Scholarship winners announced

Winners of the 1984 Operating Engineers Local 3 Scholarship Contest were announced this month by Business Manager Tom Stapleton, following the May 20 meeting of the Executive Board.

First Place honors went to Hilary Keller of Upper Lake, CA and Ira Ison of Los Gatos, CA. Both of these winners will receive a $1,000 scholarship to be used at the college of their choice.

Duane Portlock of Waianae, HI and Joan Godfrey of Hayward, CA were first runners-up and will each receive a $500 scholarship. The winners were approved by the Executive Board after a careful examination of all the entries by the Undergraduate Scholarship and Honor Committee at the University of California, Berkeley.

First place winner Hilary Keller is the daughter of 21-year Local 3 member Wayne Keller. Hilary is a graduate of Upper Lake High School and has been accepted to Brown University, Rhode Island where she plans on a pre-med major.

Hilary says her decision to become a doctor has been influenced by many factors, but perhaps most significant have been several members of her family who have had illnesses that have been diagnosed as incurable by doctors.

“It’s hard for me to understand and accept the fact that there is no hope for people with these incurable diseases,” she says.

(Continued on page 2)

Local 3 scores big one against anti-union firm

By James Earp
Managing Editor

A San Francisco legal firm known for its union-busting activities received a very strongly worded reprimand from a district court judge recently in a lawsuit the firm had filed against Local 3.

Judge William Schwarzer chastised the law firm of Littler, Mendelson, Foster, & Telich for presenting to the court what amounted to nothing more than a nuisance lawsuit against Local 3.

“If the court were to tolerate this kind of conduct, the capacity of the judicial system to serve the ends of justice would soon be impaired,” Judge Schwarzer stated in a very strongly worded ruling.

“Sanctions must therefore be imposed on the court, but (the lawyers in the firm) should realize that the heaviest sanction they will suffer is the one they have inflicted on themselves — loss of the court’s confidence.”

According to Local 3 attorneys Joe McCray and Larry Miller, who defended the union, the case is receiving widespread interest throughout the legal community because well established law firms rarely receive such open criticism from a judge.

The judge charged the firm for “abuse of the litigation process,” saying that the arguments the lawyers had made to present their case were “totally baseless.”

“Attorneys do not serve the interests of their clients, of the profession or of society when they assert claims or defenses grounded on nothing . . .” Judge Schwarzer added.

The case arose out of an NLRB unfair labor practice charge that Local 3 filed against the landscape firm of Huettig & Schromm two years ago. The firm was suspected of being delinquent in fringe benefit payments to the Local 3 Trust Fund.

The company refused to allow an audit of the books required by the collective bargaining agreement. The union subsequently filed a charge of unfair labor practices, which was upheld by the National Labor Relations Board.

According to John Hendricks, Local 3 auditor, the landscape firm initially submitted to an audit only after a persistent effort by the union. The audit proved that the firm was

(Continued on page 2)
Underground

Estimates on the size of the construction underground economy and the loss of tax revenue as a result of wage cheating range from 1 to 5 percent of gross domestic product. ACT intends to dig out these sick practices and raise revenues for government. Congress needs to take the initiative in getting this underground economy under control.

The major item involved in this new funding program is the existing prevailing wage regulation found in the California Labor Code. This prevailing wage regulation amounts to a construction minimum wage, a wage level that contractors on government jobs cannot go below. Contract bid documents on government construction jobs require the payment of prevailing wages but ACT finds that many contractors fail to make the correct wage payments and the awarding agency takes no action to enforce the law.

Participants in the project are the American Paving Co., Gentz Construction Co., Haskell Construction Co., Kiewit Construction Co., W.M. Lyle Co., Laborers Local 294, Plumbers, Pipe and Refrigeration Fitters U.A., Local Union 246, and Operating Engineers Local Union No. 3.

Ira Ison, first place winner in the male category, is the son of 17-year Local 3 member William Ison. He plans on majoring in biomedical engineering as an undergraduate.

As a student interested in the sciences, Joan says she has found the relatively new field of biomedical engineering particularly exciting.

"I believe that involvement is the key to self-motivation, self-discipline and a better understanding of one's identity," she maintains. "Being involved in special interests has helped me to direct myself and orient myself to those goals which are the most important to me."

On July 16, the Democratic National Convention will convene in San Francisco. The hot race among Mondale, Hart and Jackson has created more than usual interest in the delegate selection process. Although it appears that Mondale has secured more than enough delegates to assure his nomination, there will still be plenty of hard bargaining ahead as Hart and Jackson try to use their committed delegates like so many poker chips to negotiate on a host of convention issues.

Despite widespread interest on the outcome of the convention, very few people actually know how the convention works. Since its inception 150 years ago, the convention system has basically served to nominate candidates for President and Vice President, adopt a party platform and build party unity.

Much of the work in accomplishing these tasks is assigned to the credentials committee. This committee resolves disputes arising out of seating of delegates. The Rules Committee serves as the convention's parliamentarian. Its responsibilities include procedural matters, matters of law, permanent rules, amendments to the Charter and permanent convention officers.

After the tumultuous Chicago convention in 1968, the Democratic National Convention created two special commissions to draft major reforms in convention rules. Until that time, the Democratic Party had no formal set of rules. The Platform Committee is responsible for forging the policies of the party. In each national convention a platform is presented to the delegates for approval.

The Platform Committee for the 1984 Democratic National Convention has held formal regional hearings throughout the country to draft a proper platform to present to the delegates. Major floor fights have erupted at conventions in the past when no compromise is made on a controversial subject. This has reached, or will it reach this convention or another wanted to control the nomination.

The outcome of the reports made by these and other convention committees will of course be determined by the delegates at the convention. The rules that determine how delegates are selected are not provided for in the Constitution, but are governed by national party rules.

There will be 1,313 delegates and alternates to the Democratic National Convention in San Francisco. These delegates will constitute the state of the union, allocated according to their population.

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Local 3 endorsed candidates had 'mixed' election

By John McMahon

Candidates supported by Operating Engineers were victorious in this month’s California Primary election. For the most part, Local 3 endorsed candidates were victorious at the polls, but there were a few defeats.

By far the biggest disappointment was the poor showing of Walter Mondale in Northern California. Mondale was supported by virtually all of organized labor in his quest for the Presidency, Mondale was able to capture only 72 delegates to Hart’s 205 and Jackson’s 29. Actual vote total was much closer however with Hart winning the state with 38.4% as opposed to Mondale’s 35.4%.

Even though Hart was able to win a huge majority of California’s delegates to the San Francisco Convention, it was not nearly enough to stop Mondale’s quest for the nomination. By June 6th, the day after the primary, Mondale was able to claim a majority of delegates nationwide which would seem to lock up the nomination. Since that time, he has added to his total by picking up uncommitted delegates.

The only other issue of statewide concern was the Gann Initiative, Proposition 24. Sponsored by the conservative element of the Republican Party, this issue rewrites the rules under which the state Legislature must operate. Although it passed with over 55% of the vote, its constitutionality is in doubt.

Next to the Mondale campaign and the Prop. 24 battle, Local 3’s main emphasis was on an election in local city and county races. For the most part, those candidates for County Boards of Supervisors who were endorsed by Local 3 were either victorious or are involved in a November runoff. Only a few Supervisor hopefuls were defeated outright on June 5.

Among those victorious were Harold Brown, Marin County; Sal Cannella, Stanislaus County; Mark Del Piero, Monterey County; Tom Legan, Santa Clara County; and Ery Renn, Humboldt County. Others were able to survive the primary election and are involved in a runoff campaign in November. Included are Shirley Campbell, Tuolomne County; Clay Castleberry, Butte County; Terry Cook, Placer County; Don Ectct, Alameda County; Robert Knox, also of Alameda County; Diane McKenna, Santa Clara County; Tom Nolan, San Mateo County; Bill Sousa and Terry Snyder, San Joaquin County; and Dave Tummo, Santa Cruz County.

Candidates for Supervisor in Contra Costa, Sacramento, Napa and Sonoma Counties were defeated in June.

Solano County was debating a strict no-growth issue on its ballot. Measure A, which passed with the narrowest of margins, will virtually end any new subdivision work throughout the County. Among other things, it will require a county wide vote before construction can begin on any new subdivision. The measure also puts a stop to the new town development of Manzanita and Rancho Solano.

Labor Parade set for July 15

July 15 will be the day that thousands of trade unionists throughout the Bay Area will converge on the streets of San Francisco in a massive rally and march to show the nation’s television audience that the labor movement will be a force to contend with in this year’s elections.

The march, a combined effort of the AFL-CIO, Teamsters and the ILWU, will be held the day before the Democratic National Convention when millions of viewers will have their television sets tuned into San Francisco.

Business Manager Tom Stapleton has announced that Local 3 is making a major effort to get members to participate in the event.

“Our San Jose district will bring several hundred members and their families up on the train,” Stapleton said. “Santa Rosa is renting a bus and Oakland and San Francisco will also be coordinating a major effort. Members living in the San Jose District and on the Peninsula may ride up to San Francisco in the Labor Unity Train. The train is being chartered by the building trades council and the Central Labor Council.

District Representative Don Luba has announced that coffee and donuts will be available at the San Jose District Office at 7:15 a.m. prior to the arrival of the train at the College Park terminal.

The train will arrive at College Park, which is only two blocks from the San Jose office, at 7:45 a.m. The train will not wait for those who are late, so be sure to arrive on time!

Those interested in going should fill out the coupon on this page and send it in to the San Jose office, so that reservations can be made.

The parade will begin promptly at 10 a.m. at Second and Market streets in San Francisco. Operating Engineers are to gather at 9 a.m. at the corner of Mission and Spear streets (see map) prior to the parade.

The parade will start at Second and Market streets and proceed up Market street, turn right at United Nations Plaza and proceed up to the rally area at Fulton and Larkin. The length of the march is approximately one and a half miles.

Concession stands and sanitary facilities will be available at the starting point of the parade and at the rally area.

The rally will consist of entertainment and music and a few brief speeches on issues of concern to organized labor. Keynote speaker will be Lane Kirkland, President of the AFL-CIO.

At the conclusion of the rally, people who need transportation back to their home area are to use the Civic Center BART station, which is adjacent to the rally area.

All Aboard the Unity Train!

Fill out this form and return it to the San Jose District Office at 780 Emory Street, San Jose, CA 95126. Tickets will be available at the San Jose office prior to boarding the train. Be at the San Jose District Office by 7:30 a.m. Lunch will not be provided. Bring your own or buy a box lunch at the parade.

NAME ____________________________

ADDRESS ____________________________

PHONE ____________________________

How Many Adults ____________________________

How Many Children ____________________________

Boarding at College Park Sunnyvale Palo Alto

Price of bus tickets is $5 per person. Call the Santa Rosa office to make your reservations.

Representative Chuck Smith, the Santa Rosa office will be providing free sandwiches, beer and soft drinks on the return trip for those who come on the bus. Price of bus tickets is $5 per person. Call the Santa Rosa office at 530-333-2345 to make your reservations.

Members living in the San Francisco District should contact Business Representative Ted Wright for information on the Parade and Rally.
A Personal Note From The President's Pen

By HAROLD HUSTON, President

Hundreds of representatives of California's 1.8 million AFL-CIO members, along with your officers and District Representatives, attended the annual three day Joint Legislative Conference last month in Sacramento. The Conference was sponsored by the California Labor Federation, AFL-CIO, and the State Building and Construction Trades Council of California.

All members of the California State Legislature were informed prior to the Conference that representatives of Local Unions and Central Bodies from their own district would be visiting them in their offices during the conference. Our aim was to seek support for a broad range of legislation directed at improving the social and economic conditions of the California labor force. The visits with Legislators are an integral part of the Legislative Conference.

The central focus of the message given to the delegates at the Conference was, "The voice of organized Labor must be heard now louder and clearer than at any time in the history of the Great Depression because the mercenaries of entrenched economic privilege... are tearing away our hard won economic gains," and organized Labor is the last line of defense against this assault.

Each one of us must make it his or her personal responsibility to vote in every election and to urge our many friends of labor to do likewise. Each and every vote is extremely important and could determine the outcome of the election.

The opening session included addresses by Anne Rudin, Mayor of Sacramento, and Speaker of the Assembly, William L. Brown Jr., John F. Henning, Executive Secretary-Treasurer, California Labor Federation, AFL-CIO, and Jerry P. Cremins, President, State Building and Construction Trades Council of California explained to us in detail the many problems and challenges labor faces at this particular time.

We were given a brief description of the pending legislative measures important to the welfare of California workers. Also, we were told the current status of each bill, to request employee or employment applicant take &

Annual Street Maintenance Program in Reno consisting of cold paving, reconstruction, patching, resurfacing, and sealing. Their bid was $1,158,952. They will also be resurfacing bridges and overpasses and will provide a maintenance program.

Winnemucca has been hardest hit. Heavy flooding caused by the Humboldt River forced the Nevada Department of Transportation to close the Bridge Street bridges for 12 hours to allow placement of the temporary Bailey Bridge over the river to handle heavy traffic.

The bid will be in use next season, and the Melarky St. bridge will be replaced.

The Conference was sponsored by the California Labor Federation, AFL-CIO, and the State Building and Construction Trades Council of California.

• AB 423 (Floyd) would require employer to furnish each employee semi-monthly (or at time of wage payment) itemized statement of total hours worked by employee during pay period.

• AB 2452 (M. Waters) would make it unlawful for operator to adopt a rule or policy to retaliate against an employee giving information to a government agency where the employee has reasonable cause to believe the information disclosed a violation of state or federal law.

• AB 3038 (M. Waters) would require private business moving after receiving redevelopment financing to discuss with city and union officials the effect of any closing or work reduction and would require submitting recognition of collective bargaining agreements where relocation is within California.

• AB 3690 (Floyd) would provide any contractor on a public works project in willful, intentional or grossly negligent violation of provisions of public works law be ineligible to bid on or receive any public works contract for up to three years.

• AB 3681 (Floyd) would increase contractor's penalty on public works to forfeit of $50 for each calendar day for each worker paid less than prevailing wage, instead of $25 as at present.

• SB 1510 (B. Greene) would require all employers to provide all employees with a copy of their right to be treated by their personal physicians in workers' compensation matters and to provide an appropriate form on which the employee may give the name of his or her personal physician.

• SB 1554 (McCormopp) would require States OSHA notice contains an explanation of employee's right to receive data under the Hazardous Substances Information & Training Act.

• SB 1792 (B. Greene) would require, rather than permit, Cal/OSHA, upon investigating an employee complaint and finding violation, to notify the parties within 10 days that consent before bringing court action against alleged violator.

• AB 3965 (Floyd) would limit employer monitoring of work performance, evaluations, and training.

• AB 3480 (Harris) would prohibit contractors convicted of certain unlawful acts from bidding for a public works project or public purchase contract.

• AB 3677 (Floyd) would provide California State University and University of California modified approved labor compliance programs for any project contract awarded pursuant to existing law.

• AB 3678 (Floyd) would add to the Public Contracts Code the definition of "lowest responsible bidder."
California gets $258 million for projects

Washington - Approximately $258 million worth of California projects are included in the $15.5 billion national energy and water development bill for 1985 approved by the House of Representatives last month.

As passed by the House and sent to the Senate, the bill includes $5.6 million more for water projects and $10 million more for alternatives to nuclear energy and President Reagan earmarked for the state, even though Congress cut $404 million from the full White House proposal for the nation.

The Sacramento Municipal Utility District was voted $7.8 million for a second-phase construction of a new sunlight-to-electricity generator near the Rancho Seco nuclear power plant in southern Sacramento County.

Ultimately, SMUD plans a $279 million, 100-megawatt photovoltaic project, similar to the one in the South Fork Dam area, to harness enough energy to meet the needs of 10,000 households.

The bill also includes $7.1 million for Department of Energy-sponsored cancer research at the University of California, Davis, $60.5 million for continued development of a high-energy linear collider at Stanford University and $10.5 million for the Center for Advanced Materials at the University of California, Berkeley.

For the Army Corps of Engineers and Bureau of Reclamation, the measure included:

$900,000 for Red Bank-Fancher Creeks flood control project in the eastern Fresno County.

$7.8 million for construction of new recreational developments at Melones Lake.

$18.4 million for improvements at the Port of Stockton.

$3.5 million for continued development of the Auburn Dam-Folsom South Canal project.

$2 million for riverbank clearing and other flood control work on the Lower San Joaquin River.

$6 million for repair of Sacramento River levees and banks from Red Bluff to the Shasta Dam.

High costs shove Cottonwood Dams

Redding - The Cottonwood Creek dam project, which has escalated in cost from $170 million to $275 million in the 14 years it has been on the drawing board, apparently is a dead issue for the foreseeable future.

David Kennedy, director to the state Department of Water Resources, told a joint meeting of the Shasta and Tehama boards of supervisors and about 60 interested citizens last month that the two-dam project on the Cottonwood Creek boundary line between the two counties was just too expensive to build.

In 1970, when Congress authorized the Cottonwood Creek project, the estimated cost was $170 million. Water from the two reservoirs would have cost $25 per acre-foot, which was a reasonable price.

"However," said Kennedy, "the numbers have changed significantly. The present cost estimate is $375 million with an annual cost of at least $70 million, keeping the cost of available water up to $400 per acre-foot. This is not acceptable to the state agencies responsible for repaying the cost of the project."

He added that farmers in the valley can't afford to pay that kind of money for irrigation.

Kennedy blamed the higher costs on inflation, higher interest rates and on the site preparation being more expensive than anticipated.

Kennedy told his disappointed audience he has requested money in next year's budget for another study of relatively small reservoirs in the upper watershed.

Highway 101 widening one step closer

Metropolitan Transportation Commission (MTC) officials last month recommended widening Route 101 between Guadalupe Parkway and Lawrence Expressway as part of their five-year, bay area transportation improvement program.

The widening of the 3-mile stretch from nine to eight lanes would take $7.1 million of the MTC's $80 million proposal for major area projects through 1988.

It has long been a controversial project because San Mateo County wants parts of the project widened in that county. Widening of Route 101 in San Mateo County was not included in MTC's first-priority recommendations to the state transportation group that has the final word - the California Transportation Commission (Caltrans).

MTC, a regional group that takes recommendations from the bay area's nine counties and prioritizes them for the state, also voted to double its $13.2 million on widening Route 152 between the Route 156 turnoff and the Casa de Francisquito and entertainment area.

Route 152 is the heavily traveled highway that leads to the San Joaquin Valley from Interstate 5 through Madera County and the site for frequent traffic fatalities.

Route 17 in the east bay received a $42 million proposal from MTC.

A 3-mile stretch of Route 17 between San Lorenzo and Hayward was targeted for an extra lane on each side.

MTC transportation analyst Wes Wells said $17.5 million would be reserved for the widening of Route 17, which would boost the ultimate widening cost to more than $200 million.

Some $24.5 million is also being reserved for operational improvements on that stretch of the highway, he said.

The overall package includes smaller projects in Sonoma, Marin and San Mateo counties.

The San Mateo County project would provide for an extra truck lane on Route 92, a heavily traveled road to Half Moon Bay, between the San Andreas Fault and the summit road. Skyline Boulevard.

MTC would allot $5.9 million for the extra lane on the busy 2.8-mile stretch.

Wells said commuters could not bypass the eight lanes of freeway on the 3-mile stretch of Route 101 before the end of 1988.

Highway 237 funds get over major hurdle

A congressional bill authorizing $29 million for upgrading commuter-clogged Highway 237 passed a House committee last month and now goes before the full House.

"This is a really big hurdle," said Glenn Roberts, legislative director for Rep. Norman Mineta, D. San Jose, a sponsor of the bill. "The full committee - apparently by voice vote with not objections."

The Highway 237 project is one of 47 projects in the state that have a $13 billion federal loan bill funded by $13 billion in federal money.

The $29 million would be used to install ramps on Highway 237 at Great America Parkway and at Lafayette Street and to build a grade separation between 237 and the Southern Pacific railroad line.

JUNE 1984
Work in Santa Rosa doing well after slow start

Work in the Santa Rosa area has been slow to start but is finally beginning to move really well, reports District Representative Chuck Smith.

Mitrty-GEB was low bidder on the boat launch at Warm Springs Dam, at approximately $2.3 million. The two slide jobs at the dam are going to go soon, according to Cliff Hendricks, Resident Engineer for the Army Corps of Engineers.

Claude C. Wood started its big overlay job ($1.7 million) on Hwy 128, from the Sonoma County line to the Mendocino County line. The Brothers at Basalt Rock Co. are very busy, reports Job Steward Clarence Tonn. The stock pile of rock is going out faster than it can be crushed.

Kaiser Sand & Gravel is also busy with the Brothers already working a lot of overtime.

On July 15th a Labor Parade will be held in Sun Francisco and we are trying to organize a bus ride for members so they can participate and show our support of the parade. Anyone interested in a bus reservation can call Rob Wise or Alice Hall in the Dispatch Office for more information. We really need your support at this function.

Activity in Lake and Mendocino Counties is pretty much the same as reported in the last issue of the paper, reports Business Representative Darell Steele. Some of the Brothers are returning to work but there still are quite a few on the out of work list. Most of the work coming up for bid in this area will be in June and July which makes for a late start.

Some work has started in various locations with Peter Kiewit Sons' Co. picking up some slide work on Unit #20 and road construction near Unit #16 at Geysers.

The second phase on Unit #16 and the D.W.R. South Geysers Power Plant went to Reactor Control who plans to move in soon. Low bidder for the second phase of Unit #20 went to Sterns Catalytic which plans to start in late May. Low bidder has not yet been announced for construction of PG&E Administration buildings located in the East Geysers.

There have been various contracts let for pipeline work, with Swinerton & Walberg picking up a job on the Grace Oil Reserve and Underground Construction winning contracts in the East Geysers, with more contracts to be let in the near future.

Roy E. Ladd's $1.3 million slide repair project will be getting underway by the first of June. Meanwhile his bridge job in Dos Rios is running smoothly.

Pacific Western has all but finished road construction north of Covelo, with Parnum doing the paving.

Oak Grove Construction is working on a Forest Service job located approximately 30 miles north of Covelo, which should keep 5 or 6 members busy all summer. This remote location made it necessary for the men to establish a camp that has all the comforts of home, reports Dick Engleke.

Claude C. Wood moved on to Hwy 128, south of Boonville, getting ready for the asphalt overlay and was low bidder for the overlay on Hwy 152 between Ukiah and Boonville.

Piombo Corp. is getting ready for a busy work season here in Sonoma County, reports Business Representative Bill Burns. A rock and gravel plant is being set up by them to make base rock and furnish material for their asphalt plant. Piombo also just picked up a $1.3 million Geysers Road job and have Brother Bob Brown running it.

Hermanseyer Paving has several small jobs running, as does Packard Paving.

Basalt keeping busy

The work season appears to be keeping everyone in Santa Rosa's rock, sand and gravel industry plenty busy this summer. Pictured on this page are several Local 3 members employed by Basalt's plant on the Russian River. Above, Gino Derrico (operator) and Dick Crane (oiler) handle the electric powered dragline (right). Mike Delfino (below) uses the D-8 Dozer to clear off the overburden.
Groundbreaking held for Hawaii shrimp plant

In Kahuku the shrimp production plant recently built their groundbreaking ceremony, reports Hawaii District Representative Wally Lean. The construction at Kahuku is expected to cost about $8 million, with E.E. Black, Ltd., as the general contractor.

The project will use about 15 acres, with a 5 acres of that in wetland areas of the 109 acres the Marine Culture Enterprises has leased from the Campbell Estate. Full operation is expected to produce more than $50,000 pounds of shrimp.

The project calls for construction of covered airways and rearing ponds, a building for shopping, also a building for shops and offices. Scheduled for completion by the end of this year, the first crop should be harvested in May 1985.

Construction plans for Federal State and County agencies in Hawaii indicate that 1984 should be a good year. Lately the construction in the state has been in a real slump.

Jobs that should start this year total around $175 million, according to the Construction Review. The Honolulu Board of Water Supply will launch $11.5 million worth of work this year, up considerably from last year’s $2.7 million.

In the city building department, they will start $9.7 million worth of work this year. That too is up from last year’s $1.9 million. Also, the Park and Recreation Department will get $4.4 million worth of work.

Despite projects scheduled by the City Public Works Department, they are worth more than $25 million, up 54 percent from last year.

In state government contracts, harbor work will be down 47 percent at $4.9 million and the Hawaii Housing Authority construction will be 70 percent at around $3.3 million.

However, highway contracts for the state Department of Transportation will total around $68.4 million. Up 30 percent from last year’s $46.8 million.

Including all major projects in this year’s book include one $17.5 million contract for work on the H-3 freeway which is on the windward side of Oahu and another for $11.9 million for work to start sometime in October on an exploratory tunnel as part of the H-3 project.

The 9th U.S. Circuit Court of Appeals has rejected the state’s motion to resume major construction on the H-3 freeway pending the outcome of an appeal by the opponents. However, the state has agreed to begin construction in North Halawa Valley and to complete work on the H-3 interchange. The transportation department also listed at least $20 million worth of contracts for work on the Kahe Pali Interchange on the H-3 freeway.

A major project has also been scheduled to start in July 1984 in the Pearl City area, where a new water main is to be installed. This contract is valued at $43 million for a new sewage pump station in Kahala and $5.3 million to extend the Waiawa Sewage Treatment Plant outfall.

Other projects include a $35 million Pali Park residential complex on block J in downtown Honolulu.

Business Representative Herman Meek reports that Hawaii Construction has picked up a $12 million contract to build the new barracks with dining facilities at Schofield Barracks. They also have picked up a $18.9 million contract to build the new terminal at Lihue Airport on Kauai. Also on Kauai, Hawaiian Dredging and Construction Company will be building the new taxway at the Lihue Airport. The total cost of construction will be approximately $5 million.

Hawaiian Dredging has a contract to build a new resort area and Koga Engineers will be doing all the ground excavation. Across the ridge at Princeville Resort area, Pacific Construction will be doing all excavation and construction work and the resort facilities.

With all this work being done on Kauai, there will be a lot of work for our brother members who haven’t been working for awhile. Also on Kauai if the Nukoli project gets started again, there will be more work available for the brother members.

Back in Honolulu, the West Beach project is in the hands of the city council. If this project gets off the shelf, there will be at least 10 years of work. Another project is the Pipiwai project, which is expected to provide more than $50,000 pounds of shrimp

More fun than a dozer!

Local 3 member Richard "German" Farias spends a lot of his free time building and operating some very heavy equipment of a different kind. Pictured above is a 1923 Model T Ford that would have made old Henry Ford green with envy. This little beauty is powered by a 327 Chevy V-8 with high cam, Jensen pistons and Howard aluminum rods. Sitting on top are dual 650 4-barrel carbs. Behind it is a 350 automatic transmission and a Corvette rear end with independent suspension. German says it took him three years to put it all together. He has been offered as much as $25,000 for the car, but who needs 25 grand when you have this?

The dragster (purchased right) is also owned by German. It sports a 426 Chrysler Hemi built by Keith Black, and has done 246 mph on the quarter mile. Pictured with the dragster are Steven Torres, the "Kissing Bandit," "Fats" Farias and "German" Farias.

AFL-CIO accuses Reagan of turning Labor Department against workers

The AFL-CIO has accused the Reagan Administration of transforming the Department of Labor into an agency that represents the interests of employers against workers and their unions.

Key staff positions have been filled with persons hostile to the department's programs, AFL-CIO Legislative Rep. Peggy Taylor testified, while cutbacks and reassignments have decimated and demoralized the professional staff.

Taylor urged a Senate Appropriations subcommittee considering the Labor Dept's, fiscal 1985 budget request to "look skeptically at the recommendations made by a department which has shown no sympathy for its basic mission of protecting workers."

"To the extent possible, she suggested, Congress should insist that the department give priority in allocation of resources to programs "protecting workers from hazards, discrimination and joblessness."

Deepest cuts

During the past four years, these areas have borne the heaviest cutbacks, Taylor testified. She cited a 49 percent reduction in authorized staff for job training and employment programs, a 25 percent cut in positions under the Occupational Safety & Health Administration, and a 22 percent decrease in enforcement of labor standards including the wage-hour law, the Davis-Bacon Act and the Service Contract Act.

"The only significant staff increases requested by the Dept. of Labor during this time have been for criminal investigators and auditors to look into labor union activities," Taylor told the panel.

In terms of carrying out its mission, the Labor Dept. has regressed in key areas, Taylor charged.

On wage standards, Taylor testified, "the department reversed a 40-year history under Democratic administrations," which requires payment of prevailing wages and benefits on federally-financed construction. Instead, the Labor Dept. "bargained the effect of the legislation by regulatory action and did the same on service contracts."

She cited recent House hearings that documented the "virtual abandonment of enforcement of reporting requirements relating to the anti-union activities of management consultants, while the agency sought additional staff to investigate unions."

JUNE 1984 PAGE 7
In Retire Dental Plan

July is the month to enroll

During July, all Local 3 members in good standing and their spouses have an opportunity to enroll in the Retire Dental Plan for the upcoming year beginning September 1, 1984 and running through August 1985. The benefits are provided by Valu-Dent in Utah, Dentaguard in Hawaii and Safeguard in California, Nevada, Washington, Oregon and Arizona. The cost of the plan is $9.87 ($9.05 in Hawaii) per month and the premium is deducted automatically from the retiree’s monthly pension check.

These plans provide most basic dental services at no cost. There are some which require an additional payment by the patient. In these instances, the Retiree or spouse pays their portion directly to the dentist at the time of treatment. There are no claim forms to fill out or file. There are no deductibles or dollar maximums.

Covered Retirees and their spouses select a dentist from a list of providers in their area. They then receive all of their dental care from that one dentist. If for some reason they become dissatisfied with that dentist they can transfer to another provider by calling the offices of Safeguard, Valu-Dent or Dentaguard.

Retirees already participating who wish to remain enrolled for the upcoming year do not have to refile. The coverage will be automatic.

Retirees who wish to terminate their coverage can do so at this time. Retirees who have not previously enrolled and who wish to take advantage of the program must enroll no later than August 1st for coverage beginning September 1st.

Once enrolled, this coverage must remain in effect for the full year until the next open enrollment.

A good time had by all at retiree picnic

Over 700 retirees, wives and friends were in attendance this month at the annual Retiree Picnic at Rancho Murieta.

Participants enjoyed all they could eat of rib roast, salad, beans, beer and soft drinks. The weather was beautiful, the speeches were short and sweet—all of which contributed towards a great time.

Fringe Benefits Director Don Jones, who headed up the picnic committee offered special recognition and appreciation to the following individuals who worked hard to make the picnic a success: JAC Business Representative Jerry Martin, Redding District Rep Don Doser, Redding District Rep. Don Doser, John Smith and Karen Bomberger.

Thanks also go to the Local 3 Credit Union which provided $1,000 in cash prizes which were raffled off to the retirees. There were 16 $50 prizes and two $100 prizes.

In addition to Local 3 officers, special guests at the event included former officers Paul Edgecombe and Buck Hope.

Oakland work picture moving along very well

Business Representative Jery Martin reports that the Oakland area work picture is moving along very well. The project is about the biggest single project, Asby Crane & Rigging's crew at the Oakland Airport is performing a fine work assignment.

East Bay Sewage Treatment Plant finds Tudor-Saliba, Sam P Wallace, and Blair Excavators steadily progressing on schedule. On occasion Winton Jones and Bay Cities Crane and Rigging will have rigs in there.

Other crane rentals come and go throughout our area. We see Bigge, Sheedy, Peninsula and Husky from time to time.

Public utilities underground operations have a scattering of De Silva, McGuire & Heeter, Underground and All State Excavators have been going along here and there and around on their grading and paving.

Generally there are many more members working this year over last year. For example: Gallagher & Burk had 15 members busy this time last year, currently they are employing 63. The signs of the times are encouraging.

One item of great importance is the absolute need for a current work dispatch to be carried by every working member.

On occasion we are finding some members who are hiring on a job off the

(Continued on page 9)
WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Crank mishaps costly in terms of damage, lives.

There is no other piece of construction equipment that has the potential of causing so much damage or harming so many people as does a crane in an accident. The staggering losses in terms of lives, injuries, equipment, and property damage indicate an immediate need for increased attention to safety and positive action by everyone associated with these machines. The situation is serious and unless the fundamentals of safety are known and followed by all concerned it is not likely to improve.

It is understandable that work around cranes presents a possibility of hazard to workers. But between possibility and necessity there is much room for preventive action. Preventive action can only be applied if it is known exactly where to direct it. Logically the first step is to pin point where and how injury producing accidents are occurring. Studies of work performed with, and in proximity of cranes, reveal that some locations need a lot of attention:

- Overloaded booms.
- Amateurs repair and alterations using materials of low strength.
- Boom failure.
- Ignorance of actual crane capacities.
- Poor placement of cranes and wrong boom angles.
- Whipping caused by insufficient or no boom stops.
- Assembly and dismantling of booms.
- Electrical hazards.
- Ground not substantial enough to support both the crane and the load.
- Mats or cribbing not used where necessary.
- Outriggers not extended to handle all loads.
- Failure to make certain crane is set up level.

The accident pictured above occurred because the operator was not qualified to run the equipment.

Tight tricks against unions

Labor outraged over Reagan memo

Union representing both blue collar and white-collar federal employees voiced outrage at a Reagan Administration "dirty tricks" memo that proposed to manipulate a study of pay inequities in order to sow political mischief.

The memo, prepared for Director Donald J. Devine of the Office of Personnel Management, outlined a strategy to create dissension among unions, create "disorder" in Democratic ranks, and pit the labor movement against the women's movement.

At House hearings, indignation fought with laughter as Devine and the author of the memo sought to portray it as merely an "imaginative" policy option. Its only purpose, Devine said, was to help him make up his mind about a pending pay equity bill.

At hearings before the Subcommittee on Compensation & Employee Benefits, the validity of the leaked memo was acknowledged by Devine and James L. Byrnes, the $59,000-a-year deputy associate director who wrote it.

Byrnes, a former executive secretary of the Young Republicans Federation, Byrnies, the $59,000-a-year deputy associate director who wrote it.

bank, i.e. without a proper dispatch. Hiring hall procedures must be followed by everyone.

A message about Safety and Health came paddling up a river, do a "Walk Around Inspection." A few days ago, after accepting an employers invitation to participate in a Safety & Health tool box meeting, I conducted one of these, while checking over the long boom and whip line jib point sheave with my sheave gauge, it was discovered the jib sheave (which had been recently changed) had been cut for ¾" wire rope instead of the proper diameter of ¾½." 

Needless to say, it was just a matter of time that the cable was badly frayed and would break. Take the time to do the "WALK AROUND," whether it's a regular "WALK AROUND," or a "WALK AROUND" for the safety of everyone. 

Local 3 scores against law firm

(Continued from page 1)

Local 3 Trust Fund. Instead, it hired the law firm of Littler Mendelson, Fastiff & Tichy to present a counter suit against Local 3. It was a suit that Judge Schwartz said was "patently without merit." The law firm was required to pay back the union all legal fees Local 3 had incurred in the case.

Honorary Members

At its meeting on March 11, 1984, the Executive Board approved Honorary Memberships for the following retirees who have served the Union for more membership in Local 3:

- Virgil Azlin
- Jerry N. Bailey
- Cecil M. Brackett
- Clint Miller
- Carl Stine
- James F. Rowlette
- Rene C. Day
- Jerry N. Bailey
- William P. Sarazen
- Doris J. Day
- Kort H. Sorensen
- Marilyn White
- Kort H. Sorensen
- Marilyn White
Talking to Techs
By Frank Morales, Wally Schissler and Jerry Steele

We are happy to report that most Survey Firms and Testing and Inspection Firms are working at full capacity and the out-of-work lists are almost depleted! Hopefully this will continue until the rains begin.

One of Surveying that we don’t seem to have too many Surveyors with experience in tunnel work. We would like to have those Surveyors who do have experience in tunnel work to contact the Tech Engineers Department. If we have enough response, we can decide if we should try to get some classes started in this particular area of Surveying.

Since the work has picked up, many of our members who have left the Industry are coming back and informing us that they weren’t informed that they had to take a withdrawal when they left the Industry. A member going out on a Retirement Card must be in current good standing at the time his request is acted upon. Local 3, 3E Members must be paid through the current quarter and Local JD Members must be paid through the current month. Also, there is a required $5.00 fee for the Withdrawal Card. So, if you are thinking of withdrawing from the Industry, you have 60 days from the time you withdraw to find your nearest District Union Hall and fill out a request for withdrawal. The member is responsible for the cost of the Withdrawal Card.

Deposit of Withdrawal; current quarter and Local 3D members Fringe Benefits. If you have questions regarding college credits, direct your questions to the NCSJAC office in writing and a written answer to those questions will be timely. Counseling on Apprenticeship, Apprenticeship Training, Surveying and Land Surveying and how Apprentice credits will now be teaching one night at the 1st thru 4th period Apprentices on the curriculum in effect at Vacation and Holiday Pay Plan.

Teaching Techs
By Gene Machado, Administrator, Surveyors JAC

Class attendance has improved to acceptable limits now and class sizes have decreased so as to a point where you need two classes in Lafayette and two classes in San Jose. We have a new instructor for the class in San Jose. Starting May 22, 1984 for 1st thru 4th periods of Apprenticeship, Socorro Vera will be the new instructor.

Socorro is a graduate of the Apprenticeship program and, now after gaining experience with the firm of Basell and Karm and applying himself to surveying he has earned the respect due any person that works as hard as Socorro has to improve his knowledge and skill in the profession he has chosen to earn a living.

The NCSJAC is very lucky that Socorro is willing to share this experience with new Surveyors and we wish him the very best in a very difficult and time consuming task.

The Lafayette class is losing a longtime instructor in Elroy Raktad. Elroy has been teaching Surveyors for over thirteen years and the NCSJAC is happy to have benefited from Elroy’s time and efforts these many years. There are a great many journeyman who will remember Elroy in the Oakland area.

He has served the Apprentice Program well these many years and now has other priorities. We thank him for the efforts he has made on behalf of those many Surveyors that he has instructed.

Chairman Level 1 Fred Kipps has replaced Elroy in Lafayette while maintaining his class in Sacramento. Fred has been a long time instructor also. In the past he has maintained a curriculum material on an annual basis, and in the last two years is in the process of rewriting the curvature entirely.

He has completed 1st thru 4th periods and partially completed 5th thru 7th with 8th period completed. He also has completed a Slope Stake course. Fred will now be teaching one night at Sacramento and two nights a week at Lafayette. The NCSJAC appreciates the time Fred is giving to the Apprenticeship. It is concerned and delegation as this has made the program is good as it is and never being satisfied with results will make this a better program.

We are now joined with American River College and will be able to give college credits for completed Apprentices. To earn college credits, a period must be at a Registered Apprentices and complete the program. Journeyman Trainees will not qualify for credits nor will students be awarded federal funds. The courses given on the HP 41 CV or Slope Staking-Grade Checking courses.

You have questions regarding college credits, direct your questions to the NCSJAC office in writing and a written answer to those questions will be timely. Counseling on Apprenticeship, Apprenticeship Training, Surveying and Land Surveying and how Apprentice credits will now be teaching one night at the 1st thru 4th period Apprentices on the curriculum in effect at Vacation and Holiday Pay Plan.

Guidelines for getting a smog check

Over 1,460 stations have been licensed to do smog checks in the Bay Area, and motorists are encouraged to shop around for the best price.

According to John Grow, chief of the Bureau of Automotive Repair, the agency administering the program, “Consumers should take some time to compare costs among stations. Look for the best deal. Different stations will have different prices.”

He added, “Smog Check stations are required to provide a written estimate before beginning any work.”

Grow noted that motorists should also find out the cost of a second inspection if the first inspection fails to pass. He said, “Many shops will not charge for a reinspection if they repair your car.”

While the inspection costs will vary from shop to shop, a motorist cannot be required to spend more than $30 on repairs, unless the vehicle’s smog system has been tampered with. If tampering has occurred, the car must be repaired, and the $30 limit does not apply.

Motorists will be notified of their renewal notices from the Department of Motor Vehicles if they are required to have an inspection.

Here are a few tips on how to find a repair shop that is doing smog checks.

• Look for the Smog Check sign. Licensed stations have a sky blue sign with a big red check mark. The sign indicates whether the shop is authorized to perform inspections only, or both inspections and repairs.

• Check with your repair shop, gas station, new car dealer or your local California State Automobile Association.

• Look in the yellow pages of the phone book for shops that indicate they do smog work. Check with them to find out whether they are authorized to perform in the Smog Check Program.

• Contact your local office of the California Bureau of Automotive Repair.
Where’s the Beef?
At the 2nd Annual Stockton Area Picnic

Local 3 members and their families are invited to attend the Annual Stockton Area Picnic on August 4, 11 a.m. to 6 p.m. at Oak Grove Regional Park. Advance tickets are $6/person or $24/family. Prices at the door will be $7/person and $14/family.

Tickets for retirees will be $5 advance or $6 at the door. Proceeds will go toward the 1984 Alkyd. Prices at the door will be $7/person and $14/family.

Beer and soft drinks are free (50c cup charge), and the menu will include barbecued beef, hot dogs, burgers, cold drinks, and ice cream. Oak Grove Park is located at the junction of I-5 and Eight Mile Road.

JUNE 1984

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ATTEND YOUR UNION MEETINGS
All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

Important Notice!
Many of the District Meetings for July and August have been changed since last month. The schedule below lists the correct meeting times and locations. Disregard all schedules listed in previous issues of Engineers News.

July
24th Eureka: Engineers Bldg., 2806 Broadway
24th Honolulu: Kalihi Waena School, 1240 Gulick Ave.
25th Redding: Engineers Bldg., 100 Lake Blvd.
26th Gridley: Veterans Mem. Hall, 228 Sycamore St.
26th Hilo: Kapiolani School, 966 Kilauea Ave.
27th Maui: Cameron Center, 95 Mahalani St., Wailuku
31st Fairfield: Holiday Inn

August
7th Stockton: Engineers Bldg., 1916 North Broadway
9th Sunol: Sunol Valley Country Club, Hwy. 880 & Andrade Rd.
14th Fresno: Laborer's Hall, 5431 East Hedges
15th Sacramento: Laborer's Hall, 6545 Stockton Blvd.

September
5th Salt Lake City: Engineers Bldg., 1950 W. N. Temple
6th Reno: Musicians Hall, 124 West Taylor

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:
Attn, M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103
Please send me: A Membership card for the Magic Kingdom Club
My name is:
(Please print all information)
Address:
(Street number & name, or box number)
City, State & Zip Code: Social Security Number:

CREDIT UNION INFORMATION
Dear Credit Union,
Send me the following brochures, kits or applications.
☐ Phone-A-Loan Application ☐ Membership Card
☐ Individual Retirement Account (IRA) ☐ Homeowner Loan
☐ Vacation Pay Kit ☐ Save From Home Kit
☐ Easy Way Transfer ☐ Loan Plus

(my name)
(social security number)
(address)
(city) (state) (zip)
Operating Engineers Local Union No. 3 CREDIT UNION
P.O. Box 2062, Dublin, CA 94568

IMPORTANT
Detailed completion of this form will not assure you of receiving your ENGINEERS NEWS each month. It will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.
REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
NAME.
NEW ADDRESS.
CITY & STATE ZIP

Schedule of Meetings to Present Proposed Amendments to Article VI (Dues) of the Local Union Bylaws

<table>
<thead>
<tr>
<th>Date &amp; Time</th>
<th>Location</th>
<th>Dist. No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 23, 1984 (Mon.) 10:00 a.m. and 8:00 p.m.</td>
<td>Santa Rosa</td>
<td>10</td>
<td>Santa Rosa Labor Center, 1706 Corby Ave., Santa Rosa (Hall #1)</td>
</tr>
<tr>
<td>July 23, 1984 (Mon.) 2:00 p.m. and 8:00 p.m.</td>
<td>Honolulu</td>
<td>17</td>
<td>Kalihi Waena School, 1240 Gulick Avenue, Honolulu, HI</td>
</tr>
<tr>
<td>July 24, 1984 (Tues.) 7:00 p.m.</td>
<td>Kauai</td>
<td>17</td>
<td>Wilcox Elementary School, Multi Purpose “H” next to office, 4319 Hardy St. Lihue, Kauai, HI</td>
</tr>
<tr>
<td>July 24, 1984 (Tues.) 3:00 p.m. and 8:00 p.m.</td>
<td>Eureka</td>
<td>4</td>
<td>Engineers Building, 2806 Broadway, Eureka, CA</td>
</tr>
<tr>
<td>July 24, 1984 (Tues.) 7:00 p.m.</td>
<td>Honolulu</td>
<td>17</td>
<td>Kalihi Waena School, 1240 Gulick Ave., Honolulu, HI</td>
</tr>
<tr>
<td>July 25, 1984 (Wed.) 3:00 p.m. and 8:00 p.m.</td>
<td>Redding</td>
<td>7</td>
<td>Engineers Bldg., 100 Lake Blvd., Redding, CA</td>
</tr>
<tr>
<td>July 25, 1984 (Wed.) 7:00 p.m.</td>
<td>Kent</td>
<td>17</td>
<td>Kona Waena School, Kona, HI</td>
</tr>
<tr>
<td>July 26, 1984 (Thurs.) 10:00 a.m. and 6:30 p.m.</td>
<td>Gridley</td>
<td>6</td>
<td>Veterans Memorial Hall, 249 Sycamore St., Gridley, CA</td>
</tr>
<tr>
<td>July 26, 1984 (Thurs.) 7:00 p.m.</td>
<td>Kalihi</td>
<td>17</td>
<td>Kapiolani School, 966 Kilauea Ave., Hilo, HI</td>
</tr>
<tr>
<td>July 27, 1984 (Fri.) 2:00 p.m.</td>
<td>Molokai</td>
<td>17</td>
<td>Mitchell Pauleo Conference Room, Kaunakakai, HI</td>
</tr>
<tr>
<td>July 27, 1984 (Fri.) 7:00 p.m.</td>
<td>Maui</td>
<td>17</td>
<td>Cameron Center, 95 Mahalani St., Maui HI</td>
</tr>
<tr>
<td>July 30, 1984 (Mon.) 2:00 p.m. and 8:00 p.m.</td>
<td>San Mateo</td>
<td>01</td>
<td>Electricians Hall, 300 8th Ave., San Mateo, CA</td>
</tr>
<tr>
<td>July 31, 1984 (Tues.) 10:00 a.m. and 8:00 p.m.</td>
<td>Fairfield</td>
<td>01</td>
<td>Holiday Inn, 1350 Holiday Lane, Fairfield, CA</td>
</tr>
<tr>
<td>July 31, 1984 (Tues.) 1:00 p.m. and 8:00 p.m.</td>
<td>Orem</td>
<td>12</td>
<td>United Steelworkers Bldg., 1647 S. Columbia Lane, Orem, UT</td>
</tr>
<tr>
<td>August 1, 1984 (Wed.) 10:00 a.m. and 8:00 p.m.</td>
<td>Salt Lake City</td>
<td>12</td>
<td>Engineers Bldg., 1950 W. N. Temple, Salt Lake City, UT</td>
</tr>
<tr>
<td>August 1, 1984 (Wed.) 10:00 a.m. and 8:00 p.m.</td>
<td>San Jose</td>
<td>9</td>
<td>Labor Temple, 2102 Almaden Rd., San Jose, CA</td>
</tr>
<tr>
<td>August 2, 1984 (Thurs.) 1:00 p.m. and 8:00 p.m.</td>
<td>Elko</td>
<td>11</td>
<td>Stockman’s Hotel, 340 Commercial St., Elko, NV</td>
</tr>
<tr>
<td>August 2, 1984 (Thurs.) 10:00 a.m. and 8:00 p.m.</td>
<td>Freedom</td>
<td>9</td>
<td>VPW Hall, 1960 Freedom Blvd., Freedom, CA</td>
</tr>
<tr>
<td>August 3, 1984 (Fri.) 8:00 p.m.</td>
<td>Reno</td>
<td>11</td>
<td>Musicians Hall, 124 West Taylor, Reno, NV</td>
</tr>
<tr>
<td>August 4, 1984 (Sat.) 11:00 a.m.</td>
<td>Reno</td>
<td>11</td>
<td>Musicians Hall, 124 West Taylor, Reno, NV</td>
</tr>
<tr>
<td>August 7, 1984 (Tues.) 10:00 a.m. and 8:00 p.m.</td>
<td>Stockton</td>
<td>30</td>
<td>Engineers Bldg., 1916 N. Broadway, Stockton, CA</td>
</tr>
<tr>
<td>August 8, 1984 (Wed.) 10:00 a.m. and 8:00 p.m.</td>
<td>Martinez</td>
<td>2</td>
<td>Plumbers Union Bldg., 1304 Roman Way, Martinez, CA</td>
</tr>
<tr>
<td>August 9, 1984 (Thurs.) 10:00 a.m. and 8:00 p.m.</td>
<td>Sunol</td>
<td>2</td>
<td>Sunol Valley Country Club, Hwy. 680 &amp; Andrade Rd., Sunol, CA</td>
</tr>
<tr>
<td>August 14, 1984 (Tues.) 2:00 p.m. and 8:00 p.m.</td>
<td>Fresno</td>
<td>50</td>
<td>Laborer’s Hall, 5431 East Hedges, Fresno, CA</td>
</tr>
<tr>
<td>August 15, 1984 (Wed.) 10:00 a.m. and 8:00 p.m.</td>
<td>Sacramento</td>
<td>80</td>
<td>Laborer’s Hall, 6545 Stockton Blvd, Sacramento, CA</td>
</tr>
</tbody>
</table>