



Drenched in chemical laden mud, chain hand Paul Moxley clamps the tongs tight as he breaks out a stem of drill pipe.

You've Got to be a 'Roughneck' If You Want to be a Driller

Article and Photographs
By James Earp

The sounds of diesel pumps, air winches and clanging metal pierce the chill December night air of California's Delta region. Perched several hundred yards off Interstate 80 near Vacaville, the familiar sight of a drilling rig lights up the surrounding farmland in a tumult of activity.

From a distance, a seasoned "roughneck" can immediately recognize the "black leg"—that vertical stack of drilling pipe, still wet from being pulled out of the hole, which indicates the driller is "making a trip."

To the novice, this terminology is just confusing jargon, but to the roughnecks

working beneath the derrick, "making a trip"—that is pulling out the drilling pipe—means a long, cold, wet and muddy night of hard labor.

As you approach the worksite, the noise of the drilling becomes a steady roar that blocks out all other sound. A couple of hands from the day shift relax in the spartan-like furnishings of the company trailer—smoking cigarettes and shouting out idle conversation above the blair of an FM rock station and the turmoil outside.

Up on deck, the driller mans the draw works—a large hoisting mechanism for lifting drilling pipe. Pipe wracker, motorman and chain hand ram big steel

(Continued on Page 6)

Yerba Buena Hits Legal Snag

With excavation work in full gear, it appears the controversial Yerba Buena project will suffer another setback in what has been a rocky road of litigation and bureaucratic delays.

In a meeting with San Francisco's labor leaders, Mayor Diane Feinstein conceded that an "unfortunate and selfish" court appeal by opponents of the project will cause a three month delay in construction, even if the appeal is unsuccessful.

Business Manager Dale Marr of the Operating Engineers Union Local 3 castigated the opponent's legal action, pointing out that the appeal, which he called a "last ditch stalling tactic," will cost the city at least \$1.5 million in legal fees and the rising construction costs.

The appeal stems around a lawsuit filed by several opponents last August, just four days after the groundbreaking ceremony. The suit challenged the city's method of financing the project, which calls for the sale of lease revenue bonds.

San Francisco Superior Court Judge John Benson rejected the lawsuit Nov. 21, noting that the opponents had tried to relitigate issues that had already been determined in the city's favor in earlier litigation.

Roger Boas, chief administrative officer of San Francisco, in a memorandum to the Board of Supervisors commented, "because our legal position is so strong, we very much hoped that the opposition would decide not to appeal Judge Benson's decision, thus saving the City a great deal of expense. Each month's delay would cost the City a minimum of \$500,000 in construction plus legal costs, and we now face a delay of two to three months."

Boas noted that the current phase of construction—comprising dewatering, excavation and shoring—will continue until its completion in mid February.

However, contracts on the next phase, which call for construction of the main structure will be delayed until the litigation is resolved. Boas told *Engineers News* that an accelerated appeals schedule has been negotiated with the opponents, meaning that a decision will hopefully be reached by the end of February.

"As a result of these actions, we can now expect to sell our lease-revenue bonds in late April or May, rather than in January as originally planned," Boas explained. "The second and major phase of

construction will start in May, following the sale of bonds."

Bids on the second phase were taken in by the city last month.

"The City's position is strong," Boas emphasized to *Engineers News*, "and we have carefully and

meticulously planned for all eventualities. Our lawyers have every expectation that the Appeals Court will rule in the City's favor. Our momentum will continue."

The \$100 million convention center, which was called the Yerba

Buena project since its inception several years ago, was officially named the George Moscone Convention Center last month in memory of the late Mayor of San Francisco, who was shot fatally in his office Nov. 27 by an assailant.



ENGINEERS NEWS

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

Jurisdiction: N. California, N. Nevada, Utah, Hawaii & Mid-Pacific Islands

Vol. 30 — No. 1

San Francisco, Calif.

January 1979

Says Assemblyman Ingalls

CalTrans Stashing Reserve Funds

The Department of Transportation came under fire again this month for allegedly hoarding transportation funds earmarked for highway construction, but CalTrans officials deny any wrongdoing.

A report released by the Auditor General indicates there was a \$1.2 billion reserve at the end of the last fiscal year in CalTrans coffers. Critics of Governor Brown's highway program, led by Assemblyman Walter Ingalls (D-Riverside) claim the auditor's report is prime evidence that CalTrans is not utilizing the highway revenue to the best interests of the public.

The Legislative Analyst, in

cooperation with the Auditor General, reported that CalTrans had a cash balance of \$483 million as of June 30, 1978. Cities and counties had \$545 million in road funds and \$170 million in transit funds on the same date.

Assemblyman Ingalls has contended there should be no inactive reserves in the CalTrans budget, since all available monies can be used to obtain matching federal funds for highway projects. Concerned about the cost of inflation on highway construction, Ingalls said, "We may be earning eight percent on the investment of these funds, but right-of-way and construction costs have been increasing at a higher rate."

In 1977, the cost of highway construction in California increased 23.3 percent. For 1978, the Federal Highway Administration has reported a 27 percent increase and the state a 14.5 percent increase in their respective highway construction costs.

CalTrans Director Adrianna Gianturco responded to these charges last month at the Transportation Commission meeting in Fresno. Presenting an updated five-year transportation plan, she maintained to the commission that at the end of the five year period, there will be none of the current reserves left.

A CalTrans spokesman told *En-*
(Continued on Page 2 Column 1)

Taking a Breather

U.S. Senator Alan Cranston (D-Cal.) and Local 3 Business Manager Dale Marr pause for a few moments during a recent video taping of a question and answer session between the Senator and Bay Area labor, community and corporate leaders.



INSIDE

Defender of the Faith

If you are a building and construction trades labor leader in times like these when open shop firms are taking huge bites out of the construction industry and "management consultants" are filling contractors with wild notions about stamping out unions, then you take every chance you get to defend the fundamental principles of trade unionism—even if it means submitting an article to a management oriented publication.

That was the case this month with James Lee, president of the California State Building and Construction Trades Council. In the annual "Review and Forecast" section of the *Daily Pacific Builder* Lee came out strongly for a return to common sense and cooperation between labor and management.

Tackling issues like cyclical employment, inflation and environmental regulation, Lee points out the crippling effect anti-unionism has on the construction industry as it attempts to cope with these tough problems. For a complete text of his statement, see "Looking at Labor" on page 2.

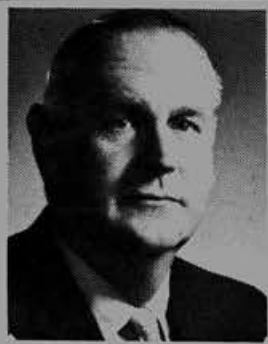
Important Notice

Turn to page 9 for information regarding the election of Election Committee members in connection with the upcoming election of Officers and Executive Board Members and the election of Delegates and Alternates to the 31st I.U.O.E. Convention.

Official information on the 1979-80 Local 3 Scholarship Contest can be found on page 9. Information on the election of Grievance Committeemen can be found on page 4.

DISTRICT 1 ELECTION

On January 18, 1979, at 8:00 p.m. at the regular quarterly District 1 membership meeting there will be an election for a District 1 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Engineers Building, 474 Valencia Street, San Francisco.



By DALE MARR, Business Manager

Looking At Labor

Open Shop and Anti-Unionism Are Threatening The Construction Industry

ENGINEERS NEWS

WIPA

DALE MARR
Business Manager
and EditorHAROLD HUSTON
PresidentBOB MAYFIELD
Vice-PresidentJAMES "RED" IVY
Recording-Corresponding
SecretaryHAROLD K. LEWIS
Financial SecretaryDON KINCHLOE
TreasurerKEN ERWIN
Director of Public Relations
and Managing EditorAdvertising Rates Available
on Request

The Engineers News is published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia Street, San Francisco, CA 94103 (N. California, N. Nevada, Utah, Hawaii, Guam). Subscription price \$30 per year. Second class postage paid at San Francisco, CA.

CalTrans

(Continued from Page 1)

Engineers News that in effect, the new five-year plan indicates there are no real reserve funds. The spokesman also pointed out that the five-year plan presented last month to the Transportation Commission would be revised in February to reflect the additional funds CalTrans received in the Transportation Bill signed by Governor Brown last October.

In light of the continuing argument over reserves funds in CalTrans, Business Manager Dale Marr reiterated his contention that "CalTrans is not a bank" and that any funds not currently earmarked for construction projects should be utilized immediately.

"Despite our ups and downs with CalTrans in the past, I have confidence that Ms. Gianturco is carrying out a highway program as mandated by the Governor," Marr commented. "Brown has shown this past year that he supports an active program and we in Local 3 intend to hold him to it in the next four years."

Marr noted that with the inevitable completion of the interstate system, highway maintenance expenditures will come to play an increasingly important role for contractors and operating engineers.

Current statistics on the rapid deterioration of some of the state's main highways indicate that CalTrans will have to utilize every available resource just to keep up with the work, Marr said.

By James Lee
President, California Building
& Construction Trades Council

On the surface it would appear that contractors and labor leaders have little to be critical about with respect to construction activity in 1978.

According to the statistics, construction employment reached an all time high in California last September. This newspaper reported recently that nonresidential building posted a 60 percent gain this year over the same period last year, which was also a good construction season. Residential building increased 32 percent, with total construction running 12 percent ahead of last year's figures.

Most local unions have reported to our office that their hiring halls have been nearly empty throughout the peak of the season.

Caltrans officials indicate that the busy construction year has made it difficult to obtain bids for a number of smaller highway construction projects, because contractors appear to be working at their maximum capacity.

Were it not for the tough recession and high unemployment that plagued our industry just a few short years ago, it would be easy for labor's leadership to rest on its laurels and predict "all is well" to the rank and file membership.

But memories of the 30 percent or more unemployment in the building and construction trades with the overflowing hiring halls and irate membership that came with it do not fade quickly. And, in spite of the current upturn in the economy, there are no indications that many of the problems causing this last surge of unemployment have been resolved.

Cyclical Employment

Labor is particularly sensitive to the effects of cyclical employment, a phenomenon that strikes more deeply into construction than in any other sector of the economy.

To the veteran construction worker who has weathered many "cyclical" slowdowns in work, the threat of unemployment always hangs darkly on the horizon, even in good times such as these.

It is the worker that pays the highest price in a recession. For, while a contractor can often respond to lulls in construction activity by "retrenching" and laying off part of his workforce, the trade union worker has no such recourse. His costs remain the same, whether he works or not. There is still a family to feed and a mortgage to pay.

It is with these problems in mind that a new "tripartite" Bay Area Construction Coordinating Committee was formed in September with the specific task of getting to the root of the problems causing cyclical employment in the construction industry.

We applaud the initiative of the Labor Department in establishing this council now, when we are in the midst of prosperity, rather than waiting until another employment crisis occurs, when any real action would obviously be too late.

We encourage the committee's participants — representatives of labor, management and government — to take this assignment seriously and seek diligently to come up with solutions. This is one organization that should not be allowed to deteriorate into the kind of "political window dressing" that is all show and no accomplishment.

Similar committees in Chicago and Kansas City have shown that by being willing to roll up the shirt sleeves and work hard, they can be a viable force for affecting positive changes in their local construction industries.

Inflation

For some conservatives and pseudo-economists, it seems strange and hypocritical for labor to express concern over inflation. Those locked into the "Phillips Curve" mentality maintain that high employment comes only at the expense of increasing inflation, and therefore labor unions are a chief irritant of high prices.

We in labor point out, however, that union members have at least as much right as man-

agement to seek for solutions to rapid inflation. It is the working men and women of America that suffer most from the high cost of living. Firms respond to increased costs simply by raising prices.

The rank and file worker has no such recourse. Over the short run, his wages are fixed. Cost of living adjustments for most trade union workers in the construction industry generally come only once a year, and almost always are not enough to recover lost ground.

Construction association leaders who point the accusing finger of inflation at labor unions are holding a curious and misleading bag of theories. They ignore the fact that most wage increases negotiated in recent agreements were below the rate of inflation.

And yet an official of the Associated Builders and Contractors calls for the repeal of the Davis-Bacon Act as a means of combating inflation. A representative of the California Construction Industry Council suggests negotiators press for wage cuts in upcoming contract negotiations.

We denounce such unrealistic proposals. We wonder that if labor is reaping such excessive wage gains, why have corporate profits risen even more dramatically the last two years?

The causes of inflation are varied and complex. The high cost of energy, international trade balances, excessive corporate profits, price fixing, activities of the Federal Reserve Board and a host of other factors are certainly major contributors to inflation.

Yet labor takes the brunt of the blame. That is why we are skeptical of President Carter's new wage/price guidelines. Experience has shown that while price controls are voluntary, wage controls are not. They will be eagerly enforced by every employer under the auspices of "civic duty," while clever accounting will relieve employers of any responsibility for holding the line on prices. Why not have profit controls pegged to the same 7%?

Environmental Controls

In the wake of Proposition 13, there has been no culprit attacked with more ferocity than government regulation. Business in particular has zeroed in on government as a prime contributor of rising prices in all sectors of the economy.

While in some cases labor has not always sided with management — such as in the administration of worthwhile programs like OSHA, the NLRB, affirmative action and labor law reform — we in the building and construction trades unions have been leaders in the fight to restore a measure of reason to the endless environmental regulations that have multiplied since the passage of the National Environmental Protection Act.

The increased costs of private and commercial development and public works projects due to the bureaucratic entanglements arising out of NEPA cannot be calculated.

I can't help but recall the inane predictions of Sierra Club leader Mike McCloskey upon the inauguration of President Carter.

"Carter's commitment to the environmental movement is as no other candidate or president has ever had," he lauded. "If it ever came to a decision between jobs and the environment, he would opt for the environment every time."

Who can calculate the degree to which this kind of warped reasoning has aggravated inflation and irritated cyclical employment in the construction industry? How many millions of dollars have been tacked onto construction projects in California, because a group of politically adept, no growth elitists posing as friends of the environment have exploited the courts and government agencies in their efforts to harass construction projects out of existence?

Working Together

As we enter 1979, now is the time to face these problems head on. We in the house of labor realize that we cannot be drugged into complacency by a booming economy. It stands to reason that management cannot either.

It is this special relationship between man-

agement and labor that demands our attention at this time. In an economy that is becoming harder to predict and analyze, the need for labor and management to put aside their differences in the political arena becomes of paramount importance.

Yet, the forces that threaten to fragment the construction industry are greater now than ever before. I am speaking of the wolves in sheep's clothing who cry "open shop." The proliferation of seminars teaching contractors how to maintain or obtain open shop status is driving a wedge into the construction industry.

Other "labor relations" and "management development" seminars that attempt to demonstrate to unionized firms how they can get tougher with unions are changing the very face of the construction industry. The days when labor and contractors saw the value in combining forces for the sake of the industry appear to be rapidly fading.

Foremen and project managers are being taught to rely on legal maneuvers and confrontation on the job, rather than compromise and cooperation. Many of these in management came from the ranks of trade unions. They once knew the value of a strong trade union, but the lure of the profit motive seems to have made their memories hazy.

It should be obvious that the trade union movement is almost solely responsible for providing a skilled workforce to construction employers through decades of apprenticeship training programs.

In the meantime, open shop firms, who do not reap these benefits are experiencing severe manpower shortages. What will be the end result of their mad scramble for construction workers? Hasty and ill conceived training programs? An increase in construction accidents? A glut of semi-skilled workers who will exacerbate the problems of cyclical employment?

Self Inspection Heresy

Another movement recently underfoot that goes hand in hand with open shop's exploitation of the construction industry is an attempt to transfer the responsibility of monitoring job safety regulations from union agents to the employer. This is heresy to any good trade union leader.

We must accept the facts that an employer concerned with costs and making a profit cannot at the same time be an objective enforcer of safety on the job.

Who in good conscience can claim that these trends of cyclical employment, open shop, inflation and a rampant environmental bureaucracy are not detrimental to the construction industry?

As Governor Brown enters his second term, it is incumbent upon the construction industry to organize into a viable political force. It is the intention of California's building and construction trade union leaders to meet with Brown early next year. We will have our list of priorities prepared.

It would be in the interests of management to join forces with us in this decision making process.

The building and construction trades unions have demonstrated their ability to get things done in the last two legislative sessions, and we intend to continue that tradition. We were successful in holding our own against no growth legislation, and in the passage of key legislation that strengthens the Labor code and executes greater enforcement against unlicensed contractors.

While we look forward to an active construction year in 1979, both in the private and public works sectors, we feel a need to stand fast for those rights that have traditionally been ours as trade unionists, for the betterment of the working men and women who have made a great nation and a prosperous economy possible.

We hope that management will see the wisdom in meeting us half way at the bargaining table and all the way in the political arena in a year that promises to be full of challenges and hopefully rewards for the construction industry.

Hawaii Building Dedicated

The officers of Local 3 gathered in Honolulu recently to dedicate the newly completed Hawaii office building, to be called the Harold K. Lewis Building. In attendance at the occasion was Mayor Fasi of Honolulu, who recognized Lewis for the contribution he has made to the labor movement and the communities of Hawaii. Pictured directly below from left to right are General President Jay Turner, Reverend Abraham K. Akaka, Mrs. Fasi, Mayor Fasi and Harold Lewis. Standing behind Reverend

Akaka (bottom right) are Local 3 officers Don Kinchloe, Treasurer; James "Red" Ivy, Recording-Corresponding Secretary; Harold Lewis, Financial Secretary; Business Manager and International Vice President Dale Marr; Vice President Bob Mayfield and President Harold Huston. Pictured top right is a photographic mural composed by Rick Golt, which adorns the new office building.

Photographs by Jerry Kringel



PROJECT

Plans for Geothermal Plant

A notice of intention for approval to build a 55 megawatt Bottlerock geothermal plant in Lake County's Geysers area has been filed with the California Energy Commission. The notice, filed by the California Department of Water Resources is the first step to obtain approvals needed to build the plant. The Department plans to start construction in 1980 and complete the plant in 1983. It will be capable of producing 370 million kilowatt hours a year—enough to supply a city with a population of 70,000—and will be the first of three geothermal plants planned by DWR for the Geysers.

Melones Dam Rulings Challenged

The Interior Department has concluded that a California state ruling limiting the amount of water that can be stored behind New Melones Dam is inconsistent with federal law, possibly setting the stage for further lawsuits. Solicitor Leo Krulitz, the department's top attorney said 11 of 25 conditions attached by the state for federal operation of the dam are not consistent with congressional standards. Inconsistency has become a key issue since a ruling by the Supreme Court last July which allowed states to set standards for operations of federal reclamation projects as long as the conditions did not conflict with U.S. laws.

New Additions Planned For California Dams

Two Northern California dams have received the go-ahead for new additions that will bring them up to current safety standards. The dams, Stony Gorge and East Park, are two of 13 Bureau of Reclamation projects in the west that are in need of safety modifications. The Senate has authorized \$3.9 million for spillway modifications on the East Park Dam, which currently stands 139 feet high with a reservoir of 51,000 acre-feet. \$2.6 million has been authorized for Stony Gorge Dam.

Another project which will see safety reinforcements is the Lahontan Dam in northern Nevada, part of the Newlands project. \$5 million has been set aside for rehabilitation of the spillway, outlet works and construction of a concrete curtain wall on the dam crest.

Study Set for Dam Feasibility

A feasibility study for the proposed \$2.6 million Indian Head Dam near Soldier Summit, Utah is to be completed by April 15 of this year, according to the Carbon Water Conservancy District. Chris Joufflas, president of the agency said the 6,000 to 8,000 acre-foot reservoir would provide additional culinary water for Carbon County. The water would come from the White River. The \$40,000 in funds for the feasibility study came from the Four Corners Regional Commission. The Utah Board of Water Resources has approved \$1 million for the project of a \$25 million state water conservation bond issue.

Granite Construction Low Bidder On 'Blood Alley' Project

Granite Construction Company has submitted a low bid of \$8.4 million for a contract to begin construction of the 9.5-mile 'Blood Alley' project on Hwy. 101 between Morgan Hill and San Jose. The award followed on the heels of a suit filed by the Sierra Club asking for a temporary restraining order to prevent the bid opening. U.S. Judge Cecil Poole denied the temporary restraining order and set a later date for a hearing on the request for an injunction. It is expected to take two years to complete the first stage of the project, which includes rough grading, drainage work and the construction of an overcrossing. Barring any delays in litigation, all phases of the project should be completed and the freeway opened to traffic by 1982.

Sugar Pine Award Delayed

A contract to construct the multi-million dollar Sugar Pine Dam above Foresthill, Cal. was delayed, due to the lowest bid being higher than the engineer's estimate, the Bureau of Reclamation has announced. The apparent low bid by Auburn Construction was \$5 million over the engineer's estimate of \$15 million. The bids ranged from \$29 million to Auburn's \$19 million. The Bureau's Denver office will be awarding the bid. It has the option of rejecting all bids and requesting new ones.

The federally funded dam is one phase of an extensive water project approved in 1965 for the Auburn-Folsom area. Located on North Shittail Creek, it will store 7,000 acre-feet of water which will be delivered by pipeline to an existing 40 acre-foot reservoir near Foresthill. The contractor will

have just over three years to complete the dam after the bid has been awarded. The dam will also provide flood control and recreational uses expected to draw some 64,000 visitors annually.

Sewage Study Funds Granted

The East Bay Dischargers Authority has been granted an additional \$70,000 to study two sewage water projects which have received criticism from some local water authorities. One project being studied would recycle partly treated wastewater back into the community for certain commercial and agricultural purposes. The other project would percolate sewage effluent through a marsh off the Hayward shoreline, in hopes that the land would filter out the solid wastes. One environmental engineer from the authority estimates the projects would require \$37 million in funding.

Caltrans Opens Bids

The California Department of Transportation this month opened bids on 34 highway construction projects in Northern California. Included in the list of projects are: Butte County, construct railroad underpass in Oroville on Hunton Street for \$459,000; Mendocino County, install storm drainage system on Route 128 for \$167,000; San Mateo County, resurface 10.5 miles of highway from Pompano Creek to Half Moon Bay on Route 1 for \$369,000; Sacramento County, replace bridge and channelize Route 16 nine miles east of Sacramento for \$533,000.

Stanislaus Nuclear Plant Shelved

The Pacific Gas & Electric Company has shelved its plans for the \$4 billion Stanislaus Nuclear Project as long as California continues its current moratorium on nuclear power development in the state. Officials from PG&E maintain that further investment of millions of dollars in the project at this point would not be in the interest of the stockholders.

The company has launched a legal attack against the states' Energy Commission in an effort to lift the building moratorium. In a suit filed with the Southern California Edison Co. in U.S. District Court, virtually all the state's laws under which nuclear power is governed are being challenged.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Now that 1978 is behind us, we must look forward to 1979, and hope it is still a better year for job opportunities than last year, even though 1978 was the best work year this local has seen since the 1960's. We must not become complacent but continue to fight harder for new jobs that are on the drawing boards for the future.

Your officers goal is that every member be given an opportunity for a job!

On November 28, 1978, I had the opportunity, along with the rest of the officers, to attend the dedication of the new district office at Honolulu, Hawaii. My personal congratulations to all the Hawaii members on your beautiful office which you have been so patient and waited so long for. The dedication ceremony was one of the nicest I have ever attended. Also the best thing about it is that the building is paid for as Brother Lewis stated at the occasion.

The Retirees Association and District Meetings held in December at Utah and Nevada were well attended as usual. With the weather approximately 17 degrees below zero in Utah and a littler warmer in Nevada. Our hat goes off to each of you who attended. Your dedication and sense of responsibility

is very much appreciated by all the officers.

I stated at both the Retiree Association meetings that the Retirees and their wives today are better informed and utilize the benefits they are eligible for more than ever in the history of our local Union.

'KILLER' KILLED

A "killer amendment" that would have wiped out Occupational Safety & Health Act protection for some 10 million workers, has itself been killed.

It was rejected by a Senate-House conference committee considering a bill dealing with Small Business Administration program. The Senate had approved the "killer amendment," but the House members of the conference committee refused to go along.

AFL-CIO President, George Meany tagged it the "killer amendment." It would have exempted 3.9 million firms—business employing ten or fewer workers from OSHA's coverage.

* * *

A U.S. Department of Labor survey reveals striking differences between cities in which it costs a family of four to live "comfortably."

10 MOST EXPENSIVE CITIES

CITY	YEARLY INCOME NEEDED
1. Anchorage, Alaska	\$24,019
2. Honolulu, Hawaii	20,883
3. Boston, Mass.	20,609
4. New York, N. Y. - Northeast N. J.	19,972
5. San Francisco - Oakland, Calif.	18,519
6. Buffalo, N.Y.	18,298
7. Milwaukee, Wis.	18,230
8. Washington, D.C.	18,026
9. Hartford, Conn.	17,796
10. Philadelphia, Pa.	17,792

10 LEAST EXPENSIVE CITIES

CITY	YEARLY INCOME NEEDED
1. Austin, Texas	\$14,776
2. Orlando, Fla.	14,910
3. Baton Rouge, La.	15,283
4. Nashville, Tenn.	15,290
5. Dallas, Texas	15,313
6. Dayton, Ohio	15,686
7. Bakersfield, Calif.	15,695
8. Wichita, Kansas	15,994
9. Lancaster, Pa.	16,322
10. Kansas City, Mo.	16,486

San Francisco Sewer Plant on Schedule

The San Francisco district reports that the South East Water Pollution Control Plant is progressing on schedule. The prime contractor, a joint venture by Gust K. Newberg and Huber Hunt and Nichols with J. W. Sabad doing the excavating.

So far the weather hasn't been a factor in the dirt moving. Jensen and Reynolds is driving the piles with three rigs on the job. Along with all the subs and the prime, there are 25 Engineers on the job now and more to come.

"The sewer work in San Francisco is keeping many of the members busy along with the high rise buildings, so it looks like we have a good work picture for 1979," said District Representative Hugh Bodom.

Fairfield Area

In Solano county, the contractors are preparing their jobs for the winter but some of the work will continue with a day lost now and then to weather. Sub-divisions and the industrial development have been the main source of work this year with more to come. Over 2000 new building permits were issued by the county this year and all indications, 1979 will be as good or better.

Napa's famous "Bridge to Nowhere" is back in the news, with Duback being awarded a \$5 million job to complete the west approach to the bridge and Huntington Bros. will be moving the dirt, with a completion date of June 1979. The east side of the bridge still goes nowhere and remains in the talking stages.

Peter Kiewit Sons Co., has just started a \$17 million causeway at Mare Island, which will keep a few of the Brothers busy for awhile.

Carl Olsen is well into the first phase of the water treatment plant in Benicia with about another year's work there.

Syar is racing the winter rains for completion of the many dirt jobs in the area and so far this year they have finished approximately

\$9 million of work.

Amos and Andrews have had lots of work so far and it seems the 1979 picture for work in Solano County look bright.

San Mateo

It hasn't slowed down at all in San Mateo. "You would think that it was the beginning of the season," reports Dick Bell.

Robert E. McKee's job at the San Francisco International Airport parking bay is still going at a fast pace. The estimated 150,000

yards of concrete will be completed sometime in the late spring of 1979.

F.P. Lathrop job on the North Terminal at S.F.I.A. has about four months to complete.

"The tenant work inside for United Airlines and the automated baggage handling systems are a mechanical nightmare," commented Nate Davidson. "There are only two other systems in the world like it, Dallas and Kennedy Airports."

Piombo's job on the ramps and taxiways around the North Terminal are slowly being completed. The inspector on the job is very critical. The crusher and CTB plant is keeping up using materials from various jobs that Piombo has, one of which is the Yerba Buena Project in San Francisco. All the old foundation prior to the 1906 earthquake will be turned into useable material to make concrete for the ramps at S.F.I.A.

In Marin County, the contractors

also have been busy with men and equipment trying to beat the rains that most Marin residents hope are coming. They don't want another drought like they had the past few years.

Tutor-Saliba have met their deadline of November First, to finish up most of the dirt work on the Soulaule Dam in preparation for the winter.

Ghilotti Bros. were just awarded a \$1,234,097.00 job for the Lucas Valley Road Interchange.

GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1979. The schedule of such meetings at which the Grievance Committee members will be elected follows: All meetings are at 8:00 p.m. unless otherwise noted.

District	Date	Meeting Place
4 Eureka	Jan. 9th	Engineers Bldg., 2806 Broadway, Eureka
7 Redding	Jan. 10th	Engineers Bldg., 100 Lake Blvd., Redding
6 Oroville	Jan. 11th	Prospectors Village, Oroville Dam Blvd., Oroville
1 San Francisco	Jan. 18th	Engineers Blvd., 474 Valencia St., San Francisco
17 Honolulu	Jan. 24th	Washington School, 1633 S. King St., Honolulu
17 Hilo	Jan. 25th	Kapiolani School, 966 Kilauea Ave., Hilo
2 Oakland	Feb. 1st	Labor Temple, 23rd & Valdez Sts., Oakland
3 Stockton	Feb. 13th	Engineers Bldg., 2626 N. California St., Stockton
5 Fresno	Feb. 20th	Engineers Bldg., 3121 E. Olive St., Fresno
8 Sacramento	Feb. 27th	Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
10 Santa Rosa	Mar. 1st	Veterans Bldg., 1351 Maple St., Santa Rosa
12 Salt Lake City	Mar. 7th	Engineers Bldg., 1958 W.N. Temple, Salt Lake City
11 Reno	Mar. 8th	Musicians Hall, 124 West Taylor, Reno
9 San Jose	Mar. 22nd	Labor Temple, 2102 Almaden Rd., San Jose

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

Section 1

District and Sub-district Grievance Committee.

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

Section 4

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

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

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

Section 10

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



By BOB MAYFIELD
Vice-President

Rigging Lines

I'm happy to report that at this moment the Federal Mediation & Conciliation Service has notified Local #3 that officials representing Duval mining interests at their mine in Battle Mountain, Nevada finally wish to resume negotiations. The exact date for resumption of negotiations of what up to now has been a long and bitter strike will be on December 20, 1978, which will be resumed prior to press time of this paper and exactly 80 days after the strike began. I know that to the approximately 180 brothers and sisters who have suffered through this long ordeal, an ideal Christmas present would be an honorable contract settlement as soon as possible. We, of course, only wished this goal from the outset and have been ready, willing and able to meet on any given minute's notice with company officials for this very express purpose, but at least until now no such word has come forth, even though through a number of sources (including the Federal Mediation Service) we have expressed our desires to resume talks when somebody on the company side with authority might be willing to meet with a realistic offer.

As I had written in a previous month's column, a ridiculous offer of only 3 percent real wages plus several major take-aways, including Cost of Living provisions, and sick and disability benefits as a final offer was turned down in a secret ballot vote by the rank & file by a vote of 113 to 1. Nobody said this situation was ever going to be easy or fast and, in all due respect, our numbers have hung together tough and unbending with, at this point, not one person from our own ranks having crossed our picket's signs.

The Executive Board of the Union most recently voted to allow an additional \$100.00 strike benefits to be distributed just prior to Christmas and New Year's to those members who certainly are in dire need of these funds at this time. It is my most sincere hope and desire that I will be able to report that we have reached an honorable settlement at next month's Engineers News, but only if we reach an honorable settlement. I think it would be a mistake on the Union's part to *cave in* to any *cheap* and *unhonorable* settlement, as we traditionally have been able to obtain top contracts with excellent wages, benefits and working conditions with an absolute minimum of strikes such as is now in progress with Duval Corporation at Battle Mountain, Nevada.

It seems as if negotiations never end, which is of course true in Local #3 due to the size and diversification of geographic locations and the different types of contracts we have. Tom Bills, our Utah District Representative, has set up meetings to begin before January 1st with officials of the Rio Algon Corporation, which will cover the mining contract for all of those employees now working at recovering uranium about 25 miles southeast of Moab, Utah at the Tinto Rio Algon Uranium Mine.

Immediately following these sessions in the early part of January, the first negotiations should begin with the newly formed Drilling Association covering most of the organized drilling contractors in the State of California. In a way this is an historic "first," because to my knowledge no other such Association exists in America for a number of reasons, and the first and largest I can think of is that outside of the jurisdiction of Locals #3 and #12, nobody has yet successfully organized any of the oil, gas and geothermal drilling companies; secondly, these companies have finally banded together for their own common industry needs. In my opinion, this action really can only in the end be beneficial to both sides of the fence. I've heard our Business Manager Dale Marr say on several occasions that he would rather negotiate with a strong and sincere association, rather than a fractured group of individual companies. By negotiating with an Association, such as now exists, it simply means that we only have to make one settlement instead of many individual negotiated settlements.

At this writing negotiations with Comarco Company, which is a successor company to Dynallectron at the Green River, Utah military installation, have now been completed. We have sent the final contract draft to the company headquarters for signatures. When this is signed, I am told by this company this will be their only Union operation in this country. We are also happy that the chances for expansion in terms of manning needs may jump as much as 500 percent in Calendar Year 1979.

In closing, I would once again wish for our members that 1979 will be as outstanding a work year as 1978 has proved to be. Also, I hope a good many of our members will take time out (now that rain has begun) to attend our Semi-annual Meeting to be held on Saturday, January 6, 1979 at 1:00 P.M., at the Marine Cooks & Stewards Hall, 350 Fremont Street, in San Francisco.

**Attend Your
Union Meetings**

On Zirconium Plant

Utah Members Working Steady

In spite of the sub-zero temperatures and cold winds, members employed on the construction of the Zirconium plant at Little Mountain are working every day, reports Business Representative Rex Daugherty. Gibbons and Reed Company is still employing about fifteen Brothers on the excavation; H.C. Smith Company, five on the first phase of the building construction and M. Morrin & Sons, four on the 2nd phase.

One Engineer is being employed by Fred J. Earley Company on the mechanical and one by Howard P. Foley on the electrical. The project will go all winter. The total estimated cost is \$60 million.

Zirconium is mostly used in the aerospace and chemical industries. It is very light and strong and resists corrosion. The raw materials will be imported from the sandy beaches of Australia. There

are only four other plants such as this in the world.

J.W. Vickery Company has been awarded a concrete runway at Hill Air Force Base at approximately \$4 million. Gibbons and Reed will do the demolition of the old runway and the grade preparation for the new. They expect to get started the first part of January.

Peter Kiewit Sons Company is close to buttoning up its project from Emery to Castle Rock, near the Wyoming border. This contractor has completed the new railroad grade and the demolition of the old railroad grade has been completed.

The Bureau of Reclamation has awarded W.W. Clyde Company a bid for four highways into different recreational sites in and near the Strawberry Reservoir. The cost of the project is \$5 million. W.W. Clyde will employ approx-

imately thirty to forty Operators.

J.M. Sumsion & Sons expect to have their crusher moved in and in operation by January on the construction of the new highway from Jensen to the Dinosaur National Monument. The cost of this project is little over \$1 million.

S.J. Groves' project at the Stateline Dam is in the final stages with cleanup and some concrete work to be completed. The company hopes to have this project sold to the Bureau of Reclamation by February, 1979.

I-80 Job Let

Business Representative Wayne Lassiter reports that the largest road job in the jurisdiction of Local 3 was let in November. The section of I-80 Interstate west, from Salt Lake City to Black Rock, awarded to S.J. Groves Company at \$45.9 million was \$3

(Continued on Page 10 Column 4)

Duval Strike Enters Fourth Month

The Brother and Sister Engineers at Battle Mountain, Nevada are still on strike (since Oct. 1, 1978) with the Duval Corp., a Pennzoil subsidiary, reports Business Rep. Mickey Yarbrow. "There doesn't seem to be an end in sight," he said.

The Corporation does not want to talk or negotiate. Duval is trying everything they can to hire people and put them on a company salary. They are hiring office help and then putting them out in the Mill and Gold Plant to work.

Most of the people hired for office work later find out they are expected to paint, clean up and do other outside work beside what they were hired for and are quitting. They say they were not hired for that type of work and aren't going to do it.

"Duval has turned into the type of company that many of their salaried people never thought they would be," Yarbrow commented.

All the hourly employees are hanging in there keeping the pickets covered real well and do not even want to talk with the company unless they come up with a much better health and welfare and wage package than they offered back in September.

"I am proud of the members for standing up for their rights and not taking a lot less than they already had in benefits and wages," said Yarbrow. They are showing the company that after 14 years of operation without any trouble or problems on any other contracts Local 3 has negotiated for them and working with the company to help them out of binds, that Duval is not going to start taking away what the members and Local 3 have worked so hard to get for their members."

Elko Area

Work in the Elko area has almost shut down because of win-

ter. Max Riggs just completed the Elko railroad relocation dirt work. They have had to stop work in Wells with one more structure remaining to be built before the State can bid the dirt work and pay for the bypass.

The Elko grading and paving has been advertised and bids are due Dec. 21. This job is seven miles long and has approximately three million yards of dirt with concrete paving, asphalt shoulders, and approaches. Paving for the Carlin bypass is to be advertised this month.

Frehner Construction is all but shut down because of winter on their overlay between Battle Mountain and Valmy. They did get the overlay to the Valmy Power Plant completed and the Battle Mountain airport overlay completed before it got too cold.

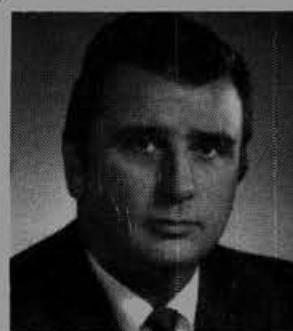
At the Valmy Power Plant, the campsite is open and work is be-

ginning to proceed very rapidly. Stone & Webster, M-K Construction, Frehner, Southwestern Railway, Western Erectors, Babcock & Wilcox, and Wing Electric are just some of the contractors on site and working.

Reno

Around Reno, Schultz Construction is working on two schools in the Minden-Gardnerville area for Vasko. Schultz is also active on the huge "Eagles Nest" condominium project on Parr Blvd. H.M. Byars is working on several projects including a \$1.6 million sewer interceptor at the Ranchos in Gardnerville. Walker Boudwin picked up a \$5 million plus job at the State Prison in Carson City. Mandeville, Contri, Zoecon, Schultz, and Mid-Mountain have had plenty of work around the Tahoe area but all have

(Continued on Page 10 Column 3)



Treasurer's Report

By Don Kinchloe
Office Phone: 415/431-1568
Home Phone: 415/837-7418

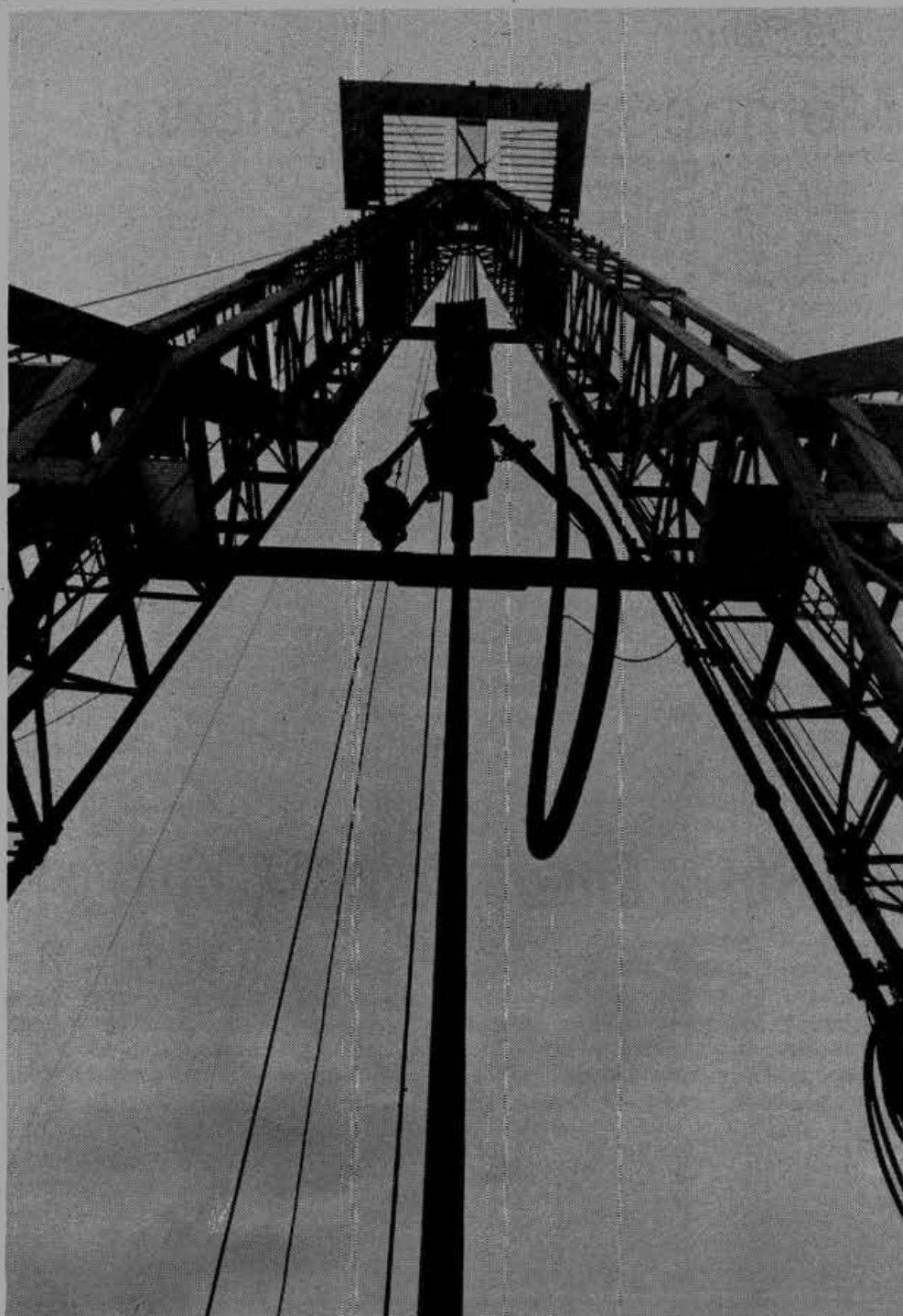
Last month I reported on problems with Red Lava Products in Lake County. Recently, I met with Bob Wagnon, District Representative in Santa Rosa, Charles Smith, Business Agent from that office and the owner of Red Lava to negotiate proposals to solve the problems and get our Brother Engineers back to work. After much talking, the Employer was not only unwilling to continue discussions but uninterested in signing an agreement and wanted to continue to operate non-union. Many of the Employers with whom we have signed contracts refused to go through the picket line and have refused to buy materials from Red Lava. Subsequently, Red Lava's business has dropped off greatly and the picket line will remain on the job until such time as the Employer calls to indicate that he wants to sit down and bargain in good faith.

We have two major contracts to be negotiated next year. One is the Material Dealers (concrete batch plants) and the other is the Rock, Sand Gravel contract. I realize this is early but you will have lots of time to collect your thoughts for the time when we ask for your proposals. Negotiations will probably start in May, 1979. Between now and the time to begin negotiations, conditions will remain unsure as a result of President Carter's proposals of seven percent limitations. If the President wants unions to hold at seven percent and big business, food, gas and everything else continues to rise, TO HELL WITH SEVEN PERCENT! We're not getting into the same box that Nixon built for us when he froze the working man's wages and allowed prices to skyrocket into double digit figures. All we ask is that business makes a fair profit while our people get a fair wage for their labor.

I want to wish all of the Brother Engineers and their families a merry and happy holiday season and lots of work for next year.

DISTRICT 11 ELECTION

On March 8, 1979, at 8:00 p.m., at the regular quarterly District 11 membership meeting there will be an election for a District 11 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Musicians Hall 124 West Taylor, Reno, Nevada.



Living the 'Bad Life

(Continued from Page 1)

clamps called tongs into place around the drilling pipe. The two sections break free at the tool joint and 60 feet up on the tower the derrick man swings the top end of the pipe over to the stack.

Occasionally, the chemical laden, grey mud used for drilling gushes from the hole, drenching the unwary roughneck and making the steel deck dangerously slippery.

To a new "worm"—a novice just on the job—the work can be unsettling. Clanging tongs, whipping chains and the sudden outburst of the air winches keeps a man's head jerking around to make sure he is not in the way of the heavy drill pipe which can crush arms or kill. In this business, a man's hands are his livelihood, and the constant movement required in making a trip puts those hands in constant jeopardy.

The unique life of a roughneck defies easy explanation to the ordinary passerby who may have grown used to seeing drilling rigs dotting the California landscape. It's a life that only the most nomadic and individualistic kind of person cares to live.

There aren't that many who wind up being true roughnecks. While the adventure of the industry may lure many would-be hands, the actual grind of rotating shifts, remote drilling sites, weather that shifts from bitter cold to suffocatingly hot, soon separates the veteran from the casual opportunist.

You have to be somewhat of a drifter to be a roughneck. Many drilling contractors and workers are located out of Bakersfield—long known as an oil town. But the rigs themselves travel

throughout the west, from the rural farmlands of the San Joaquin and Sacramento valleys, to the Geysers area in Lake and Mendocino counties to drill for steam, or over the Sierras to remote desert locations in Nevada and Utah.

Most of the drilling in California is for natural gas. Major utility companies like PG&E contract the work out to drilling companies, but oil companies are increasingly getting into the market themselves.

Drilling is always a gamble. Even with sophisticated sensory equipment to locate exploratory sites, only about one in seven holes turn into production wells. Those that strike out must be plugged with concrete.

It only takes about two to three weeks for most rigs to drill to the depth that has been predetermined by engineers. In the valley, drilling the first thousand feet goes very quickly, since the strata is composed mainly of silt and clay. But further down, the going gets slow and tough.

Bits have to be changed as they wear out on solid bedrock. Each time the bit needs changing, the hands have to make a trip, pulling up each length of pipe, "breaking it out" at the joint and stacking it up against the derrick. Weighing anywhere from 12 to 40 lbs. a foot, moving drilling pipe is hard work to say the least.

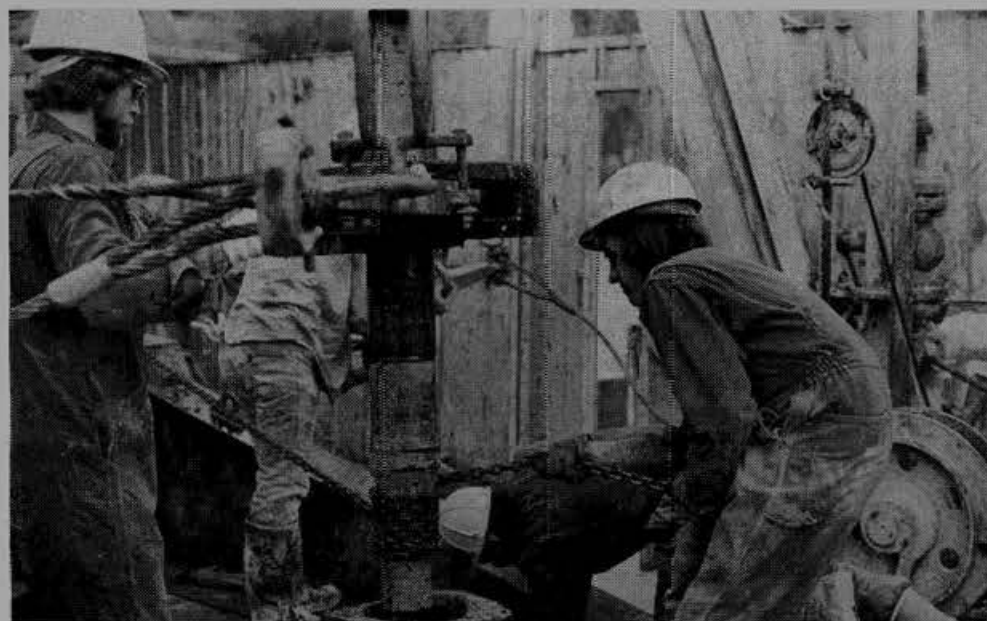
The driller is equivalent to the job foreman. He is responsible for setting the speed that the bit will drill. Only through years of experience and valuable advice from veterans can a driller learn to read the gauges properly and feel the strain on the rig as the bit pierces the earth's crust.



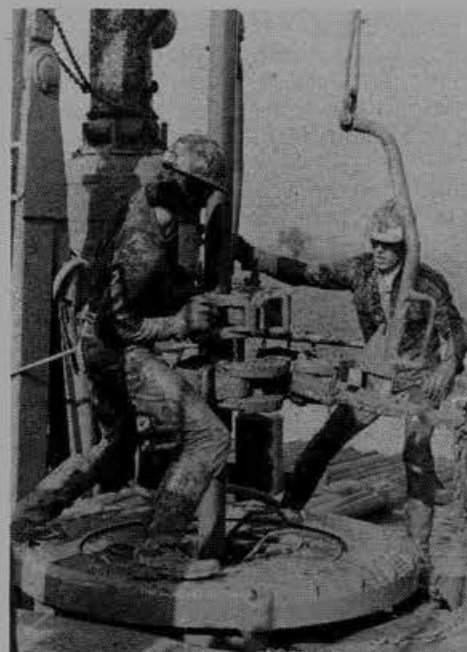
Driller Johnny Brown mans the brake at R.B. Montgomery's Rig #6 in the Geysers.



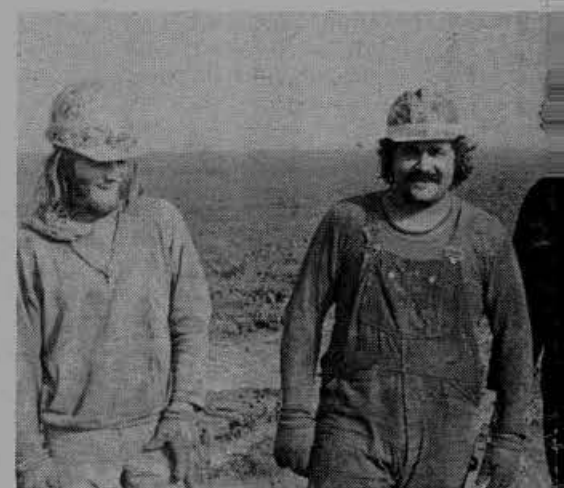
Emmitt Bankston pulling out of the hole on Hunnicutt and Camp #1.



Making a mousehole connection at R.B. Montgomery's Rig #6 are in the foreground J.B. McWilliams and D.R. Bast ne, and in the background John and Elmo Cook.



Applying tongs to the drilling pipe are Drew Ketchum and Mike Lopes. Also not pictured on this crew are D. Anderson, Driller Ed Stanley and Leon Richardson.



Larry Wimbs and Mike King (pictured Camp's Rig #1. One of the crews working (pictured bottom) are left to right, "Lumpy" Lumpson, R.C. Leslie and

e' of a Roughneck

As a drill makes its way into the rock, a special mud that has been mixed with chemicals according to exacting specifications is pumped through the pipe to the drill bit. The mud acts as a lubricant and an abrasive for the carbon steel teeth. Some of the mud is ground into the sides of the hole to form a smooth surface. The rest is forced back up the hole by the pressure of the mud pumps which operate at up to 1,800 lbs. per square inch.

The mud also has a calculated specific gravity to counteract the immense pressures that exist in an underground gas, oil or geothermal field. The pressurized mud works to prevent blow outs, which can be accompanied by explosions, injury and death. Needless to say, careful logs are kept on the progress of the drilling and the content of the mud is checked frequently.

But even these precautions are not always sufficient. Modern drilling rigs are equipped with sophisticated blow out equipment that is inserted between the top of the hole and the floor of the rig. If a blow out occurs, sensors automatically trip valves which shut the hole down, smothering the escaping gas or oil.

Although blow outs are the kinds of occurrences that have mythified the roughneck, it is no laughing matter to him. Safety is a valuable commodity to the drilling hand. It is one of the prime reasons the industry—long known for its anti-unionism—has begun to turn toward union representation in California.

Local 3 began organizing drilling rigs about four years ago. Although the going was slow and tough at first, most roughnecks have come to value union membership as highly as their unique

way of life.

This month, drillers belonging to Local 3 will have completed their first contract negotiated by the union. The contract marks a dramatic step towards better wages and working conditions for these men. As recently as 12 years ago, roughnecks made less than \$3 a hour. Now the average bottom level worker represented by Local 3 pulls in \$11 an hour including fringe benefits.

As a whole, Local 3's roughnecks are solid union men. The memories of what the industry was like a few short years ago are still fresh in their minds.

The health and welfare and pension plans are looked upon as real blessings in an industry that had none of these benefits before the current contract. With this contract drawing to a close, representatives of the drilling industry and Local 3 are making ready for negotiations this month. Many of the hands have taken the opportunity to attend pre-negotiation meetings that were held to get their ideas and priorities.

Although union membership is steadily changing the wages and conditions of the drilling industry for the better, it is still and will likely remain an occupation only for the fit and fiercely independent.

Perhaps in this modern age of computer programming, white collar office jobs and bureaucratic paper shuffling, the life of a roughneck is one of the last true frontiers.

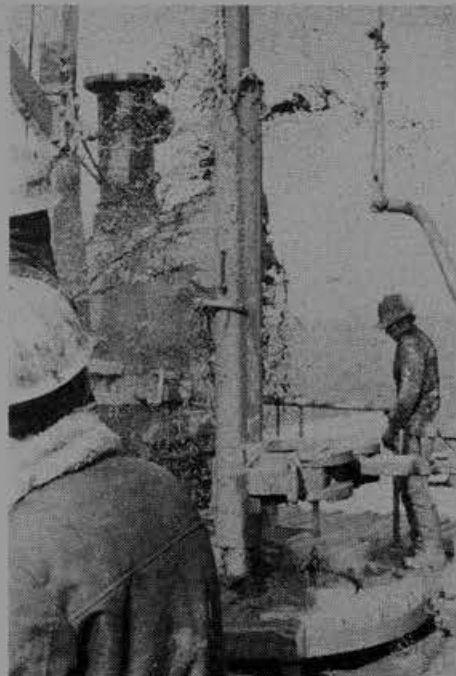
Standing out in the middle of a windswept desert, or on a lonely farm or perched in the midst of a remote mountain range, it is sometimes hard to believe anything exists except you, the rig and maybe a little gas or oil down below.



One of the crews on R.B. Montgomery's Rig #6 is from left to right, Van Ross, P.H. "Fuzzy" Pfliz, C.J. Hindman and Johnny Self.



Working at Perryman Rig #1 are from left to right, M.A. Russell, Rick Wilder, K.P. Taylor, driller J.F. Perryman and Tool Pusher Bob Hargrove.



Drilling hands on a Hunnicutt and Camp Rig make a "wet" trip.



Working the cathead at Camrich's Rig is Driller K.D. "Cotton" Fladland.



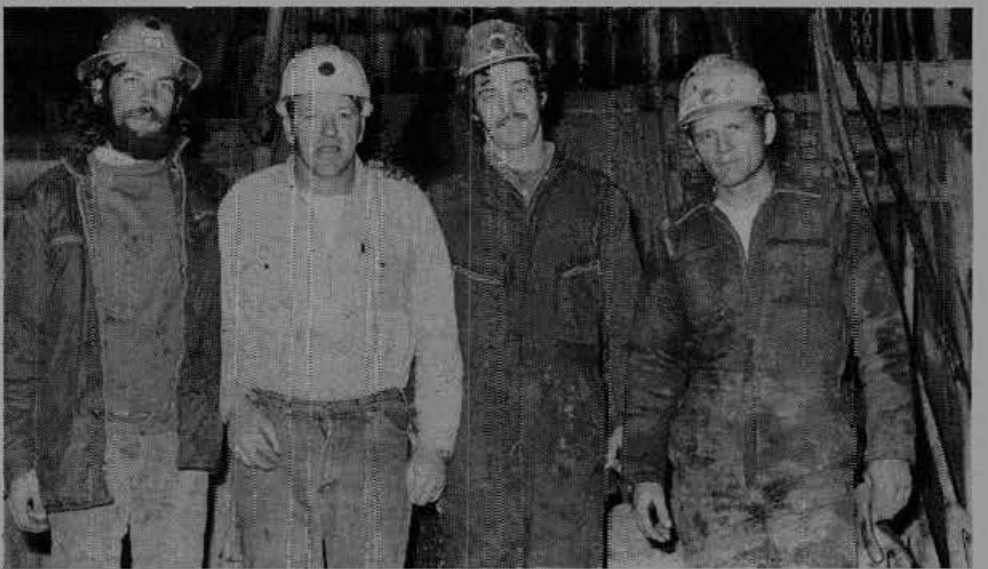
Don Jackson and M.A. Crawford attach a dog collar on the drilling pipe at Camrich's Rig near Maxwell.



(top) make a trip on Hunnicutt and Camp's Rig #3. M.R. Douglas, Frank Souza, L.D. J.A. Moore.



Tool Pusher Clint Minix, although now working in a supervisory capacity still maintains his Local 3 card.



Logging the well at Hunnicutt and Camp's Rig #5 are from left to right, Bill Turnbull, Chuck Petit, Jesse McGinnis and A.J. Rushing.

Keeping Track of Your Fringe Benefits

PROBLEM: How do you keep track of the fringe benefits for 37,000 Operating Engineers spread over Utah, Nevada, Northern California and the Pacific?

SOLUTION: A computer! Not one, but two.

The Trust Fund office houses a massive computer system that maintains the work history, Health and Welfare eligibility, Medical, Dental and Drug claim payments, Vacation contributions and Pension credits and benefits for the Operating Engineers Union Local No. 3. The Fringe Benefit Center has computer terminals that resemble television sets. These terminals allow the center's staff access to the data on the computer. Fringe Benefit information is instantly retrieved merely by entering a member's Social Security number onto the terminal.

Mike Kraynick, Director of Fringe Benefits, says that the job would be impossible without the computers.

"We often get as many as 30 inquiries a day from the outlying district offices. We also have to handle our mail, telephone calls to the center and visitors. The computers give us the edge necessary to serve the membership."

The Fringe Benefit Center has a variety of information at their fingertips. A work history is maintained on each member that shows the most recent twelve months of hours reported by his employer. The contribution rate and the month the hours were reported to the Trust Fund were also shown.

Health and Welfare eligibility can also be retrieved from the computer. The viewing screen displays a member's eligibility month by month for the past year. It also shows a member's hour bank total and last six months of hours reported for Health and Welfare coverage.

From the Pension information available, the center's staff can show a member's Future Service Credit and Benefits up to 1968, Future Service Credit and Benefits since 1968, total credits and benefit dollars, and a five year Pension work history giving hours credit and contributions and ben-

efits each year.

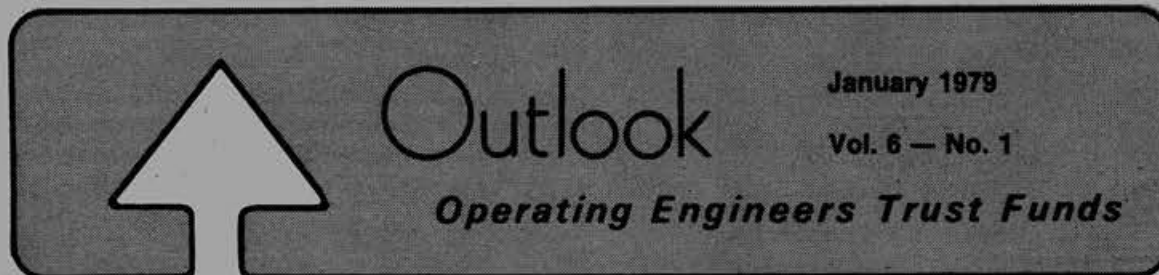
The other "workhorse" at the Fringe Benefit Center is the UNIVAC, Local 3's computer. The UNIVAC maintains a multitude of information on all Operating Engineers in Local 3. Each District Office and the center has a terminal that links them to the computer. These terminals can also be

used by this office to communicate with one another or the center. For example, last year there were about 5000 direct inquiries from the district offices to the Fringe Benefit Center.

The UNIVAC system has provided a link between the member and the center. Members in outlying areas no longer need to

call the center direct. Instead, they can contact their district office who will send the inquiry on the computer.

The Operating Engineers Local Union No. 3 established the Fringe Benefit Center to service all the membership. The computers are proven tools in accomplishing that task.



It's a Job For Computers

Loretta Ramirez (above) retrieves information on the terminal for a waiting member. Joyce Sekulich (right) displays a sample of what the computer has replaced.



Prescription Drug Plan Expanded

The Board of Trustees of the Operating Engineers Health and Welfare Trust Fund have expanded the Prescription Drug Plan to include an alternative mail order prescription service with National Pharmacies, Inc. effective the first of this year. This is the same drug program that was made available to the Pensioned Operating Engineers in March 1977. Active members now have two methods of obtaining prescription drugs, and both are available at all times.

It is better to obtain emergency prescriptions in the usual manner. Take the doctor's prescription to any pharmacy and pay for the drugs. Have the pharmacist sign a completed drug claim card. Mail it to the Trust Fund Office for payment. Reimbursement will be made for 100% of the usual and customary drug charge in excess of \$1.50 for each covered prescription.

National Pharmacies, Inc. fill prescriptions by mail order. They require no cash outlay by the member, and there is no deductible per drug charge. Place the doctor's prescription in a completed claim envelope and drop it in the mail. The prescription is filled at the National Pharmacies' laboratory in New Jersey and sent back to the members first class mail, postage paid. Although prescriptions are usually filled within 24 hours, a member using National Pharmacies should allow several days for handling and delivery. This program is better suited for members who require ongoing medication or are in rural areas.

Both programs are now available for members eligible in the Operating Engineers Health and Welfare Trust Fund. A member may choose either method of obtaining prescription drugs at any time. Claim cards and prescription envelopes are available at the district offices, the Fringe Benefit Center and the Trust Fund Office.

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



We hope that you and your families enjoyed a Happy Holiday Season. With the New Year here, we would like to wish you a Happy and Prosperous 1979. It looks like this year is going to be even busier than the last. Let's take a look and see what we have coming up.

As of January 1, all members and their dependents who have medical coverage in the Operating Engineers Health and Welfare Trust Fund were reinstated for up to \$2,000 on their Lifetime Maximum Benefits of \$50,000. This automatic reinstatement allows all participants who have used the plan to rebuild their Maximum Benefit Coverage back up to the \$50,000 limit. Pensioned Operating Engineers were reinstated for \$1,000.

Also on January 1, all members in the Operating

Engineers Health and Welfare Trust Fund for Northern California have the optional National RX drug benefit. Be sure to read the article on National Pharmacies on this page for the particulars.

In January, February and March we will have the first round of Retiree Associations meetings in all the districts. I've been promised by the Chapter Chairman that this year's programs will be even more sociable. As always, there will be representatives available to answer your questions. Notices will be sent about two weeks in advance of each meeting.

Later in April, the Annual Pension Statement will be sent out to all members in the Pension Trust Fund for Operating Engineers. This statement will list your employers and hours worked by month for the full year of 1978, the credit and benefit earned in 1978, and update the total of your Credited Future Service and accumulated benefit from your participation date thru December of 1978. Interim statements will be sent sometime in the summer and again in the late fall.

April, May and June have been set aside for the Pre-Retirement Counseling meetings that were first held last year. The program is aimed at our senior members over age 55. Topics include: The Pension Plan, Retiree Welfare, Retiree Associations, Social Security Benefits and other retirement related subjects. This year we are offering much more information to the members and their wives. A schedule of the pre-retirement meeting will be published in Engineers

News and reminders will be sent to all senior members.

Dates for the 4th Annual Retiree Association Picnic, the 3rd Annual Utah Picnic and the 2nd Annual Nevada Picnic will be publicized just as soon as we have them.

As usual, the semi-annual vacation payouts are in mid-May and November. Participants who wish payment made directly to them should complete semi-annual withdrawal cards and submit to Trust Fund by the end of April and October. Emergency payouts are made each Monday based on requests received by the Trust Fund through the preceding Friday.

During October, members in the Operating Engineers Health and Welfare Trust Fund for Northern California and the Pensioned Operating Engineers Health and Welfare Trust Fund will have the option of electing their medical coverage from Union Labor Life or the Kaiser Health Plan. These changes would be effective with November coverage.

Finally, this year our Outlook page will contain a wide variety of news items and timely articles. For example, we are putting together a feature that will show your negotiated fringe benefits, the services available to you and a listing of special discounts and privileges enjoyed by Local 3 members. Outlook will continue to provide you with updates on your Health and Welfare benefits and the Pension Plan as well as some tips on filing your claims.

Marysville Work Picture Holding Up

District Representative Alex Cellini reports that the work picture in the Marysville area is still going pretty strong for this time of the year, which has been a good one.

Roebbelen Construction was the low bidder on the Wheatland School and work has already begun. Baldwin Contracting is still doing a lot of work in the Twin Cities Area and they also have some work going in the Chester Area. Baldwin's Shop is busy at this time too—they are repairing the equipment.

Continental-Heller is still working hard on the Pave Paw Radar Facility being built at Beale Air Force Base. B & A Electric is doing some of the wiring on the project. Powell Drilling is putting up the posts for the fence around the radar facility. Perini Corporation is also hard at it on the

Miner's Ranch Tunnel project. They have gone back in to production after being down for ten days at a cost of over \$25,000.

They had to replace a seal which required moving the mole back in the hole about eight feet and removing the head from the mole so they could get to the seal. Stearns-Rogers out of Denver, Colorado, was low bidder on the Collins-Pines project in Chester right at \$1 million. The work has already been started on this project.

Plumas, Butte, Glenn, Colusa and Sutter Counties are still moving along well. Ball, Ball and Brosamer and Granite are winding down with the dirt work, but there is still a lot of clean up left.

Harold L. James, Inc. of Corcoran, California has been awarded, and has started their \$3.8 million job five miles West of Williams on the Canal. This project is called West Side Improvement District and is a distribution system for water from the Tehama-Colusa Canal.

The expected date of completion on this job is May 1979—if the weather permits, a few of the

brothers should be kept busy this winter. Reach 8 of the Canal, for approximately \$13 million, should be let this month.

Hydro-Conduit Corporation in Orland is running a two-shift operation to meet the demand and supply of pipe needed to supply Harold L. James, Inc. job. Pete-Hunot, Plant Manager, said this is one of the best years they have had and instead of laying off this winter there will be work available.

"We would like to take this opportunity to welcome Del Hoyt, a new Safety Representative, and George Morgan, a new Business Agent for the West Side to the Marysville Area," Cellini commented.

BLOOD BANK

We would like to thank all those who recently donated blood to our blood bank. We certainly appreciate these donations and would like to remind everyone that our supply is very low and we are badly in need of donations.

Anyone wishing to donate to our blood bank may do so at the following locations (and please

remember to tell them the donation is for the Marysville District, Operating Engineers): CHICO: 169 Cohasset Road, every Monday, 3:00-6:00 P.M. every Tuesday, 8:00-11:00 A.M. and 1:00-4:00 P.M., every Friday 8:00-

11:00 A.M. MARYSVILLE: Marysville Art Club, 2nd Tuesday of each month 1:00-6:00 P.M. OROVILLE: Thermalito Grange Hall, 479 Plumas Avenue, first Thursday of every month from 1:00-6:00 P.M.



Credit Union



DALE HANAN
General Manager

OPERATING ENGINEERS
LOCAL UNION NO. 3
CREDIT UNION 6300 Village Parkway
Dublin, California 94566
415/829-4400

We're beginning our 16th year of operations. What have we accomplished since the Credit Union was started by a handful of brothers in 1963?

1. We've written approximately 31,000 loans totaling approximately \$85 million, perhaps saving our members hundreds of thousands of dollars in interest costs if they would have had to borrow elsewhere.
2. We've paid more than \$7.5 million in dividends and interest to members who save with us. Annually, we're now paying more than \$1.5 million in dividends and interest.
3. We've paid thousands of dollars in life insurance claims through our Loan Protection and Life Savings Insurance services that are provided at no direct cost to our borrowers and savers.
4. We now have more than 22,800 members.
5. We've crossed the \$30 million mark in share (savings) deposits.
6. We've reached \$40 million in assets—a long way from the original 1963 member investment of less than \$1,000.
7. We've provided a quick source of low-cost revolving credit in our Phone-A-Loan Open End program.
8. We've brought the Credit Union closer to your home by implementing telephone share withdrawals and loan approvals.
9. We've built an institution that now ranks, by assets, in the upper 5% of all 22,500 credit unions in the United States.
10. We've become the largest labor-union credit union in the United States.

All of this was accomplished primarily by you—the Credit Union member. When you borrow and save with your Credit Union, you make an idea work—the idea of a financial institution that returns its net profits to its members instead of some outside stockholders.

Still, we are only serving 22,800 of our 35,000 Local 3 members. If you're a Local 3 member who has never joined the Credit Union, we invite and encourage your membership in 1979. The start of a new year is a good time to take action.

If you've been thinking of joining, pick up a membership card at your District Office. Fill it out and return it with whatever amount you wish to open your share (savings) account with—but not less than \$25, the minimum balance required to keep your account open.

If you've been thinking of opening a Phone-A-Loan account, pick up an application at the District Office and return it. You can return the application before you need credit; you can return it just to open an account for your future use.

Your Board of Directors and the Credit Union staff are dedicated to making the Credit Union the primary financial institution of Local 3 members and their families. We are researching services that will make the Credit Union even more convenient and membership more rewarding.

Once again, we thank you for your continued support and wish all a happy, healthy and prosperous 1979.

ELECTION COMMITTEE

NOTICE OF ELECTION

James R. Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning March 1, 1979 for members of the Election Committee which, in the month of August, will conduct concurrently the election of Officers and Executive Board Members and the election of Delegates and Alternates to the 31st I.U.O.E. Convention. (See Meeting Schedule on Page 12). Pertinent excerpts from the By-Laws follow:

ARTICLE XII Section 3

Elections.

- (a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.
- (b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or spe-

cially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, till the list of nominees is exhausted.

ARTICLE XIII Section 1

International Convention Delegates

- (e) When the International Convention is to occur during the year next following an election of Officers under Article XII of these By-Laws, the nomination and election of Delegates and Alternates to such International Convention shall take place concurrently with the nomination and election of Officers.

1978-79 LOCAL 3 SCHOLARSHIP RULES

Two college scholarships of \$750.00 each will be awarded for study at any accredited college or university, one award to a son one to a daughter of members of Operating Engineers Local 3.

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

Who May Apply:

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

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

The applicants must be senior high school students who have, or will be, graduated at the end of:

either: (1) the Fall Semester (beginning in 1978), or: (2) the Spring Semester (beginning in 1979), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the

university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1979, and March 1, 1979.

Awarding Scholarships:

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

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

Scholarship winners will be announced as soon as possible, probably in either May or June, and a check for \$750.00 will be deposited in each winning student's name at the college or university he plans to attend.

Instructions:

All of the following items must be received by MARCH 1, 1979.

1. *The Application*—to be filled out and returned by the Applicant.
2. *Report on Applicant and Transcript*—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
3. *Letters of Recommendation*—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. *Photograph*—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the *Engineers News*.)

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

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

Sacramento Enjoys Large Job Increase

A recap of 1978 shows a large increase in job opportunities for the members in the Sacramento area, reports District Representative Clem Hoover. In 1977 there were 1,365 journeymen dispatched. In 1978 through October, there were 2,215 journeymen dispatched. An increase of 850 with two months to go. All signs point to 1979 as being an equally good year.

There are still several of the large sewer projects that have not been completed plus some new ones that will be put out to bid. Madonna Const. continues to work on Interstate 5. Teichert will be starting their Interstate 505 project in Yolo County from Winters to Highway 16. Henderson Const. of Redding was awarded an \$1.8 million contract for a wastewater treatment plant near Woodland. SMF Corp. was awarded a \$5.4 million contract for construction of a Dept. of Justice building. A \$2.1 million widening of Madison Ave. was approved by the Board of Supervisors. This will widen Madison Avenue from Hillsdale Boulevard to Sunrise Boulevard. Several more large building projects will start in 1979. The subdivision work should be as good as 1978 unless the interest rate has some effect on financing.



Teaching Techs

By ART PENNEBAKER
Administrator,
Surveyors' JAC

Kennard Nears is a young Black man who is the first product of an Operating Engineers Union Job Corps Training Program to be placed as a Surveyor Registered Apprentice.

Having completed the special Job Corps Surveying Training, Mr. Nears was dispatched to Ruth, Going and Curtis to begin his 2nd period of Registered Apprenticeship.

One of the most difficult problems confronting the NCSJAC has been Registering a person right off the street, with no knowledge of the occupation of Surveying, placing that person as the third member of a Party, keeping production up and at the same time provide on the job training.

It has been frustrating for the Employer, the JAC, the newly indentured Apprentice and particularly frustrating for the Journeyman members of the crew.

The JAC has offered to pay the cost of 5 hours of training off the job site, at overtime rates for a chairman to personally break-in the Apprentice. Another method was to furnish a chief and a chairman on a Saturday to instruct a group of 8 applicants in the use of tools and basic technique. Both schemes were helpful but did not really get to the heart of the matter.

In the mean time the International Union of Operating Engineers has been conducting Job Corps training for Operators and Repairman at several locations across the country. The training is provided under a contract with the Labor Department and Financed in whole by the Federal Government.

A few months ago, it was brought to the attention of Business Manager Dale Marr, who is also a Vice President of the International Union of Operating Engineers, that it would be advantages to the NCSJAC, the Employer, the apprentice and more importantly the Local No. 3 Survey Crew members, if Surveyor training could be included in the extensive activities of the International Unions ongoing Job Corps involvement.

When Jay Turner, President of the International Union of Operating Engineers became aware of the needs of the Local No. 3 Technical Engineers he once again responded by assigning his top aids to the project.

At both the Federal and State Governmental levels, doors were opened, paper shuffled, meetings held, agreements consummated, budgets proposed, equipment appropriated, and training plans developed. In short order, the very first Surveyor Job Corps Training Program any-

where within the United States came into existence.

Carl Nygard, Jay Turner's Director of the Job Corps Department of the I.U.O.E. has not only spent many days in California as the project was being structured but has also been instantly available by phone for guidance and advice.

Carls' West Coast Regional Director Howard Brown is the knowledgeable nuts and bolts man in this area. Mr. Brown has the immediate responsibility for the Surveyor program. Howard is often on the site and insists on at least weekly phone contact.

An appropriate question at this point would be—We have heard all the name dropping, now what about the Training? The simple fact is that without a Dale, Jay, Carl and Howard there wouldn't be any Job Corps Training for Surveyors. At their different levels of operation, each has moved the project through the incredible maze of Governmental bureaucratic nonsense to the point that training can now proceed.

Content and direction of Training has been left entirely up to the NCSJAC. An instructor was employed and an initial plan developed with full intention of constant revision of training processes as experience dictates.

Job Corps members are at a live in center in San Jose. The Instructor picks up the Trainees at 8:00 a.m., transports them to that days training site and at 4:30 p.m. delivers them back to the Job Corps Center.

Many entities are involved in the project. The Santa Clara County Park District has provided it's thousands of acres of Park land as the training site; the Job Corps Center provides maintenance of the Corps persons; the Bay Area Construction Opportunity Program provides recruiting and selection; the State Department of Employment provides Certification of eligibles; the Federal Department of Labor provides funding; the International Union of Operating Engineers provides the funded contract and structure; the NCSJAC provides content and direction of the training.

The Job Corps project was not designed to replace the ongoing Apprenticeship Program. It is specifically aimed at basic knowledge and skills as a head start toward the learning experience as an Apprentice member of a Survey Party. Graduates are placed as second (2nd) period Apprentices as training positions develop.

Being the very first program of it's kind in the Nation we anticipate growing pains and changes as experience shows the need. And once again the Journeyman Tech Engineers are asked to participate in evaluating potential newcomers to the occupation.

At approximately half way in the training program attempts will be made to place a trainee for a few days as the fourth person on a three man crew thereby not taking the place of a Journeyman. This will allow the trainee to actually experience the flavor of the day to day work expected of a Journeyman and will also give the Journeyman Tech Engineer an opportunity to express a judgement of the potential of the trainee.

During the last two or three weeks of training another few days with the crew are contemplated as a sort of final test before graduation. Either the person will be shaped up enough to begin the 2nd period of Apprenticeship or it is back to the training site.

The experience with the real world of a production Survey Crew and the assessment of potential by the members of that crew can mean a great deal to the future make-up of the Tech Engineers work pool.

More from Utah District

(Continued from Page 5)

million under the Engineer's estimate. Washington Construction from the State of Washington was 2nd low bidder and Guy F. Atkinson, 3rd. Gibbons and Reed Company was 4th low and Peter Kiewit Sons', 5th.

A pre-job conference has been tentatively scheduled for January 9. This project was bid for fill and grade to be completed by 1981, at which time the concrete will be bid. The Company representative could not disclose the method to be used to bring the material to the jobsite from the three different

approved sources, Lassiter said. Other companies indicated it would be by conveyor belt from Antelope Island and truck.

The Department of Transportation has indicated there will be other jobs bid, particularly the I-215 at Wasatch Blvd from approximately 50th South to Knudsen Corner (6400 South). There has been strong opposition against this section of the belt route by the residents of the Holiday area. However, the Department of Transportation states that the section must be bid and work started during 1979.

Notice of Meetings

The Utah District office will hold a series of meetings throughout the month of January to discuss health and welfare benefits and the pension plan to the members. All meetings (see schedule below) will be held at 7 p.m.

- Jan. 9 Ramada Inn, 2433 Adams Ave., Ogden
- Jan. 10 Carpenters Bldg., 605 E. 600 S. Provo
- Jan. 15 Emery County High School Auditorium, Castle Dale
- Jan. 16 S. Utah State College Studio Theater, Cedar City
- Jan. 17 Utah Power and Light Auditorium, 175 N. Main, Richfield
- Jan. 18 Calvin Rampton Bldg., Utah Technical College, Salt Lake City
- Jan. 22 Mountain Fuel Bldg., 45 E. 200 N., Logan
- Jan. 23 Spring Chicken Inn, Wanship
- Feb. 6 County Bldg., Vernal

Talking To Techs



PAUL SCHISSLER
Gene Machado
Frank Morales

With the Holiday Season before us, we in the Tech Department would like to wish all of you a very Prosperous New Year.

As 1978 comes to a close we are happy to report that it was one of the best work seasons in many years. Much of this credit goes to the political involvement of our Business Manager, Dale Marr, and Officers of the Local Union coupled with the strong support of the rank and file members and their families at the various Planning Commission Meetings and other Political functions.

Currently we are in negotiations with San Jose Water Works and have completed negotiating a two year contract. As of this writing we will be recommending acceptance to the members for ratification.

Moving over to the Monterey area, we are also in negotiations with a Civil Engineering firm located in Salinas. We hope to have that contract wrapped up by the end of December. While on the subject of organizing, we would also like to report that we were successful in winning an N.L.R.B. election in Woodland with Laugenour & Meikle, Civil Engineers. After negotiating for over a month, the employer submitted his final proposal which we took back to the membership without our recommendation. The employees of Laugenour & Meikle unanimously turned down the contract with strike sanction, and as of this time we are into our second week on the picket lines.

For those of you that might possibly have missed the article on Page 10 of the *International Operating Engineer News Magazine* titled 'The Economic Squeeze on the Worker 1978,' we wish to call your attention to it.

In past issues of the Operating Engineers News we have also reported on the Public Works issues concerning coverage and prevailing rates as they effect the Tech Engineers. This has been a continuing battle in the Courts for over two years. We have continued to move forward strengthening our position throughout the 46 Counties jurisdiction of Local 3. Considerable time has been spent in many Cities and Counties checking out countless Public Works jobs ensuring the fact that Prevailing Rates are being paid.

In many instances we find non-union employers in alleged violation of State Prevailing Wage Laws. In these instances complaints have been filed with the Labor Commissioner and these Employers have been ordered to appear before the State Labor Commissioner for non payment of Prevailing Wage Rates for field Surveyors. We hope the year 1979 will be as successful and as prosperous as this past year has been.

Our congratulations to the new parents Elbert and Bridget Buford on the birth of their son Alonzo M. Buford. Congratulations are also in order to Ralph and Gracie Carr who were recently married in Contra Costa County.

Again we would like to wish everyone a Happy and Safe Holiday Season.



More from Nevada

(Continued from Page 5)

slowed somewhat due to the weather.

This past season has been at an all time high, Yarbrow said. "We ran into some early difficulty in May trying to fill requests for paving hands which resulted in the recruitment of some new members to fill these positions after contacting our neighboring districts in California and Utah."

At this time the out-of-work list is growing but not as rapidly as in past winters. Depending on the weather, there may be winter employment due to the excellent work load at this time.

Robert L. Helms Construction has laid off more employees than most employers but will soon have an opportunity to bid on the soon to be advertised construction of Hwy. 395 South in Washoe County.

There have been more elevator jobs in the last 12 months than in any of the preceding years in Nevada due to the rapidly growing hotel and casino industry. In the last three months the delinquent employer list has become smaller and will continue to shrink due to the excellent flow of money in construction.

H.M. Byars Construction now has more work in the Reno district than they have in several years. They are presently sub-contractors to Del Webb Corp. working on the Reno-Sparks sewer plant expansion project. Nevada Landfill has the unpopular chore of removing the sludge that has been collecting for several years and mixing it with garbage at the Mustang Dump.

Wells Cargo, Mentzer, Graid and Lakeshore shops have picked up and we have taken in several new 3D mechanics.

Swap Shop: Free Want Ads for Engineers

FOR SALE: BROADMORE MOBILE HOME, 24' x 64', partially furnished, large lot, landscaped, fruit trees, garden space. Located in Murietta Mobile Village adult community with all country club privileges—\$16,995. Lester Heath, 91 Carmela Circle, Sloughhouse, CA 95683; Phone 916/354-2882; Reg. No. 660957. 10-78

FOR SALE: 32 ACRES n/Hunting Hiking on Luchito National Forest, new modern log cabin, good water 1 small pool, ideal for overnite camper park, on S.H. 63 east of Muse, Ok. Marvin Jaques, Box 35 Muse, Ok. 74949 916/651-3378. Reg. No. 1091206. 10-78

FOR SALE: BEAUTIFUL building lot in exclusive Shelter Cove, good fishing, hunting, & clean air, ideal for retirement. Make us an offer. William G. Yoshida, 47-197 Iuii St., Kaneohe, HI. 96744. Reg. No. 1175218. 11-78

FOR SALE: 1976 BARRINGTON MOBILE HOME 14' x 70', 2 bdrms, 2 baths, deck awning, skirting, storage shed, adult court, \$50 rent per month. Otto Lenhart, 380 E. Pole Rd., Space 7, Lynn, Wash. 98264. Reg. No. 0143266. 11-78

FOR SALE: LOT Clear Lake Park on 6th btwn Bush & Oak Lot 12-50 by 100. Arthur Gabriel, 1730 Almond Ave., Merced, CA 95340. 722-1891. Reg. No. 0714912.

FOR SALE: CLEAN 7 room house, plus 5 trailer park space, in Huntington, Utah. Income \$570 per mo. Cal owner-agent. Norman Clemens, P.O. Box 188, Spring City,

Utah 84662. 462-2541. Reg. No. 1238702. 11-78

FOR SALE: PICKUP & TRAVEL TRAILER 1976 Chev. HD 1/2 ton Scotsdale w/Insulated Camper Top 350V8 4 spd 26,000 miles P.S.P.B. Pickup came from Colorado, has no smog. 1977 Prowler, 19' Tandem Axle Sleeps 6, large Refrigerator, large Dual Tanks, 2 Skyvents DC Converter fully self contained, used 3 days. Both vehicles like new \$8,500, or consider trade on 4 wheel drive vehicle, write Franklin Callahan, 9380 Woodleaf Star Rt., Oroville, CA 95965 or phone 916/589-3663. Reg. No. 1092551. 11-78

FOR SALE: INT. TD24 w/18 yd. struck LeT carryal \$6,250, also 12 yd. struck LeT scraper \$1,250. Luke Evan, P.O. Box 245, Fowler, CA 93625 209/896-3007. Reg. No. 294559. 11-78

FOR SALE: MODEL 25 Northwest Crawler, Cat engine, 40' boom, fairleads, dragline bucket plus all backhoe attach. w/bucket, \$4,850. International T-9 Swing Crane \$4,200. Paul Bunten, P.O. Box 3013, Redding, CA 96001. 916/246-2883. Reg. No. 0766489. 11-78

FOR SALE: 76 AMERICAN CLIPPER 440 Dodge motor w/cruise control, cab air, radio, like new 12,400 miles \$12,500. Lester Lollar, 2224 Hawn Ave. Redding, CA 96001. Ph. 916/243-8296. Reg. No. 1142960. 11-78

FOR SALE: 1971 20' x 43' ROYAL EMBASSY MOBILE HOME, 2 bdrms., skirting, awnings, shed. \$15,000. Bill Blackard, 3435 MarFargoa No. 11, Stockton, CA 95205. 209/466-4495. Reg. No. 1020476. 12/78

FOR SALE: 1976 BROADMORE MOBILE HOME, 12' x 70' w/expando, 2 bdrms., 2 full baths, washer & dryer space, skirting, awnings, storage shed. 2 1/2 T. air, upgrade carpet. Tel. 916/362-6478 after 5:00 P.M. J. Sheeran, 3121 Patriot, Sacramento, CA 95827. Reg. No. 0535417. 12/78

FOR SALE: 3 AXLE TAG-A-LONG TRAILER w/ramps, length overall 24' x 6', 9 ton load, \$3,000. 1955 Willys Jeep, V-8 engine, lots of extras \$2,500. Chip Warren, P.O. Box 54, Clover Valley Rd., Upper Lake, CA 95485. 707/275-2447. Reg. No. 1312819. 12/78

FOR SALE: 3 1/4 ACRES, Horse Setup, 3 bdrms. home (3 yrs. old), 4 stall barn, out buildings, cyclone fencing, irrigated pasture, fruit trees, assumable loan at 8.5 per cent Int. \$89,500. William Trost, 2831 S. Gratton, Denair, CA 95316. 209/883-2836. Reg. No. 0959345. 12/78

FOR SALE: 1964 Dodge Crew Cab, positrac, new 318 4 barrel engine, new tires, Barden bumper, E-A lift hitch trailer brake & vacuum brake cont. \$1,500; 90 Gallon fuel tank & tool box comb. \$50. Alfred M. Russell, 3844 Mercury Dr., Redding, CA 96001. 916/246-3769. Reg. No. 1181680. 12/78

FOR SALE: 1970 22' WINNEBAGO, 61,000 mil. p/s, p/b \$8,200, good cond., Wilbur Marshall, r. 1 Box 444-A, Wilton, CA 95693. 916/687-6796 or 687-6494. Reg. No. 0892694. 12/78

FOR SALE: 326 ACRES in Green Forest, Arkansas \$165,000., owner will carry 8 per cent interest/29 per cent down. P. B. Grown, 4638 Mayfield Dr., Fremont, CA 94536. 415/792-6579. Reg. No. 1355119. 12/78

FOR SALE: DRILL RIG PGE type w/boom & Augers 40' x 4" & 8" x 12" & 20' x 30" of stem winch & 3 cyl I.R. compressor on 1961 GMC 4000, also Hdy track eng. driven Kelly 2/3 finished w/most parts to finish \$6,500. F. V. Dalton, 299 Oleander Dr., San Rafael, CA 94903. 415/479-5639. Reg. No. 1113026. 12/78

FOR SALE: 2000 ft. of 2" x 40' Sure-Rain aluminum irrigation pipe; also 30 rain birds, 6 new aluminum 2" valves, Banjo, misc. pieces \$1,400. or offer. R. D. Scofield,

21 Big Tree Rd., Redwood City, CA 94062. 415/851-7520. Reg. No. 0736406. 12/78

FOR SALE: 1956 CHRIS CRAFT BOAT, 14', classic 40 hp Mercury outboard, fully equip. w/skis, personal floating device, lines, set up for CB or stereo unit, new battery, \$1,200 or best offer. Jerff Pearson, 232 Northup Pl., Santa Cruz, CA 95060. 408/425-1403. Reg. No. 1558170. 12/78

FOR SALE: MONARK BASS BOAT Shoreline Trailer, 25 hp, Evinrude motor, Lowrance depth locator, super guide electric trolling motor, live well, rod box, 2 food boxes, under deck storage compartment. George Hurt, 19142 J. Jacktine Rd., Lockeford, CA 95237. 209/727-3155. Reg. No. 1087414. 12/78

FOR SALE: 1970-14 1/2' Chrysler Trihavl- boat & 55 hp motor; Teardrop Capover 8' camper—reasonable. Rolland Ridgeway, Clearlake Highland. 707/994-5134. Reg. No. 870865. 12/78

FOR SALE: 26' "YUKON DELTA" Travel trailer/boat combination, 7' x 10' utility shed, trailer hitches, L/W base pickup side-rails, 4-chrome wheels (5-lug) & 6-ply tires. Bert A. Gilcrease, 134 South St. Sp. 14, Cloverdale, CA. 95425 707/894-4357; Reg. No. 0654165. 1-79.

FOR SALE: BOWLING CENTER, thriving family center in L.A. area, recently remodeled profit structure, sell for health reasons full details by sending name & Telephone No. to: Cal. Bowling News Dept. 1190, Box 7128, Burbank, CA. 91510. Reg. No. 276121. 1-79.

FOR SALE: 1959 White Diesel, 10 yd Dump and 1959 Peterbuilt Logging Truck, both 3 duel drive, both need engine repair, white \$1500., Peterbuilt \$2500. 9U-D-6 Caterpillar Jacklayer, w/dozer, winch, canopy. \$2500. or trade for pickup. Raymond N. Robbins, 20043 El Ray Ln, Sonora, CA. 95370. 209/532-2547. Reg. No. 1181676. 1-79.

FOR SALE: BOBCAT LOADER Model L371, good cond. low hours \$2500. William Smith 340 Old Stage Rd. So., Cave Junction, OR. 97523. Reg. No. 0786642. 1-79.

FOR SALE: MACK No. 40: gas motor parts, rods, pistons, crankshaft, generators, starters, flywheels, heads manifold; International red diamond 450 motor, blocks,

piston rods, and cam shaft \$250. L. Mulhair, 97 Southridge Way, Daly City, CA 94014; 415/333-9006. Reg. No. 154371. 1-79.

FOR SALE OR TRADE: 40' x 13' Beam Ferro cement sail boat w/40 hp wegterbeke 4-107 w/hyd reverse gear, 70% completed, to put into water \$23,000. Jay Crownble, 3911 Cayente Way, Sacto. CA 95825; 916/487-3957; Reg. No. 0870831. 1-79

WANTED: ENGLISH SPORTCARS for parts, prefer older models. Mechanical problems, accident damage OK. SF bay-peninsula area only. Write details to Mark Stechbart, 2950 Portage Bay No. 410, Davis, CA 95616. Reg. No. 1737773. 1-79

SALE OR TRADE: BEAUTIFUL SOUTH LAKE TAHOE LOT, all service available \$10,000. Mike Kraynick, 408/266-7502. Reg. No. 595211. 1-79

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in 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.

• **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**.

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

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

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

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

Personal Notes

Reno

Congratulations to Mike and Carol Watkins for a son born on Oct. 24, 1978.

We wish to extend our condolences to the family and friends of retired members George Prestridge who passed away on Nov. 11, 1978 and Charlie Scott who passed away on Nov. 8, 1978.

San Jose

The San Jose Office staff wishes to express their deepest condolences to the families of the following deceased members: Sam Navarrete, Earl H. Evensizer, Frank Culp, Luther Daniels, George Knight, Ulrich M. Harris, Mrs. Theresa Dye, Jack Madruga, Joseph Pankoski, Dellas Flagg, Howard L. Keeling, Perry L. Peers, Bob Turner and Elmer C. McMurphy.

Sacramento

Our sympathies are extended to the families and friends of deceased brothers Edward Campbell, Frank Klein, Willis McGee, Rosteed Palms, Jack L. Reece, Bill Selleck, and Christopher Trusty.

Our condolences go to Oakley Adams and his family on the passing of his wife Avril.

Fairfield

It is with regret that we report the loss of Steve Detrick as the result of an industrial accident. Steve was a long time member of Local 3 and was employed as a foreman for Asta Construction in Rio Vista. Our heartfelt condolences are extended to the Detrick family and friends.

Ignacio

We are saddened by the death of Brother Max Huckabee. He was driving to work on Friday, October 13th and had an automobile accident. Brother Huckabee worked for Ghilotti Brothers. Our deepest sympathy to this family. Brother Milt Peterman had an accident on Bresnan-Dalecio job, but is recuperating nicely.

LOCAL 3 MEMBERS — Save dollars on your Disneyland trip. Ask for your free membership card. Call Ken Erwin, at 415/431-1568 or mail the coupon below to him.

CLIP AND MAIL

To: Ken Erwin, Operating Engineers Local Union No. 3
474 Valencia Street, San Francisco, CA 94103

Please send me:

☐ A membership card for the Magic Kingdom Club

My name is: _____

(please print all information)

Address: _____

(street number and name, or box number)

City, State, and Zip Code

Social Security Number

SPECIAL DISCOUNT

Capitol buys top line, private brand name, products in railroad car lots... operates out of low overhead warehouse locations... and sells for less to select groups like yours — eliminating the need for costly television, radio and newspaper advertising.

America's five largest tire companies no longer have mileage or road hazard warranties. CAPITOL STILL DOES!

Wheel Warranty

Shock Warranty

Battery Warra

Tire Warranty



This is a partial list only.

BECAUSE OF FLUCTUATING MANUFACTURERS' COSTS OUR PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE

for OPERATING ENGINEERS LOCAL 3



FOR MEMBERS ONLY
THIS IS NOT A "LIMITED TIME SALE"
IT IS CAPITOL'S CONTINUOUS PROGRAM



RADIALS

78 SERIES RADIAL

35,000-MILE TREADWEAR WARRANTY
Whitewalls. The soft riding radial tire that you can afford. Lifetime road hazard, workmanship and materials warranties.

SIZE	GROUP PRICE	F.E.T.
BR78-13	36.28	1.84
DR78-14	37.77	2.26
ER78-14	38.81	2.36
FR78-14	40.35	2.51
GR78-14	41.45	2.65
HR78-14	43.29	2.82
FR78-15	41.54	2.45
GR78-15	42.10	2.75
HR78-15	44.96	2.94
JR78-15	45.25	3.08
LR78-15	45.97	3.22

WIDE 70 SERIES STEEL RADIAL

40,000-MILE TREADWEAR WARRANTY
Whitewalls. Two steel belts with polyester cord body. Lifetime road hazard, workmanship and materials warranties.

SIZE	GROUP PRICE	F.E.T.
CR70-13	40.65	2.25
ER70-14	43.87	2.71
FR70-14	45.68	2.89
GR70-14	47.49	3.03
HR70-14	52.60	3.37
GR70-15	49.24	3.05
HR70-15	53.37	3.27
LR70-15	56.87	3.65

03-100-12064

Your union I.D. is required to make purchases.

CAPITOL TIRE SALES/WAREHOUSES, INC.

America's Original and Largest Discount Tire Program

BERKELEY (94701) 1770 Fifth St. (415) 524-9120
SAN FRANCISCO (94103) 101 S. Van Ness Ave. (415) 621-2336
SAN LEANDRO (94577) 2059 Williams St. (415) 351-8434

CONCORD (94520) 2465-J Vista Del Monte (415) 825-2072
SAN JOSE (95112) 1760 Rogers Ave. (408) 287-9112
SAN MATEO (94402) 733 So. Claremont (415) 344-5732

COMPACT

BLACK WALLS & WHITE WALLS

25,000-MILE TREADWEAR WARRANTY
Tubeless blackwalls and whitewalls.* Lifetime road hazard, workmanship and materials warranties.

SIZE	GROUP PRICE	F.E.T.
600-12	18.60	1.48
560-13	18.60	1.54
600-13	19.60	1.56
P155/80D-13	20.60	1.43
560-15	19.60	1.73
600-15	20.60	1.78

*Add \$2.00 for whitewalls



MOST CARS AND TRUCKS
(Mud and Snow tires not included)

POLYESTER

4-PLY POLYESTER

18,000-MILE TREADWEAR WARRANTY
Blackwall. A dependable tire at a very popular price. Lifetime road hazard, workmanship and material warranties.

SIZE	GROUP PRICE	F.E.T.
A78-13	19.48	1.69
C78-14	21.77	1.93
E78-14	23.32	2.13
F78-14	24.70	2.26
G78-14	25.56	2.42
G78-15	26.49	2.45

Attend Your Union Meetings

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

January

9th **Eureka:** Engineers Building, 2806 Broadway
10th **Redding:** Engineers Building, 100 Lake Blvd.
11th **Oroville:** Prospectors Village, Oroville Dam Blvd.
18th **San Francisco:** Engineers Building, 474 Valencia St.
24th **Honolulu:** Washington School, 1633 S. King St.
25th **Hilo:** Kapiolani School, 966 Kilauea Ave.

February

1st **Oakland:** Labor Temple, 23rd and Valdez
13th **Stockton:** Engineers Bldg., 2626 N. California St.
20th **Fresno:** Engineers Bldg., 3121 E. Olive St.
27th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Rd.

ELECTION COMMITTEE ELECTION MEETINGS

March

1st Santa Rosa: Veterans Bldg., 1351 Maple St.
7th Salt Lake City: Engineers Bldg., 1958 W. North Temple
8th Reno: Musicians Hall, 124 West Taylor
22nd San Jose: Labor Temple, 2102 Almaden Rd.

April

10th Eureka: Engineers Bldg., 2806 Broadway
11th Redding: Engineers Bldg., 100 Lake Blvd.
12th Marysville: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., Franklin Ave., Yuba City
19th San Mateo: Electricians Hall, 300 8th Ave.
25th Honolulu: Washington School, 1633 S. King St.
26th Hilo: Kapiolani School, 966 Kilauea Ave.

May

3rd Oakland: Labor Temple, 23rd & Valdez St.
8th Stockton: Engineers Bldg., 2626 No. Calif. St.
15th Fresno: Engineers Bldg., 3121 E. Olive St.
22nd Sacramento: Woodlake Quality Inn, Hwy. 160 & Canterbury Rd.

Semi-Annual Meetings

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

Dates: Saturday, Jan. 6, 1 p.m.; Saturday, July 7, 1 p.m.

Please send me information as indicated below.

- ☐ Membership
- ☐ Phone-A-Loan
- ☐ Shares/Dividends
- ☐ 7% Investment Certificates
- ☐ Vacation Pay/Monthly Transfer
- ☐ Signature/Personal Loan
- ☐ New/Used Auto/Pickup/Van Loan
- ☐ New/Used Motor Home Loan
- ☐ New/Used Mobile Home Loan
- ☐ New/Used Boat/Motor/Trailer Loan
- ☐ Travel Trailer/Camper Loan
- ☐ Share/Investment Certificate Secured Loan
- ☐ Assistance in Refinancing Automobile Loan
- ☐ Temporary Disability Insurance
- ☐ Share Insurance Protection on Share Deposits

Have You Checked Your Dues:

Dues Schedule for Period 10-1-78 through 9-30-79		
Local 3	\$90.	(Per Qtr.)
Local 3A	\$87.	(Per Qtr.)
Local 3B	\$87.	(Per Qtr.)
Local 3C	\$87.	(Per Qtr.)
Local 3E	\$87.	(Per Qtr.)
Local 3R	\$87.	(Per Qtr.)
Local 3D	*Variable by Unit	

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 advance of an increase at the "old" rate (the rate in effect prior to the effective date of such increase). Therefore, the dues rates for the periods as indicated above apply regardless of when payment is made.

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

IMPORTANT

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

REG. NO. _____
LOCAL UNION NO. _____
SOC. SECURITY NO. _____
NAME _____
NEW ADDRESS _____
CITY _____
STATE _____ ZIP _____

Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103
Incomplete forms will not be processed.



Carter's China Decision Fit for A Nation Governed By Shopkeepers

President Carter's "China Decision" will and should rate as the major diplomatic accomplishment of the 20th Century. The ramifications of this political coup are enormous, and speculation, pro and con, can be expected to run the emotional gamut.

For those of us over forty, it will be tough to peel away the years of propaganda and myth that brings up visions of "red peril" and "yellow hordes" of rampant Chinese terrorizing the countryside.

Yet, if we reach back in memory far enough, there are Generals "Vinegar Joe" Stillwell, Claire Chennault and George Catlett Marshall peering across the pages of history to remind us that as "prophets without honor in their own country" they once told of the greatness of the Chinese people in war and peace.

Whatever the temporary insanities of the past — a divided Korea, a no-win war in Viet Nam, polarization of small Asian nations right and left in the European tradition — it seems there has now been an historic breakthrough with a billion people on mainland China. To underplay the influence of the People's Republic of China on not only the surrounding nations, but the Pacific Basin as a whole, would be a serious mistake. An industrialized China can be a real force for peace and economic stability. Our own experience has shown us that a busy and productive consumer society has little time to think thoughts of dominance and war.

As for Taiwan, which has catapulted into the economic family of nations since the end of World War II with an unparalleled technological growth that boasts leadership in a dozen skill fields previously dominated by Central Europe and Japan, we can only see their best interests as buying diplomatic peace and sharing in the proposed industrial growth of mainland China. After all, most of the multinationals with heavy investments on Taiwan in nuclear power plants, shipbuilding, surgical equipment, electronic instrumentation and other industrial manufacturing will simply put on another hat as they extend their operations into the People's Republic.

Corporate structures worldwide must be rubbing their collective hands as they contemplate a nation of a billion potential consumers without radios, let alone black and

A POLITICAL ANALYSIS

Art Of The Possible

BY KEN ERWIN



white televisions. Think of the Coke to be sold. The Disneylands to be built. The MacDonalds hamburgers to be consumed. It boggles the mind.

At the same time, think of the fantastic cheap labor pool readily available to make all these corporate dreams come true.

Oh, you will have your usual hue and cry from vested interests right, left and crazy about exploitation of the workers; rape of the lands and the oceans; the lack of meaningfulness in a society of pleasure oriented consumers; serving God and Mammon; betrayal of "the revolution" and all the rest of the pap flowing from the mouths of babes who have never experienced hunger and want. In the end, such wails will echo hollowly down the corridors of peace and plenty.

So, the "Chinese Policy" will result in Jimmy Carter being reelected President. Winning the Nobel Peace Prize and going down in your children's and grandchildren's history books as the father of the "hundred year peace." We hope. This would delay Orwell's 1984 until at least 2084. Allay Russian fears of Chinese invasion, a paranoid hangover from the rape of Europe by Ghenghis and Kubla Khan. Reduce physical warfare to economic negotiations.

The Carter Chinese Policy might even diffuse the Orwell predicted tri-power bases constantly jockeying for one-ups-manship in a future of technological horror. It could even bring about a world effort on sickness and disease; space exploration and the preservation and economy of world resources.

We might even find that the great 18th century philosopher, Adam Smith, was right when he said in *The Wealth of Nations*:

To Found a great empire for the sole purpose of raising up a people of customers, may at first sight appear a project fit only for a nation of shopkeepers. It is, however, a project altogether unfit for a nation of shopkeepers; but extremely fit for a nation that is governed by shopkeepers.

All these optimistic happenings we hope for you and the world beginning in 1979, however, we would also offer you this subtle warning in the words of one of our current philosopher-kings, Governor Jerry Brown:

"Erwin, the one thing you can count on is human nature."

SMALL MAY BE BEAUTIFUL to California's Governor Jerry Brown, but Local Union 3 P.R. Director Ken Erwin (left) would have found big bills a little more practical as union District Representative Ken Green pays off an election bet in 30 pounds of small change. Green had also promised in May that if Brown won, he would wear a campaign hat and "streak" Castro Street in San Francisco, but by the time he'd stolen enough of his kids' lunch money to pay the bet, it was a cold December in San Francisco.

