a year. The average wage earner will get half of his state income tax back, too, but that amounts to only about \$100 to \$200.

Tax bonanza for the feds

Proposition 9 will only reduce state income taxes, not the federal income tax which takes by far the biggest bite out of our paychecks. Indeed, if Prop. 9 passes, you will end up paying more in federal income tax because you will have less state income tax to deduct. The federal government will reap a \$1.1 billion tax windfall from California if Proposition 9 passes.

There will be further erosion of state and local services

There is virtually no argument about
(Continued on Page 14)

A look at your new Pension Plan booklet

Editor's Note: The following article is the second in a six part series about the Pension Plan.

Last month in looking at the Pension Plan's terminology it was pointed out that there are two different types of credit an Operating Engineer earns in the Plan. One is *Credited Service*, which is work that counts towards Vesting and eligibility to retire. The other is *Pension Credit* which is credit earned that will determine the amount of monthly Pension benefits payable at retirement. Both types of credit have separate rules

and purposes. Recognizing their differences is crucial to fully understanding the Pension Plan and how it works.

Eligibility to Retire

Every young Operating Engineer's primary concern about the Pension Plan is becoming eligible to retire—or as it's commonly called—VESTI G. An Engineer who is Vested has satisfied the minimum work requirements for a Pension and can retire as soon as he meets the age or disability conditions of the Plan. Once Vested, an Engineer can not lose his right to a Pension from the Plan. Local 3 Pension Plan participants become Vested by earning 10 years of Credited Service with at least two quarter's credit from Contributory Hours.

Credited Service can be earned in several ways. Prior to an Engineers Contribution Date, (January 1, 1958 for most in California and Nevada, January 1, 1963 for most in Utah and January 1, 1965 for most in Hawaii) he earns Credited Past Service for work with Contributing Employers. One quarter Credited Past Service is earned for each 8 weeks and one year of credit is earned for a full 32 weeks of work in Local 3's jurisdiction. Credited Past Service is always verified and computed at the time an Engineer retires.

After an Engineers Contribution Date, he earned Credited Future Service and the rules are somewhat different. Pages 6 and 7 in the new Pension Plan Booklet show the ways that credits are calculated. It is important to recognize that there are separate schedules for work before 1966, between 1966 and 1977, and after 1977. Each year the Trust Fund Office send Pension Plan participants a report showing all hours reported during the year along with a statement about their Vesting status.

The sole purpose for computing Credited Service, both Past Service and Future Service, is to determine if an Operating Engineer is VESTED. He is then eligible to retire when he reaches retirement age or qualifies for Disability Pension.

Pension Amount

Once Vested, an Engineer's concern shifts to the amount of benefits that he will receive when he does retire. The Pension amount to be paid as a monthly benefit at

retirement increases or builds up each year an Engineer works and earns Pension Credits. Pension Credits are different from Credited Service and have their own special rules and schedules. (Note pages 12 and 13 of the booklet.)

There are three steps in computing an Engineers Pension Amount. First he receives a benefit for his Pension Credits earned before the Contribution Date. Next, he receives a benefit for his Pension Credits between the Contribution Date and January 1979. These benefits are based on his employer's contribution rate in October 1969. Refer to page 14 of the booklet for these contribution rates and their related benefit rates. Finally, he receives a benefit which is based on 2% of the total contributions made by his employers to the Plan. An Engineers monthly Pension Amount is the total of all three of these benefits.

Break-In-Service

The one event that can change the build up of Credited Service and Pension Credits is a break-in-service. It is important to note that

a break-in-service can only affect those who are not yet Vested, that is, they do not have 10 years of Credited Service. Once an Engineer becomes Vested, a break-in-service has no real consequence. He can not lose his right to retire and his Pension amount is not reduced by a break.

A break-in-service occurs when a non-vested Engineer fails to work a minimum number of hours during a specific period. Because of ERISA, there are separate rules before 1976 and afterwards. Note pages 8 through 11 in the Pension Plan booklet for the rules that apply for each period. Also note that some breaks-in-service can be waived because the Engineer did not work for understandable reasons such as total disability. These are called Grace Periods and again there are separate rules for different periods.

Non-Vested Engineers who suffer a permanent break-in-service that can not be waived by a Grace Period, forfeit their Credited Service and benefits from Pension Credits. This means that they

would lose all previous credits towards Vesting and Pension Amount at that time. Vested Engineers can not lose their credits or benefits because of a break-in-service.

Numerous Rules

Historically, Local 3's leadership has striven to improve the Pension Plan by liberalizing the requirements for retirement and benefits. As a result the rules have been changed over the years. This complicates the Pension Plan booklet which attempts to explain all of those rules and regulations.

The key to understanding the Pension Plan is looking carefully at those provisions which can have an affect on an individual's case. In other words, some rules can have no effect. For example, a Vested Engineer does not have to be concerned about crediting or breaks-in-service because they no longer affect him. A Vested Engineer's main concern is his benefit accrual, the types of Pension available and his payment options. Next Month—TYPES OF PENSION.

Pre-retirement Counseling Mtgs.

Listed below are the Pre-Retirement Counseling meetings for the month of June. All meetings will begin at 7:00 p.m.

- June 3: Auburn Recreation Center 123 Recreation Dr.
- June 5: Marysville Operating Engineers 1010 I Street
- June 10: Petaluma Memorial Building 1094 Petaluma Blvd.
- June 13: San Jose Labor Temple #400 2102 Almaden
- June 17: Sacramento Holiday Inn South 4390 47th Ave. (Elder Creek Rd.)
- June 19: Santa Rosa Veterans Memorial Bldg. 1351 Maple Ave.
- June 23: Eureka Operating Engineers 2806 Broadway
- June 24: Redding Operating Engineers 100 Lake Blvd.



Outlook

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Operating Engineers Trust Funds

'Fringe Action' question of the month

QUESTION: In case I become unemployed, when will my health and welfare coverage stop?

ANSWER: That depends on your "hour bank". The North California, Nevada and Utah Health and Welfare Plans all provide that eligibility stops at the end of the month in which an Engineer's hour bank falls below 90 hours.

This is how it works. All hours reported by your employers are credited to your hour bank. Operating Engineers are allowed to accumulate up to 1,080 hours (12 months eligibility) in their bank for continued

eligibility when they are not working. Each month, 90 hours are withdrawn from the hour bank to provide health and welfare eligibility for the next month. Therefore, when an Engineer stops working, his health and welfare coverage will continue for an many months as he has "banked".

Also, Northern California, Nevada and Utah participants are allowed to make self payments to continue their eligibility for themselves and their families. Full benefits may be kept in force by making monthly self payments for up to three months. Also, Hospital, Medical, Surgical and Burial

benefits can be kept in force by making a reduced monthly self payment for up to nine months. All self payments are made through the Trust Fund Office by the 15th of the month after eligibility has run out. And most importantly, an Engineer's eligibility must be continuous. This means that there can be no gaps in eligibility by skipping a month.

Whenever you become unemployed, you should check on your hour bank with the district office or the Fringe Benefit Center to determine when self payments should be made. And as always, if you have any questions, please write or call.

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



Last month at one of the Retiree Association meetings I was talking with a member and his wife that I had just met for the first time. When I introduced myself as the director of the Fringe Benefit Center, they both looked at one another a bit puzzled. Then the lady smiled and said to her husband, "Oh, yes! That's the Complaint Department."

Although some people may see the Fringe Benefit Center as the clearing house for complaints, we perform a good many other services as well. Our primary job is to provide members and their families with information about their Fringe Benefits. We have a com-

plete supply of all Plan booklets, Pamphlets and Claim forms. The office is "plugged into" the Trust Fund Office's computer so that we have the latest information about a member's eligibility and hours. We service those who walk into the office, call in or write and we have a UNIVAC terminal that communicates directly with all of the outlying district offices.

The Fringe Benefit Center has all of the tools necessary to provide you with any information you need or answer any questions you may have about the Plans. We will assist you in any way we possible can—and if that means complaints, we can do that too.

The Trust Fund Office has the responsibility of the day to day operations of the Plans. They receive the employer reports, determine who is eligible and pay the claims. They do an excellent job on the Pension and six Welfare Plans we have. Servicing a group as large and as spread out as Local 3 is not easy task and that's why the Fringe Benefit Center was established.

We know that there are going to be questions and occasionally even a complaint that comes up. Our job is to get you an answer and to help with the inquiry form which was developed several years ago called the "green sheet".

This is how it works. A member calls or goes into any district office or the Fringe Benefit Center with a question about a particular claim. A green sheet is filled

out with all of the necessary details such as the date of service, doctor, charges, and so forth. The district office keeps one copy to insure that the member gets a proper and prompt answer. The green sheet is then sent to the Fringe Benefit Center where it is answered immediately or is forwarded to the Trust Fund Office for a detailed response back to the member. In all, three places get the answer; the member, the district office and the Fringe Benefit Center. This assures that you get an accurate and timely response. And, the system is working. In 1979 over 4,000 green sheets were processed which answered questions or assisted members in some way.

One final point that we should bring up is the fact that help is only as far away as your telephone. If you need assistance or information call your district office. They have UNIVAC terminals which are capable of getting into the Fringe Benefit Center almost instantly. They are staffed with qualified and knowledgeable personnel who will assist you or "green sheet" the matter to the Fringe Benefit Office.

Unlike any Complaint Department where your problems can fall on deaf ears, everyone at your district office, the Fringe Benefit Center and the Trust Fund Office is capable and anxious to help. Next Month—We salute the District Offices.

'Jaws II' gives no free lunch

(Continued from Page 12)

the effect of Jarvis II on state income. It will cost about \$5 billion in the next fiscal year and more than \$4 billion the following year. Actually Jarvis II may already be in effect. That's because the cut in state income taxes apply retroactively to last January 1 should the measure be approved. Thus, state and local governments will have to absorb the loss from one-and-a-half fiscal years in a single budget starting July 1.

How much is \$5 billion? That represents 25 percent of the state's general fund. It is the same amount the state now provides all levels of local government in bailout funds. It is more than is now spent for all state operations—universities,

prisons, mental hospitals, the works.

And that is not all California stands to lose. A portion of the budget every year is allocated for matching funds from the federal government's revenue sharing program. Passage of Jaws II will cost the state an additional \$200 million to \$600 million a year in revenue sharing funds.

Local governments hit hardest

Few people realize that more than 80 percent of the state budget is currently returned to local government for programs like public education, health services and property tax relief.

The passage of Proposition 13 in 1978 cost local governments \$6.9 billion. Significant cuts were made in police and fire protection, education, libraries, street cleaning and repair, mosquito abatement and the maintenance of parks and public facilities. These cuts were necessary despite the fact that the state has been using its accumulated surplus to bail out local governments to the tune of \$4.3 billion in

fiscal 1979 and \$4.8 billion in 1980.

We already enjoy more tax relief than any other state

In the last two years, California voters and the legislature have passed more tax relief measures—adding up to \$16 billion in cuts—than any other state. In 1978, Proposition 13 relieved 60 percent of the property tax burden of homeowners and businesses. After that, Governor Brown signed into law a \$1 billion income tax cut. Next came a law to increase renter relief for all renters in the state.

This year's state income tax form provided a rebate of up to \$90 for every working person based on a surplus in the state disability fund. In addition, the legislature has passed a law indexing income taxes so that as inflation takes us up to higher income tax brackets, the law automatically adjusts downward the amount of taxes we have to pay. The business inventory tax was abolished.

The 1979 Gann initiative (Prop. 4) locked into the constitution a lid on state spending.

That all adds up to a lot of tax relief. State and local agencies are still adjusting their budgets to compensate for the reduction in their income. It would be wise to give our government representatives a chance to come to grips with these changes before we consider any more tax cuts. Jaws II is too much, too soon.

There is no free lunch

In the final analysis, we get what we pay for, whether its consumer goods or state and local government services. Voters in California and across the nation are demonstrating that they are fed up with excessive government spending and waste of taxpayer dollars—and rightly so. But we have done more than simply act "mad as hell." We've done something about it and reduced our tax burden. To come back with Jaws II before the dust has a chance to settle would be a mistake. Vote "NO" on Proposition 9.

TALKING TO TECHS BY PAUL SCHISSLER, DIRECTOR TECH. DEPT., GENE MACHADO, FRANK MORALES AND GENE WARD

INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

On April 21, 1980, the Administrator of the NCSJAC hired Gene Machado to assist in the operation of the Apprenticeship Program. Mr. Machado is a long time member of Local No. 3 and a Certified Chief of Party. Gene brings with him a great deal of experience having served as a Trustee, Co-Chairman of the JAC and a member of each of its subcommittees. He has been a real participant in Technical Engineers affairs.



Over the past 2 or 3 years a lot of attention has been given to Public Works jobs. Prevailing rate of pay, Fringe Benefits, Ratio of Apprentices to numbers of Journeyman, Certificate to Train Apprentices, Contributions to Apprenticeship Programs, Agreements to train Apprentices under Standards, Parallel Training Programs, Public Entity reporting of Public Works jobs let, Certified Payrolls and enforcement of all the above has been the concern of the JAC and Training Fund because all of these items affect the training of Apprentices.

As an example, there are approximately 6,000 Government Agencies. Some 3,000 of those agencies in Northern California alone appear to let Survey Contracts at some time or another. Every Public Agency is required by Law to notify the Division of Apprenticeship Standards of each contract that is let. The Division of Apprenticeship Standards is obligated to notify the NCSJAC of each of the contracts let.

In all of California—North and South—only approximately 250 agencies are complying with the Law. Not one Firm in Northern California that is not signatory to the Collective Bargaining Agreement has hired an Apprentice. Only 6 Firms other than Signatories have requested a Certificate of Approval to Train and on and on.

The Law is clear, adequate and provides for uniformity of cost to the employer be he Union or non-Union. Violations are not being reported and Government shows no inclination to investigate. It appears that in many cases local Agencies are doing business with local Firms and politics get in the way of fairness.

One of the reasons for expanding the JAC forces is to investigate and report violations and to educate the agencies as to their responsibilities. More job opportunities for Apprentices should be generated without affecting Local No. 3 Journeyman positions.

This is the season when Union and Employer come together to negotiate an agreement that all parties will live with for a future period of time. When the dust settles and the new Collective Bargaining Agreement has been duly signed the real battle will be just beginning. Realistic wages, Fringe Benefits and working conditions are meaningful only to the extent that they can be applied to hours of work.

NO WORK—NO PAY!

Politicians and Governmental Agency heads can, with the stroke of a pronouncement, destroy the effects of a fair and equitable Agreement, reached responsibly, between Union and Employer. Many times the lofty Politician sim-

ply forgets one part of his constituency while pursuing some grandiose scheme that will save the world. From time to time it is necessary to catch the attention of Politicians. He is generally a pretty good guy, ambitious, a do gooder for the things he believes in, has tremendous pressures from special interest groups, is intent on being re-elected at any cost to ideals and he is acutely sensitive to the mood of the Voters. He is really a pretty ordinary, run of the mill guy, who could be your neighbor, but—

From time to time it is necessary to catch his attention, to remind him that you do exist and that while all his philosophical notions are valid, the fact remains that I—ME—THIS INDIVIDUAL has got to eat and pay the bills for all the sociological manipulation.

An Apprentice has got to learn, early on, that learning the skills and being the best, having a caring Boss and Powerful Union are only the cornerstones of success. None of what you have done and none of what you do has any consequence if the next step is not taken.

The United States of America operates on the basis of a representative form of Government. That means that individual persons elect representatives to speak to issues, present programs and in every way regulate our well being. They, as a matter of fact, speak and act for each individual they represent.

One discombobulated Apprentice screaming his lungs out about a legislative issue will by all odds not be heard or if heard will not make much impact; however 35,000 voices all raised at the same time can be heard. Might even catch the attention of a politician or two. Could provide an economic climate that produces clients for the employer who hires you. Make a difference in the number of hours worked in a year. Will make the difference between just bitching about the state of the world and actually having a voice in your own future.

A little personal time and a few pennies investment can produce some big dividends. It is our understanding that a PAC is being organized which can turn up the volume of your voice. Subscribing to the PAC proposition is the kind of positive participation that can make the big difference between one Apprentice being ahead and simply screaming in a void.

Talking to Techs

SURVEYORS

We are happy to report that on March 13, 1980 the Santa Rosa District held their Grievance Committee Election. One of the members who was elected to the Grievance Committee was Pat O'Conner, Tech Engineer! Pat has been a "stand-up" member and has contributed in many different ways to the membership of Local #3.

Prior to joining Local #3, Pat was employed as a laborer for a small construction company. In 1966 Pat entered the Operating Engineers Apprenticeship Program as an apprentice operator. In 1968, mainly because of the scarcity of work in the construction industry, several operating engineer apprentices in Santa Rosa switched over as apprenticed surveyors.

During 1968 and 1969 Pat worked as a Chainman,



Instrumentman and, periodically, in the office doing computations. In September of 1969 he was employed as a grader and layout man for a local construction firm. With the experience he had acquired in these very short years, he became a top journeyman. In addition to attending the apprenticeship survey classes and acquiring his Certified Chief of Party Certificate, Pat also attended evening classes at Santa Rosa Junior College. During the next few years Pat worked as a Certified Chief of Party, being exposed to many different types of work; such as heavy construction, subdivisions, etc.

In addition to these achievements, and through his acquired study habits, Pat became a licensed land surveyor in the State of California, and is an Instructor for the Surveyor Apprenticeship Class in Santa Rosa. Pat is currently employed by Auburn Construction as a Certified Chief of Party, working on the Warm Springs Dam Project.

In closing, we would like to say that we are proud of Pat O'Conner's achievements and dedication and contributions in the field of land surveying. The opportunities of apprenticeship and higher education are made available to every Operating Engineer! Here is an individual who "took the ball and ran with it—and scored!"

TESTING AND INSPECTION

As we reported last month, there is a shortage of qualified Inspectors to fill the positions open for Inspectors in all phases of Testing. As we write this news article, we still are receiving requests from the Employers for Inspectors. Testing Engineers in Santa Clara is looking for Ultrasonic Weld Inspectors, Concrete and Soils Inspectors. Testing Engineers NDT in Oakland is looking for Inspectors qualified in Ultrasonics, X-Ray Magnetic Particle and Penetrant Inspection.

Testing and Controls in Mt. View needs an Ultrasonic Technician for Weld Inspection. Nuclear Energy Services, Conam Inspection is in need of Inspectors qualified in X-Ray Ultrasonics, and Eddy Current.

Pittsburgh Testing Lab in Oakland has an opening for an X-Ray Technician, who has to be qualified with enough experience and knowledge of NDT to help expand their X-Ray business and build it into an efficient growing concern.

Pittsburgh Testing Labs has acquired the Inspection work on the Warm Springs Dam Project, near Healdsburg, California. Some of the firms bidding on this Project included two well-known non-Union firms ("Sorry, Charlie!"). The job will require up to 15 Soil Testers for the next 2 to 3 years. P.T.L. is currently holding interviews in their Emeryville Office. The contract will begin on April 7, 1980. Pittsburgh Testing Lab has already hired some of the Inspectors they will need.

With the housing industry slowing down because of high interest rates, this Dam Project seems to have come at the right time for Soil Inspectors. This job should take up some of the slack caused by the housing slowdown. Soil Services in San Jose and Construction Materials Testing in Concord have informed us that they have enough work to keep their Inspectors busy through this year doing soils work.

Signet Testing in Hayward has been hiring Inspectors for the last two months to fill their needs for Moscone Center in San Francisco and Hong Kong U.S.A. in downtown Oakland. These two Projects should keep them busy for a couple of years. They are still looking for Inspectors qualified in Ultrasonic Visual Weld Inspection and Magnetic Particle Testing.



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Know electricity hazards while working on the job

Interest rates take their toll on Sacramento

The work picture is beginning to look dismal in the Sacramento area, reports District Representative Clem Hoover. The interest rate is having more of an effect than was originally predicted.

Granite Construction has had several subdivisions, six in one week, cancelled. Teichert had three cancelled in one week and have probably had more cancelled since. Lund Construction lost \$6 million worth of work in one week. These are subdivisions that had already been started and stopped.

"We hadn't counted on new subdivisions starting up, but had not figured on those already started to be stopped," Hoover commented. Commercial development seems to be holding up fairly well.

"I can't stress hard enough the importance of the upcoming elections to get our friends in office to combat this situation," Hoover added. "Write your Senators and Congressmen protesting the interest rate and the various regulations that are killing the housing industry."

Baldwin Contractors Co., Inc., was awarded two wastewater treatment plant jobs, one in Davis and one in Grass Valley, for \$1,976,000 and \$3,796,800 respectively. These will be one and a half to two year jobs, and will employ about 23 operating engineers.

Swinerton & Walberg Co. was awarded an \$18 million office building in Downtown Sacramento. This project will take about two years and will not employ a lot of engineers but all of them help. There will be some additional engineers on the excavation portion, as there is 70,000 square feet of underground office.

There was another project just awarded in the Roseville Industrial Park. There are several plant sites going to be let in that area in the near future. The big one, which is the Hewitt-Packard plant, still hinges on the Highway 65 By-Pass. The By-Pass doesn't look good because the Department of Transportation will not approve it.

The voters in Georgetown turned down a \$4 million bond issue that would have meant some work for the engineers, as this bond issue would have been to improve their water system.

The bond issue for the SOFAR project will be on the June ballot. This bond issue is the key to whether we build the SOFAR project. We need all the help we can get from the Brothers in El Dorado County to help get this passed. Contact Business Representative Ernie Louis if you can donate some help in any way. This is very important.

We have some very important political races to be settled on the June ballot. It is very important that we get our friends elected. Congressman Harold "Bizz" Johnson, Mr. Auburn Dam, is being attacked. Congressman Johnson has always been a friend of Operating Engineers and now he needs our help. I hope every Engineer will vote in June and again in November and keep "Bizz" in office. If you have not registered, please do so.

A lead-heavy-duty mechanic was electrocuted in a lower crawl hole of a 10-yard P & H shovel when he inadvertently contacted a collector ring energized with 4,160 volts.

John McMahon

The victim was employed for 28 years, the last 8 years as a lead heavy-duty mechanic.



Another heavy-duty mechanic received severe electrical burns on the head, right arm, right foot and leg while trying to rescue the victim.

The ore was mined using a multiple-bench method with conventional pattern drilling and blasting. The 10- and 20-cubic yard capacity electric-powered shovels were used to load broken ore into 85 to 120-ton capacity haulage trucks for transportation to the primary crusher. The shovel involved was a P & H model 1900 A-1, 10-yard.

Power entered the lower shovel body through collector rings. These collector rings remained energized while the main disconnects were closed. The rings were located in a small compartment adjacent to the transmission access crawl hole. The right

swing transmission was removed for repair and in order to complete reinstallation, it was necessary for a person to enter the crawl hole and align certain bolt holes. While in this position, a person would be in almost direct contact with the energized ring.

The ground fault interrupter was estimated to trip under fault conditions at about 12 amps. The ground fault relay did not trip when the victim made contact with the collector ring, but tripped when the second miner who was injured made contact.

Description of Accident. The victim and the injured miner reported for work at their regular starting time. The supervisor instructed them to install the rebuilt transmission. Assuming the victim had complete knowledge of installation procedures and hazards, the supervisor did not give detailed instructions.

The supervisor went to the work site later in the day and asked the victim if the crew would work overtime to complete the job. He also inquired of need for a rubber-tired dozer to move the boom.

The victim agreed to work overtime and said they were not ready for a dozer. In about an hour, the transmission was in place and it was necessary to align the bolt holes.

The victim entered the crawl hole and after a few minutes passed with no response, a check of the compartment re-

vealed that the victim was unconscious. Not suspecting that he had contacted the ring and was electrocuted, his coworker entered the hole to rescue him and also contacted the ring. The mechanics outside heard a sizzling sound and could smell something burning. Help was summoned, the pole-mounted disconnects were opened and both men were removed from the compartment. First aid was applied immediately and both were transported to the hospital. The victim was pronounced dead on arrival.

Investigation indicated that four large shovels were in operation, one of which required the DC generator to be operating before the collector rings were energized. Interviews with mechanical personnel indicated this condition may have caused some confusion. Some mechanics stated that no rings were energized unless the DC generator is operating, while others stated the rings are constantly energized.

Cause of Accident: The direct cause of the accident was the failure to deenergize and lock out the power source before entering the compartment containing the collector rings.

The failure of the company to establish and enforce a detailed written procedure for safe performance of work in the collector ring compartment contributed to the primary cause of this accident.

Largest in city's history

San Francisco operators win big increase

After nearly two years of negotiations, the City Equipment Operators and Dredge crew will receive a long awaited 20% increase, the largest in the City's history. Surveyors and Inspectors will receive a 9½% across the board increase and San Mateo Equipment Operators an 11.4% package.

Since the passage of Section 8.407 of the City Charter, in 1975, commonly known as "the Barbagelata Amendment", City craft wage rates have been virtually frozen with only token increases granted to some crafts. In 1979, Local 3 filed unfair labor practices against the Civil Service Commission and was prepared to sue the City to overturn the method used in determining wage rates for City employees.

The Barbagelata Amendment is geared to a salary survey made by an outside agency, the details of which have never been available to the Unions. The basis of Local 3's unfair labor practices and possible suit was the secrecy of the data, the failure of the City to survey the private sector as required by Section 8.407, and the inability of any Union to provide and have included their own survey data.

After the unfair labor practices were filed, the Civil Service General Manager, John Walsh called a meeting with Local 3 in an effort to work out a settlement. Prolonged discussions were held and Walsh agreed to recommend a 12½% internal adjustment for City Equipment Operators and the Dredge crew. The 12½% increase was formally approved by the Civil Service Commission in February, 1980.

Through the efforts of Local 3 and many other City craft Unions who had argued that the survey being utilized to determine the craft pay for San Francisco was inadequate as it applied to the Building Trades, the City agreed to

an additional supplemental survey on behalf of crafts which included an evaluation of wages and fringes being paid in the private sector. This is known as the "Camille" survey. As a result of the Camille Survey, Equipment Operators and Dredge employees will receive an additional 7½% increase, and the Surveyors and Inspectors 9½%.

In addition, Al Petrie, long time Local No. 3 member, was promoted to Dredge Captain, a new job classification, for which he will receive an additional 7½% Supervisory Differential.

During the 1980 negotiations, the City tried unsuccessfully to eliminate the Monday through Friday work week and the eight hour day and replace it with a flexible work day and week where employees would work eight hours within thirteen hours and could be required to work Saturdays, Sundays at straight time if they had not completed forty hours in any week. City Operating Engineers have an 8:00 a.m. starting time and are paid overtime for any work before a shift begins and after it ends and on Saturdays, Sundays and holidays. Local 3's Negotiating Committee was successful in retaining the work week and overtime provisions that the employees have enjoyed for many years.

Local 3's Negotiating Committee was comprised of Contracts Manager Robert E. Clark, District Representative Hugh Bodam, Business Representatives Ray Helmick and Charlie Snyder and rank and file members Vince Leone of the City Water Department and John Miller of the Dredge crew. House Counsel, Larry Miller assisted with the unfair labor practices.

In another public sector negotiation, Local 3 represented the Building and Construction Trades Council Bargaining Unit for San Mateo County and was successful in ob-

taining a 11.4% package increase for the non "Y" rated Equipment Operators in the first year of a two year Memorandum of Understanding and 8.4% in the second year. The "Y" rated employees, who are the employees "red circled" at the previously existing private sector craft pay scale, will receive a 9.4% package in the first year and 7.4% in the second year.

Additional benefits negotiated for San Mateo County Local 3 members include a 13% increase in Health and Welfare the first year, a 12% increase the second year, an increase in Stand By Pay from \$.75 to \$1.25 per hour, an improvement in life insurance from \$1,000 to \$5,000, rain gear for the Road Department, an additional two days vacation for employees after twenty-five years of service and a modification in the Grievance Procedure establishing "just cause" as

the only basis for discharge. Mileage was increased from \$.17 to \$.20 a mile and the day after Thanksgiving Day was substituted as a holiday in lieu of Columbus Day.

The San Mateo Building and Construction Trades Bargaining Committee was headed by Local 3's Contracts Manager Robert E. Clark, Assistant District Representative Dick Bell and rank and file member Lloyd Kurtz.

Grievance Committee Elections

At its regular quarterly membership meeting on February 19th, the District 5 membership re-elected the following brothers to serve on its Grievance Committee for the ensuing year: Bob Sheffield, Francis Rocha, and Bob Daniels.

More from Mayfield

(Continued from Page 5)

and thus hopefully a good pattern for settlement has been set.

If this settlement is reached without a strike, it will be the first such occasion to have been accomplished since prior to 1968, and if there was ever a time this is needed to be done, I think now would be the time. For my part, I will be working closely with Business Representatives and Stewards of the Kennecott Company in Bingham, Utah on the all important local issues, while the big table bargaining, overall money and general contract language will be handled by former Utah district Representative, Tom Bills, who is now the International Union Regional Director of Region 10, located in Denver, Colorado. Brother Bills, as a rank & file member, came from Kennecott and his experience as a union official, as well as in big table talks, is valuable to not only Local 3 interests, but all the unions involved.

Some California construction unions (Laborers and Carpenters) have already had their first negotiation sessions with the A.G.C. It would be my guess that by the time the next newspaper comes out a month from now, all of us who will be negotiating for a new construction contract in California will be well under way in this endeavor. I wish work were a little better at this time, as that helps, but I still firmly believe with the complete faith and support of the rank & file a very good new agreement will be reached by June 15th.

Weather put few delays on S.J. Groves' \$46 million I-80 job

S.J. Groves & Sons has continued work through most of the winter on its \$46 million Interstate-80 highway segment project in Utah, reports Business Representative Kay Leishman. According to Project Superintendent Art Ruda, the company has experienced relatively few shutdowns due to winter weather, and has experienced only several minor problems with special equipment used on this project. With the onset of warm weather and improved conditions, the company hopes to make up for time lost due to winter conditions.

To date the company has moved approximately 4.5 million yards of material from a borrow pit located on the south end of Antelope Island in the Great Salt Lake by means of a 13-mile mine conveyor belt. The borrow material is removed from the pit by a Holland loader powered by two D9 Cats and is loaded into Cat 776 haulers with double trailers.

It takes approximately three to four minutes to load each hauler, which then travel to a hopper where large rocks are separated out of the borrow material. The material then travels along the conveyor at a rate of approximately 10 miles per hour to a shuttle conveyor and stockpile, where it is then reloaded into Cat 776 haulers and taken to the fill site.

Project Superintendent Art Ruda foresees a productive summer and anticipates meeting the November 1981 completion date for the project. The use of the mine conveyor belt system for moving material, the longest of its kind

used on an above ground project, has generated much interest from contractors and other local industries for application in other types of fill hauling operations. The conveyor belt system has become even more economical than anticipated with the savings on rising diesel fuel costs.

The company is presently working two 9-hour shifts daily, six days a week, and employs approximately 50 brothers in the loading, hauling and fill placement operations. These jobs are anticipated to continue through project completion.

Southern Utah

In the southern Utah area, L. A. Young Sons' is busy on the dike and pond job at Springdale, reports Business Representative Don Strate. The high water is a problem but it looks like the wet weather may give them a break now and they will be able to get out of there soon.

Rick Jensen Construction is moving their hot plant back on the I-15 Summit project. The plant has been over in the Page, Arizona area. There are two Engineers on the job at the present time.

W. W. Clyde Company is still working two shifts at Brush Wellman's Topaz Mine. However, this contract is winding up fast and it is not known if any more work will be coming up.

A representative from the Intermountain Power Project claims the site preparation for the \$4.5 billion project near Lynndale should be underway the first of next year with

actual construction of the power plant to begin in 1982. The architectural engineering firm which will design the 3,000 megawatt plant should be named within the next two months and the general contractor should be named within six to eight months. The plant will be designed to produce more energy per year than is presently consumed in the entire state of Utah.

The Utah Department of Transportation has advertised a section of I-15 from North Paragonah to Fremont Wash to be let April 15, 1980. The bid calls for a concrete finish. The length of the job is 16 miles with a completion date of December 31, 1981. There are 40,900 cu. yds. of existing pavement to be removed and 100,600 cu. yds. of roadway excavation as well as 1,187,200 cu. yds. of borrow and granular borrow to be imported. The total concrete pavement will add up to 388,700 sq. yds.

Utah International, Cedar City, is trying to work out a tentative agreement with C.F. & I. to put a new mill at the Comstock operation. If they are successful in putting this contract together, they plan to get started on the construction of the mill as soon as possible. The mill will make an iron-ore concentrate which will be shipped to C.F. & I. in Pueblo, Colorado.

Once the agreement is put together, it will be a long-term operation. The wet mill at Iron Springs will probably be out of operation by the end of this summer and much of the equipment from the Iron Springs mill will be used at the



Dirt to be used for fill catapaults along a record-length 13-mile conveyor belt on S.J. Groves' \$46 million I-80 job just west of Salt Lake City.

Comstock operation. We sincerely hope Utah International and C.F. & I. are successful in putting together this agreement.

American Bridge Report

At Geneva, American Bridge has just started their turn-around on

the open hearth, reports Business Representative Dennis Wright. They will employ close to 35 brothers. The E.P.A. study has been completed and the monies will be appropriated for the clean up work in the near future. Ray Lewis is Job Steward for American Bridge.

Heckett Engineering at Geneva is still working around the clock trying to keep up with U.S. Steel's production. Heckett is employing seventy-eight brothers and a lot more work is in sight.

Concrete Products Company is expanding their operation to American Fork, Utah, where the erection (Continued on Page 17)



A long haul

It's a long haul for the fill being used on the I-80 project. The material begins its journey with the tremendous gouging of a Holland Loader (top center), where it is dumped into a waiting hauler. From there, the dirt is taken a few hundred yards to a massive hopper which separates out the large rock (above). Then, it's a 13-mile ride along the conveyor and ultimately to the dump site where a separate crew of haulers loads up (bottom center). Job steward Kayle Cummings operates the dump-site conveyors (far left).

Marysville still suffers work slump

The work picture on the East Side of the Area is still somewhat slow because of the unusually stormy weather we have experienced this Spring, reports Business Representative Dan Mostats.

Ferrante Construction and C.F.B. Construction have been busy, between rains, working on the pipeline project in Oroville, California. They should finish this project in three to four weeks.

Robinson Construction is working on the 17th Street and 22nd

Street Projects in Marysville and will soon be starting on the Lincoln Boulevard Project in Oroville.

The City of Oroville is attempting to seek federal government funds to do the Oro Dam Boulevard Project in Oroville. This project would be to widen Oro Dam Boulevard to four lanes between Veatch and Lincoln Streets. The project would also involve building a new Western Pacific Railroad overpass and demolishing the Southern Pacific Railroad overcrossing. The total cost of the entire project would be approximately \$3.7 million.

Roebbelen Construction of Sacramento was the low bidder on the Bachelor Officers Quarters Facilities at Beale Air Force Base located just outside Marysville. The cost of the project is approximately

\$3 million. Baldwin Construction of Marysville is the sub-contractor doing the dirt work.

In Plumas County, there is still some snow on the ground, but there is a bridge job, which will be let May 15. The bridge job will be in Greenville, Plumas County, and we will have some more road work at Bucks Lake in Plumas County.

Work on the West Side of the Area, according to Business Representative George Morgan, is starting to pick up. In the last two weeks, there have been two pre-job conferences, one with Butte Creek Rock, and one with Harold L. James, Inc.

Butte Creek Rock's job is on the Skyway just east of Chico, and involves four miles of lane additions. This job amounts to a little over \$1 million. The job is now under-

way and is to be completed during this work season.

Harold L. James, Inc., was low bidder on nine miles of irrigation pipe for the Kanahaw Water District just west of Maxwell. This job is scheduled to begin around April 10, 1980, and is scheduled for completion during the latter part of August, 1980.

Mittry-G.E.B. is in full swing on their Highway 20 job located twenty miles west of Williams, California. The heavy winter rains have caused problems with earth slides on this job.

—Marysville District Blood Bank—

The supply of blood in our Blood Bank is very low. We recently received notification that we only have a few units on hand. Anyone who can should make a donation at

the earliest opportunity. Donations may be made at:

CHICO: 169 Cohasset Road, Fridays between 8:00 and 12:00 Noon, Saturdays between 9:00 a.m. and 12:00 Noon, and Tuesdays between 3:00 and 7:00 p.m.

OROVILLE: Thermalito Grange Hall, 479 Plumas Avenue, 1st Thursday of each month from 1:00 to 6:00 p.m.

MARYSVILLE: Marysville Art Club, 420 Tenth Street, 2nd Tuesday of each month from 1:00 to 6:00 p.m.

Any donations you can make will be appreciated very much. When you make your donations, please remember to tell them you are donating to the Marysville District, Operating Engineers Local Union No. 3, Blood Bank.

Thanks.



The huge \$1 million hauler dwarfs Wheeler Machinery mechanic Brent Bjerregaard (above), who was involved with rigging up

the trucks prior to the job getting underway last summer. (Below) The haulers line up at the dumpsite awaiting their payload.



More from Utah

(Continued from Page 16)

tion of a new batch plant is now in progress. C.P.C. is now employing approximately eighty-five members who are working under the rock, sand & gravel agreement.

Anaconda's Carr Fork Project at Tooele, Utah, has now hit the peak at 560 employees. The mine, mill and plant are now in full production with many good years ahead. With today's gold and copper market, the mining industry is really booming, and if it continues it may have to pick up the sagging construction industry.

New I-80 Job

Acme Construction Company, Spokane, Washington, was apparent low bidder on the section of I-80, Castle Rock to Wasatch, at \$6,010,191, reports Business Representative Rex Daugherty. Peter Kiewit Sons' came in second at \$6,096,095 and Jack B. Parson third at \$6,246,221.

Jack B. Parson Company has worked most of the winter on a two-shift basis on their I-15 project from Howell to Rattlesnake Pass. The project consists of asphalt recycling, gravel and shoulders. The contractor plans to start construction by April 20th.

Pictured at the hopper control booth (far left) are Marc Dancause, project manager; former Utah District Rep. Tom Bills, who now serves as a Regional Director; Local 3 Vice President Bob Mayfield; and Local 3 members Gil Phillips and Joe Hardman. Quintin Erickson, a 33-year member (pictured below) operates the huge Rayco grader. Warren "Red" Fenner mans a hydraulic crane at the worksite (right).

Construction on the Ogden Mall is right on schedule. M. Morrin & Sons, Murray Crane and Leasing, and Acme Crane, Masco Steel Company are doing most of the work. The completion date is scheduled for November, 1980.

Another mall, to be located on Wall Avenue and Riverdale Road in Ogden, should be started by May 1st. Christiansen Brothers Construction of Salt Lake City is the contractor as well as part owner of the mall. Cost is approximately \$65 million.

J. F. Shea & Sons Company, contractor on the Vat Tunnel project of the Central Utah Project, has only mined 800 ft. in a twelve-month period due to a 600 ft. per minute water problem. The cost is now estimated to be \$1 million per 100 ft. The contractor has been on a cost-plus basis for a year.

W.W. Clyde Company expects to start the Strawberry and inlet of the aqueduct system to the Vat Tunnel sometime in May. These projects should employ approximately 70 Engineers.

L. A. Young Sons' Construction Company will start on May 1st on an earthfill dam at Brown's Draw, located 12 miles from Roosevelt, Utah.



Slowdown, no growthers hamper Santa Rosa

There has been a major change in the work picture for the Santa Rosa area since last month, reports District Representative Robert Wagnon. Due to the high rate of interest the housing starts have dropped off by 50 percent and could very well become worse.

In Mendocino County, wood products plants have laid off workers and reduced their hours, while

locally, the dramatic drop in new construction is hurting developers, carpenters, concrete contractors, roofers—virtually anyone involved with construction.

People in construction point out that because their industry is such a large part of the economy, when they suffer a lot of other people start hurting too. Plumbers and electricians, appliance dealers,

truckers, even governmental agencies are all affected.

The Louisiana-Pacific Corporation decided to reduce the hours of a majority of its 800 workers in Mendocino County and 75 percent of employees at its Ukiah and Covelo sawmills have been reduced to working every other week. A spokesman for the company (which grossed \$1.3 billion in sales last year) said production in Western states is being cut down to 80-85 percent of what it was last year.

Furthermore, the Carter administration freeze on federal highway funds has left \$7.5 million in North Coast highway projects in a state of suspended animation.

As part of his anti-inflation program, President Carter has proposed major cuts in highway spending for the 1981 fiscal year.

In connection with those proposed reductions and in order to assess federal obligations to the states, the Federal Highway Administration subsequently imposed a temporary freeze on the release of 1980 funds.

In response state Transportation Director Adriana Gianturco announced she "temporarily halted" proceeding with bid advertisements for projects in five federal aid categories.

Gianturco's list, all projects scheduled for bids between now and Oct. 1, contained 106 projects worth \$330 million.

The impact of the suspension on individual projects is "unknown at this time," Gianturco said.

The length of the freeze and the impact federal cuts would have on California's long range transportation plans "have not yet been determined," she said.

Here are the five North Coast projects for which bid advertising has been suspended:

HIGHWAY 1—Resurfacing of 2.8 miles between Fort Ross Road and Skaggs Springs Road, scheduled for next month, \$370,000.

HIGHWAY 29—Construction of a 1.4 mile passing lane north of Point Lakeview Road in Lake County, May, \$974,000.

HIGHWAY 116/121—Realignment and reconstruction from Arnold Drive to Highway 121 junction at Schellville, May, \$1,440,000.

HIGHWAY 101—Modifications of the east side of the Mendocino Avenue interchange in Santa Rosa, May, \$1,280,000.

HIGHWAY 20—Construction of a 6.2 mile truck passing lane in Lake County near the Colusa County line, June, \$3,402,000.

To make matters worse, the Sonoma County Planning Commission is still bungling along on its efforts to wipe out the gravel mining industry, Wagnon continued.

The flaw in the planning staff's proposal is the almost casual way it treats the substitution of hardrock quarries situated among some of our most charming vistas for the current gravel mining operations.

One of the consultants hired by opponents of the mining ban put it very well in his presentation to the Planning Commission.

He said, "It seems to me that the Aggregate Management Resources study EIR focuses on a proposal that is in fact a 'wolf in sheep's clothing'."

"The 'sheep's clothing' is the way in which staff has charac-

terised their proposal to eliminate all terrace mining and virtually all instream aggregate harvesting in Sonoma County as a 'conservation' proposal.

"THE REAL 'WOLF' behind the study is a major industrial proposal that is about to be unleashed upon some of the most sensitive areas of Sonoma County. That is the project upon which the EIR should focus but does not. Thirty-five hardrock quarries are proposed in the study in quite specific locations scattered over some of the most beautiful and visible hillside countryside of the county.

"A number of major new processing plants are proposed in the hills, and many pleasant winding country roads will be turned into haul roads for behemoth trucks making 80 or more trips per day to market through established neighborhoods and in many cases along highways already heavily impacted by residential and visitor traffic."

The consultant then goes on to list some of the 35 quarry sites, and the possible impacts on those areas. For instance:

"Gird Creek and Pine Flat—Both in an area of beautiful, rolling, tree-covered hills above Jimtown bridge and east of Alexander Valley.

"Bailhache Road site—Extremely visible from entire Healdsburg area, is backdrop for vineyards.

"Dutch Bill Creek site—Highly visible from travelled scenic highway.

"Buzzard Peak site—Very visible from Highway 12, valley and Oakmont.

"Nelligan Road/Calabazas Creek—Two sites proposed on road where huge battle took place over Nun's Canyon Quarry."

The reference to the Nun's Canyon Quarry is to a recent application by operators of that quarry to expand operations. Nearby residents raised such a furor that blasting was prohibited and trucks were limited to five per day. This is typical of what any quarry proposed in the planning staff's plan could expect to meet in the way of opposition.

These developments prove how rapidly the construction outlook can change. Wagnon observed, "At the first of the year we were predicting a good season but in 3½ months there has been a drastic change. The \$18-million sewer job in Guerneville is about 70 percent complete and the Warm Springs Dam project will be our main stay for this year and no one can predict what next year will bring."

DEPARTED BROTHERS

Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolences to the families and friends of the following deceased:

NAME/ADDRESS	DECEASED
Argyle, Ivan (LaRue—Wife) 410 S. 5th E, Payson, Utah	3-20-80
Arnold, Howard (Johnnie—Wife) 870 Park Ave., #106, Capitola, California	3-12-80
Ashcraft, Earl (Faye—Wife) P.O. Box 245, Calpella, California	3-22-80
Ball, Floyd (Jeanne—Wife) 18 Sabine Rd., Oroville, California	3-6-80
Beal, Lewis (Gladys—Wife) 3009-6th St., Sacramento, California	3-2-80
Bergquist, Gunnar (Olaf Hansson—Nephew) Hojden 41 Pollered, Floda, Sweden	2-6-80
Bettinger, John (Ruth—Wife) P.O. Box 975, Paradise, California	2-28-80
Brooks, Larry (Rebecca Sanchez & Michael—Children) 9051 Colony Dr., Redwood Valley, California	3-27-80
Covey, Homer (Edna—Wife) 22104 Victory Dr., Hayward, California	3-28-80
Cox, Thorley (Patricia—Wife) P.O. Box 626, Newcastle, Utah	1-19-80
Cudd, Charles (Vickie Crimmins—Daughter) 16711 Marsh Creek Rd., Clayton, California	3-15-80
Delfino, Harry (Olive—Wife) 7 Ward Street, Healdsburg, California	3-16-80
Eads, Lloyd (Fay—Wife) 88 Terry St., Elizabeth City, N.C.	3-26-80
Elias, Louis H. (Mary Karl & Dianne Sawyer—Dtrs.) 343 Hushbeck Ave., Watsonville, California	1-26-80
Erwin, Kenneth (Alessia—Dtr.) 2618—15th Ave., San Francisco, California	3-10-80
Faria, Joseph (Ruby—wife) 1955 San Rafael St., San Leandro, California	3-29-80
Gordon, Lloyd M. (Opal—Wife) 2710 Palermo Rd., Oroville, California	3-22-80
Hansen, Vernon (Richard—Son) P.O. Box 792, Alta, California	3-21-80
Hicks, George (Codie—Wife) P.O. Box 106, Noble, Oklahoma	3-2-80
Kaehler, Henry (Eugene—Son) 4324 Springhill Rd., Petaluma, California	3-12-80
King, Wilfred B. (Ellen—Wife) 493 E. McArthur St., Sonoma, California	3-7-80
Ledgerwood, William (Lena Bell—Wife) 309 East 4th St., Broken Bow, Oklahoma	3-8-80
Luzier, Mike (Bonnie—Wife) 20680 Cooke Dr., Reno, Nevada	3-2-80
Michaels, Carlos (Mildred—Wife) 2681 Bell St., Sacramento, California	3-23-80
Millard, Edward C. (Ronald—Son) 1616 Esther Dr., Bakersfield, California	3-3-80
Obye, Bryan J. (Betty Adams—Dtr.) P.O. Box 315, Willard, Utah	3-11-80
Penrod, Wilford F. (Flora—Wife) 919 S. Carterville, Orem, Utah	3-1-80
Peterson, Clarence (Mac—Wife) P.O. Box 5, Montello, Nevada	3-19-80
Runnigen, Marvin (Jeanne—Wife) 1912 Kauai Dr., Modesto, California	3-12-80
Smith, Kermit Q. (Annie—Wife) 190 Glenn Dr., Folsom, California	3-15-80
Stowe, Clark N. (Helen—Wife) 6531 Stockton Ave., El Cerrito, California	3-9-80
Thomson, Karl A. (Eloise—Wife) 2897 So. 3000 West, Granger, Utah	3-14-80
Toscano, Frank (Eva—Wife) 1029 Idaho, Los Banos, California	11-27-79
Wright, James (Ginger—Wife) 1473 Ridgecrest Dr., Manteca, California	3-14-80

94 Deceased Members from January 1, 1980

through March 31, 1980

1 Industrial Accident January 1980 through March 1980

DECEASED DEPENDENTS

March 1980

Glover, Mildred—Wife of R.M. Glover	11-27-79
Grenier, Sandra L.—Wife of Oliver Grenier	2-24-80
Patchett, Clara—Wife of John Patchett	3-17-80
Romine, Bonnie—Wife of Jennings Romine	3-26-80

Personal Notes

Ignacio

Best wishes for a speedy recovery to Brother Ken Hill, hospitalized at Marin General; and to Brother Mel Hein at U.C. Hospital. We are saddened by the death of Brother Bill Mougovan on April 11th. Our deepest sympathy goes to his wife Fern and family. Brother Mougovan was retired for the past few years.

Registration forms are available in our office for those living in Marin County, who are not registered to vote in the coming elections. You must re-register if you have moved.

Santa Rosa

Our deepest sympathy is extended to John Patchett on the recent death of his wife, Clara. We regret having to report the death of our Brother Earl Ashcraft, Harry Delfino, retired, and also Larry Brooks, retired. Our sincere condolences are extended to the families and friends of our late Brothers.

Eureka

It is with great happiness we announce the birth of a new son to Brother Francis Brazil and his wife on March 20th.

We extend our condolences to the family and friends of Brother Thomas J. Crawford who passed away on April 3, 1980 after a short illness.

Reno

Congratulations to the new parents: Garlan and Karen Johnston, a son born 12/26/79. Steven and Diana Hawkins, a daughter born 2/26/80. John and Benita Legara, a son born 2/25/80.

We would like to extend condolences to the family and friends of Mike Luzier who died on March 2, 1980 and to the family and friends of Clarence Peterson who died March 19, 1980.

Fresno

We would like to express our sincere sympathies to the family and friends of Brothers Harvey McNeil, Fred Hogadone and Frank Toscano who recently passed away. Also to Brother Burt Lavell on the loss of his wife Helen.

We wish to thank Mrs. Helen (Fred) Hogadone for her letter as follows:

"Dear Claude Odom, I wish to express my appreciation to you and Local #3 for the beautiful white Bible presented to me in my husband's memory. I shall treasure it forever. How proud Fred was of his membership in Operating Engineers during his retirement years with his pension and health benefit program. Our claims were always processed promptly and efficiently. Thank you for your assistance in completing the necessary forms for the death benefits, for which I received prompt payment. Your kindness was most helpful during this time of sorrow. My sincere thanks, s/Helen Hogadone"

Oakland

Brother Ernie Fagundes who retired last August after 34 years with Lone Star in Pleasanton just had a triple bypass operation. Ernie is at home and doing fine.

Brother Vern Mendoza who had a back operation in January is now at home. Vern has had a rough time of it, but is now well on the road to recovery. He hopes to be back at his job as Lube Engineer at Kaiser real soon.

Swap Shop: Free Want Ads for Engineers

FOR SALE: 1978 CHEVY PICKUP, 4 wheel drive, A/T. low mileage, site step w/roll bar, chrome wheels 350 cu. in. \$9,500. or best offer. Call eve. 6-8 pm. 415/756-7429 or write Jamie A. Ramos, 86 Carmel Ave., Daly City, Ca. 94015. Reg. No. 1800619. 3-80

FOR SALE: 1974 CJ 5 mag wheels, headers 304 V8, new top \$3,500. T.A. Clay, P.O. Box 2202, Carson City, Nev. 89701. 702/882-4696. Reg. No. 1324928. 3-80

FOR SALE: 8' CAMPER, 6/pack, cabover, stove, icebox, potty, 3 yrs. old good cond. 1,300 lbs. asking \$1,100. eve. or weekends. 408/724-8118. Jack Jackson. Reg. No. 1071079. 3-80

FOR SALE: 2 ACRES, fenced, cross-fenced, 4 bdrm, 2 bath, fireplace, family orchard, beautiful view, guesthouse, outbuildings, 2 miles from Orland, 20 from Chico, \$85,000. James D. Sanders, 916/865-9500. Reg. No. 0820664. 3-80

FOR SALE: IN MOUNTAINAIR, New Mexico, 3 bdrm, 2-1/2 bath, extra large yard, view, fruit trees, small friendly town, pleasant summers, mild winters, high altitude, low taxes \$65,000. James D. Sanders. 916/865-9500. Reg. No. 0820664. 3-80

FOR SALE: TOWING MACHINE 1971 1/4 T. international travelall in excel. cond. \$1,400. Mas Tsuda, 16 Loma Rd., Redwood City. 415/369-3569. Reg. No. 1238649. 3-80

FOR SALE: 65 FORD PICKUP, 1900, new brakes, water pump, battery 30,000 mi on motor; 1970 W/B 22' boat, good shape \$7,200. Welbur Marshall, Rt. Box 444A, Welton, Ca. 95693. 687-6796 or 687-6494. Reg. No. 0892694. 3-80

FOR SALE: 1977 LAYTON 27' 5th wheel, A/C, ex. cond. \$8,000. George White, 141 Inner Circle, Davis, Ca. 95616. Reg. No. 0324042. 3-80

FOR SALE: 1977 FIREBALL 5th wheel trailer, 32' A/C, rollout, awning, large rear bath used very little, ex-cond. \$9,500. Wm. Conner, 92 Hancock Rd., Roseville, Ca. 95678. 916/782-9160. Reg. No. 0292565. 3-80

FOR SALE: 1964 RANCHERO, chrome wheels, radial tires, custom paint, padded roll bar, 260 V8, elect. seat & antenna, stereo, alarm, A/C, great m.p.g., sacrifice \$2,800. Dave Reed, 3539 Ashley Ave., Oroville, Ca. 95965. 916/534-6423. Reg. No. 1130324. 3-80

FOR SALE: BOLES AERO TRAVEL TRAILER, 32' fully self. cont., awning, A/C, tinted windows, like new, pulled very little \$13,000. tel. 532-5842. Homer Wynn, 15394 Buttercup Lane, Sonoma, Ca. 95370. Reg. No. 1123517. 3-80

FOR SALE: 1974 CHEV. SUPER CHEYENNE, A/C, P.S., P.B., A/T, 350 engine, transmission collar, dual exhaust, dual tanks, 35" canopy, equipped for trailer towing; 1975 Road Ranger 18' travel trailer comp. S.C. \$6,000 both or will separate. Art Lance 209/299-7339. Reg. No. 0698389. 3-80

FOR SALE: LIBERTY S.A. 22 L.R. & Magnum, hand tooled buskadarro belt holster left hand. \$125., sake 30' B6 w/leupold 3x9 scope \$300. Art Lance, 209/299-7339. Reg. No. 0698389. 3-80

FOR SALE: '73 Winnebago mileage 25,186, 9 mpg. \$9,500; '77 Pinto 23,000 mi fully loaded \$4,500; Camper, telescope top \$350. Edd Goforth, 9679 Walnut Ave., Elk Grove, Ca. 95624. 916/685-4756. Reg. No. 1494172. 3-80

FOR SALE: GARDNERVILLE, NE. 4 bdrm, 2 bath, extra large master bd., sunken dining rm. 1670 sq. ft. living space plus 624 sq. ft. car gar. w/pit. approx 1 ac, fenced, ok for livestock \$64,950. Phil Houston, P.O. Box 1240 Minden, Nev. 89423 tele. 702/782-3085. Reg. No. 1171933. 3-80

FOR SALE: 1 FRENCH PROVINCIA fruit wood, drop side table 40' wide, extends

from 2'6" to 8' long \$150. W. D. Sorensen, 7028 Thronhill Dr., Oakland, Ca. 94611 tele 339-1041. Reg. No. 238823. 3-80

FOR SALE: GRASSER, roll around \$15., V8 555 block, all parts except crankshaft; Eaton-Hendrickson walking beams \$50. ea. for late model trucks; used tires 8.25x20, 9.00x20, 10.00x20, 11.00x20 - \$50 & \$10. ea. good clean international diamond dump trucks, 8-10 yd. dump boxes w/Garwood Hoists. \$1,750. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014. 415/333-9006. Reg. 154371. 3-80

FOR SALE: 1976 DODGE Pv. radio, heater, C.B., d200, 400c id. engine, 950 rubber trailer tow package, low mileage \$4,500, or will trade on soil sampling rig. Paul Hayden, P.O. Box 5243, Reno, Nev. 89503. 329-7463. Reg. No. 0685675. 3-80

FOR SALE: 1988 CB160 HONDA motorcycle, can be used for parts or fixed to run, asking \$100. 916/459-3137 after 5:30 p.m.. Dan Williams, RT1 Box 116, Montague, Ca. 96064. Reg. No. 1634984. 3-80

FOR SALE: 5 ACRES adjacent fish lake national forest in Utah, Elk, deer & trout, 2 cabin sites or 4 trailer pads, acceptable, 6 mi. to I-70 freeway \$10,000. to total or \$4,000 equity. L.R. Johnson, 131 Rose Ct. No. 8, Campbell, Ca. 95008. 408/379-2704. Reg. No. 0660970. 3-80

FOR SALE OR TRADE: 30' Conversion 56 Ford sleeps 6, self "292" V8, 4 sp., 2 sp. rear end, perfect for person work away from home, asking \$6,200. 916/482-9280. Pedro Perez, 10605 Chardonay, Rancho Cordova, Ca. Reg. 1225597. 3-80

WANTED: JIM BEAM CERAMIC BOTTLES, send list & price. Harry Horn, 2565 La Cumbra, Rancho Cordova, Ca. 95670. Reg. No. 0738743. 3-80

FOR SALE: SCAMP CAMPER Shell Truck-in style for stepside pick ups \$300. Jim Shotwell, 191 La Prenda, Millbrae, Ca. 94030 415/692-2459 Reg. #1797519 4-80

FOR SALE: 580C CASE BACKHOE extndahoe 1850 hrs., five buckets, 12", 18", 24", 30", 36in, 1968 Int. two ton truck all in good shape. W.J. Barker, 125 Olive Ct., Lodi, Ca. 95240 209/369-0667. #0698313 4-80

FOR SALE: FOUR PRIME 10 acre parcels 10 mi. east of Elko, Nev., 3 at \$30,000. one at \$35,000. Will sell entire 40 acres for \$99,500. Will carry balance at 12% w/1/2 down. Jim L. Poole, 21139 Tyee Ct., Castro Valley, Ca. 94546 415/582-0740 or 702/738-6707 Reg. #1208485 4-80

FOR SALE: 1978 HONDA CIVIC STA-TION WGN, 26,000 mil, new battery & spare tire, AM/FM radio w/Pioneer speakers, white w/ blue int., \$4,300/offer. Mike Toma, P.O. Box 831, Mtn. View, Ca. 408/246-0455 Reg. #1076574 4-80

FOR SALE: BOAT Catamaran power cat, 18' long, 7'11" wide real deep twin even rude easy lift tandem trailer, new tires, custom made top, fisherman dream see to appreciate \$3,000. B.F. Ederman, 104A Elder Dr. Pacheco, Ca. 94553 415/685-7969 Reg. #0689209 4-80

FOR SALE: 1979 CHEVROLET CHEY-ENNE, 4 wheel dr., 4 sp., LWB, AM/FM 8 track, \$6,150. Richard Nelson, 33815 Shaver Springs Road, Auberry, Ca. 93602 209/841-12453 Reg. #1082362 4-80

FOR SALE OR TRADE: 10 ACRE in Northern Nevada, cash cheap or latest pick up. 916/372-5932, Broderich, Ca. 95605 Reg. #1128323 4-80

FOR SALE: 40 ACRES, 2 bdrm. older home (flame), 3 1/2 mi. south of proposed world's largest power plant \$1,500 per acre owner/agent. Norman Clemens, 14346 E. Collier Road, Acampo, Ca. 209/369-1397 Reg. #1238702 4-80

FOR SALE: 1976 FORD E100 custom van, one owner 48K orig. mi, fully carpeted & insulated, P/S, P/B, AT, 351 V8, never wrecked, AM/FM 8 track & CB, table drops to double bed, high back, swivel capt'n's

seats, ice box & cupboards. Immaculate throughout best offer before Apr. 1. D. Kennedy, 16911 Ehle St., San Leandro, Ca. 94578 415/481-5419 Reg. #1768889 4-80

FOR SALE: LOT, Berryessa Highland, walking distance store and post office. \$11,000. Russel P. Kincade, 72 Cherry Blossom Lane, Aptos, Ca. 95003 408/688-3532 Reg. #0603335 4-80

FOR SALE: CAT 12F grader, Massey Ferguson Mod:30; loader scraper; blaw know P.F. 22 paver, Layton 550 super paver; trucks, rollers, trailers etc. 408/438-3120 or 438-4989 Ralph E. Hendrickson, Hendrickson Const. Co., P.O. Box 66856, Scotts Valley, Ca. 95066 Reg. #544323905 4-80

FOR SALE: 1976 International Back Hoe w/4 buckets 12"-16"-24" and 30", under 1200 original hours. \$12,000; 1966 Chevy 5 yd dump truck, 4 sp. 2 sp. rear end. \$3,500. John Cardoza, 1950 Overhill Road, Concord, Ca. 94520 415/757-7841 Reg. #056917 4-80

FOR SALE: 1977 1/2 WILDERNESS 5th wheel 24' like new, spare tire dual intercom system, carpeted \$5,495.; Dual motorcycle trailer ex-cond. \$295. Jerry Howard, 12123 Weigum, Lodi, Ca. 95240 Reg. #1346226 phone 334-4882 5-80

FOR SALE: 8x35 COACHMAN TRAILER, Park model w/ Tipout, A/C, double bed, full bath, excel. cond. Write R. Jarvinen, Box 24, Bluff, Utah. 84512 Reg. #1117092 5-80

FOR SALE: TWO VOLKSWAGON EN-GINES, 40 H.P., one w/ good transalene. \$350./ offer. Jared Byrd, 415-244-6541 Reg. #1216125 5-80

FOR SALE: GMC, 1973, 1/2 ton Pickup, 350 V8, stick, A/C, power steer, 52 K mi, \$1,575. B. Delaney, 415-648-3926 5-80

FOR SALE: 79 HARVEST MOTOR HOME 29' Dodge Chassis 440, under 11,000 mi. loaded coast \$25,000. sell \$21,000. Harold Varwig, 408-263-2833 Reg. #915654 5-80

FOR SALE: HAWAII-HAWAIIAN IS-LANDS, Paradise acres subdivision in big island, 16,200 S.F. Lot (off water & elect.) beautiful view of ocean & mtn., 15 min. away from Hilo Town & 10 min. away from airport \$10,000 cash (firm) J. Souza, RR 1 Box 35, Haiku, HI. 96708 Reg. #1482328 5-80

FOR SALE: 1958 1260 GRADALL, all diesel extra buckets, slope bar, 4' exten. E.J. Yerkes, P.O. Box 960, Colfax, Ca. 95713, 916-346-8418 Mon or Fri 9-6 Reg. #1733028 5-80

FOR SALE: RIVER FRONTAGE 1 1/2 Ac. plus Sprague River, Ore., older mobil, 12x14 storage build. excel. well, spic system, excel. fishing & hunting. Will talk finance, Elmer Powell, 5150 La Honda Rd., El Sobrante, Ca. 94803 415-223-4337 Reg. #598622 5-80

FOR SALE: 1978 27 Terry Travel Trailer, self-contained w/dual batteries, AC, excel. cond. \$800. down & assume loan. 209-298-6764. Glenn Landers, 1700 Sunnyside #69, Clovis, Ca. 93612 Reg. #1804367 5-80

FOR SALE: 68' INTERNATIONAL TRANSTAR, 275 Cummings, 4x4 trans., QUD's 3 axle, 10' dump, good condition \$12,000. Frank Merrell, 5356 N. Santa Fe, Fresno, Ca. 209/431-7856 Reg. #1781838 5-80

FOR SALE: 79 Utility Tilt Trailer, dual axle, elect. brakes, 17,000 lb. cap., like new, \$5,000; 63 Ford Flatbed, 1 ton, steel bed, good cond., \$2,000 Frank Merrell, 5356 N. Santa Fe, Fresno, Ca. 209/431-7856 Reg. #1781838 5-80

FOR SALE: 1978 Invader Travel Trailer 23' Tully self cont., A/C, excel. cond., small down & take over payments at credit union. Ken Armstrong, 160 Nelson Wy., Lincoln, Ca. 95648 916/645-1318 Reg. #1059571 5-80

FOR SALE: FORD C800 Fifth wheel mechanically sound, 390 gas engine, 4 sp. trans, 2 sp. axle. \$3,000. Dan Traverso, P.O. Box 368, Belmont, Ca. 94002 Reg. #1785963 5-80

FOR SALE: 1 side delivery Say rake on rubber very good cond., also engine parts for 2 ton Holt tractor, also 1 comp model A Ford engine. John M. Silveiro, 10 Donna Lane, Danville, Ca. 837-2194 Reg. #0828730 5-80

FOR SALE: 1977 TRAVELEYE 8x38 1 bedrm, w/2 tipouts, park model, A/C, kitchen in front, sliding glass door, Alaska pack storm windows, full size wall to wall mirrored closet in bedrm. \$10,000. Jerry Kakuk, 5555 Bear Cub Ct., Redding, Ca. 96001 Reg. #1003111 5-80

FOR SALE: 1965 15' OLIVER BACKHOE & LOADER, w/cab, 1 yard loader

bucket, 12, 18, 24 & 35 in. buckets, good cond., see to appreciate \$15,000. Daniel Collins, 6370 N. Temperance, Clovis, Ca. 93612 phone 299-4295 Reg. #0998883 5-80

FOR SALE: 580 B BACKHOE Extndahoe, 3 buckets 12' 18' & 24' 1975 model, excel. cond., call eve. 6-9 pm 574-3172 Bill Hagan, 920 Jamaica St., Foster City, Ca. 94404 Reg. #1196346 5-80

FOR SALE: 2 BDRMS., 1 bath, 1.4 ac., 2 barns, 2 car garage, chick, coops, bird aviaries, all fenced & crossfence, part in pasture \$49,000. Charles Gardner, 195 N.2W. Monre, Utah 84754 Reg. #0351398 5-80

FOR SALE: '79 CHEVY DIESEL, Step-side, 15 thou. mile, air, too many extras to list. Immaculate \$8,500. R.M. Hocking, 2944 Terra Verde Lane, Oakley, Ca. 94561 415/625-0389 Reg. #0876165 5-80

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.

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LONGEST WRITTEN MILEAGE & ROAD HAZARD WARRANTY IN THE TIRE INDUSTRY

COMPACT			
TUBELESS			
75,000 MILE WARRANTY			
Size	Brand	Wholesale Price	Retail Price
560-15	26.58	24.62	1.86
600-15	22.11	25.18	1.77
600-12	21.13	26.47	1.49
580-13	21.70	25.45	1.46
600-13	23.81	26.56	1.64
615-13	—	23.81	1.57
560-14	—	26.90	1.60

GLASS BELTED 78 SERIES			
WHITEWALL - FIBERGLASS			
30,000 MILE WARRANTY			
Size	Brand	Wholesale Price	Retail Price
A78-13	29.17	2.01	1.74
C78-14	31.54	2.01	2.01
E78-14	33.99	2.01	2.01
F78-14	35.42	2.34	2.34
G78-14	36.65	2.53	2.53
H78-14	38.75	2.76	2.76
G78-15	37.38	2.59	2.59
H78-15	39.45	2.82	2.82
J78-15	40.58	3.06	3.06
L78-15	40.63	3.11	3.11

COMPACT FABRIC RADIALS			
TUBELESS BLACKWALL			
40,000 MILE WARRANTY			
Size	Brand	Wholesale Price	Retail Price
155R-12	27.30	1.45	1.35
145R-12	27.50	1.35	1.35
155R-13	28.34	1.44	1.44
165R-13	29.47	1.72	1.72
175R-13	31.58	1.95	1.95
185R-13	37.91	2.07	2.07
165R-14	31.90	1.83	1.83
175R-14	36.81	2.00	2.00
185R-14	40.25	2.22	2.22
155R-15	31.50	1.60	1.60
165R-15	33.74	1.94	1.94

RADIAL STEEL 78 SERIES			
WHITEWALL			
40,000 MILE WARRANTY			
Size	Brand	Wholesale Price	Retail Price
B78-13	36.72	1.98	1.98
C78-14	42.87	2.38	2.38
D78-14	44.97	2.55	2.55
E78-14	45.76	2.65	2.65
F78-15	46.97	2.55	2.55
G78-15	47.79	2.73	2.73
H78-15	51.92	2.96	2.96
L78-15	52.78	3.30	3.30

COMPACT STEEL RADIALS			
TUBELESS BLACKWALL			
50,000 MILE WARRANTY			
Size	Brand	Wholesale Price	Retail Price
155SR-12	28.10	1.45	1.45
145SR-12	31.51	1.65	1.65
165SR-13	34.70	1.81	1.81
175SR-13	37.32	1.94	1.94
185SR-13	36.08	2.04	2.04
155SR-14	39.60	2.05	2.05
165SR-14	45.20	2.25	2.25
175SR-14	39.67	1.99	1.99
185SR-14	35.91	1.69	1.69
175SR-15	40.30	1.93	1.93
185SR-15	39.16	1.91	1.91
195SR-15	44.31	2.26	2.26
185SR-16	50.22	2.31	2.31
195SR-16	48.41	2.18	2.18
205SR-16	50.30	2.67	2.67

RADIAL STEEL 78 SERIES			
WHITEWALL SUPERPREMIUM			
55,000 MILE WARRANTY			
Size	Brand	Wholesale Price	Retail Price
B78-13	51.25	1.96	1.96
C78-14	54.60	2.28	2.28
D78-14	57.78	2.33	2.33
E78-14	59.85	2.50	2.50
F78-14	61.57	2.65	2.65
G78-14	66.95	2.86	2.86
H78-14	61.45	2.52	2.52
G78-15	63.27	2.70	2.70
H78-15	65.77	2.90	2.90</

Attend Your Union Meetings

All District and subdistrict meetings convene at 8 p.m., with the exception of Honolulu (7 p.m.) and Hilo and Maui (7:30 p.m.).

May
1st **Oakland:** Sunol Valley Golf Course Club House, Hwy. 680 & Andrade, Sunol, Ca.
6th **Stockton:** Engineers Bldg., 2626 No. California Street
8th **San Mateo:** Electricians Hall, 300 Eighth Ave.
13th **Fresno:** Engineers Bldg., 3121 East Olive Street
20th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Road

June
4th **Provo:** Provo City Power Building, 251 West, 800 North
5th **Reno:** Musicians Hall, 124 West Taylor
12th **Ukiah:** Grange Hall, 740 State Street
19th **Watsonville:** Veterans Bldg., 215 Third Street

Semi-Annual Meetings

Location: Marine Cooks and Stewards Auditorium, 350 Fremont St., San Francisco, CA.

Date: Saturday, July 12, 1980, 1 p.m.

DUES SCHEDULE FOR PERIOD 10/1/79—9/30/80

Local 3	\$102.	(Per Qtr.)	vance of an increase at the
Local 3A	\$99.	(Per Qtr.)	"old" rate (the rate in effect
Local 3B	\$99.	(Per Qtr.)	prior to the effective date of
Local 3C	\$99.	(Per Qtr.)	such increase). Therefore, the
Local 3E	\$99.	(Per Qtr.)	dues rates for the periods as
Local 3R	\$99.	(Per Qtr.)	indicated above apply regard-
Local 3D	*Variable by Unit		less of when payment is made.

Please Note: An amendment to Article VI—Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in ad-

*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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 Incomplete forms will not be processed



With R.H. Gorman Co.

Fresno holds pre-negotiation meetings

A pre-negotiation meeting has been held with Local 3 members at the R. H. Gorman Co. of Fresno and contract negotiations with the company are in progress, reports District Representative Claude Odom. Negotiations are in progress with City of Selma and County of Madera. The effects of Proposition 9, if approved by the voters, cloud the outcome of negotiations.

"Our organizational drive at Kovac Equipment Company continues with strong support of the employees," Odom said. Local 3 has filed charges against the Company with NLRB for termination of employees. An election has been scheduled.

Flintkote Company of Merced has been named as Contractor of the Year for the eight county region by central California chapter of the American Public Works Association. The award was presented to the Company by the President of the Association. Flintkote received the award for their \$1.7 million street and drainage Midway South Dos Palos revitalization project.

The award is based on overall performance, environmental considerations, coordination with the community, construction techniques, meeting time schedules

and safety performance. Flintkote will be nominated to compete in the national finals which will be held later this year.

Bids to complete the segment of Freeway 41 in Fresno from Divisadero Street to Bullard have been called for by the State Department of Transportation. CALTRANS estimates the 5.7 segment will cost \$28.8 million and is prepared to pay the whole cost if necessary.

A freeze on use of federal funds for highway construction was imposed by the Federal Highway Administration March 14th. CALTRANS is hoping the freeze will have been lifted by the time bids are opened May 7th and the federal government will pay 86 percent of the cost of construction. Freezing of federal funds is just the latest in a series of problems that have plagued the freeway.

The route was adopted 15 years ago but construction was delayed while Interstate 5 was completed. Originally, Freeway 41 was scheduled as an eight-lane freeway, then

lowered to six lanes. When the cost of a six-lane freeway jumped to \$28.8 million, Gianturco urged that only a four-lane freeway be built.

Under pressure from Fresno area legislators, civic leaders and the State Transportation Commission, she agreed to call for bids for both a four-lane and a six-lane freeway. If a six-lane freeway is built, one lane each way will be a "diamond lane," restricted during heavy commuting hours to cars carrying three or more occupants.

CALTRANS officials said that if an acceptable bid is received May 7, work will be under way within 30 to 45 days. Completion is scheduled in midsummer 1982. Fresnoans already are looking beyond Bullard for the freeway.

The Commission has earmarked \$1 million that could be used to preserve land for an extension from Bullard to the San Joaquin River. CALTRANS wants to use the money for other construction projects and there will be a battle later this year on that.

Caltrans moves on terminal

Caltrans Seeks Go Ahead For Transbay Terminal

join us in this project, we are anxious to proceed with development of the terminal."

State Transportation Director Adriana Gianturco announced this month Caltrans' plans to recommend moving ahead with expansion and modernization plans for the San Francisco Transbay Transit Terminal, although efforts to include Greyhound in the project have been unsuccessful. Caltrans' San Francisco District Director Tom Lammers will reaffirm the department's position to the San Francisco Bay Area Transportation Terminal Authority (SFBATTA) and recommend that construction plans selected last September be approved at the Terminal Authority's meeting on Thursday, April 10. "We are promoting the development of a regional multimodal transit terminal at the site of the Caltrans Transbay Terminal at 1st and Mission Streets in downtown San Francisco," Gianturco explained. "Although we are disappointed that Greyhound refuses to

Greyhound proposes to operate out of a separate facility that they plan to be constructed at 7th and Mission Streets for Greyhound's use only. The costs incurred by Greyhound to move to a yet to be constructed facility were considered in determining a rental rate by Caltrans. If the Terminal Authority proceeds with the original plan on Thursday, the next step will be to adopt a financial plan within two months using primarily federal and state transit funds. Construction on the terminal which includes addition of a second deck is expected to begin in Spring 1982. The transit terminal will house public and private transit operators including AC Transit, Golden Gate Transit, San Mateo County Transit, San Francisco Muni, Trailways, AMTRAK, Airporter, tour operators, and taxis. The improved facility will also offer easier accessibility to pedestrians, bicycles and handicapped.

New contract in effect for Carlin mine

A new three-year contract is in effect for employees of the Carlin Gold Mine, reports Dale Beach, district representative.

The pact calls for pay increases of 6 1/2 percent this year, 2 1/2 percent the second year and three percent the third year. But more important, noted business agent Mickey Yarbrow, is retention of quarterly cost of living increases based on the federal index.

For each increase of three-tenths of a percent in the index, Carlin Gold employees will receive an extra penny an hour. Yarbrow explained that if inflation continues at 11 percent this year, 10 percent next and nine percent in the third year of the pact, cost of living adjustments alone will add \$3.51 to the base salary.

Under the new agreement, which was approved by employees with a 5-1 margin, a helper on swing shift goes from \$7.98 hourly to \$8.50. At the top end of the scale, a loader-operator goes from \$9.20 to \$9.80.

In addition, a new entry-level helper's position was created. Until the new helper passes his probationary period, he will be paid \$7.50 hourly.

The mine will continue to operate buses to carry employees from Elko to the mine north of Carlin.

In addition to the pay, there were very good improvements in health and welfare. Those included increased medical and dental benefits including orthodontics. And employees with 15 years of service picked up an additional week of vacation, which brings their total now to 28 days annually.

On non-financial matters, there was a total of 49 changes in the language of the agreement covering working conditions. "We're very pleased with the settlement," Yarbrow said.

35 YEARS

At its meeting on March 16th 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 3
Clifford Anderson	410482	1/43 635
William Bailey	408342	2/43 3A
Frank Bleazard	381439	9/42 3
Alex Chambers	369042	7/42 3
Arvil L. Cowdell	289111	7/40 353
William H. Fortney	317659	8/41 3
Conrad Frank	285479	5/40 3
Frank Gallegos	360595	6/42 3
Manuel R. Gomez	292576	11/40 3
Paul C. Hantzsch	286152	6/40 3
Donald Jones	473779	3/45 3
Sidney Jones	423165	6/43 3A
Walter S. Kampfen	461120	10/44 3
John D. Kennedy	416242	4/43 3A
Vern H. Klein	416247	4/43 3A
John M. Melton	342580	2/42 3
Raymond Meyer	386467	10/42 3B
Robert T. Olson	399399	12/42 3
Howard Stockton	322415	9/41 3A
Lowell W. Thomas, Sr.	473858	3/45 3A
William E. Wolfe	369342	7/42 3