

# Dumbarton Troubles Under the Bridge



OPERATING ENGINEERS  
UNION LOCAL 3, AFL-CIO

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## Bidding Schedule Set Up Lawsuits, Holdups Dissolve

The snarled and troubled political controversy over the long awaited Dumbarton Bridge appears to be finally over. Ridden with lawsuits and burdened by the necessity of obtaining an enormous number of permits, the odds against the bridge ever being built seemed overwhelming at times.

But last week, Local 3 Business Manager Dale Marr announced that the state Toll Bridge Authority finally approved a financing plan for construction of the \$103 million project to span San Francisco Bay.

"This is a battle that our members who took the time to provide support for this vital project can be proud of," Marr declared. "It is self evident by the high accident statistics and traffic problems that the Dumbarton Bridge was a project that needed to be built. But, like so many other projects of this proportion, it drew a lot of heat from those who had other ideas."

According to CalTrans project engineer Jerry Hauke, bids for the first contract on the bridge are expected to go out before the end of October and awarded in January. The first portion of the project consists of the trusswork and the overwater span. It will be divided into two \$25 million segments, the second segment going out to bid in February.

Hauke said there will be a total of 15 contracts which will take

the project through its scheduled completion in 1982.

Hauke told Engineers News that his department had obtained all the necessary permits, except the last one from the Corps of Engineers, which he said is expected to be in their office next week.

Aside from the permit process, the project's largest hurdle was the lawsuits filed by the cities of Atherton and Menlo Park, located at the west end of the bridge. These communities opposed the design which called for three lane approachways.

Hauke said that CalTrans was able to get the lawsuits dropped after negotiating with the cities and reducing the size of the on ramp from the west end to two lanes.

"We felt the important thing in this case was to get the \$100 million going and not spend two more years in court," Hauke explained. He added that a provision was made with the cities that, after the bridge is completed and a need is shown, the extra lane on

(Continued on Page 3, Col. 5)



AT A LUNCHEON SPONSORED by the International Union of Operating Engineers, AFL-CIO President George Meany (left) was presented a desk plaque containing a length of the original

suspension cable from the Golden Gate Bridge, on behalf of Business Manager Dale Marr (right) and the members of Local 3 who played an active role in the construction of the bridge.

## Upcoming Right to Work Battle Gets Trial Run At Cities Convention

Last week's convention of the League of California Cities gave a preview of the battle to come over the proposed public employee, right to work initiative.

Meeting in the San Francisco Hilton, the docile crowd came to life as a resolution to endorse the initiative was put before the delegation. Mayors from several of the state's major cities immediately took the stand and opposed the initiative.

Mayor Tom Bradley of Los Angeles led the opposition declaring that city officials would be deluding themselves "if we think that by passing this initiative we arbitrarily stop strikes."

Taking a jab at San Diego Mayor Pete Wilson, the initiative's chief proponent, Bradley said, "To permit someone to use this kind of issue to bring us back into the dark ages (of employee relations) is a disservice to the employees of this state."

Another opponent, San Jose Mayor Janet Gray Hayes argued that the Constitution "is not the place to make labor relations law."

Lionel Wilson of Oakland also provided strong opposition to the right-to-work initiative, saying that it would take power away from the cities, essentially tying their hands in labor negotiations. The Oakland mayor also pointed out that the resolutions committee, which approves resolutions before they are presented to the floor, did "not pass this overwhelmingly."

"It is my understanding," he said, "that the vote was 23 to 19." Indicating that the Oakland delegate on the committee "voted wrong," Lionel Wilson said the vote would

otherwise have "been much closer."

San Francisco Mayor Moscone, who ushered in the convention told Engineers News that he strongly opposes the initiative. "I think it's crazy, it's wrong, it's outrageous," he exclaimed.

The fact that the League of Cities endorsed the initiative "doesn't add anything" to their campaign, he added. "It's just a ploy by Pete Wilson." Moscone emphasized that he would speak publicly against the initiative if it qualifies for the ballot, since he feels that laws such as these have no place in labor negotiations.

"They can pass laws, they can do anything they want," he said of the initiative and its backers, "but we're not going to have labor peace that way."

Mayor Patterson of Huntington Beach, a former public employee himself, came out strongly against the initiative, saying that public employees "are not second class citizens."

His statement drew moans from much of the crowd, which had been diligently lobbied by the anti-union Mayor Pete Wilson. As the meeting progressed, it became clear that, in spite of the unified opposition of the state's major cities, a majority of the delegation was in favor of endorsing the initiative.

At one point Santa Clara Councilman William Kiely drew heated boos as he stood up and lambasted Pete Wilson for trying to run for Governor by using the public employees as a whipping post. Undeterred by the crowd's hostile reaction, he drew applause as he continued, "If

## Where They Stand on the Issue



"I am opposed to this initiative"



"It's crazy, it's wrong, it's outrageous"



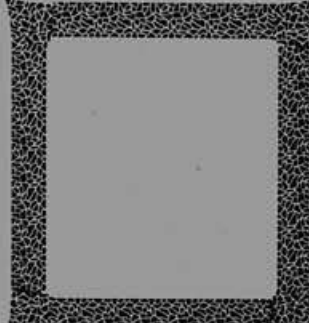
Right to Worker—  
Supports Initiative



"Don't get locked into firing public employees"



Is against public employees striking



"Hasn't focused?"  
(See Page 10)

you weren't so tough and unreasonable, you would not need this initiative."

Mayor Pete Wilson, who has latched onto the initiative in his drive to be the state's next governor, maintained that it is "time to put teeth in the law." The governing body must not be permitted to "cave in" during a strike, he said.

Wilson also warned the delegation that leaving the matter to the Legislature would only legalize strikes and binding arbitration.

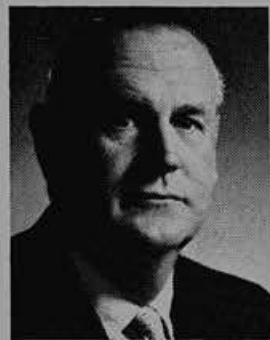
Presenting a rebuttal to the opposition, Wilson said, "I have heard a great many good intentions expressed here. They do

not stop strikes." He referred to his own city which has passed a public employee no strike ordinance, saying that they "have had very little trouble since."

Following Wilson's comments, the floor voted by a 3-1 margin to endorse the initiative.

Even though the majority of the delegation supported the initiative, the hard core proponents led by Pete Wilson came off as being militantly anti-union. Outside the hall, sandwich board picketers strolled back and forth, shouting "fire the public employees."





By DALE MARR, Business Manager

# Looking At Labor

## Middle Class Suffers from Taxpayer 'Shell Game'

ENGINEERS NEWS

WIPA

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America's working middle class taxpayer is suffering from the old shell game—now you see it, now you don't.

To paraphrase an old depression era truism—"the rich get richer, the poor get taken care of, and the working class taxpayer foots both bills."

As a result, there is an unprecedented taxpayer revolt shaping up across the land against both property and income taxes.

This angry and bitter protest cuts across ethnic and party lines and to date has only been able to find an emotional outlet in the form of voters totally rejecting bond issues at every level of government. Only a few environmental and job producing bonds have made it through the wrath of most constituencies.

Consider the average middle class homeowner who purchased his property fifteen to twenty-five years ago. He may have borrowed on his equity to survive several recessions, send his kids to college, pay for a serious sickness in the family or even improve and add to his home. He has also raised and supported his family, supported the charity institutions in his community and paid the price for community growth from better streets and sewage systems to better roads and schools. In other words, he has been a good, law-abiding citizen who believed that hard work and thrift, joined with a just social consciousness were prerequisites to happiness and security. Now he becomes the victim.

The value of his home, depending on location, might have doubled or even tripled, but his taxes, both actual and hidden, have multiplied six times. His salary has not kept up with inflation and it is quite possible one of the family heads who had provided a part of the income has died. Add the infinite possibility of additional personal tragedy to one or more other members of this family, and you might come up with the prime reason why a recent Census Bureau report shows that the number of men living alone has increased by 60 per cent over the past seven years and the number of women by 35 per cent.

Although the Census Bureau doesn't break out statistics showing how many of those

living alone are former home owners displaced by the inability to meet mushrooming property taxes, it does break out an age relation which is suspicious. Some 6.5 million persons of retirement age—65 or older—accounted for all those living alone. We suspect that many of these are the aging middle class who sold and/or lost their homes to the increasing high costs of home ownership.

We also suspect many are widows or widowers who have been forced into a ghetto and crime-victim existence in our major metropolitan areas. A tragic and deplorable ending for our aging working class.

In the meantime, the "shell game" goes on, as America's major corporations posted their highest after-tax profits ever last year—\$57 billion. This year they are already posting profits that economists estimate will total over 61 billion in after-tax profits by the end of the year.

It is estimated that more than \$100 billion will be lost to the U. S. Treasury simply through big business incentives and tax loopholes.

A recent I.R.S. study shows the middle income taxpayer trapped between the rich corporations who pay little or no tax proportionately, and the low wage earner, \$9,000 or less who pays 7.1 per cent of the tax bill.

The working middle class, even though lumped in with the one per cent of the individuals who reported an income of \$50,000 or over after deductions, pays 92.9 per cent of the tax bill. This means that the established median income of \$14,350 when reduced by legal deductions to \$9 to \$10,000 pays most of the nation's income taxes. This, then, is that seven of ten families who either own or are buying a house in the Bureau of Census general profile, who find the double weight of high property taxes, sales taxes, garbage and property upkeep costs an unsupportable burden. This is one reason why 6.5 million drop out of home ownership every year and at least one reason why another group, 1.3 million under 25 may never purchase single family dwellings.

Still, political and economic "shell games" go on as Congress gets ready to seek tax

reform for large corporations. The National Association of Manufacturers and the Chamber of Commerce will throw the weight of vast amounts of dollars obtained from the 72,000 companies they represent against any attempt to balance the tax structure. The Business Roundtable, who would like wage and price controls without profit controls, and who represents 168 of the largest corporations in America, will throw the full weight of their organization against any tax reform.

It would seem the only way the blue collar worker can win in this struggle for tax equality is through some kind of unified political action. We will have to think on that for awhile.

It seems a shame that after a lifetime of work and family sacrifice many of our productive workers find themselves unable to afford the home that represented their biggest personal investment. We must find ways to reduce the tax burden, both property and personal, and we will be talking to you frequently about these two problems in the future as we attempt to marry cause and effect and come up with a corrective program of legislation.

We have managed to gain considerable property tax relief for the senior citizen homeowner, including a bill recently passed, AB 1070, authored by Assemblyman Fred Chel and sponsored by Senator John Foran, called the Senior Citizens Property Tax Postponement. This bill will allow certain homeowners over 62 years of age to apply for a one-year property tax exemption, each year. They then will have the taxes postponed until the house is sold or the owner dies. The state puts a lien on the house for the taxes, plus seven per cent interest, so that the owner will not have to pay the taxes each year. We are not happy with the bill because it doesn't go far enough and because of the 7 per cent and the "grave robber clause," however, it was all we could get under present tax laws and it will help some . . . some.

We will keep working hard for additional measures to reduce property and personal taxes for our active members.

## Rigging Lines

By BOB MAYFIELD: Vice President

There is an old saying that in looking backwards your hindsight has 20-20 vision every time. Unfortunately, any time when in contract negotiations your officers and other negotiators are attempting new ideas for any contract, then their best judgment and experience are their only semblance of a crystal ball to look into as to what the long range change will produce.



the fringe increases to the current amount.

This under the Davis-Bacon Act is what the non-union contractor is now allowed to do with, in fact, no increase of any type incumbent upon them to be paid by way of an increase during the life of a job. At this juncture I would like to emphasize that I'm speaking not entirely but primarily to the highway program, which is the one big area we were being hurt most by successful non-union bidders, and at the time of

(Continued on Page 17)

I would like to speak about one idea that almost had to happen in our right-to-work states which, in my opinion, has produced many jobs and thousands of man-hours of work for our membership that would not have otherwise been possible were it not for a certain change that happened. The one main specific change that I'm speaking of was when Business Manager Dale Marr, myself, District Representatives Tom Bills and Dale Beach of Utah and Nevada, respectively, agreed in negotiations to allow the freezing of the wages for the life of the job, with only

## Labor Needs More Political Action

In a key speech defending the labor movement's role in promoting a healthy economy, Business Manager Dale Marr called on labor leaders and employers alike to expand their efforts in organizing joint political action groups.

The featured speaker before representatives of the construction industry in Washington state and Governor Dixy Lee Ray, Marr covered a wide range of issues that currently need the close participation of business and labor leaders alike.

Marr pointed out that the need for business and labor to work more closely together first became apparent 10 years ago with the rise of the environmental movement. "The sudden rise of the environmental movement and the strength of its proponents caught us by surprise," Marr recalled. He noted that many workers in the construction industry are outdoorsmen who appreciate the value of a healthy and balanced environment. They can hardly be classified as rank in-

dustrialists "out to pave the world," he commented.

But the environmental movement has been overrun by liberalist, upper middle class professionals and young extremists who have little concern or knowledge

about the vital link that working middle class provides for the economy.

"Through this fanatical concern for ecological preservation, the labor movement was driven from

(Continued on Page 3, Col. 1)



PICTURED WITH Business Manager Dale Marr at the Washington State Good Roads Convention are from left to right, Mrs. Cecil Hendricks; Governor Dixy Lee Ray; Cecil Hendricks, business manager of Operating Engineers Local 370; Dale Marr and Robert Dilger, Executive Secretary, Washington Building and Construction Trades Council.



# Long Struggle for 'New Town' Dealt Crushing Blow By County

The massive and much debated proposal to convert low-yield farmlands north of Livermore into a bustling "New Town" of 45,000 was dealt a crippling blow last week with the Alameda County Board of Supervisors' 3-2 rejection of the project.

The tie-breaking vote was cast by Supervisor Joseph Bort, who had played neutral on the project after the four other supervisors had deadlocked 2-2 on their decisions long ago. Bort, who appeared to be fence-sitting even with the announcement of his opposing vote said, "A new town is, to me, an exciting, interesting concept and could be a very progressive move. I just feel it is the wrong place at the wrong time."

Supervisors Fred Cooper and Charles Santana, who had received strong backing from Local 3 and other unions, supported the New Town proposal all the way.

Harlan Gelderman, the hopeful developer, refused to admit total defeat on the \$150 million project which he has spent \$1 million trying to promote. "That land's going to be there a long time after Bort's off the board," he declared. "Las Positas is not dead. It is simply delayed. My associates and I will continue to explore avenues which will deliver Las Positas from the drawing board into reality."

Supervisor Valerie Raymond whose district includes Las Positas, and Oakland-Berkeley Supervisor John George joined Bort in voting no.

The project, if it had become a reality, would have provided nearly 600,000 man-hours of construction work for operating engineers alone, and generated a total of 90 million man-hours of construction activity, as well as 9,000 permanent jobs.

Many farmers in the Las Positas area were hopeful the project would go through, since the low yield of the land, coupled with the high taxes—up to \$95 an acre—makes it extremely unprofitable for them. One farmer, who owns 325 acres of the land said it can only return \$9 per acre through grazing and dry farming.

A CHROME-PLATED desk weight, made from an original length of suspension cable is presented to IUOE General President Jay Turner by Local 3 Business Manager Dale Marr. Local 3 members played a key role in the construction of the famous bridge, which celebrates its 40th anniversary this year. The original suspension cable was replaced this year by operating engineers.



## Marr Calls for Political Action

(Continued from Page 2)

its natural allies, the liberal progressive political segment of our society with which we accomplished so many great social gains since the 1930's," Marr said. "What was once a natural alliance between progressive forces has become instead a bitter struggle between unions and those who couldn't care less about unemployed workers."

"We in labor are much more involved in people ecology than we are in just creating construction projects or preserving the natural environment," he continued.

Marr then pointed out several areas where labor and business have made inroads towards more cooperation. Chief among these is the legislation that has been recently drafted in the area of force account work, that will not only provide for more work among union tradesmen in the private sector, but help reduce government costs by reducing inflated government payrolls.

"By writing into the bill certain provisions which guarantee that any job over a certain dollar amount will go out to competitive bid, we believe that millions of tax dollars will be saved," Marr declared.

Other areas of joint labor-management participation are illustrated in the Coalition of Labor and Business (COLAB), which was formed in the Bay Area recently and has played an active part in promoting business and industry in the state.

In Nevada, the newly negotiated Master Construction Agreement has an innovative clause that provides for employer allocations into an industry promotion fund. This fund is to be used specifically to finance campaigns for new construction projects and provide finances to defend projects endangered by environmental lawsuits.

Marr also pointed out the success that business and labor enjoyed in their joint efforts to defeat the Nuclear Initiative in 1976. More recently has been the similar cooperation between labor and the state's utility and industrial corporations to assure a western leg to the proposed natural gas pipeline from the Alaskan North slope to the United States.

Marr concluded his speech with a treatise on the California Highway program, which continues to be the single largest source of

employment for heavy construction workers. It is Local 3's large size and populous membership that enables it to be so influential on the legislation pertaining to state highways and tax issues, he pointed out.

Marr also predicted that the gas tax will inevitably be a major issue in the near future. Recent changes in the construction which have allowed the "raiding" for use in other areas such as mass transit, coupled with the inflationary spiral of construction costs,

have resulted in an anemic highway budget.

Marr concluded that the only answer he sees is an increase in the gas tax, which hasn't occurred in 14 years in California and is definitely overdue. "I have spoken to Governor Brown personally on this issue," said Marr, "pointing out to him that unless he can help to pass gas tax legislation, labor and the contractor associations will have to join forces in putting a gas tax initiative on the ballot."

## San Felipe Bid Rejected

The United States Bureau of Reclamation is going back to the drawing board over its proposed Pacheco Tunnel because the construction bids were too high.

According to District Representative Clarke Odom, the low bid on the 8½ mile-long tunnel was nearly \$35 million over the Engineers estimate of \$70 million. Apparently the four contractors bidding on the job were hedging their bet somewhat against the possibility of difficult tunneling conditions.

The geology in the tunnel area west of San Luis Reservoir is crumbly water bearing rock and possibly gaseous conditions. The high bids mean Bureau designers will now consider using parts of earlier alternative designs with a shorter tunnel at higher elevation and at least part of the system in burial pipe.

Because of the reduced volume of the shorter tunnel, they could save as much as one-third to one-half on the tunneling excavation costs, Odom explained. Rejecting the bids will delay the project seven to nine months. Harris Construction Company of Fresno submitted the low bid of \$3,470,000.

### IMPORTANT NOTICE!!!

With respect to the communication of a brother member dated August 31, 1977, we have made the following recommendations to the Local Union Executive Board:

1. In response to his dues being increased, a portion of his dues and the dues of all of the members of Local 3 have been temporarily suspended by action of the Local Union Executive Board acting under Article VI, Section 3, of the By-Laws and approved by the membership. Though, as a practical matter, the dues rate was increased, said increase had been properly approved by the membership through the adoption of the formula and temporary suspension procedures previously adopted pursuant to 29 U.S.C., Section 411.

2. With respect to action under Article VI, Section 3, temporarily suspending a portion of a dues increase, no notice is required other than that contained in the By-Laws. With respect to the resolution "To Amend Article VI Dues of the Local Union By-Laws," it is recommended that the amendment of Article VI, Section 4 not be put into effect. The amendment should be noticed and re-submitted to the membership at the semi-annual meeting in January 1978. With respect to Article VI, Section 9 (new) it is recommended that it be placed in effect since it is not a payment by a member but by the Union. With respect to the deletion of Article VI, Section 11, it is recommended that it be placed in effect since it does not increase the rate of dues, but removes an unfair advantage for the affluent members and places all members on the same status.

3. With respect to the initiation fee rate increase, it is recommended that it be not put into effect and that any payments made thereunder be credited to the applicant, and if a claim for refund is made, that it be honored. The resolution should be noticed and re-submitted to the membership at the semi-annual meeting in January 1978.

4. With respect to the automatic dues increase as to pensioners, for the reasons outlined above in item No. 1 the request should be denied.

These recommendations were presented and accepted by the Local Union Executive Board on Sunday, September 18, 1977.

## Dumbarton Bridge Plan Approved

(Continued from Page 1)

Marsh and Willow Roads, can be completed through the customary permit and environmental statement process.

To save costs, Hauke said that grading and filling would be done the first time through, so that the actual construction of the extra lane will "be relatively easy."

He also emphasized that the project will entail "a lot of heavy construction work, similar to the Antioch Bridge, only bigger." (See page 15.)

Marr also complimented Governor Brown for the "tough decision he made last year in signing SB 1975," which helped to expedite the process of getting the project on line. "At the time," said Marr, "it wasn't the most popular thing he could have done, but it paved the way for the Toll Bridge Authority to be able to issue the bonds this month."

Opened to traffic on January 15, 1927, the Dumbarton Bridge was the first vehicular crossing to be built across San Francisco Bay. The facility was originally built by private capital and operated as a privately owned toll bridge until purchased by the State in 1951 for \$2.5 million.

In the early 1960's, the Cities of Newark, Fremont, and Union City began pressing for improvement of the Dumbarton Bridge. In 1965, the State Legislature authorized the sum of \$100,000 for a study to review the need for improvements, or the reconstruction of the Dumbarton Bridge. This study was completed in November, 1966 when the Division of Bay Toll Crossings submitted its report, "Dumbarton Bridge Study" to the California State Legislature. The report concluded that a replacement facility would be necessary.

In 1968, the State Legislature authorized \$1,750,000 to finance a program to plan and design the new crossing.



# Agreement Forged with East Bay Equipment Dealers

By HAROLD HUSTON, President

May I take this opportunity to personally thank all the brother and sister Engineers employed under the East Bay Equipment Dealers Association Agreement, West Bay Equipment Dealers Agreement, and Independents, who attended one of our Special-Called ratification meetings held throughout Northern California.

Your Negotiating Committee followed your instructions to the letter in allocating the money on wages, and fringe benefits as you had marked the Equipment Dealers Questionnaire Cards and instructed us at the Special-Called Pre-Negotiating Meetings.

Again, it was my pleasure to serve as Chairman on the Negotiating Committee.

We were informed that the East Bay Equipment Dealers Association was no longer in effect prior to commencing our negotiations, so this meant we had to negotiate with each Employer separately. It might interest you to know we have approximately 33 Employers who employ our brother and sister engineers under the East Bay Equipment Dealers Agreement, West Bay Equipment Dealers Agreement, and Independents throughout Northern California.

We are still in negotiations with some of these Employers and really appreciate the 100 per cent support the members have given to us. We know the Union is the members. This means the Union is no stronger than the members themselves.

The overwhelming "Yes" vote for the new three year Agreement told the whole story.

We realize it was impossible for all the members to attend the Special-Called Meetings; therefore we are printing in my column the Peterson Tractor Company New Agreement in its entirety as negotiated and presented to you:

## 1977 - 1980 EAST BAY EQUIPMENT DEALERS MASTER AGREEMENT EFFECTIVE SEPTEMBER 1, 1977

A new East Bay Master Agreement for Equipment Dealers has been negotiated. The new Wage Rates, Fringe Benefits and other material changes are shown in the presentation that follows, and are hereby recommended to the Membership for their approval.

The Overtime section 06.04.00 has been changed to provide double time for any work performed over eight (8) hours on Saturdays, and is modified to read as follows:

### 06.00.00 Shifts, Hours, Overtime and Working Conditions

**06.04.00** All work performed outside of the regular working hours shall be paid for at the overtime rate of one and one-half (1½) times the regular hourly rate set forth in 07.00.00 hereof, up to and including twelve (12) hours; double time thereafter except travel time, which shall be one and one-half (1½) times the regular hourly rate, except as provided under 06.03.00, 06.08.00 and 06.09.00 of this section. Saturdays shall be paid for at the overtime rate of one and one-half (1½) times the regular hourly rate up to and including eight (8) hours; double time thereafter.

Tool Insurance, 06.13.01 has been increased from a maximum reimbursement of \$1,500.00 to a maximum reimbursement of \$2,500.00. Said section is modified to read as follows:

**06.13.01 Tools.** The employer shall provide on each jobsite a secure place where his employees may keep their tools. If all or any part of an employee's kit of working tools is lost by reason of the failure of the employer to provide such a secure place, or by fire, flood, or theft involving forcible entry while in the secure place designated by the employer, the employer shall reimburse such employee for any such loss from a minimum of one hundred dollars (\$100.00) up to a maximum of two thousand five hundred dollars (\$2,500.00). In order to obtain the benefits of this paragraph, an employee must provide the employer with an inventory of his tools at the time he commences work and an additional inventory every six (6) months. Inventory forms will be furnished by the Union (see Exhibit A).

Note: In Section 19.00.00 below, all references to the East Bay Equipment Dealers Association have been deleted in their entirety.

### 19.00.00 Other Contracts

**19.01.00** The employer shall be entitled to become a party with the Union to a new agreement on the same terms and conditions as any agreement (Hereinafter referred to as the "Existing Agreement") which the Union may be a party to during the terms of this agreement with other employers who are equipment dealers and who perform work similar to the employer party hereto. However, such new agreement shall apply only to employees hired locally to perform work within the territorial jurisdiction of said Existing Agreement. Such new agreement shall not apply to employees transferred by the employer from a shop presently covered by this agreement. Such transferred employees shall continue to be covered by the wages, fringes and other terms and conditions of this agreement.

Note: The language in 17.00.00 below has been revised to adopt the Fringe Benefit language provisions of the AGC Agreement. Payment will now be made on all hours worked or paid, and any reference to a 173 hour limitation have been deleted.

### 17.00.00 Fringe Benefits

**17.01.00 General Provisions.** The employer will make the following payments for each hour worked or paid each employee by the employer covered by this agreement. All such payments shall be made at the time and in the manner provided for by the applicable Employer-Union Trust Agreement creating a trust, or, if not a trust, at the time and in the manner provided for in this agreement. The employer is bound by all the terms and conditions of each Trust Agreement and any amendment or amendments thereto.

**17.02.00 Health and Welfare and Sick Benefits.** The employer covered by this agreement shall pay into the Operating Engineers' Health and Welfare Trust Fund for Northern California according to the following schedule:

\$ .99 per hour—Effective 9/1/77  
(.12 cent increase)

**17.03.00 Pensioned Health and Welfare.** The employer covered by this agreement shall pay into the Pensioned Operating Engineers' Health and Welfare Trust Fund according to the following schedule:

\$ .23 per hour—Effective 9/1/77  
(.04 cent increase)

**17.04.00 Pensions.** The employer covered by this agreement shall pay into the Operating Engineers' Pension Trust Fund according to the following schedule:

\$2.00 per hour—Effective 9/1/77  
(.30 cent increase)

**17.05.00 Operating Engineers and Participating Employers Pre-Apprentice, Apprentice and Journeyman Affirmative Action Training Fund.** The employer covered by this agreement shall pay into the Operating Engineers and Participating Employers Pre-Apprentice, Apprentice and Journeyman Affirmative Action Training Fund according to the following schedule:

\$ .05 per hour—Effective 9/1/77  
(no increase)

The Sick Leave or Personal Leave section has been deleted in its entirety and the \$.15 cents per hour has been added to each employees wage rate.

### 07.00.00 Wages

#### 07.01.00 Classifications

	Until 8/30/77	Effective Dates 9/1/77 *9/1/78 †9/1/79		
Heavy Duty Repairman Foreman	\$10.70	\$11.48	†	†
Heavy Duty Repairman	9.84	10.55		
Heavy Duty Repair Helper	8.80	9.43		
Welder	9.84	10.55		
Production Welder	9.35	10.02		
Journeyman Partsman	9.35	10.02		
Partsman	9.35	9.19		
(*)Utilityman	7.17	7.67		
(*) (Yardman, Steam Cleaner, Stock Clerk, Packer, Delivery, Tool Room)				

**07.01.01** Employees performing maintenance and repair work off the employer's premises, shall receive the following wage rates:

- (1) All warranty work as defined in Section 07.10.00 shall be paid at the "shop rates" set forth in Section 07.01.00 regardless of where or when that work is performed.
- (2) All travel shall be paid the "shop rates" set forth in Section 07.01.00 regardless of where or when such travel is performed.
- (3) Any (non-warranty) work performed off the employer's premises for an employer bound to the Master Construction Agreement, including such work performed in a shop or yard, shall be paid by the half-shift and shift at the rates set forth in Section 07.01.02 below, less any warranty work performed and less any travel time.

### 07.01.02

	9/1/77	9/1/78
Heavy Duty Repairman Foreman	\$13.21	\$14.72
Heavy Duty Repairman	11.31	12.82
Heavy Duty Repairman Helper	9.13	10.64
Welder	11.31	12.81

6/16/78 \*11/1/78 6/16/79 \*11/1/79

†Under the above Sections 07.01.01 and 07.01.02, any wage increase applicable under the Master Construction Agreement between the Associated General Contractors of California, Inc., and the Union, shall be applicable during the life of this agreement to the employees covered by this agreement working under the provisions of these sections.

**07.04.00 \*Additional Increase.** It is agreed an increase of one dollar (\$1.00) per hour shall become effective on September 1, 1978, and an additional one dollar (\$1.00) per hour increase shall become effective on September 1, 1979. The Union Executive Board may elect, at its option, upon at least sixty (60) days' written notice to the employer prior to September 1, 1978, and September 1, 1979, to allocate each one dollar increase to wages and/or fringes.

### COST OF LIVING

The cost of living language negotiated in the 1977-80 agreement is identical to the Cost of Living provisions set forth in the 1974-77 agreement—to the extent the cost of living exceeds the guaranteed \$1.00 increase based upon the Consumer Price Index increases, any increases over the \$1.00 shall be applied to wages and/or fringes. The only change made in the new Cost of Living clause is the Consumer Price Index adjustment base periods have been changed from July to July to June to June.

### 21.00.00 Effective and Termination Date

**21.01.00** Except as provided herein, this agreement shall be effective as of the 1st day of September, 1977, and remain in effect until the 31st day of August, 1980, and shall be renewed from year to year thereafter unless either party shall give written notice to the other of a desire to amend or to terminate at least sixty (60) days prior to the date of the expiration of this agreement.

## EAST BAY EQUIPMENT DEALERS WAGE & FRINGE BENEFIT COMPARISON 1973 - 1977

### I WAGES

	Effective 9/1/73	to	Effective 9/1/77 (4 years)	% Effective Increase
Heavy Duty Repairman Foreman	\$8.24	(+3.24)	\$11.48	39%
Heavy Duty Repairman	7.56	(+2.99)	10.55	40%
Heavy Duty Repairman Helper	6.66	(+2.77)	9.43	42%
Welder	7.56	(+2.99)	10.55	40%
Production Welder	7.15	(+2.84)	10.02	40%
Journeyman Partsman	7.15	(+2.84)	10.02	40%
Partsman	6.48	(+2.71)	9.19	42%
Utilityman	5.24	(+2.43)	7.67	46%
Average Wage % Increase				41%

### II FRINGE

BENEFITS \$1.72 (+1.55) \$ 3.27 58%

### III TOTAL PACKAGE

Wages and  
Fringes  
(Heavy Duty  
Repairman) \$9.28 (+4.54) \$13.82 49%

## S.F. Good Work Picture Holding

With Summer coming to a close, the work picture has shown a major change for the better in San Francisco. District Representative Hugh Bodam reports that there are now several sewer projects under way and a few buildings starting out of the ground, the latest being Swinerton and Walberg's \$18,720,000 North Point Pier Center.

This project is expected to be completed in October 1978. Subs on this job will be Cleveland Wrecking, Santa Fe Pomeroy, Peter Kiewit, Towill Inc., with a few to be named as bids are left. Santa Fe Pomeroy has a \$3,000,000 contract for pier improvements on this project.

Business Rep. Charles Snyder reports that Granite Yamanishi J.V. are under way with their \$11,693,705.00 sewer project on the Embarcadero near Bay St.

Annuzzi Bros. Concrete Service has received a \$5 million, 3 year, additional contract with the PG&E for work on various locations throughout the City. A number of smaller projects are underway throughout the City.

McGuire and Hester is nearing completion of their underground project on Folsom Street, while their street overlay projects are just beginning. W. L. Gaffney has steadily progressed on their 2nd Street underground project.

Business Rep. Phil Pruett reports that Homer J. Olsen is proceeding with the force-main from the new water treatment plant in Daly City, through the Olympic Golf Club to an ocean out-fall pipe on the beach at Fort Funston.

Kiewit-Trans-Bay J.V. was successful bidder for the Islais Creek South Side Sewer Consolidation. This is a seven million dollar project consisting of three thousand feet of cast in place concrete sewer line. Kiewit-Trans-Bay lists Chet Smith, Soule Steel, Abbe Elect., E. H. Morrill, Martin Masonry and R & W Concrete as sub-contractors on the two year project.





## Twelve Percent Solution

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



DALE HANAN  
General Manager

If you are buying a new car, truck or van this fall, you may be able to arrange financing before you go shopping.

You can apply for pre-approved credit from your Credit Union to purchase a new car costing from \$4,000 to \$12,000. If you qualify, you will receive a pre-approved credit letter advising the automobile dealer how much the Credit Union will finance on your new car purchase.

Pre-approved credit may help you to take immediate delivery of your new car and avoid high-cost credit contracts frequently offered by dealers. On new car loans, your Credit Union charges one of the lowest rates available: 12 PER CENT ANNUAL PERCENTAGE RATE. A down payment of 20 per cent is required and our maximum repayment term is 48 months (72 months on recreational vehicles).

The 20 per cent required down payment can be cash, a trade-in, a pledge of Credit Union shares or a combination of these. You may, of course, put more than 20 per cent down if you wish.

If you have already returned a Phone-A-Loan Open End application and opened an account, you can apply for pre-approved credit by calling the Credit Union or by mailing the coupon below. If you have not opened a Phone-A-Loan account, obtain an application from your District Office or the Credit Union and return it to the Credit Union.

When you apply for pre-approved credit, select one of the following categories and advise the Credit Union of your choice by calling or mailing the coupon.

APPROXIMATE VEHICLE COST (Including Tax and License)		PRE-APPROVED CREDIT AMOUNT (Vehicle cost minus 20 per cent down payment)
A	\$12,000	\$9,600
B	11,000	8,800
C	10,000	8,000
D	9,000	7,200
E	8,000	6,400
F	7,000	5,600
G	6,000	4,800
H	5,000	4,000
I	4,000	3,200

I would like to apply for pre-approved credit in the amount described in Category \_\_\_\_\_ above. I plan to purchase a

☐ 1977 ☐ 1978 MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

ACCESSORIES \_\_\_\_\_

Name \_\_\_\_\_ Soc. Sec. No. \_\_\_\_\_ / / \_\_\_\_\_

Address \_\_\_\_\_ City/State \_\_\_\_\_

Zip \_\_\_\_\_ Area Code/Home Phone (\_\_\_\_) \_\_\_\_\_

Signature \_\_\_\_\_

If you have any questions on pre-approved credit or down payment requirements, please call Roy Nord at (415) 829-4400. Automobile dealers may also call to verify any pre-approved credit letters the Credit Union issues.

## 'Last Link' Ceremony for I-5

District Representative Clem Hoover reports that the groundbreaking ceremony for the last link of Interstate 5 was held recently. This is the remaining link between Canada and Mexico. Hoover was invited to say a few words on behalf of Business Manager Dale Marr and the Operating Engineers.

"This was indeed an honor to be the only labor organization that was extended an invitation," he said. Madonna Const. is the contractor on this project which has already begun.

Madonna's job runs from Lambert Road to the Mokelumne River in southern Sacramento County and should keep a lot of the dirt hands busy. Madonna's bid on the job was \$10.3 million and completion date is set for early part of 1979.

According to Hoover, the Department of Transportation has

included the remaining section of I-505, in Yolo County, and widening of I-80 to six lanes through Auburn in its new six-year plan. Both of these are vitally needed projects and they both will provide several jobs for the brother Engineers in the dirt and paving classifications, Hoover pointed out.

Negotiations are underway with the following employers: Tahoe Ford, Sacramento Valley Tractor, Clark's Welding, Morgan Equipment, Interstate Tractor, Tri-C-Maintenance, Cen-Vi-Ro Pipe, and Sierra Metals. As you can see, we will be rather busy trying to get as good a contract as possible with these firms.

### Work in Placerville

Business Rep. George Morgan reports that the work in the Placerville and Tahoe Basin area is picking up considerably. There is

several million dollars of work being let this month for El Dorado Irrigation District, which will keep several of the brothers working. The money from the Federal Drought Fund is a little shakey since they will not require a Certified Payroll. "This means there is an in for the non-union contractors," said Morgan. "and believe me there are quite a few up in the mountains."

(Continued on Page 8, Col. 1)

### District 8 Election

At its regular quarterly membership meeting on November 1st, special order of business will be election of a District 8 Grievance Committeeman to serve the balance of an unexpired term left vacant by resignation. The meeting will be held at 8:00 p.m. at the C.E.L. & T. Building.

## Work Slack Nearly Over, East Bay Goes 'Full Bore'

Business Representative Chuck Ivie reports that the work picture in Eastern Contra Costa County is going full bore. "I've seen hands I haven't seen for some time because of the work slack we've had the past few months," said Ivie. "There's a lot of good jobs coming to an end but more are ready to go on too."

Peterson Simpson in Martinez is down to one operator, Freddie Cargile, who was and still is the Job Steward on that job, and Fred expects to be there a couple of more months. "I want to take this time to thank Freddie for the great job he has done as Job Steward," Ivie commented. "This job is at the Contra Costa County Wastewater Treatment Plant. I'm told when they get the plant running full force, the third phase will be bid which will be approximately 50 million."

Madonna Construction doing the work on Hwy. 4 and 24 in Concord are really making a showing. Most of the bridges are near completion. They laid cement the latter part of August. Madonna has its own portable cement batch plant. This plant can produce approximately 300 yards of cement per hour.

Dan Smalling, a 25-year member, was running the plant. Al Paulazzo, a 29-year member, was the Assistant Engineer. Frank "Skin Head" Relyea, a 25-year member, ran the loader feeding the hoppers along with Bob Christy, a 31-year member, and Executive Board Member for Marysville.

Albin "Beanie" Rocha, a 35-year member who is the mechanic on the job, was kept busy running between the batch plant and the paving equipment. On the paving equipment and helping to get the job done are the following: Fred Christie, 19-year member; John Day, 15-year member; Bill Hodges, Job Steward and grade-setter and member of the Union 12 years; Ron Gram, a 19-year member; Harry Willey, a 25-year member; and Tom Rogers, who is a second step apprentice.

Riding herd over the whole gang is Milton "Milt" Garcia who is a 29-year member. Then to top

the whole crew off, Alex Madonna himself rides the C.M.I. automatic concrete slip form paver "grinning from ear to ear," says Ivie. "I've tried to remember everybody, so if I left anybody out you have my apologies."

"Hunt Process did the concrete curing on this job for Madonna Construction and had operator Walter Peterson, 15-year member, and Ben Parker, 13-year member, along with Frank Sandibol who is a first step apprentice working."

Out on Bethel Island the Contra Costa Sanitary District put out to bid work consisting of excavation, laying clay and cast iron pipe, plastic pipe, back fill, drainage, paving and dikes. The engineering was \$6 million. On September 8, 1977 the bids were opened and E. Spartan Construction Corporation out of San Jose got the job for \$4 million.

This will be a great job for the hands, according to Ivie. There is a lot of ditch up to 20 feet deep and better and the water table is approximately two feet. This is going to be an interesting job to watch.

The towns of Pittsburg and Antioch are getting together approximately \$830,000 to lay a pipeline between the two cities to help out on the sewage problem Antioch is having. It will also be used along with the sub-regional treatment plant they plan to build if it is approved on the November ballot. The cost of this plant will be approximately \$40 million.

### Equipment Dealers Disband

Assistant District Rep. Ron Butler reports that the East Bay Equipment Dealers Association has been disbanded, which means each employer must be negotiated with separately, and also each agreement must be separately ratified. This is a time consuming process, but is moving

along as well as can be expected.

Work in the shops is going very well with more openings than there are qualified journeymen to fill them.

### Truck Cranes

Bill Dorresteyn reports that truck crane rentals are up again. "Our new agreement has been ratified, and it's a good agreement," he said. "I will be getting contract books in the near future and will get them to you and to all the district offices in your area."

Sheedy is doing well. They are using their 150 American on lots of jobs for other crane companies. It is a nice rig.

San Jose Crane is still fair and looks like it is picking up.

Bigge, Santa Clara, is very busy and so is Bigge, San Leandro yard. They have rigs as far north as Eureka and south as far as San Diego. They have a couple of nuclear jobs back east and are also looking overseas.

Ernie Jones Crane and Rigging is still doing a lot of steel work all over the place, even a job on the Antioch Bridge.

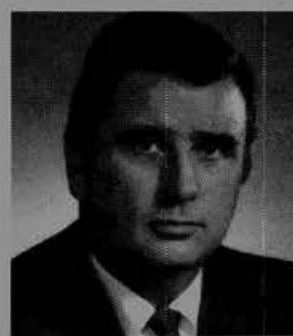
Dorresteyn reports that a long time crane man passed away in September. "Most of the members knew Dick Lacy," he said. "He will be missed at Winton Jones Company."

### Central Contra Costa

Dewitt Markham reports that work in Central Contra Costa is still holding strong. Most of the contractors are pushing it in view of the rain forecasts for the end of September.

Gallagher & Burk are into their Rossmore thing real good now. The hands are going hours right now and it looks like this will hold. "This is a real tough one with benches and angle cuts that give you bad dreams," Markham said, "but this crew won't have any trouble because they're all

(Continued on Page 18, Col. 1)



## Negotiator's Notebook

By DON KINCHLOE,  
Treasurer

Many contracts have been negotiated and ratified by the members. The negotiated contracts that have been negotiated are: Smith-Rice, Morgan Export in South San Francisco and Morgan Equipment in Sacramento, Barber-Green, Clementina with shops all over northern California, Philpotts, Reed Equipment in Stockton, Crown Parts. All received a good increase in wages and fringes. Not all agreements go smoothly.

On Wednesday 7, 1977 resumed Scrap Iron negotiations and the offer was 15 cents for the first years, which amounted to a little more than a one per cent increase. Going into negotiations on Wed. 14 and if not settled by September 16, will be on strike if the membership votes it. On Wed. 14th the Federal Mediation will be in negotiations.

Labor Local 1088 scrap iron workers are on strike and the Boiler-makers are going through the laborers picket line working. This is what I've been told. What's happening to unions these days? Have we lost all respect for one another or is it that I don't care for anyone but myself? More next month on Scrap Iron negotiations.

For the members working under the dredge agreement, has been agreed to the new subcontractors clause and Bob Lofgren of Willamette in Portland, Oregon has received the agreement and is reading the agreement, and will sign so the members can pick up their retroactive pay.



# Santa Rosa Economy Is Picking Up *San Jose's Field Work Best in Years*

Despite the drought, contract delays and the no growers our economy is picking up in Santa Rosa, reports District Representative Bob Wagon. At this time last year approximately 400 men had been dispatched through the Santa Rosa office and, to date, already over 600 men have been sent to work.

Most of the work is water pollution work and sub-divisions and more work starting every week. Wagon also noted that work has started up again on Warm Springs Dam. Approximately \$5 million on relocation this year and as President Carter signed the bill releasing the funds for rebidding of the embankment work on the dam "we should see a contract let in the late fall of this year, barring any court injunctions or other delays," Wagon said.

The district suffered a blow when Sacramento announced the Cloverdale Bypass was not in the funding of highways in California. Wagon explained that this is a very badly needed project as that area is one of the worst bottlenecks on Hwy. 101 between the Golden Gate and the Oregon line.

At the present time all of the agents are busy signing new and renewal short form agreements with the contractors, plus negotiations on local contracts nearly every week for the past three months.

Earthwork on all four powerhouse sites at The Geysers is ba-

sically completed. C. R. Fedrick's Unit No. 13 impacted by the drought in its final stages with the water trucks working 24 hours per day hauling water from Middletown. Lack of water has halted embankment work on the substation site near Unit No. 11. The department claims earth compacted with water containing

contaminates will pollute nearby dry stream beds. Powerhouse construction is underway on Units No. 12 and 15, but a shortage of reinforcing steel, due to the fabricators' strike, will result in layoffs.

Pacific Mechanical, Healy Tibbits and Valley Engineers have started their respective portions

of the Fort Bragg sewer modification. R & D Watson dredging the Noyo Harbor within a stone's throw of the sewer plant.

The Redwood Valley Water District finally awarded contracts to Sully-Miller and C. R. Fedrick. This project originally was to have started in March; one gov- (Continued on Page 16, Col. 1)

## *San Jose's Field Work Best in Years*

District Representative Tom Carter reports that the field work is better than it has been for the past five-six years in San Jose and vicinity. He and his agents also have been involved with negotiations of several shop contracts and organizing of two others.

At this time they are just completing negotiations with Clark Lift Co. which has about 30 employees working their shops in San Jose, Salinas and South San Francisco.

The same is also true for Peterson Lift Truck in Santa Clara. The settlement in both of the above contracts was over 10 per cent.

"We are still meeting with Calstone Co. Representatives and a settlement will probably be reached by the middle of September," Carter said.

The San Jose office has also been successful in organizing Reed & Graham Emulsion Plant and now has a contract covering the operation and maintenance of that operation.

"For the past two months we have been meeting with the employees of Chappell Pump in Gilroy in an effort to organize this company," said Carter. "The N.L.R.B. has scheduled an election with the above company for (Continued on Page 18, Col. 3)

## Marysville 'Moving Fairly Well'

Business Representative George Halsted reports that work on the West Side of the Marysville District is moving along fairly well at this time. Both Baldwin Contracting and Jaeger Construction are working on various jobs around the area. Halsted expects to have some work going on around the Chico Area in the near future.

The bids should be out shortly on Reach 7 of the Tehama-Colusa Canal. Bids should also be out on the Artois Irrigation District job. Ball, Ball and Brosamer is moving along real well on their job at Williams.

The Shops and Plants have been up and down it seems all year long. Halsted encourages the members to "be sure to attend our District Meetings!"

On the East Side, Business Rep. Dan Mostats reports that work is

still moving along fairly well. There are a few jobs coming to an end and a few jobs just starting up. Butte Creek Rock in Chester still has its hot plant in operation in spite of problems with the State and the Forestry.

Cal-Ore Construction has also had a few problems, but they are still moving right along. Ray Huntington has completed the crushing for O'Hair Construction. O'Hair has completed their portion of the job on Highway 70. Crooks Brothers has just started a road job in Sattley and should be on this job a few months.

According to Mostats, the Oroville-Wyandotte Irrigation District has given the go-ahead to the State Officials to put the Miner's Ranch Tunnel project out to bid.

Work is moving along very well on the radar facility being built

at Beale Air Force Base by Continental-Heller. They have the foundation poured and are now ready for the iron.

Atlas Plumbing and Heating is moving along on the plumbing portion of this job. Baldwin Contracting was the low bidder on an overlay job up at Gold Lake Road and they will also do the overlay work on the Marysville-LaPorte Road job.

They have a few other jobs going on around the area—Baldwin is helpful in keeping a big percentage of our members employed. J. P. Pope presently has five members working on his job at Frenchman Lake. Nevada Paving is in the area doing some overlay work in various locations.

OROVILLE — Thermalito Grange Hall, 479 Plumas Avenue, first Thursday of every month from 1:00-6:00 P.M.



## 'Big Bang' Tumbles Quarry

One of Marin County's largest employers of operating engineers just created some more work for the members—by blowing up the top of a mountain.

Basalt Rock Company, which owns a large rock quarry at McNears Point near San Rafael recently set a charge to the upper portion of its main quarry in order to release material for processing in its rock and sand plants.

In drilling the hole for the explosives, operating engineers had to make sure that the explosion would be almost totally horizontal, with very little vertical inertia. Twenty five holes were drilled horizontally, 70 feet into the hillside. Over 13,000 lbs. of explosive was then packed into the holes, set to explode at .0025 second intervals.

The result of the careful preparations was the massive explosion pictured below in a sequence of shots taken over a three-second period.





## Work Let On S. Utah Highways

S. Utah Business Representative Don Strote reports that the State is finally letting some highway work in Southern Utah even though it is late in the season. Without this new work, road jobs would have been wrapped up by the end of 1977.

W. W. Clyde Company was low bidder at approximately \$5.5 million on the Price bypass job in Carbon County, which runs from the Carbon Country Club, south of Price toward Wellington. The project will be about five miles long with two concrete structures. The specifications call for 1,590,000 cu. yds. of roadway excavation and 351,000 cu. yds. of granular borrow. The structures will use 5,018 cu. yds. of concrete. The asphalt on the job will be let on a separate contract.

W. W. Clyde Company was also the low bidder on a three and one-half mile State Road job from Cottonwood Creek to State Road No. 57 in Emery County. The job calls for 138,000 tons of borrow, 2,090 tons of bituminous material and 31,000 tons of course asphalt.

J. M. Sumsion of Spanish Fork was awarded a \$48,500 contract to resurface the Little Mill Campground Road in Utah County. The contractor expects to get started soon on this job, Strote said.

The Tempest Company, Salt Lake City, has been awarded the \$133,000 main water supply line out of Manti Canyon to Manti City and Johnson Construction of Mt. Pleasant was low bidder on the \$1 million water improvement job in Payson.

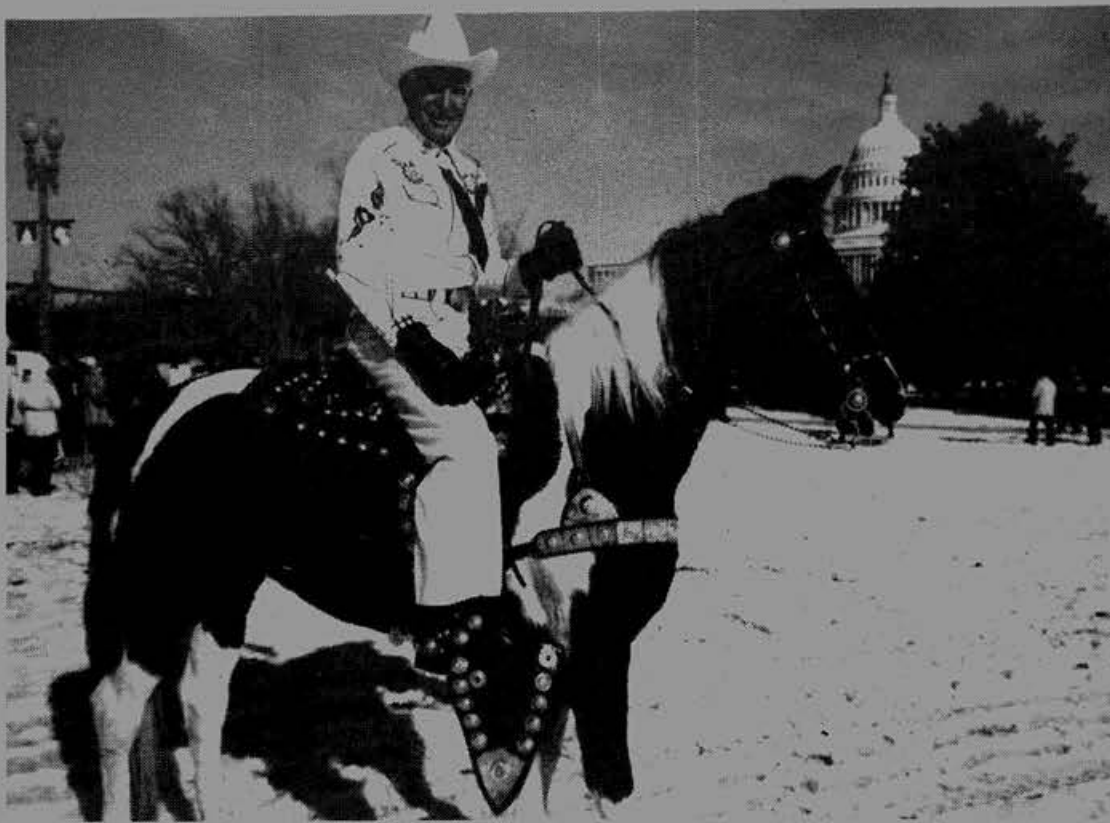
## Operating Engineer 'Rides Again'

Working in the Bethlehem Steel shipyard in San Francisco is an operating engineer who has the privilege of being in one of the nation's top mounted patrol units.

Walter Fahje, a Local 3 member who has worked at the shipyard for many years, spends a great deal of his free time drilling with the Oakland Shrine Temple's Aahmes Mounted Patrol, a drilling unit of about 24 horsemen that sponsors numerous benefits for the Shrines Crippled Children hospital and other charitable causes.

Last January, the Mounted patrol had the distinction of being one of two patrols from the entire estate of California to ride in the inauguration parade for President Carter of the United States. Walt and twelve fellow members of the drilling unit accepted an invitation from the inaugural Parade Committee and journeyed to Washington, D.C. to ride their horse in this event.

While this was Walt's first Inaugural Parade, it was the Aahmes Mounted Patrol's second appearance, having taken part in the 1953 parade for President Dwight D. Eisenhower. They became



famous when one of the riders lassooed the then new president.

A native of a North Dakota farm, Walt is no stranger to horses, but he hadn't worked with them actively for many years until 1971, when he substituted for a friend at one of the mounted patrol's local appearances. Enjoying the experience, he accepted an invitation to join the group. Since that time, he has participated in the Rose Bowl Parade, performed at the Shriners Hospital for

children and appeared in numerous other events across the nation.

The Aahmes Mounted Patrol was organized in 1940. In the years since, this unit has received over 800 trophies and awards attesting to the skill of its riders and horses.

The Mounted Patrol's next major appearance will be at the Grand National Livestock, Rodeo and Horseshow at the Cow Palace in San Francisco Oct. 29. Twelve riders and four flagmen will

put on a special benefit matinee at 1:30, performing a variety of fast cavalry maneuvers.

The Aahmes Mounted Patrol is the only drill team in the world which uses the Tobino, black and white Pintos exclusively. These expensive and beautiful animals, when dressed in full regalia represent an investment of over a half a million dollars. They are definitely a sight worth seeing!

## Utah International Negotiations End Well

Negotiations with Utah International Inc.'s Iron Mine operation in Cedar City, Utah resulted in a three-year agreement with wage increases comparable to those achieved at the non-ferrous industry bargaining.

According to Business Rep. William Markus, the contract provides for a 39-cent cost-of-living allowance rolled into the base wage rates, continuation of COLA for the duration of the Agreement, increased Weekly Indemnity benefits the second and third year of the Agreement, increased Health and Welfare and Pension contributions, increased shift differential pay, one additional holiday effective August 15, 1979, and attendance bonus increases.

Improvements and modification were also made regarding job steward committees, safety committee, grievance procedures, regularly scheduled safety meetings, supervisor limitations, seniority and classification transfers, vacation eligibility and guaranteed show-up time.

"Mike Anderson, Chief Negotiator for Utah International, is to be commended for his role in these negotiations," Markus said. "He demonstrated his ability to conduct negotiations by keeping the issues and tempers at low key, while reasonably evaluating and recognizing both the needs of the employees and the Company.

Our sincere thanks and appreciation to Mike for his contribution to these negotiations."

### Peter Kiewit Job

Business Rep. Rex Daugherty reports that Peter Kiewit Sons' Company is in the process of moving to their new job located between Emery and Castle Rock in Echo Canyon. The contract calls for excavation of 1.2 million cubic yards of earth to construct two east bound and two west-bound lanes.

Also 1.8 miles of Union Pacific Railroad tracks will have to be relocated. Peter Kiewit will attempt to complete the new railroad by winter as the Union Pacific will not allow the contractor to destroy the old railroad tracks until the new have been in service for 90 days.

Hopefully the "down" period will be during the winter months. Approximately 45 engineers will be employed at the peak of the project, said Daugherty.

Gibbons & Reed Company is nearing completion of the grade work in the northbound lane on I-15, Layton to Farmington, and Acme Vickrey Company is moving in shortly to lay the concrete. If Gibbons & Reed Company is successful in turning the traffic this fall, they will be able to work into winter by constructing the south-bound lanes.

James Reed Company is fighting the calendar on their job at Daniels Canyon to get the grade completed before winter sets in. Gibbons & Reed Company has moved the asphalt plant in Daniels Canyon and are paving right behind the grade crew. The deadline for completion of this job is October 1, 1977.

J. F. Shea Company is approaching the 3-mile mark on the 7.8 mile Vat Tunnel and with the allocation of funds for the central Utah Water Project, the Company is moving their crusher and batch plant in readiness for the concrete liner for the tunnel.

The Stateline Dam Project is located on the East Fork of the

Smith Fork about 25 miles south of Mountain View, Wyoming, and just south of the Utah-Wyoming line. The reservoir created behind the dam will provide irrigation water for the Bridger Valley area and will also be used for recreational purposes.

Because of the mild winter, S. J. Groves & Sons Company, contractor for construction of the dam, was able to commence operations in mid-February, 1977. Their Project Manager is Marc Dancause and the General Foreman is Brother Art Ruda. Other Local No. 3 Members, some transferred from the job at Currant Creek, are: John Reyburn, Batch Plant Foreman; Leo Mason,

Crusher Foreman; Ed Phillips, Grading Foreman; Art Wicks, Master Mechanic; Milt Lassiter, Night Shift Mechanic Foreman; Joe Rivera and Russ Smith, Party Chiefs, and Tom Sperry, Steward.

To date S. J. Groves has completed 90 per cent of the clearing and roadway surfacing, 95 per cent of structure excavation, 50 per cent of concrete placement. The sand and gravel items are 100 per cent processed. The contractor's main items of concentration at present are processing and placing Zone 1 material and cobbles and concrete placement at the outlet works intake structure, stilling basin, and spillway stilling basin.

## Bids In On Utah I-80 Job

Business Rep. Wayne Lassiter reports that Peter Kiewit Sons' company was apparent low bidder on the first phase of I-80 west of Redwood Road. Their bid, just over \$1,000,000 was 30 per cent over the Engineer's estimate. The job has not yet been awarded at this time. This section of Interstate is sorely needed to handle north and south as well as east and west traffic.

Gibbons and Reed Company is in full swing in the Salt Lake Valley and have the lion's share of work at the Salt Lake Airport, ex-

tending runways, changing canals and building access roads.

The sand and gravel industry has been like a yo-yo all summer, according to Lassiter. The early part of the season was very busy, then the work was slow during the month of July, and has picked up again this month. There is a shortage of cement at the present time and this, of course, affects the concrete business.

Vance Abbott reports that after four weeks' strike at Kaibab Industries, Panguitch, Utah, they were able to obtain a dental plan

for the employees to be effective January 1, 1978. An interim plan will take care of the dental needs for the members and their dependents between September 1 and January 1.

The strike was very effective with a complete shutdown of the Panguitch operation and 100 per cent support from the employees. Abbott commended the members for their conduct and support during the strike, which was a seven-day, 24-hour picket. The picket line was very orderly with no threats or violence of any kind.





IN RECOGNITION of his role in the passage of key civil rights, voting rights and fair housing legislation, the Trade Union Advisory Council of the National Urban League presented a plaque to AFL-CIO President George Meany in marking his 83rd birthday. From left are Cecil Smith, director of the league's Labor Education Advancement Pro-

gram; Federation Vice President J. C. Turner, co-chairman of the council and IUOE General President, Meany, Vice President Frederick O'Neal, also a council co-chairman, and Napoleon Johnson, director of the league's Economic Development Dept. Meany turned 83 on Aug. 16.

## An Organizer's Letter

Brothers:

Thank you all for the welcome and the assistance you have given me in my new job.

For the past several weeks I have been involved with organizing the few remaining non-Union drilling contractors in Local No. 3's jurisdiction. In the process of doing so, it becomes more and more apparent how fortunate we are to be members of Operating Engineers Local Union No. 3. Many of our "fellow" workers in the industry are still working under the "old conditions"; no guaranteed vacations; paying for their own insurance and receiving very little coverage for their hard-earned dollars; no pension plan for their future, still being intimidated by employers. Some of us can still recall working under these conditions; others, our younger brothers, may take our present benefits for granted. When you call your Credit Union for your vacation fund, or your child receives dental care or glasses, your wife needs medical attention, when you look at **your** paycheck and see where you have received time and a half or double time for certain shifts, you see the benefit of Local 3 membership. Remember the "old times," before Operating Engineers Local Union No. 3 took us in and gave us a voice in our future? When you hear a younger man ask "Why unions?" "Why Operating Engineers Local Union No. 3?"—take a minute to recall and then explain to those who can't recall "the good ol' days." Like the lady in the cigarette ad says—"We've come a long way baby!"

I'll be in the Big Geyser Area for the next couple of weeks concentrating on organizing some of our Brothers who are "standing up" and being heard by one of the world's largest, drilling contractors—Loffland Brothers, who to the best of our knowledge are Non-Unionized Anywhere!

You Local 3 Brothers working in the area can give them your moral support by letting them know we are behind them 100%. Explain to the Loffland employees how Local 3 works, that we have good relations with management and all we want is a fair shake and reasonable treatment. This is only fair and you can tell them that if you meet them after work or on the street. Remember, in our industry, "there ain't no can'ts".

—see ya' in the patch.

Harry Shadoan  
Oilfield Organizer

## Oilfields Host High Employment

Oil Field Rep. Frank Townley reports that all drilling rigs at the present time are drilling for the third straight month with 90 per cent of the roughnecks getting in many hours.

Camay Drilling Company will be starting up a well in Lovelock, Nevada very shortly. Townley encourages anyone interested in working on this rig to contact the hiring hall and let the dispatcher know that we're interested in working in Nevada, for hands sometimes don't stay long on out-of-the-way jobs like this one. On the other hand, one who stays on the job will enjoy many hours, thus making some very good pay checks.

R. B. Montgomery Drilling, Inc. is also moving a 1320 EMCO into Kings County for a 19,000 ft. well, which should take over a year to drill. Hands interested in this job should also hit the hiring hall and indicate that they would like this long job.

Last month Townley reported that Local 3 filed for an election with Loffland Bros. rigs in The Geysers. There will be an NLRB hearing this week and a setting of an election date. So, the first step toward getting representation for the brothers is in progress.

"This does not mean that we will be able to represent the Loffland hands until we have an election," said Townley "and the way the Union-hating employer sometimes goes about discouraging organization is disgusting. Some companies don't consider a working man anything more than a piece of meat and if it wasn't for these employees the company would not make the money they do.

"Often a large company forgets that its work force, or hands, has feelings, families and self-respect. Insurance, pension, vacations, training and personal contact are things every man needs for himself and his loved ones. The employer can promise you anything, but without a contract there is nothing to hold him to his promises. And man cannot live on promises, or even feed his family. Promises are not very nutritious."

Townley extends a special thanks to all the hands who are getting involved in helping organize the not-so-fortunate brothers. The battle has just begun.

"I would like to have a general membership meeting in The Geysers at the end of October for all hands and their wives to explain how the Pension Plan works and to talk about a new contract com-

ing up in 1978," Townley announced. "I would also like to have a man from the Credit Union and the Trust Fund (health insurance) there to explain the coverage and answer any questions you or your wives might have. For most roughnecks — if they're like I am—the wife usually handles this stuff! Any Loffland hands or Republic hands who are interested are also invited to attend."



*By Builders Exchange*

## Local 3 Rep. Named 'Man of the Year'

Local 3 Assistant District Representative for San Rafael Wayne "Lucky" Sprinkle was named "Construction Industry Man of the Year" by the Marin County Builders Exchange and the Marin County Elks Club. The award was presented on September 15 in San Rafael.

Commenting on the award, Sprinkle said that "this award is an honor not only for myself, but for all of Local 3. Out of the 484 employers in the

Marin County Builders Exchange, they chose to honor a union man. I am very grateful and thankful." Pictured with Sprinkle are, from left to right, John Kunt, Vice President of the State Builders Exchange and the Marin County Chapter, Etta Allen, President of the Marin County Builders Exchange and recipient of the "Construction Industry Woman of the Year" award, and Larry Callan, Exalted Ruler of the Marin County Elks Club.

## More From Sacramento

(Continued from Page 5)

There are a lot of subdivisions going on at the present time and should keep quite a few of the brothers busy up into the winter. The shops in the area are also really busy at the present.

### Treatment Plants

Business Rep. Bill Marshall reports that W. M. Lyles Co. has two treatment plants going. Amount of contract is \$3,784,000. Plants in Bowman, Christian Valley Road, and Dry Creek Road, Foothill, Newcastle Road and Powerhouse Road near Auburn.

Bituminous Products and Application Co. will be removing a 48-

foot plug from the Rollins Power Project at Rollins Dam from the existing 500-foot tunnel.

Trico Superior, Inc., received a contract to build six steel tanks for the amount of \$750,000. T & S Const. Co. was awarded a contract in the amount of \$2 million for the construction of a pipeline starting at Bowman coming down the hill into Loomis.

A contract was awarded to Quintana Const. Co. in the amount of \$258,777 by the Corps of Engineers for construction damage, mods, and instrumentation of Martis Creek, Placer County.



ENGINEERS



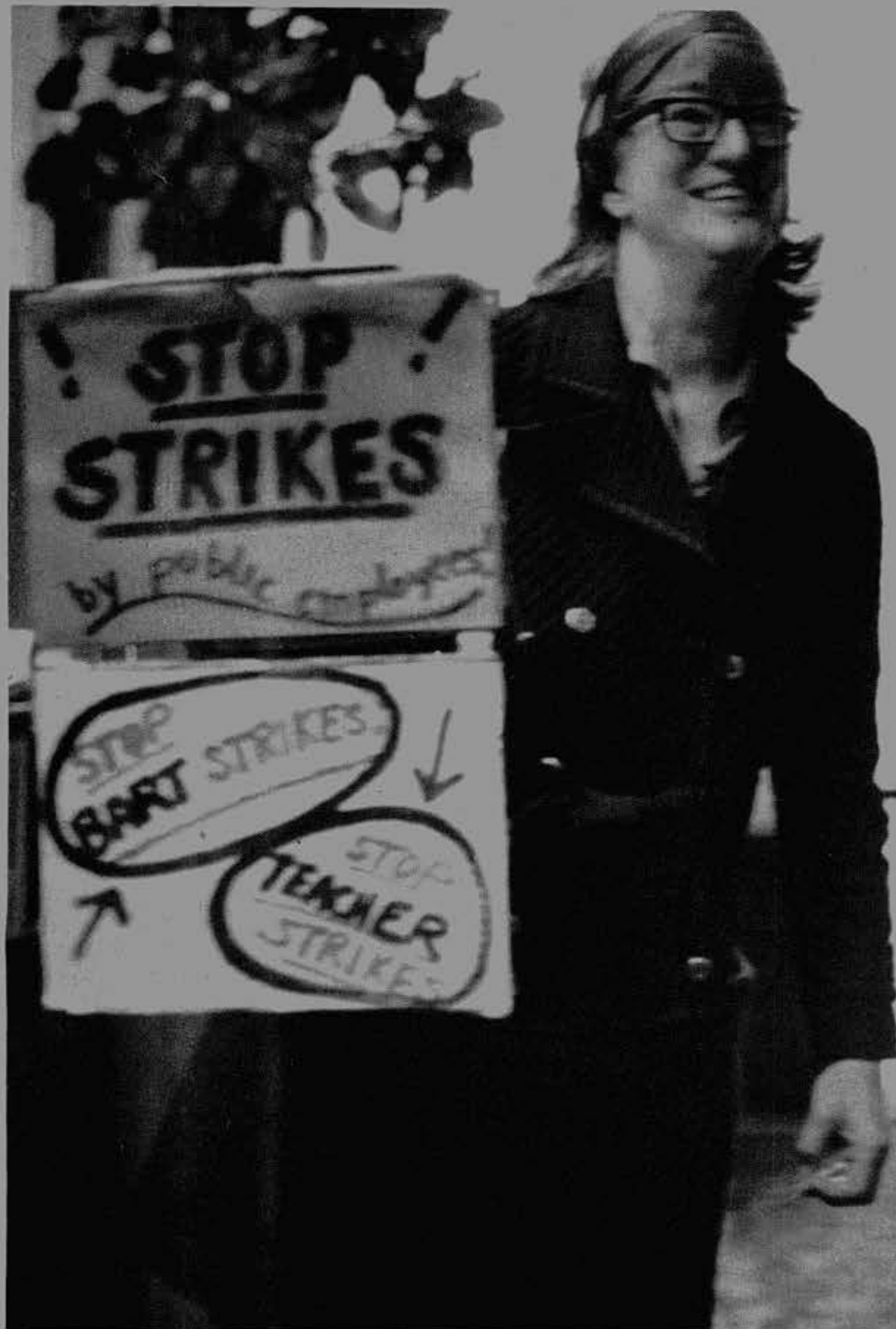
NEWS

## SPECIAL REPORT

October, 1977

# Public Employee Initiative: It's Out of the Woodwork Into the Political Limelight

By James Earp and Mark Stechbart



Picketer demonstrates against public employees outside convention hall for the League of California Cities at the San Francisco Hilton.

The right to work, no strike initiative aimed at public employees has come out of the woodwork and into the public limelight. Reported extensively last month in the Engineers News, the campaign, headed by the Committee for Citizens' Rights has gained momentum in the meantime by actively soliciting endorsements from key politicians and media sources, in an effort to gain publicity.

Although committee brass have emphatically tried to maintain a "grass roots" image in interviews with the Engineers News, Local 3 Business Manager Dale Marr said it is increasingly apparent the entire success of the campaign relies almost exclusively on long established, big money Republicans and business political action committees.

Chief among their allies is the Chamber of Commerce, which has long been heavily involved in anti-union causes. The state Chamber of Commerce has literally taken over the signature drive, giving one of its lobbyists, Esther Greene a leave of absence so that she can devote full time to being the state coordinator of the effort.

In an interview with the Engineers News, Mrs. Greene said the committee has obtained 100,000 out of a necessary 500,000. They are shooting for at least 600,000 signatures in the two remaining months before the deadline as an insurance against ineligible signatures.

With only 20 per cent of the necessary signatures in, Mrs. Greene nevertheless expresses confidence the proposition will qualify. "We have 600,000 petition forms out right now," she said. "If I only get back one signature on each petition, we will have made it."

## Getting the Big Fish

Although Mrs. Greene declined to mention details on the way in which the campaign is being run, it is apparent through a close examination of the endorsers, that the committee is seeking the aid of key big business and established political activists who can use their positions to influence organizations within

their own spheres.

A rundown of endorsers reveals the following:

## California Conservative Union A 'Ghost' Supporter—So Far

The California Conservative Union (CCU) has played a ghostlike, behind-the-scenes role in the campaign for the no strike initiative. Although the Conservative Union has not to date made an official endorsement of the initiative, many of its members are active supporters. In fact, most of those involved with the California Conservative Union have crossed political paths repeatedly over the years through other organizations and campaigns.

California Republican Legislators H. L. "Bill" Richardson, John Stull, John Collier, Mike Antonovich and former assemblyman Bob Burke all belong to the Conservative Union. They have also endorsed the right to work initiative.

Another board member of the Conservative Union, attorney Matt Lynch, has used his influence as head of the San Fernando Valley Professional and Business Organization to get that group to endorse the petition.

The Young Republicans, endorsers of the initiative, are affiliated with Louis Barnett, Conservative Union Treasurer, who has long been active in organizing young Republican political action committees. The Young Americans for Freedom, another endorser are connected with Allen Bradstader, a fund raiser for the Conservative Union. Bradstader was also involved in the formation of the James Madison Foundation, a right wing extremist group that attempted several years ago to solicit money to finance T.V. ads attacking what they termed as "labor's political monopoly."

Affiliated with Bradstader in this effort was Bill Saracino, who now occupies the position of political director for Senator Richardson's political machine—the Gun Owners of California.

Bradstader has also been a political as-  
(Continued on Page 10, Col. 1)

## Support Right To Work

# Building Groups Get in the Act

Proof that business interests in the private sector are heavily involved in the public employee, no strike initiative was reinforced at press time as the Engineers News looked into what the contractors in the building industry are doing on the initiative.

The California Builders Exchange told the Engineers News that they have endorsed the initiative and are helping the Committee for Citizens' Rights to distribute petitions to qualify it for the ballot.

## Chamber of Commerce Seeks AGC Aid

The California Chamber of Commerce has also solicited the aid of the Associated General Contractors, with whom nearly all the construction trades negotiate Master Construction Agreements. An AGC spokesman said that, although the association has not officially endorsed the initiative, "almost everyone in our office has signed the petition." He added that, according to his estimate, "99 percent of the AGC

membership believe public employees should be prohibited from striking."

The Painting and Decorating Contractors of California have also been implicated in the right to work issue through Rex Hime, one of their representatives. Hime is one of the 12 major officers of the California State Republican Party, which endorsed the public employee, no strike initiative last week at its convention in San Diego.

Private Contractors and other business interests would seem to have no direct concern in public employee collective bargaining, yet their heavy involvement in the campaign contradicts the claim by supporters that the initiative would affect only public employees.

Involvement by the private sector, on the other hand, adds weight to labor's claim that business groups are teaming up throughout the nation in a unified effort to put not only right to work measures in the law, but to defeat any attempts towards fair labor reform laws, such as

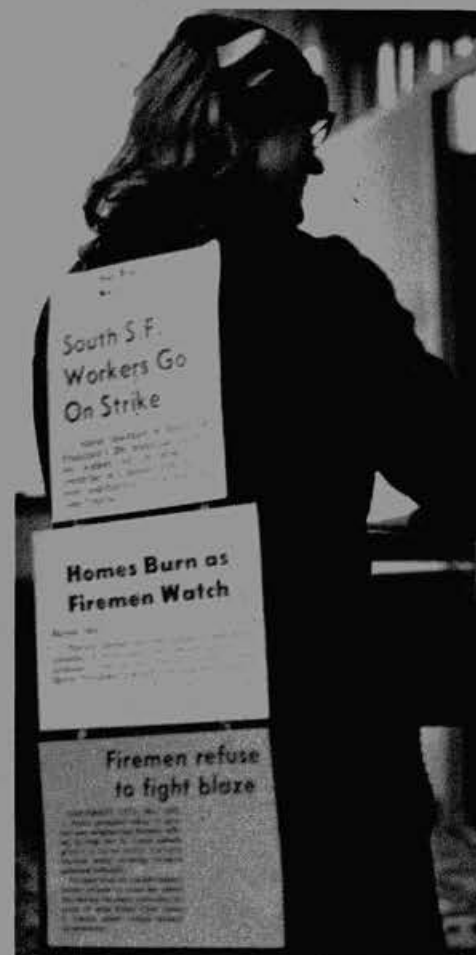
those now being presented before Congress.

The argument that the initiative is concerned only with public employees has been a major selling point by proponents in their attempt to pit the private and public sectors against one another.

## Labor Press Must Educate the Public

"I believe it's the responsibility of the labor press, as part of the media to do all it can to educate the public on what's really behind this initiative," Local 3 Business Manager Dale Marr stressed. "If private building contractors and big oil companies are putting their money behind this, then you can bet they are interested in influencing a lot more than just the public sector."

Marr added that, in his estimation, everyone to date that has taken an active role in supporting this initiative is against the labor movement across the board.





# The Right Wing Connection

## Initiative Backers Infiltrate New Groups

(Continued from Page 9)

sistant to oil industrialist Henry Salvatori, a behind the scenes politico who has bankrolled political projects for affiliates such as Walter Knott, of Knotts Berry Farm, a long time right to worker. Salvatori has given Stanford University's Hoover Institute thousands of dollars. The Hoover Institute provided many of the staff people for the Watergate-ridden Nixon administration.

Supporters of the initiative have also been closely associated with another board member of the Conservative Union, William Orozco, who also sits as Chairman of the L.A. County Republican Central Committee. Orozco's travel agency has handled travel arrangements for right to work activist Jesse Helms to address the Conservative Union. Orozco's Republican central committee has also received donations from Henry Salvatori.

It is no coincidence that the women's Republican clubs within Orozco's area have been instrumental in circulating petitions for signatures.

Also on the California Conservative Union board are Bryce Anderson, San Rafael newspaper publisher who is active with the National Right To Work Committee and has endorsed the no strike initiative in California.

The Conservative Union's right to work involvement goes deeper with its connection to Tom Bowlin, executive director of Californians for Right to Work, which commands a membership of about 10,000, according to Bowlin. Bowlin was instrumental in helping the Conservative Union get off the ground in California.

Prior to Bowlin, the director of Californians for Right to Work was David Denholm, who has since been one of the head people in Americans Against Union Control of Government, a group that has

donated at least \$1,500 to the initiative campaign.

### Exclusive Republican Link

Conservative elements within the Republican Party in California have been the driving force behind the initiative campaign from the start. Although Betty Cordoba and Dolly Smith, as dissident educators started the campaign, they would not have gone anywhere without the established, well-oiled and wealthy Republican machine in Southern California.

Key endorsers of the initiative are state GOP chairman Mike Montgomery and vice-chairman Truman Campbell. Following suit are county Republican central committee chairmen Lois Lundberg of Orange County and Robert Brosemer of Sacramento County.

Like animals around a water hole, the Republican party likes to congregate where the money is. Wealthy business executive Julian Virtue, who sits as a board member of the influential business political action committee, United For California, is also a chief fund raiser and Chairman of the United Republican Finance Committee. Virtue told *Engineers News* that he has endorsed the no strike initiative, and while he would be in favor of an endorsement from United for California, they have not done so at this time.

Another key financial source for Republican campaign drives is Mike Curb, wealthy record industry tycoon who is consistently one of the state's largest individual political donors. Curb, an endorser of the initiative has contributed heavily to the Los Angeles County Republican Central Committee and was recently endorsed by former President Gerald Ford as a GOP candidate for Lt. Governor.

Another endorser, state Senator George

Deukmejian is running for Attorney General on the Republican ticket. Other endorsers like politicians Bob Cline and John Stull are intimately involved with many of the above mentioned politicians, relying on them and others to finance their campaigns.

### On the 'Hit List'

Other groups that Esther Greene and her backers are aiming at are senior citizen groups, mobile home owners, real estate associations and the League of California Cities, which met in convention the last week of September in San Francisco.

"The massive support this initiative is getting from the business community and Republican Party is evidence enough that this is a special interest drive by that party's right," declared Local 3 Business Manager Dale Marr. "Unfortunately the public is playing easily into their hands, since many public employee groups have not presented a very favorable image."

Marr added that, as a business manager of a union with a membership that works essentially in the private sector, it isn't his job to carry the flag for public employees. "But we are not dealing with people who confine their hatred to public employees," Marr emphasized. "The prime aim of this group is to divide the ranks of labor. If they can nullify the public employees this time around, then in a few years they can do what they failed to do in 1958—pass a full-fledged right to work law that will directly affect every union tradesman."

"That's the reason every building trades and industrial union leader in the state ought to have opposition to this petition foremost on their agenda," he emphasized.



## Marr Hits Right Wing

## Busi-

The idea that the right wing element of society has a well organized political machine that can mobilize almost overnight on any given issue is no nightmare dreamed up by wild-eyed socialists. Composed mainly of commercial tycoons and industrialists, the groups possess nearly the entire financial resources of the world's largest and most productive economy.

In the case of the California right to work, public employee initiative, those providing the driving force behind the campaign for ballot approval are not the "grass roots, little people" that the proponents would have the public believe. As has been pointed out by the *Engineers News*, the people behind this campaign are the same ones that have mobilized a host of other forces over the years in an effort to disintegrate the collective bargaining rights that the working class has struggled so hard to gain and preserve.

While it is true that these workers rely on an economy based on healthy capitalistic values, it is equally true that the success of American industry and innovation has been a result of the working class, and that it has been accomplished in spite of the efforts of employers to return to the baron-like, management rake-offs that perpetuated throughout the nation's industrial revolution.

### The Well Tried Formula

Business leaders have tried to bury this fact by developing a careful set of formulas designed to play upon the emotions of every sector of society. They have dipped liberally into the buckets of religion, nationalism, freedom and patriotic duty to make unions look atheistic, treasonous, totalitarian and "un-American."

These carefully concocted devices are then used on every issue with which the right wing involves itself. Those who by instinct and logic would be inclined to disagree with the side of the right are made to feel guilty through implication that any belief in unions, social security,

## Where They Don't Stand: The Undeciders



Governor Edmund G. Brown, Jr.

The blank picture frame on page one is for Governor Jerry Brown, who, to use a common expression of his, "hasn't yet focused" on the right to work, public employee initiative.

But the blank space reserved for him could just as well be reserved for the majority of the state's legislators who have yet to make up their minds on the issue. Some, such as State Senator Peter Behr have taken an official "no stand" on the controversial petition, an easy way to sit authoritatively on the fence.

The politicians pictured on the front page are among the few who have taken a stand on the issue. Those like Evelle Younger and Pete Wilson have taken a supporting stance, obviously in an attempt to make it in politics without labor. In order of appearance, those pictured are: Los Angeles Mayor Tom Bradley, who

has attacked the initiative, predicting it would put labor negotiations back "in the dark ages."

San Francisco Mayor George Moscone, who opposes the initiative and says he will speak publicly against it if it qualifies for the ballot.

San Diego Mayor Pete Wilson, the only mayor of a major California city that supports the initiative.

San Jose Mayor Janet Gray Hayes, who opposes the initiative, because it would force cities into "firing public employees and punishing them."

State Attorney General Evelle Younger, who hesitated before supporting the initiative, because he had hopes of obtaining labor support on his future campaigns.

The Blank Frame is dedicated to the faceless politicians who are afraid to take a stand.

## The Ten Least Wanted Men

Listed below are the 10 worst voters on labor oriented issues in the U.S. Congress as of 1976.

CONGRESSMEN	Pro-Labor Votes	Anti-Labor Votes
Phillip Crane (Ill.)	7	86
Steve Symms (Idaho)	5	61
John Rousselot (Calif.)	10	89
Lawrence McDonald (Ga.)	5	41
Trent Lott (Miss.)	13	52
George Hansen (Idaho)	5	61
Barry Goldwater Jr. (Calif.)	12	83
SENATORS		
Jesse Helms (N.C.)	8	53
Carl Curtis (Neb.)	10	158
Jake Garn (Utah)	7	33





Addressing delegates of the recent Montana AFL-CIO Convention, Local 3 Business Manager Dale Marr warned of the increasing movement to put right to work laws in all the nation's states. Citing the current campaign to put a public employee right to work initiative on the California ballot, Marr said that the same group of people involved in right to work campaigns across the nation are involved in this one. It is their intent to make this referendum as a stepping stone towards a full fledged right to work law in the state. Pictured above at the Convention Hall in Butte, Montana, are from left to right Jim Murry, Executive Secretary, Montana AFL-CIO; Vincent Bosh, Business Manager Operating Engineers Local 400; Montana Governor Tom Judge; Dale Marr and Al Barkan, National COPE Director.

## Groundwork for Initiative Laid in Earlier Legislation

The groundwork for the public employee RTW initiative was laid during the 1976 California legislative session. A Senate Constitutional Amendment, SCA 43, was offered by Senator Stull, a Committee for Citizens Rights supporter.

SCA 43 was, in effect, a Trojan Horse that offered a RTW amendment to the California Constitution wrapped in some beneficial language about non-discrimination.

SCA 43 proposed that a person shall not be disqualified from employment or doing business on account of race, creed, sex, color, national or ethnic origin, and this is a concept of justice few people would argue with. SCA 43 continues to read "nor may any person be required to join or pay dues or fees to any organization as a condition of employment or continued employment" in public employment. This second provision in SCA 43, camouflaged by the beneficial non-discrimination language, is a public employee RTW effort.

The sponsors of SCA 43 include Senators Stull, Richardson and Russell, and Assemblymen Antonovich, Arnett, Burke, Campbell, Collier and McLennan. Of this group, all but Campbell have endorsed the Citizens Rights RTW initiative, and Burke and McLennan are no longer in the Legislature. Assemblyman Vasconcellos (D-San Jose), an Assemblyman who enjoys labor support in his area, supported SCA 43 but has not endorsed the RTW initiative.

SCA 43 was defeated in Senate committee on March 15, 1976. But the majority of its legislative supporters are now active within Citizens Rights and openly promoting a public employee RTW effort statewide.

### Coming Up Next Issue

Engineers News takes a look at the famous 1958 struggle that occurred in California over the right to work issue, who it destroyed politically and who stands to suffer this time around.

Next month Engineers News will also approach the California State Employees Association, one group that stands to lose the most if this initiative qualifies, find out what they have done so far to ward off this threat, and why they have run into conflicts with both labor and management.

There will also be an interesting study on the mailing techniques used by right wing groups, as well as in depth coverage of the State Republican convention held in San Diego, and how they have come down on the issue.

# Business Gathers to Fight Labor

*The well financed opposition to the labor law reform bill is "spearheaded by the right wingers and supported by just about the entire American business establishment."* — George Meany, AFL-CIO President

*"We will organize the broadest coalition ever put together by management in the history of battle on Capitol Hill."* — Richard Creighton, Associated General Contractors

public health and safety regulations is "anti-American" by nature.

With their vast financial resources, the right is in the position to win over the best public speakers, and the most promising young minds to support their ideas. They have the ability to create and sustain massive and complex mailing operations that bring their formulas into millions of homes.

When the propaganda is aimed at the issue of employee rights, this is what the public gets fed:

"Right To Work," which has now become a household word to be feared among union workers, is a misleading brainchild of the right, which claims to give employees the "right" to disintegrate union efforts to represent employees. History has shown that organized labor and no one else is responsible for upgrading the wages, working conditions and benefits of employees through the decades. The fact that employer groups have donned the hypocritical mask of "benevolence" for the working class ought to be immediately suspect by the public, but unfortunately many times is not.

The issue of reducing Government costs is another formula that plays favorably into the hands of the right wing. No one wants to pay more taxes than he has to.

In the case of the public employee initiative in California, the right has exploited this issue to beguile the public into believing that taking away public employee collective bargaining rights and scaring them into a servile relationship with their government employers is the best way to reduce "wasteful government spending" and "union demands."

Creating a "fat cat," "big boss" image for unions is a formula that has apparently met with a measure of success, because right wing groups like the National Right To Work Committee and Americans Against Union Control of Government have been using it for a long time.

The formula is used on the public at large and union workers alike. To the working class, right wing extremists try to goad them into believing that right to work laws like the public employee initiative will "protect" them from "being forced to be represented by big union bosses." This scathing insult to union representation totally ignores the fact that union elections by law are democratic. A group of employees cannot be represented by a union unless a majority of the workers vote for it. The idea of being "coerced" into a union is largely a myth spawned by the right wing to sow the seeds of discontent within organized labor.

### The Organization

After eight years of enjoying a Republican administration, the business community is in arms over President Carter, who they fear is making too strong a tie with the labor movement. With the President's recent tentative approval of a comprehensive labor law reform package, business leaders are frantically organizing to "bury him politically."

AFL-CIO President George Meany described the recent defeat of the "Common Situs" bill by business as "merely a dress rehearsal for the labor law reform battle."

"The well financed opposition to the labor law reform bill," he warned "is spearheaded by the right wingers and supported by just about the entire American business establishment."

Meany's description, which was made shortly after the defeat of the "Common Situs" bill early this year, is truer today than it was then.

Under the name of the National Action Committee, what may well be the largest business coalition in American history is being formed to defeat the labor package. If they succeed, having once formed, they will not disband. They will continue to do that which they are now doing—expanding the right to work and open shop movement on every front.

"We will organize the broadest coalition ever put together by management in the history of battle on Capitol Hill," predicts Richard Creighton, associate director of the Associated General Contractors of America. He and his associates in the open shop Associated Builders and Contractors (see May *Engineers News*) and the National Right to Work Committee directed the campaign against the "Common Situs" bill, which labor lost.

The NAC's campaign tactics include computer generated post cards and letters, telephone campaigns, plane trips for top corporate executives to testify against labor legislation, and finally, full page newspaper ads across the country.

According to the Federal Election Com-

mission, business political action committees are forming locally in every sector of the country as well as on a nationwide basis. There are now some 500 corporate political action committees, and such giants as AT&T have given the signal that the time has come to get rolling.

In addition there are some 375 trade association PAC's, as well as the long established Chamber of Commerce, National Association of Manufacturers, AGC, ABC and the National Federation of Independent Businesses which together represent well over 600,000 firms.

Backed by this massive body, 400 leaders of commerce and industry met last July in the nation's capitol for the coalition's first strategy session against Meany and Carter. Out of this comes two bills of management's own.

The Employee of Representation Act, introduced by Senator Orin Hatch of Utah seeks "to give individual employees the freedom of choice to join or refrain from joining labor unions or from financially supporting them, unless they desire to do so." In other words, its an attempt to place a national right to work law on the books. A similar bill is now in the House, headed by John Erlenborn of Illinois.

### Can Labor Survive?

In the face of this kind of opposition, the natural question is, can labor survive, let alone prevail? How can unions which rely solely on member dues to make political contributions compete against the massive financial resources of the nation's business leaders?

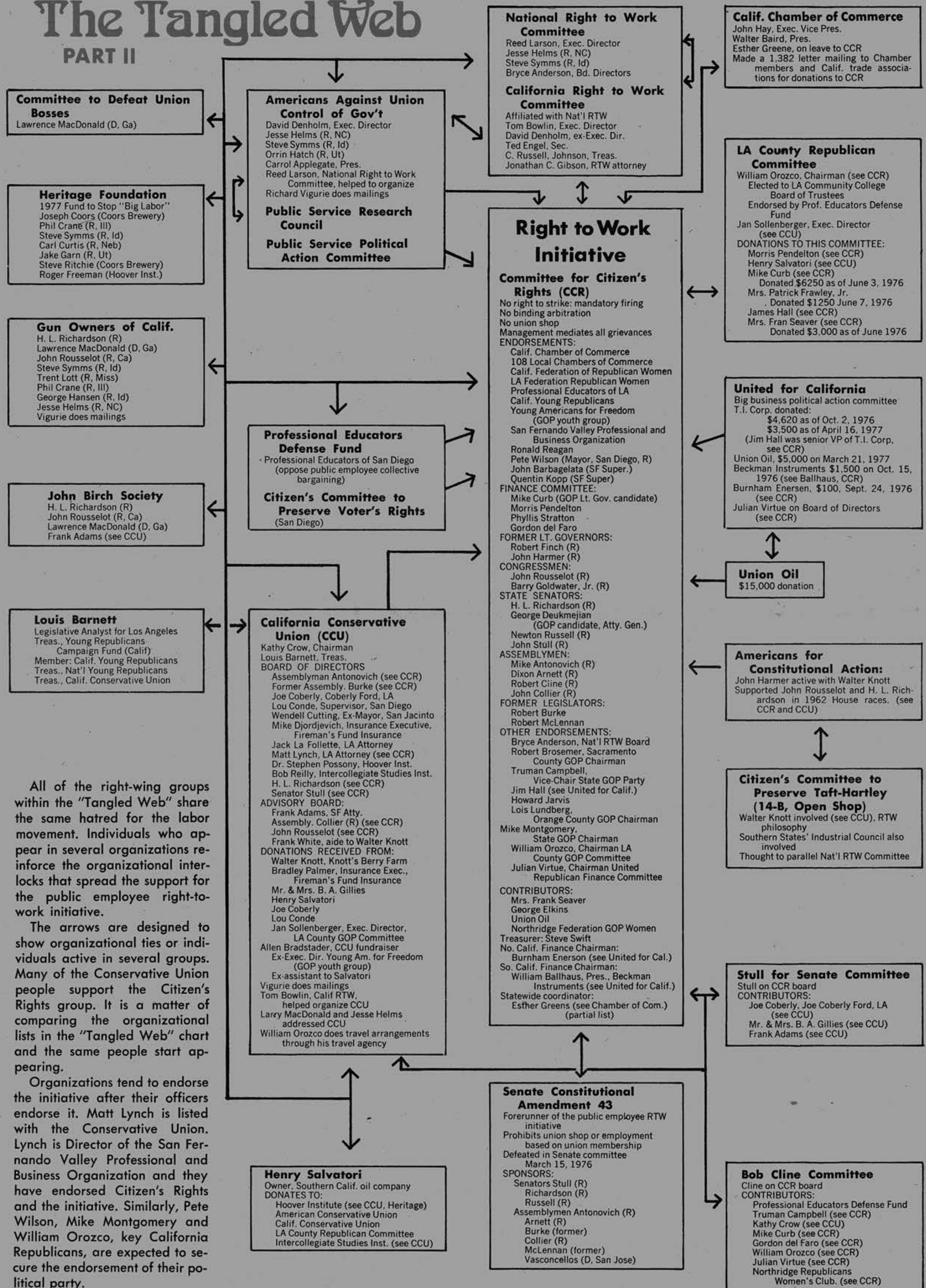
Labor must rely on the political expertise it has been forced to develop out of its limited resources. It can also rely on a weakness that forms the very heart of the far right — greed.

If the far right ever learns to live the addage that "there is honor among thieves," then labor may have a bigger fight on its hands than it already has.



# The Tangled Web

## PART II



All of the right-wing groups within the "Tangled Web" share the same hatred for the labor movement. Individuals who appear in several organizations reinforce the organizational interlocks that spread the support for the public employee right-to-work initiative.

The arrows are designed to show organizational ties or individuals active in several groups. Many of the Conservative Union people support the Citizen's Rights group. It is a matter of comparing the organizational lists in the "Tangled Web" chart and the same people start appearing.

Organizations tend to endorse the initiative after their officers endorse it. Matt Lynch is listed with the Conservative Union. Lynch is Director of the San Fernando Valley Professional and Business Organization and they have endorsed Citizen's Rights and the initiative. Similarly, Pete Wilson, Mike Montgomery and William Orozco, key California Republicans, are expected to secure the endorsement of their political party.



## Kaiser Enrollment Deadline Nears

Operating engineers in Northern California interested in electing medical, hospital and surgical coverage under the Health and Welfare Plan Kaiser option are reminded that the deadline for the open enrollment period for this year is October 15, 1977 for November 1977 eligibility.

Enrollment cards may be obtained at any of Local No. 3's district offices, the Trust Fund Administration Office, or the Fringe Benefit Service Center.

Participation in the Kaiser "S" Coverage is

limited to those members and their families that maintain a permanent residence within 30 miles of any Kaiser/Permanente medical facility.

The Kaiser option is in lieu of the 85 percent comprehensive hospital, medical, surgical and maternity benefits available through the Operating Engineers Health and Welfare Plan for Northern California.

Questions concerning the benefits provided by the Kaiser plan may be addressed to any of the Kaiser facilities or to the Fringe Benefit Service Center.

### Kaiser Health Plan Offices

If operating engineers in Northern California have any questions they would like answered concerning the benefits available through the Kaiser program they are invited to contact the following Kaiser offices:

Hayward	782-3456
Oakland	645-6036
Redwood City	365-4321
Sacramento	486-5693
San Francisco	929-5230
San Rafael	479-3400
Santa Clara	244-5500
South San Francisco	876-0246
Vallejo	644-5631
Walnut Creek	933-3000

### Current Holders

Operating engineers who are currently participating in the Kaiser plan available to participants of the Operating Engineers Health and Welfare Plan will not be required to submit another enrollment card if the Kaiser coverage was previously elected.

Those members and their dependents will automatically continue to be covered under the Kaiser plan for the coming year.

However, if a member who is covered under the Kaiser plan now wishes to change coverage to the Operating Engineers comprehensive plan, this may be accomplished by writing to the Trust Fund Administrative Office, 50 Francisco Street, San Francisco, California 94133 before the October 15, 1977 deadline.

## Fringe Benefits Forum

By MIKE KRAYNICK,  
Director of Fringe Benefits



Just a few brief comments before we get to a few of the questions that we received... First, for any of the good members that are interested in electing medical, surgical and hospital coverage under the Kaiser plan available to Local No. 3's members in Northern California, you must enroll by October 15, 1977. In addition, for those members who have been covered under the Kaiser plan, but now wish to change to the comprehensive coverage provided by the Operating Engineers Health and Welfare Plan, you must also notify the Trust Fund Administration Office by October 15, 1977.

Medicare reimbursement checks were mailed out recently by the Trust Fund Administration Office. If for some reason you did not receive yours, please contact us here in the Fringe Benefit Office and we will take care of it for you.

Lastly, retirees eligible for the supplemental payments of pension benefits for 1977, will be receiving the second half of the "thirteenth check" during October. The trustees of the Pension Trust Fund were delighted that return on investments enable them to Provide Local No. 3 Retirees with this additional pension benefit during 1977.

**Q. Is the fact that I receive disability benefits from the Operating Engineers Pension Trust Fund sufficient to qualify me for the "sick pay exclusion" under Sec. 105(d) of the Internal Revenue Code?**

**A.** Unfortunately, we cannot give you a definitive answer to your questions. Under the new tax laws recently passed by Congress, there have been some major changes made in the area of the "sick pay exclusion." It is our understanding that the qualifications for the exclusion have been greatly restricted. In order to qualify, an individual must now file with his income tax return a certification of permanent and total disability signed by a physician. You should contact the local office of the Internal Revenue Service for information in this regard.

**Q. Since the changes to the pension plan were adopted the first of this year, is it true that we only have to work 1,000 hours to earn full pension credit?**

**A.** According to the rules and regulations of the Pension Trust Fund, one year of credited future service will be granted for all calendar years after the contribution date during which an employee worked at least 1,000 hours in covered employment. Beginning January 1, 1977, in addition to the 1,000-hour requirement for a full year of credited service, partial credit can be earned according to the following schedule:

Hours Worked in Year	Credited Service
Less than 500 hours	None
500 to 749 hours	2/4
750 to 999 hours	3/4
1,000 hours or more	1

**Q. At what point is an application for pension benefits considered filed? Is it filed if I fill it out at one of the halls and give it to one of these secretaries?**

**A.** In order to be considered filed under the rules and regulations of the Pension Trust Fund, an application for pension benefits is not considered filed until it reaches the Trust Fund Administration Office in San Francisco. Though you may have completed your application in one of the district halls, it has not been properly filed until it actually reaches, i.e., physically arrives, at the Trust Fund Administration Office.

# Outlook

October, 1977  
Vol. 4 — No. 10

## Operating Engineers Trust Funds

### But You Don't Live Longer

## Coronary Bypass Relieves Pain

According to the preliminary results of a cooperative study being undertaken at 13 Veterans Administration hospitals, coronary bypass operations help relieve the chest pains of angina, but patients who had such surgery do not live any longer than patients who were treated with drugs instead of surgery.

The study, recently published, is said to be the largest of several long-term projects that are attempting to determine for which patients with angina and other forms of heart disease the coronary bypass operation is more effective than drug therapy, and when the surgery should be done.

### Success for Some

For many patients, the bypass surgery has dramatically relieved the crushing chest, jaw and arm pains that characterize angina. The operation is aimed at increasing the blood supply through coronary arteries that have become blocked or narrowed by arteriosclerosis, the underlying cause of angina. Veins taken from the leg are sewn into one or more coronary arteries so that blood can flow through the implant vein and thus bypass the blocked artery.

Since surgeons first began doing the operation about 10 years ago, it has become almost as controversial as it has become popular. Surgical costs average

\$12,500. It has been estimated that 70,000 such operations will be done in hospitals in the United States this year at a total cost of over \$1 billion.

### Results Are Conflicting

The many studies of bypass surgery have shown conflicting results and have been criticized because of flaws in method. Some studies have been criticized because the results of surgery done in the 1970's have been compared with the fate of patients treated with drugs at one Midwestern hospital in the 1960's.

As surgeons have gained more experience with the bypass operation, death rates have fallen significantly. At the same time, newer drugs have been marketed to benefit angina patients.

### Left Coronary Still Poses Problem

With the exception of angina patients who have a damaged left coronary artery, there have been no random studies showing that the operation improves survival for those with left coronary artery damage, a group that makes up about 10 percent of angina patients.

This group was excluded from the study reported in the New England Journal of Medicine. The study involved almost 600 patients

with angina who were treated simultaneously at the 13 VA hospitals in a random trial designed to overcome criticisms raised in other studies.

To insure uniformity the choice of whether a patient received surgery or drugs was made at one center. From January 1972 to December 1974, 596 patients entered the study, with 310 receiving medical therapy and 286 surgery.

I am now participating in the Kaiser 'S' Plan for members of Operating Engineers Local No. 3 but would like to change my coverage to the OPERATING ENGINEERS COMPREHENSIVE PLAN for California.

PLEASE PRINT

Name \_\_\_\_\_

SS # \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_

Signature \_\_\_\_\_

MAIL TO: Before October 15, 1977

TRUST FUND OFFICE

Attention: Accounting Dept.

50 Francisco Street

San Francisco, Ca. 94102



## Hawaii Employment Slowly Rising

Business Rep. Rick Shuff reports that state-wide employment in June totaled 372,500 up from 367,000 in May. However, the number of unemployed persons increased by 2,300 to 3,200 persons or 7.9 per cent of the labor force. Employment opportunities have strengthened during the first half of this year. Although jobs in the construction field and industry remained below year earlier levels, the two-year long contraction appears to have come to an end.

Authorization for construction on Oahu amounted to \$33.6 million in June, bringing the total for the first half of the year to \$204.4 million as compared to \$134.9 million for 1976. The largest increase has been in residential structures, mainly in condominiums and town houses. Also single family dwellings so far this year a total of 1,083 permits were let. Permits for commercial and industrial projects were up to \$55.4 million as compared to last year of \$43.3 million. There has been a large drop in public projects over \$50.0 million.

Government construction awards for the State, Federal,

and County projects in June amounted to \$38.3 million. This brings the total for the year to date \$170.0 million down from last years total of \$181 million.

Plans by Swire-McCormack for construction of a \$2.5 million warehouse at the International Airport which will have a storage area of about 100,000 square feet. In Kauai the addition of the third phase of the Coconut Plantation Resort's Market Place. This will be two large structures and 11 kiosks which is scheduled for completion in March-April 1978. Plans by the Sanpo Land Industrial, Inc. for construction of a 9-story commercial building with two story underground parking, in the heart of Waikiki.

In February the start of the \$80 million 650-room Hyatt Regency Maui which will occupy a 20-acre site. Hilton-Burns has proposed to build a 27-story, 1770-room hotel tower on the Hilton Hawaiian Village grounds.

### Work on H-1 Freeway Sections

Business Rep. Harold Lewis Jr. reports that work on the H-1 Freeway between old Waialae Road to Puuloa Road has created many

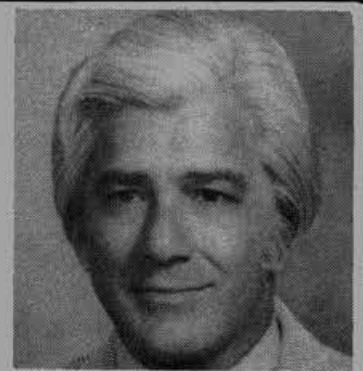
needed jobs for our brother engineers on the Island of Oahu. The \$3.4 million safety improvement project between Pali Highway and the Old Waialae Road was awarded to Okada Trucking Co. Okada has sub the work out to J. M. Tanaka Construction, Inc. Hawaiian Bitumuls and Paving Co., Ltd. is also engaged in work resurfacing the roadway in this area.

On the freeway in the Ewa bound direction, the first package of a four stage project is in progress. Work began in April. The project consists of construction of six freeway lanes, three inbound and three outbound, a collector road on the makai side of the freeway, new structures including Damon and Ft. Shafter overpasses, a ramp structure and a Moanalua Stream bridge.

The first package of work consists primarily of construction of the Ft. Shafter Interchange and overpass. The work is being constructed by E. E. Black, Ltd. Brother Operating Engineers currently working on this project are Gilbert Tanoyue, Harold Viela, David Villanueva, and Vernon Reiger, Jr.

## Footnotes From the Pacific

By HAROLD LEWIS  
Financial Secretary



### Local 3 Top Scholar for 77

Brother Louis (Sonny) Sardinha, member/employee truck driver of the Hawaiian Bitumuls & Paving Company, a Dillingham subsidiary of Quarry activity, has been certified as a Fleet Safety Examiner for Vehicle Category 10—the top category for all motor driven vehicles in the State of Hawaii. In a joint effort of training by the Operating Engineers and the Paving Companies, under the Direction of the Personnel Safety Manager, of Hawaiian Bitumuls, the State Highway Safety Coordinator and Honolulu Police License Examiners has made it feasible under Act 214 of the Hawaii Revised Statutes to assist Labor and Management to meet the requirements, Rules and Regulations promulgated under the Hawaii Revised Statutes of 1973. The interpretation of the Act does require that Safety courses totaling at least eight hours be given to all covered drivers during the year.

### OSHA—Worker Right to "Walk-Around Pay"

The Labor Department, Federal Occupational Safety and Health Administration informed Trade Labor Organizations, AFL-CIO that action has been taken to reverse a decision that denied Employee Representatives work pay for time spent accompanying federal jobsite safety and health compliance officers on inspection walk-arounds. An Employer who fails to pay Employees for walk-around time is in violation of the OSHA Act.

In 1976, the Center for Labor Education and Research to service the Labor Movement of the Hawaiian Islands became law. It has been funded by the State, and

is presently developing its Organizations. The law requires the Labor Center to have a 15-member advisory council comprised of Labor representatives. Their job is to assist the Center's development in the State of Hawaii.

The Council has met and elected its Chairman and Vice-Chairman. The Council was also briefed regarding how the Center was established, how much money has been funded, and the Center's mission with the near future. The Council will meet in early October 1977 to review proposed educational courses for Labor Unions, and leadership as prepared by the University of Hawaii Center staff.

### Legislative Tidbits

The Hawaii State Federation of Labor, AFL-CIO, met at the Hawaiian Village, Honolulu, on September 9 and 10, 1977 for the purpose of establishing a criteria for Labor Support to Economic Development, by Developers of the enticement of construction jobs, in the State. Congressional support, relating to Labor Law Reform, a priority and issues relating to Government employee services for the AJA (Japanese-Americans) from Hawaii under Civil Service retirement who were forced into internment during World War II, now working in Construction.

The State Federation, in addition to the election of its President and Executive Board, adopted Resolutions which partially indicated its direction for State legislation proposals in 1978. Resolutions with continued support of the University of Hawaii Center for Labor Education and Research, The Hawaii Public Television Series, viewed by our Members and families, Rice and Roses, Agriculture and Aquaculture Development.

## 35 YEARS

Dear Sir and Brother:

At its meeting Sept. 18, the Executive Board approved Honorary Memberships for the following members who have 35 years or more of membership in Local 3:

Name	Reg. No.	Initiated by	Local No.
Percy Bailey	361408	6/42	3B
Calvin R. Barnett	270719	2/39	523B
(transferred to 3B in 12/41)			
Charles R. Bridget	351503	4/42	3B
Calvin Chapman	382358	9/42	3B
Sam J. Cheskey	330673	10/41	701B
(transferred to 3 in 9/42)			
Ray Colby	338460	1/42	3A
Robert Conn	381984	9/42	3A
Gerald P. Cook	354331	5/42	3
Robert E. Crawford	354334	5/42	3
Vernon Dark	381503	9/42	3
George A. Dickinson	361196	6/42	3A
Marion K. Eneboe	309294	6/41	12
(transferred to 3 in 3/42)			
Roy L. Epps	339777	1/42	12
(transferred to 3 in 9/42)			
Ervin C. Furgeson	329551	11/41	3A
Nick Gavrilko	346994	3/42	3
Daniel E. Giefer	329125	11/41	3
M. C. Graham	329128	11/41	3
Burnice E. Griffis	321306	9/41	3A
George W. Hafely	381556	9/42	3
Alfred Hansen	382380	9/42	3B
C. E. Herring	381570	9/42	3
Alfred Human	381577	9/42	3
Roy R. Kemmitt	349188	4/42	382
(transferred to 3 in 9/42)			
Manuel Medeiros	373353	8/42	3A
Glenn Mullowney	314247	8/41	3
Oscar E. Nelson	360688	6/42	3
Roy A. Nielsen	341337	1/42	12A
(transferred to 3A in 9/42)			
C. J. Obert	382212	9/42	3A
Harvey M. Petersen	361323	6/42	3A
Irvin J. Porter	360702	6/42	3
Lupe H. Rochin	382255	9/42	3A
F. J. Rodgers	381787	9/42	3
Fred Salas	381792	9/42	3
Harry T. Seward	351581	4/42	3D
David T. Soden	295934	1/41	3
Marcus M. Sowby	381811	9/42	3
John L. Thompson	290007	8/40	428A
(transferred to 3 in 7/42)			
Joe G. Thornley	361385	6/42	3A
Harry L. Welcher	312990	7/41	12
(transferred to 3 in 7/42)			
A. L. Wiens	381863	9/42	3
Leonard Wood	373234	8/42	3



PICTURED ABOVE is Safety Director Harold Kaku-bun with Sonny Sardinha, who has been certified as a Fleet Safety Examiner through a joint program between Local 3 and Hawaii's paving companies.

### On Hawaii Agreement

## Problems Foreseen in Negotiations

District Representative Wallace Lean reports that the Master Agreement for the State of Hawaii (1975-1978) is open solely on the basis of wage scales and classifications, fringe benefits and subsistence and travel. As of September 14, 1977, no negotiation meetings have been made or set up between the General Contractors Association and the Operating Engineers Local Union No. 3, AFL-CIO.

The Iron Workers were the first local to enter into negotiations. They met with their Employer Association, "only to find that the General Contractors Association was calling the shots from behind the scene," Lean said.

"The only proposals that came from either Association was a one-year moratorium, vacation money cuts or reduced working conditions, then talks stopped."

This forced the Iron Workers to strike and shut down approximately 80 per cent of the construction industry. They struck all jobsites (including shops) that their materials were on. Approximately two weeks later, the Iron Workers withdrew their pickets from the construction jobsites only. The shops are still pending.

In the meantime, the Carpenters in the latter part of August, entered into negotiations with the General Contractors Association. The same group that dictated to the Iron Worker Employer Association, which forced the Iron Workers to strike, the idea being that they would control all negotiations relating to construction.

Lean pointed out that it was well planned by the General Contractors Association and well executed.

They have learned from the Unions very well. Which now poses a question, "Where do we go from here?"

"At present, we are opened for negotiations," Lean said. "However, the General Contractors Association have not asked us to meet. Your Local Union will be calling to meet them within a week or two."

"Brothers, in the past you have supported the Officers of your Local Union without question. This support is more so needed now as we prepare to enter into negotiations against a very united and very well disciplined Association. Whatever is gained by your Negotiating Committee can only be attributed to the strength and support of the Members of the Operating Engineers Local Union No. 3, AFL-CIO," he emphasized.



## Big Lift at Antioch Bridge

Peter Kiewit has the job of building a new two lane bridge across the bay near Antioch to the tune of \$33 million. According to Business Rep. Chuck Ivie, the job started in July 1976 and as of September 1977 Kiewit is one year ahead of schedule. This job was laid out on a 4 year program and being 1 year ahead they should be finished within 18 months.

The bridge is 1.8 miles long with the tiers and steel stretched out over the water on the west side of the river and 800 yards of cement already poured on the span. The bridge will have a total of 55,000 yards of cement in it with 33,000 already poured. Kiewit has approximately 14 Operating Engineers working there at this time.

Bethlehem Steel is a sub-contractor, handling a lot of the rebar that was put in to the tiers. Another sub-contractor is Adams & Smith, Inc., located in Pleasant Hill, California and they have the job of hanging all of the steel beams spanning from tier to tier. The total weight of all spans is approximately 8 thousand tons of steel. Each beam will weigh from 21 to 40 tons each. Adams & Smith has a 4100 Manitowoc and one 4000 Manitowoc they are using to hang the spans.

The operators and oilers on the cranes are Ray Helmick, a 17 year member and Executive Board Member for San Francisco; with him is his oiler Carl Johnson who is a 18 year member. The other operator is Jack Paro who has been a member of Local 3 for 30 years and his oiler is Leslie Mears who has been in the Union 26 years.

On the east side of the river there is a slough that had to be spanned and the only way to do it was to pick the 4000 Manitowoc up and put it on the existing span.

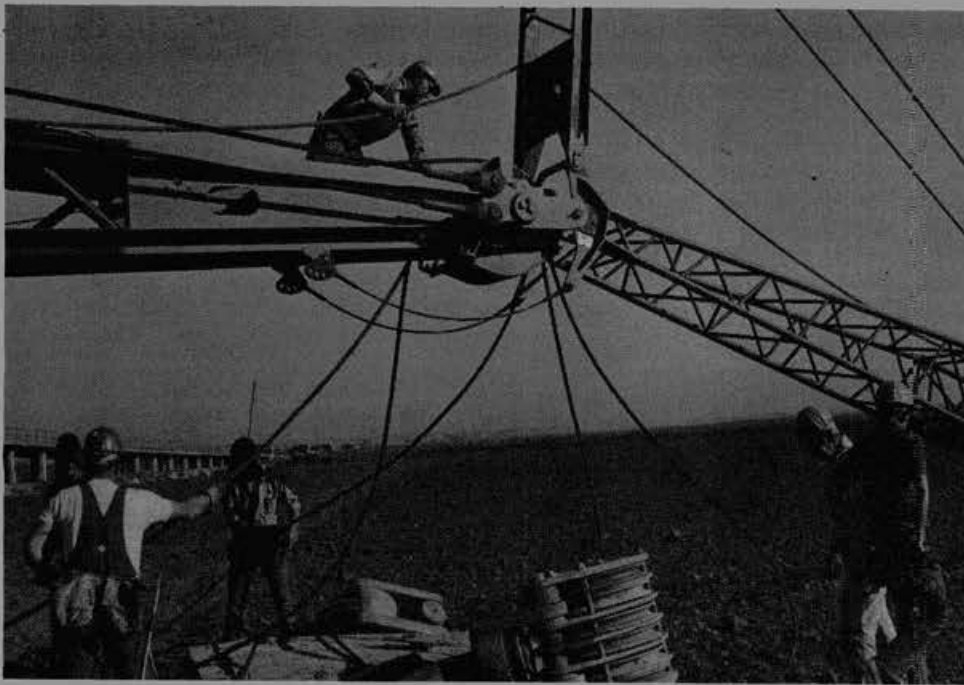
After taking off 90 tons of counter weights and 110 feet of boom the crane weighed approximately 178,000 pounds. Seven hours later after they started stripping down the crane it was sitting on mats on the span. Six hours later the crane was put back together weighing a total of 170 tons and was ready to hang the two spans and tie them together.



LIFTING A CRANE requires a lot of preparation. Above, iron workers strip the boom off the Manitowoc 4,000 and position pads on the span where the crane will be placed for setting the heavy steel spans across the slough.



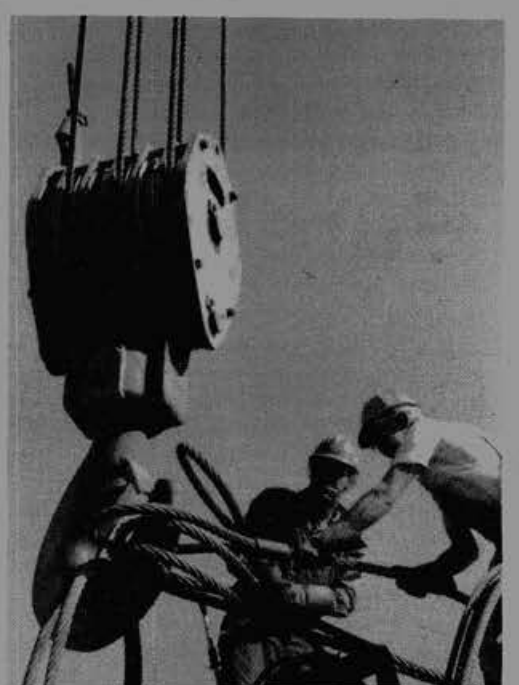
position pads on the span where the crane will be placed for setting the heavy steel spans across the slough.



THE BOOM ON THE BIG Manitowoc 4,100 is then lowered all the way and workers replace the standard lifting block with a heavy duty, 150-ton test block.



CRANE OPERATOR Jack Paro keeps the crew busy, placing pads and setting the 4,000 up for the lift.



THE PREPARATION IS ALMOST OVER as iron workers fasten cables onto the big lifting block.



NERVES AND STEEL strain as the lift begins. But a couple of feet off the ground shows that more leverage is needed.



The crane is set back down and iron workers insert extra pads beneath the Manitowoc 4,100.



*Up, Up  
And Away*

SEVEN WORKING HOURS after the crew began, the crane is finally sitting on the span.

A few more hours of getting everything back into place and it will be ready to go. It's a lot of work for just two spans, but sometimes the hard way is the only way.



## More from Santa Rosa

(Continued from Page 6)

ernmental delay after another. Joe LaMalfa bought a new pencil sharpener and landed three jobs in a week, for a total of \$700,000.

Lange Bros., Parnum, Mendocino Aggregates, Tyler-Engelke and Lin Ford all busy in Mendocino County; not as busy as they'd like to be, but busy.

Work in the Napa-Sonoma area is pretty much the same as last month, reports Business Representative Pat O'Connell. Most of the local contractors have been busy, with Piombo Const. getting a start at Oakmont and Argonaut Constructors starting on a subdivision job in Petaluma.

A. B. Siri, Inc., also busy on a subdivision in Rohnert Park. Glen Shook finally able to get started on the underground at Penn Grove after some delays. Lake County has been booming for the past three months but things are starting to slow down. Sully-Miller have just about completed their job in Nice; Peter Kiewit Sons' Co. is about 70 per cent done and J C Plumbing has about three weeks left on the job in Clearlake Highlands.



## Teaching Techs

By ART PENNEBAKER  
Administrator,  
Surveyors' JAC

We have recently reported the activities leading up to the State of California, Department of Industrial Relations definition of "Covered" Survey Work and determination that the "Prevailing Per Diem" rate is that rate provided in the Technical Engineers Master Agreement. The coverage and prevailing rate are for all Public Works in all 46 Counties of Northern California.

This has been a major victory for both Tech Engineer Members and Surveyor Employers, but it was only the first step. The real economic impact will be determined by the participation of the Employer and his employees.

If the Employers who have signed Agreements with Local No. 3 fail to go after the work, then the successful project has been just an exercise. If the employee is not willing to spend a few days away from home on occasion, then another person must be hired to perform the work.

For many years commute distances to job sites have been relatively reasonable. In fact, many Tech Engineers purchased homes in the same subdivision where they were working. As the years rolled by and the nearby land has been developed, job sites have moved farther and farther from the metropolitan area and the old homestead.

We expect that as the Public Works situation develops, the employer will have need for the special skills of Local No. 3 members at job sites in odd places all around Northern California.

It may be a big fat pain in the 'whatchamacallit' to spend those few days away from home once in while, but it may provide for some additional paychecks throughout the year.

Whether Union or Non Union, the cost of employees has been equalized. Production and mobility are of course going to be the biggest factors in deciding who is going to be chosen to do the work.

Ratios of Apprentices to Journeymen are no longer mandatory, except for the Public Works 1 to 5 requirements. Motivation now pretty much becomes personal and different for each individual: elevation to a higher paying classification of work, job insurance by being a more productive worker than others, pride, ego, curiosity, just something to do one night a week, or whatever, are all valid reasons for participation in the Related Training classes on a personal basis.

Incidentally, upon completion of the Apprenticeship Program, many Local No. 3 Tech Engineer Members have reported that they are applying for and passing the State of California Surveyor in Training Portion of the Licensed Surveyor examination.

Ten apprentices Related Training classes are currently being conducted in Fresno, Modesto, Sacramento (2), Santa Rosa, San Francisco, Oakland (2) and San Jose (2). The Joint Apprenticeship Committee is prepared to open additional classes whenever and wherever the action dictates.

## Eureka Freeway Battle Heats Up

### Asphalt Job In Eureka

The battle over the proposed Eureka freeway is heating up again, reports District Representative Gene Lake. Assemblyman Barry Keene has announced he will introduce legislation which will force the construction of the Eureka freeway in fiscal year 1978-79.

Keene revealed the plans in a letter to Gov. Edmund G. Brown Jr., in which he said he was "flabbergasted" that the Brown administration's most recent six-year highway plan "again ignores the critical needs of the Northern California coast."

In addition, the North Coast assemblyman said he was going to introduce bills which would also require Cal Trans and its director, Adriana Gianturco, to build new, four-lane freeways at Jedediah Smith Redwoods State Park in Del Norte County, at Richardson Grove in Southern Humboldt County, and at Cloverdale in Sonoma County.

"Your administration, for some obscure or occult reason, again has failed to make any plans to complete the highway system in an area that has virtually no alternative means of transportation for individuals or for commerce," Keene, D-Elk, wrote to Brown.

Keene said his four bills would direct correction of four "bottle-necks" in the Redwood Highway, what he termed the main artery running from the Golden Gate Bridge to the Oregon border. He asked Brown to reverse his "current policy of neglect of the North Coast" and support the highway bills.

Brown's support for Keene's legislation would be a complete turn-around for the administration and is vital if the legislation is to have any chance of passage, the assemblyman conceded. He said there are "major road-blocks" to the bills in the legislature and that the State Highway Commission might actively op-

pose them because they conflict with the commission's traditional power, its ability "to build highways anyplace it wants and neglect anyplace it wants."

Eureka Mayor Sam Sacco termed Keene's decision to fight for the Eureka freeway "beautiful" and said the city government would support the effort.

"I'm very elated he has done this," Sacco said. "We will, of course, back him in any way we can, any way he asks."

The mayor said the major problem with the freeway construction has been the opposition of Gianturco and the governor.

"The old highway commission has just been great to us—they wanted to build it—but because of the fixed mind of Mrs. Gianturco, nothing gets done."

Sacco predicted that there would be problems in obtaining the governor's support for the bills, support Keene said is a necessity for passage, because Gianturco and Brown agree.

"That's that no-growth, no-construction feeling. Gianturco's stance is the same as the Governor's, else she wouldn't be working for him."

"Me, I'd tell him we should build the freeway, he'd say no, and he'd fire me. So, obviously, they agree."

"She (Gianturco) just doesn't want to build any roads."

Bill Kay, chairman of a special study committee which had been appointed by Gianturco to study the Eureka freeway and develop any alternatives, said he had not been aware that Keene had been

planning this move, but applauded it.

"Something has to be done to put the facts on what is going on in the highway system before the public," Kay said.

"There are funds available to build the Eureka freeway and a lot of other projects, but the head person down here has just decided there are going to be no major construction projects."

(Kay's committee eventually reported that there were no practical alternatives to solve Eureka's traffic problems other than the freeway. Gianturco has refused to accept that report.)

Kay maintained the Eureka freeway project would have "fit like a glove" in the newest six-year highway plan because Dis-

## Redding District Remains Slow

The work in the Redding area has not picked up much this work season, according to District Representative Ken Green. Most of the work has centered around cleaning up the sewer plants and rivers.

Glenn Shook and Contri have all but finished their Anderson project. Both contractors were plagued with ground water on their trunk lines. Shook has just started his Dana road job where he has six engineers working. This is a short job which will only last about six weeks; but this is typical of the short jobs in this area.

C. Norman Peterson has been the successful low bidder on the \$12 million sewer treatment plant in Redding. "We hope there will be no hang up in awarding this project," said Green. The main trunk lines will be bid on September 15, which will be a \$3 million project.

Shasta Lake is in poor shape

again this year with the present drought conditions in California. If the lake drops another three feet the water level will be so low the generators will be unable to operate.

Some fishing groups are fighting the Cottonwood Creek Dam Projects. "I wonder how they feel now that the water level is so low that the salmon are stopped at Red Bluff and are not able to come up the Sacramento to Redding," Green commented. "Mr. Reginato who heads up the Recreation Planning is against the Cottonwood Dams because he said the warm water will kill the salmon—and yet he is supposed to promote recreation for Northern California."

"The fact of the matter is we need more water storage if the Bureau is going to continue selling Northern California water to the Westland Water District," Green explained. "The sooner the people of Northern California

realize we need better water management the better off we will all be. The drought condition is a serious problem that we are unable to control or do anything about, but better water management is our real problem and something we can control."

Business Rep. Bob Havenhill extends "many thanks" to the brothers and their lovely ladies who worked long and hard to make the Fifth Annual Voice of the Engineers Bar-B-Que such a resounding success.

August 20th saw the Redding Engineers put on the best ever Beef-Bar-B-Que attended by almost 500 people, including Business Manager Dale Marr, President Harold Huston, Vice President Bob Mayfield and Recording Corresponding Secretary James "Red" Ivy.

Among the notables were the

Business Representative Bill Parker reports that O'Hair Construction Co. of Redding has started to work on the resurfacing job at the Eureka-Arcata Airport in McKinleyville. The contract was for almost \$700,000. They closed the airport down on Sunday, September 11th at midnight and will remain closed until September 22nd barring any problems. Since the airport only has one runway, it is impossible to do the job without closing it down entirely.

The three contractors on the McKinleyville sewer projects, Christeve Corp., Three D Construction and Jeager Construction are all in the testing and compaction stages of their jobs. "Of course things are going a lot slower at this stage of the job than what they would like them to," said Parker, "but it looks like, with any luck at all, they will be paved out and finished by the time the rains arrive."

Eastco and Roy Ladd are coming right along with their jobs out of Crescent City on Highway 199. It looks as though they will be well along with their jobs by the rainy season.

There have not been any jobs of any size to start in the area lately. The dredging job has not been awarded as of yet, but should be any day now. Redwood Empire Aggregates has just enough work going to keep a few men working. Mercer Fraser is still working on their South Jetty job and has some other small jobs going in the area, keeping their regular crews fairly busy.

ATTEND YOUR  
UNION MEETINGS



## Think Safety Work And Play Safely

By Jerry Martin,  
Director of Safety

While attending the various Safety meetings in the course of my travels, it has been noted in recent months, that, there is a sharp rise in accidents and near misses, involving work assignments in and around Heavy Duty Repairmen and for that matter, for anyone engaged in the usage of Oxygen and Acetylene cutting torches and welding attachments.

It seems oxyacetylene welding and cutting are so common throughout industry, that many of us take safety in these operations

Jerry Martin

for granted.

However, the following discussion on just two of the many accidents which have occurred demonstrates the importance of providing safe equipment and following safe operating procedures.

Several weeks ago an employee received extensive burns when an acetylene regulator exploded as he was opening the cylinder valve.

In another recent accident, an employee was fatally burned and another seriously burned when an oxygen regulator exploded as the oxygen cylinder valve was being opened.

In both instances there was considerable concern, since the causes of these accidents were not immediately apparent.

Further, during the prior year, all involved welding personnel had received formal training in safety procedures to be followed in cutting and welding operations.

Several consultants were contacted for help in determining the causes of these accidents. It was learned that many similar accidents have been occurring throughout the country in oxyacetylene welding and burning operations.

The consultants who were contacted stated that the two most serious causes of oxygen and acetylene accidents appear to be (1) contamination of the regulator or nipple with combustible material, and (2) the opening of regulator valves in the "screwed-in" position.

If the cylinder valve is quickly opened with the regulator valve in the screwed-in or greater demand position, a temperature change at the diaphragm of the regulator from approximately 0°F to 700° - 750° F can result. Any lint, dust, or combustible particles can cause an explosion in the oxygen regulator under these circumstances.

Some of the consultants who were contacted believed that quick opening of the cylinder valve with the acetylene regulator valve screwed-in, can result in spontaneous ignition in the regulator. And this is the very same position I've taken after examining a similar accident.

Following investigations of the acetylene accident mentioned earlier, it was determined that the most likely cause of the regulator explosion was that the regulator was in the screwed-in (demand) position when the acetylene bottle valve was opened. There is also a strong possibility that foreign material was in the regulator or the regulator nipple, which could have contributed to the explosion.

The most likely cause of the oxygen regulator explosion appears to be the presence of combustible dust or oil inside the regulator or the regulator nipple. The heat build-up in the regulator can be attributed to the valve which was found to be set in the screwed-in position, as was the case in the acetylene accident.

These accidents resulted in the following actions:

1. Training meetings were again held with all welding personnel and the following points were stressed;

a. Personnel were instructed to perform a thorough inspection of regulators and fittings for the presence of foreign materials before attaching regulators to bottles.

b. Personnel were cautioned to always "crack" (open momentarily) bottle valves before attaching regulators.

c. Personnel were instructed that regulator valves must be in the "screwed-out" position before bottle valves are opened. Also,

they were told to "crack" or open bottle valves very slowly following the attachment of regulators.

d. Personnel were cautioned to stay away from the front of regulators when cylinder valves are opened.

e. Employees were instructed to "bleed" or open all lines after welding, and they were also instructed to be sure to release the pressure on regulator valves following welding or cutting.

f. Personnel were instructed to never-ever use an acetylene cylinder containing less than 50 P.S.I., nor oxygen cylinders with pressure less than 100 P.S.I.

2. Procedures have been established for checking the cleanliness of gauges, as well as for the cleaning of welding hoses on a periodic basis.

3. Flash-back arrestors were provided on all torches.

Safety in welding and cutting operation should not be taken for granted by anyone! In making inspections, the condition of welding equipment should be observed and an inspection made for crimped or cracked welding hoses; oil and tape on hoses; oil, lint, or dust on regulators and fittings; etc.

Supervisors may also find on questioning welding personnel, that when they are cutting thick metal pieces, they sometimes use acetylene gas at pressures greater than 15 P.S.I. This practice is extremely dangerous and can lead to an explosion. When greater volumes of acetylene gas are needed, a manifold system should be employed.

Don't be lulled into apathy just because you haven't had a serious welding or cutting accident in your place of employment.

Job Stewards Activated		
Week Ending August 30, 1977		
Dist.	Name	Agent
30	Bruce Gregory	Ray Morgan
30	Donald Harden	A. McNamara
30	Don E. Kruger	R. Morgan
30	Stanley Stacher	R. Morgan
60	George Genise	G. Halsted
80	Robert Baldwin	J. Brown
80	Duane Gray	G. Morgan
80	Vern Hughes	J. Brown
80	Ben Hutcheson	J. Brown
80	Warren Rodekuhr	J. Brown
12	James E. Donovan	R. Daugherty
12	Robert Jones	D. Strate
12	Ray Harrop	R. Daugherty
Week Ending September 23, 1977		
03	George F. Cairo	N. Davidson
11	Mike Bailey	D. Young
11	Robert D. Weeks	M. Yarbro
11	Jerry Horn	M. Yarbro
12	Randy Bronson	D. Wright
12	Norman Cary	L. Lassiter
12	Herman Fuit	L. Lassiter
12	Jay Krek	L. Lassiter
30	Harry Knight	A. McNamara

Job Stewards Inactivated		
Week Ending August 30, 1977		
Dist.	Name	Agent
12	Ralph Smith	W. Lassiter
12	Eugene Foster	W. Lassiter
12	Andrew E. Lundin	T. Bills
Week Ending September 23, 1977		
10	John Richards	S. McNulty
11	Margaret Hill Leutzinger	C. Canepa
12	Robert Knight	R. Dougherty

Safety Committeemen Activated		
Week Ending August 30, 1977		
Dist.	Name	Agent
60	Harvey Powell	G. Halsted
Week Ending September 23, 1977		
03	Don F. Renfrow	N. Davidson
03	Max Weaver	N. Davidson
80	Joe Gasaway	J. Brown

## SPECIAL GROUP PRICES FOR OPERATING ENGINEERS LOCAL 3 USE YOUR UNION I.D. TO MAKE PURCHASES.

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### BATTERIES

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	Amp./Hr.	Price
MF22F	66	35.90
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MF27, MF27F	95	47.90
MF74-Sidemount	90	43.90

#### CAPITOL HEAVY DUTY

60-Month Warranty		
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24, 24F, 60	74	32.60
27, 27F	90	36.80
74-Sidemount	74	33.90

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30,000-MILE TREADWEAR WARRANTY  
Tubeless blackwalls and whitewalls. Lifetime road hazard, workmanship and materials warranties.

Size	Price	F.E.T.
600-12	16.90	1.34
520-13	16.90	1.34
560-13	16.90	1.52
600-13	17.90	1.60
P155/80D-13	18.90	1.58
560-14	17.90	1.63
560-15	17.90	1.77
600-15	18.90	1.81

\*Add \$2.00 for whitewalls

#### 78 SERIES STEEL RADIAL

40,000-MILE TREADWEAR WARRANTY  
Whitewalls. Lifetime road hazard, workmanship and materials warranties.

Size	Price	F.E.T.
BR78-13	34.64	2.06
ER78-14	36.77	2.47
FR78-14	39.94	2.65
GR78-14	41.81	2.85
HR78-14	44.92	3.04
GR78-15	42.86	2.90
HR78-15	45.79	3.11
JR78-15	46.93	3.27
LR78-15	48.97	3.44

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SACRAMENTO: 1831 Second St. (at S) (916) 443-2526  
CITRUS HEIGHTS: 6175 Auburn Blvd (916) 723-5584-85  
SAN FRANCISCO: 101 S. Van Ness Ave (415) 621-2336  
SAN JOSE: 1760 Rogers Ave (408) 287-9112  
SAN LEANDRO: 2059 Williams St (415) 351-8434  
SAN MATEO: 4220 Olympic Ave (415) 574-7223  
SANTA ROSA: 3331 Industrial Dr (707) 528-8150  
STOCKTON: 4137 Coronado Ave (209) 465-5616

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NOT OPEN TO THE GENERAL PUBLIC

## More from Mayfield

(Continued from Page 2)

its inception in Utah the sad fact of life is that Union contractors were only successful on about 60 to 65 per cent of the major highway projects, with the balance going to the non-union employers. To the best of my knowledge, since that time not one single major highway job let in either Nevada or Utah has gone to anything but a union contractor, with only some relatively small secondary roads being lost to open shop competition. This is immediate and positive proof to those who might have been quick to criticize our action at the time it happened and which we felt was necessary if we and the fair contractors were going to survive.

In this day and age any place out of the jurisdiction of Local No. 3 I would challenge anybody to match this record and the immediate result of recuperation of almost all work to the union contractors. In fact, one of the double-breasted employers in Utah—J. B. Parsons Construction (Parsons Asphalt being their non-union arm)—just this month was the successful low bidder on a nearly \$10 million job. Three years ago this same company was low bidder on another \$10 million job in another spot in Utah, but the entire job was done under the non-union arm. We have very good reason to believe that this company's position to bid all recent jobs as a union company was due to freezing of wages for the job and a few other relatively small language changes. In fact, in all truthfulness, where the company has done work under the union contract they have been an excellent employer in all respects, employing a great many of the brothers in both Utah and Nevada.

In another spot in Utah I would pass on to the brothers, any place in Local No. 3 or any other place, what just can happen when a non-union contractor on federally funded dam job can do to break down most all conditions and attempt, in my personal opinion, to outright cheat people out of a substantial amount of fringe benefits which were required under the contract bid. These fringes more generally to a union contractor would be paid under a Trust Fund report or, in case of a non-union contractor, to the best of my knowledge, has been historically paid on the paycheck directly. This \$13 million dam at the time of the bid and on the bid specifications required \$3.35 per hour total with portions being broken into Pension, Vacation & Holiday Pay, Retirees Health & Welfare, Affirmative Action and Health & Welfare. We have been told from a very good source that at this very time these payments of fringe benefits requirements are being made a total mockery of. If our sources are correct no Vacation Pay would be due whatsoever until at least two years had been worked with at least 1600 hours each year averaged and still be working at the time of a vacation request, at which time a one-week paid vacation would be granted. On Health & Welfare, which all of us take for granted, this company on the first paycheck, we are told, takes out \$48.00 over and above what otherwise would have been paid into by a union employer which would take care of the premium. This unauthorized \$48.00 takeout supposedly covers a first and last month premium to a phony company plan. At this point you can stop any more unauthorized \$24.00 per month Health & Welfare payments but also when you elect to do this, they cut off the health insurance, even though they still are not refunding or putting back on the check what would have been the hourly amount that should have already paid for an excellent Health & Welfare plan. In regard to a Pension Plan, Retirees Health & Welfare and Affirmative Action, we understand they might not even exist, or any information is non-existent to us at this time. Have you ever heard of what is apparent to be total disregard by a company for the people working for them? Further, this seems to be total disregard for what the law requires and they, as a company, are going to take their chances by ignoring it. I'm talking about Brown & Root Construction Company which is one of the largest and primarily non-union contractors in the world. I'm sure the above-mentioned case will be thoroughly tested by the compliance people of the government and I certainly hope some of the rank & file people working there have enough courage to institute a lawsuit to require proper payments. Lastly, for people in Northern California who might think this same type of a threat isn't a real thing here, this same company has a very large office now open in downtown San Francisco, and I'm certain it is open for purpose of getting work and not just sitting there as an overhead.

Before closing this month I would say that I hope a custom agreement is completed in the State of Nevada by press time. This agreement primarily would cover private work not covered by a pre-determined or Davis-Bacon rate of pay. Within a 50-mile radius of Reno we know of at least 40 to 50 non-union employers in this smaller work that have been born in the last few years primarily. The sole purpose is to arm the fair employer with an agreement to stay competitive somewhat and to still do work on a union basis with decent benefits to those working it with working conditions that we all can still live with. We sometimes are forced to do a few things we don't want to do, but as a final note, I do hope sincerely that this article is taken very seriously and that a vast majority do support this new concept on what almost must be done for survival.



# 35 YEARS

At its meeting on August 14th the Executive Board approved Honorary Memberships for the following Retirees who have 35 years or more of membership in Local 3:

Name	Reg. No.	Initiated	By Local No.
Arthur V. Barker	302175	4/41	3
Frank W. Booth	287999	7/40	3C
Archie Brooks	369024	7/42	3
William F. Brown, Sr.	369027	7/42	3
George Chaves	294132	11/40	612A
(transferred to 3A in 2/41)			
Dennis Cusack	369893	7/42	3B
Nathan W. Davis	373013	8/42	3
George Davison	373014	8/42	3
Dave Deaver	336085	12/41	12A
(transferred to 3B in 8/42)			
E. T. Engler	351280	4/42	3
Lee Essley	361205	6/42	3A
George Haskins	373095	8/42	3
Art Hays	325001	10/41	3
Donald B. Johns	302208	4/41	3A
Robert Leslie	317661	8/41	3
F. W. McKague	369185	7/42	3
Victor Nelson	290348	9/40	3
Leo Noltamy	295000	12/40	12
(transferred to 3 in 8/42)			
Ralph H. Peay	373055	8/42	3
W. F. Penrod	373057	8/42	3
T. W. Peoples	294621	12/40	3A
Van Salvador	334565	12/41	3
Fred A. Tank	361382	6/42	3A
Cloyce L. Turley	342709	2/42	3A
Ola Welch	369329	7/42	3
Domenico Arata	266668	9/38	208
Art Harrah	373094	8/42	3
George Markovich	301528	2/41	353
Arthur Lee Thomas	286167	6/40	3

## Outlook Good for San Jose

(Continued from Page 6)  
Nov. 8, 1977.

Business Rep. Bob Fleckenstein, reports that there aren't any big projects going on in the West Santa Clara Valley area at the present time; however, from information provided by contractors in the area, the work outlook for next year is indeed very good, probably even better than the last eight months.

Also the Cal-Trans Dept. has recently stated they are going to let some money loose to complete some of the badly needed freeways in the area, namely "Blood Alley" and the unfinished and famous 680-280 and 101 bypass.

The latest news on Blood Alley came from Leona Egland, our Assemblywoman from the County's southern area. It seems that she missed two morning flights to Sacramento due to the traffic jams on Blood Alley, which were caused mainly by a malfunction in the traffic signal lights. Ironically the traffic signals that were installed to help the traffic flow along this stretch, have not been working properly, causing more jams than ever, so she is taking after Cal-Trans. "Maybe with her political clout in Sacramento, we might be able to get something done," Fleckenstein commented.

Business Rep. Harvey Pahel reports that work at Ford Ord has

slowed down somewhat as Eilert & Smith is getting close to finishing the streets and house pads project here. This job has kept several brother engineers busy for a while. Meantime, Ben Smith Co. from Los Angeles is keeping three operators working here too. They are doing the foundation work and this job is expected to last for about two more months. Pitt Construction will do the framing in this project. They will have an operator running a fork lift. This job is expected to last until next year.

Pahel said he signed up Morgan Grading and Paving to a short term agreement with Local 3 recently. They started a job and are keeping very busy on a subdivision in Watsonville. They are currently providing work for nine brother engineers in their job in Watsonville and they will be starting another project in the very near future. This job should keep them busy until the beginning of next year.

All the Granite Const. Co. yards are quite busy at this time. The Santa Cruz branch is presently working on a Pacific Telephone Co. project in Boulder Creek. They are keeping 5 engineers busy here and this job is expected to last until the end of this year, according to Pahel.

Business Rep. Don Incardona reports that the work in East San

Jose is still holding up and it looks like it is going to carry thru next year. There are a lot of brother engineers working on subdivisions and small road jobs. All the plants in the area are going full swing.

The San Felipe Water project bids were thrown out. Peter Kiewit & Shea were the low bidders on the 10 miles of tunnel; they were 35 million dollars over the engineers' estimate. The Bureau of Reclamation is going to redesign the tunnel and it should be going out for rebid soon.

## More from Eureka Dist.

(Continued from Page 16)  
District 1's budget was increased by more than \$6 million. He added that money was being spent on projects of "questionable value."

"More money than will ever be used is also being committed to some other projects, and that makes it look like there are no funds for the freeway, but there are," he said.

The committee chairman said his experience with the freeway issue — "too much time" — made him think getting the bills approved by the legislature would be hard. He said it would be, at least, a good method of applying public pressure to Cal Trans and the governor.

And "there just might be enough frustration to get it passed," Kay added. "The legislators are really getting ticked off."

Herman Bistrin of Fortuna, chairman of the highway commission, was in Los Angeles and unavailable for comment this weekend.

Local freeway opponents, including Tom Carpenter, Jacqueline Kasun and Janie Walsh, also could not be reached for comment.

## Shipyards 'In Pretty Good Shape'

(Continued from Page 5)  
top hands."

Joe Foster has moved the large part of their Twin Creeks job. This has been a good job for the engineers. Duran Jones is doing the underground here. At this time it looks like this crew will move in on the next unit when this is finished.

Independent is waiting for the pipe crews to move out on several jobs so they can get on with the finish work.

E. Pestana is just about finished at Black Hawk. This means the tank sites and the next unit will go soon. Black Hawk will be going for years to come, like Rossmoor.

"After years of fighting and finally beating the bird watchers, they tried to do us in on the last lap," Markham commented. "No way! Our Business Manager, Dale Marr, went to work up in Sacramento and before the day was out there were a lot of politicians wishing they were back picking cotton. Also, with Black Hawk going the door opened for other developments in the area."

### Shipyards

Gil Anderson reports that the shipyards are in pretty good shape. Bethlehem has a four-ship conversion that should last until next spring.

Triple A still has work, but could do a lot better if the city of San Francisco would stop trying to take the yard away from them. This is the company that had three operators last year and now has 25 and will put more to work if they can be sure they are going to keep the yard.

Any members or friends of same living in San Francisco should be aware that the position of Local 3 is that we will get a

maximum amount of jobs if Hunters Point remains a shipyard. "Anything you as a member can do to further this goal will help," Anderson said.

Todd's is staying pretty busy with about 15 to 20 members working.

Willamette is still slow. They can't seem to pick up their share of the work.

Local 3 is still in negotiations with Levin, Schnitzer, and Learners and after three meetings very

little progress has been made. One more meeting was scheduled before the deadline of September 15, 1977. "The Laborers have been out in the three yards for two weeks and unless the mood changes in the next meeting, I expect that the Engineers will be on the street also," Anderson predicted.

The dredging is looking a little better. Peter Kiewit & Son were low bidders on the San Rafael Creek job.

Shellmaker is still working on their Petaluma Creek job with three shifts, and two boosters.

California Dredging is still busy in Sacramento.

Santa Fe Pomeroy has a good piledriving job at Pier 39, San Francisco. They are using their newly rebuilt derrick barge "Seminoles." They have added a 150-ton American to replace the old 60-ton Clyde.

Peter Kiewit & Son have a piece of the Pier 39 piledriving job also.

## DEPARTED BROTHERS

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

Booker, Garland (Bessie, Wife)	7-10-77
P.O. Box 454, Rough Ready, Calif.	
Brown, David (Bernice, Wife)	8-16-77
1134 Hawthorne, Modesto, Calif.	
Cravens, Earl (Gertrude, Wife)	7-31-77
906 Manor Road, El Sobrante, Calif.	
Dennis, Noel (Cleda, Wife)	8-11-77
Rt. 1, Box 85B, Quincy, Calif.	
Estacio, Robert (Gay, Wife)	8-23-77
P.O. Box 4355, Santa Clara, Calif.	
Fairey, Jess (Beverly, Wife)	8-5-77
4310 Twain Drive, Marysville, Calif.	
Garzot, Paul (Belle, Wife)	8-5-77
8216 Mill St. Rd., Sebastopol, Calif.	
Glimp, Ralph (Dorlas, Wife)	8-13-77
1203 S. Street, Newman, Calif.	
Hall, Robert (Esther, Wife)	8-7-77
Rt. 1, Box 571, Trinidad, Calif.	
Heath, Roy (Jean, Wife)	8-9-77
P.O. Box 521, Summit City, Calif.	
Hogue, Willie (Betty, Wife)	7-29-77
219 Taylor, Fairfield, Calif.	
Horne, Robert (Nancy, Wife)	8-19-77
2460 Palmira Place, San Ramon, Calif.	
Karle, Robert (Vaneta, Wife)	8-8-77
1007 Brown Ave., No. 2, Lafayette, Calif.	
Lucas, Diamond (Ethel, Wife)	8-3-77
374 E. 1st No, Springville, Utah	

McLaughlin, Ralph (Carrie, Wife)	8-11-77
20559 Forest Avenue, Castro Valley, Calif.	
Peacock, Raymond (Sarah, Wife)	8-8-77
1252 Delacy Avenue, Martinez, Calif.	
Phenneger, Ray (Juanita, Wife)	7-26-77
816 Lincon Street, Hanford, Calif.	
Rocha, Miguel (Margarita, Wife)	7-23-77
1110 No. Vasco Rd., Livermore, Calif.	
Savage, Tom (Iris, Wife)	8-21-77
685 Sherman Way, Reno, Nevada	
Savely, Earl (Mary, Wife)	7-29-77
P.O. Box 283, Delhi, Calif.	
Shepherd, Ben (Mabel, Wife)	8-21-77
401 Pleasant Hill N., Sebastopol, Calif.	
Spencer, William (Goldie, Wife)	7-11-77
Rt. 1, Washburn, Missouri	
Stover, Wilbur (Cleo, Wife)	7-17-77
West 9502-93rd Rd., Overland Park, Kansas	
Teeling, John (Mary, Wife)	8-8-77
46 Bella Vista Ln., Watsonville, Calif.	

### DECEASED DEPENDENTS

Angel, Daniel—Deceased: August 21, 1977	
Son of Jose Angel—SS No. 525-66-8700	
Hunter, Rodney—Deceased: July 25, 1977	
Stepson of Robert Theron—SS No. 560-24-2239	
Johnson, Michael—Deceased: June 5, 1977	
Son of Don Johnson—SS No. 570-36-6205	
Lydioff, Anne—Deceased: August 7, 1977	
Wife of Peter Lydioff—SS No. 559-14-8637	
McCreath, Isabelle—Deceased: August 18, 1977	
Wife of Edwin McCreath—SS No. 555-07-0341	
Moser, Fred—Deceased: July 29, 1977	
Husband of Dorothy Moser—SS No. 549-30-4771	
Rojo, Rachel—Deceased: July 29, 1977	
Daughter of Raymond Rojo—SS No. 559-44-1882	



# Swap Shop: Free Want Ads for Engineers

**FOR SALE:** Used and rebuilt TRACKS, rollers, idlers, sprockets. Everything goes cheap. Lewis Goltz, 3624 Haven Ave., Redwood City, CA 94063. Phone 415/369-3453. Reg. No. 0698364. 8-77

**FOR SALE:** TWO CUSTOM TOOL BOXES, one fits Ranchero or El Camino or most small pickups. Other fits fleetside pickup, extra large with sliding trays. Fred Cucksey, 2330 Wooster Ave., Belmont, CA 94002. 415/591-754. Reg. No. 1351425. 8-77

**FOR SALE:** ACRE WITH VIEW, custom built 3-bdrm, 2 bath on sewer. Central H&A, carport, dbl/det garage. Fenced, barn, pasture, garden, orchard. Earl Law, 835 Thermatilo, Oroville, CA 95965. 916/534-1762. Reg. No. 1595073. 8-77

**FOR SALE:** 8 MM TURRY MOVIE MAGAZINE CAMERA, projector, light meter, editor splicer, screen, tripod. Also electric chain saw, 14 and 12 inch bar and chains. R. W. Mansfield, 9980 Fernwood Road, Stockton, CA 95212. 209/931-1853. Reg. No. 048182. 8-77

**FOR SALE:** CATERPILLAR PARTS, large assortment, all new: cyl. heads, brake shoes, trans. parts, U-joints, etc. Louis Lovotti, 400 Howard Ave., Burlingame, CA 94010. Reg. No. 0447006. 8-77

**FOR SALE:** ANTIQUE CUT ROCK HOUSE, exc. cond., 3 bdrm, fam, lv. rm., 1 bath, fenced yard and garage. 3 mile from mountains, 15 min. from golf course. \$25,000. Wm. K. Christiansen, Box 82, Mayfield, Utah 84643. Reg. No. 1600604. 8-77

**FOR SALE:** BUILDING LOT, w/water rights—\$5,000. Also, newly remodeled home, 4 bdrm., 2 bath, fam. rm, large kitchen, 1 1/2 acres—\$50,000. Wm. K. Christiansen, Box 82, Mayfield, Utah 84643. Reg. No. 1600604. 8-77

**FOR SALE:** H. D. REPAIRMAN'S TOOLS, gauges, drill bits, taps, dies, etc. \$350. L. Reeve, 302 E 39 Ave., San Mateo, CA 94403. Reg. No. 1051351. 8-77

**FOR SALE:** 1969 CASE BACKHOE, 580, 4 buckets, good condition—\$8,000. W. B. Apted, 8520 Kiefer Blvd., Sacramento, CA 95826. 916/381-2336. Reg. No. 0745149. 8-77

**FOR SALE:** SUN ENGINE ANALYZER, 1977 model, new condition, save over \$500 at \$3,450. S. E. Roberts, P.O. Box 1, Nelson, CA 95958. 916/343-0585. Reg. No. 1020068. 8-77

**FOR SALE:** 1956 CADILLAC, runs good, new paint, body in good condition. Jim Greco, P.O. Box 62, Mountain Ranch, CA 95246. Reg. No. 1139581. 8-77

**FOR SALE:** 9/10 ACRE, Big Valley Ranchettes, Modoc County. Good hunting and fishing area. \$2,000. Thomas E. Gilbert, 7220 Lloyd Lane, Anderson, CA 96007. 916/243-4169. Reg. No. 0813772. 8-77

**FOR SALE:** 14 ACRES on Winters Freeway north of Vacaville. 255 ft. well, pump house, some pines started and others fenced. Ray Woody, 460 N. Jefferson St., Dixon, CA 95620. 916/678-3268. Reg. No. 560-09-1512. 8-77

**FOR SALE:** 1974 30-ft. TERRY R-V FOLLY TRAILER, self contained less than 500 miles, 1977 Mark III model. A. K. Shephard, 3043 Sylmar, Clovis, CA 93612. Reg. No. 1087993. 8-77

**FOR SALE:** USED TRACKS, ROLLERS, IDLERS, some rebuilt, most sizes. Vertical Hyd. press, 3 phase, 200 amp Hobart gas driven welder on trailer. Lewis Goltz, 3624 Haven Ave., Redwood City, CA 415/369-3453. Reg. No. 698364. 8-77

**FOR SALE:** 1961 FORD FALCON RANCHERO, w/1971 6-cpl. 200 engine. Four speed Burg and Warner transmission, new starter and generator. Loren E. French, P.O. Box 2047, Clearlake Highland, CA 95422. Reg. No. 0623442. 8-77

**FOR SALE:** COLLECTION OF OVER 200 old machinery watch fobs. Paul E. Gooden, P.O. Box 282, Lockeford, CA 95237. (209) 727-3115. Reg. No. 1101963. 8-77

**FOR SALE:** 1971 PETERBILT, 3 axle, 318 Detroit engine, 5 & 4 transmissions: \$13,500. Rio water truck, (no pump) good condition: \$2,000. Layton paver, exc. condition: \$3,000. Charles Gebhart, P.O. Box 66898, Scotts Valley, CA 95066. (408) 438-4488. Reg. No. 1229814. 9-77

**FOR SALE:** 36 INCH MOAK bandsaw, 3 phase, 5 hp motor: \$2,000 or trade. Pickup bed within a bed dump Toms hydraulic unit: \$600 or trade. James Howe, 1855 Valley Vista, Auburn, CA 95603. (916) 346-2300. Reg. No. 0515926. 9-77

**FOR SALE:** 24 FT., 1972 IMF twin 302 Mercury ocean-racing hull, boat with trailer, exc. condition: \$15,000. R. A. Ferry, 1895 Ascot Dr., Moraga, CA 94556. (415) 376-9798. Reg. No. 817587. 9-77

**FOR SALE:** 1976 BARRINGTON MOBILE HOME, 14' x 70'. Two bedrooms, two bath, all electric, dish washer, many other features. O. J. Lenhart, 380 E. Pole Rd., Space 7, Lynden, WA 98264. Reg. No. 413266. 9-77

**FOR SALE:** 17' GALAXIE BOAT, 175 hp OMC, yellow/brown—sparkle trim, complete with canvas and access. Used three times, must sell, moving out of area: \$6,800. Fred Biolsi, 1225 Palo Duro Dr., Redding, CA 96001. Reg. No. 714897. (916) 547-4801. 9-77

**FOR SALE:** 40 ACRE FARM, with small house: \$500 per acre. Elden Shurtz, Delta, UT 84624. (801) 864-3493. 9-77

**FOR SALE:** 7 FT. DOUBLE DISC, 3 yrs. old, only used on about 30 acres: \$750. Jow M. Ware, 93 North Rancho Place, El Sobrante, CA 94803. Reg. No. 885484. (415) 223-3560. 9-77

**FOR SALE:** UTILITY BODY for long bed pickup: \$250. Duane Warden, 18780 Orange Ave., Sonoma, CA 95476. (707) 996-6631. Reg. No. 1123477. 9-77

**FOR SALE:** COMPLETE G.M.C. Tori Flow diesel engine V-8, new injector pump, crank, rods and mains. Jess Parrish, P.O. Box 533, Manteca, CA 95336. (209) 239-3685. Reg. No. 1054983. 9-77

**FOR SALE:** APPROX. 1/2 ACRE, Robla District, Sacramento area. Gas, water and electricity available: \$2,000. James Sutton, 608 Bryte Ave., Bryte, CA 95605. Reg. No. 822705. 9-77

**FOR SALE:** SNAP ON TORO METER, 600 ft.-lbs.; T-wrench, misc. tools. Vern Brugg, 20 Cardoza Ct., Sloughhouse, CA 95683. (916) 354-2859. Reg. No. 429202. 9-77

**FOR SALE:** BUILDING LOT, El Paso Tex. Priced right. John H. Ault, Box 362, Gunnison, UT 84634. Reg. No. 921380. 9-77

**FOR SALE:** BRITANNY SPANIEL PUPS, 10 weeks old. Have had shots. AKC reg. available. White and orange females: \$75 each. Robert Harrison, 2129 Virgilia Lane, Marysville, CA 95901. 743-5142. Reg. No. 289239. 9-77

**FOR SALE:** 4.9 ACRES undeveloped, 30 miles east of Fresno off Hwy. 180. Will trade for cabin cruiser in good condition. Paul W. Tessa, 2395 Delaware Ave., Space No. 104, Santa Cruz, CA 95060. (408) 423-3218. Reg. No. 538-760. 9-77

**FOR SALE:** 20 ACRES UNIMPROVED LAND in growing area. Close to town. Gilbert Santayo, Box 538, Battle Mountain, Nevada 89820. (702) 635-2864. Reg. No. 1478048. 9-77

**FOR SALE:** APPROX. 1/2 ACRE LOT in Redding, CA, wooded area, capped well, sewer, gas, electricity and city water. Can be divided into two parcels. Also two smaller building sites in Redding area. J. Paulazzo, 275 41st Street, No. 115, Oakland, CA 94611. (415) 658-6539 or 658-3048 after 5 pm and weekends. Reg. No. 865537. 9-77

**FOR SALE:** 1972 MATADOR 4 dr. sedan, V-8, PS, PB, A/C, radials. 1962 Mercury Comet, 4 dr. sedan, radio, heater, good tires. J. Paulazzo, 275 41st Street, No. 115, Oakland, CA. (415) 658-6539. Reg. No. 865537. 9-77

**FOR SALE:** FIBERGLASS SLOOP, 1 yr. old, w/aft cabin, 25 hp diesel, hot, cold running water, special comode, other features and extras. Will sell for just \$2,000 above what is owed, which is \$15,000. Will consider trade. Ken Mahoney, 455 41st Ave., San Francisco, CA. (415) 387-2552. Reg. No. 883769. 9-77

**WANTED:** U.S. AND FOREIGN COINS, also paper money. G. Lambert, P.O. Box 21427, San Jose, CA 95151. (408) 226-0729. Reg. No. 1225584. 10-77

**FOR SALE:** MF 30 BACKHOE BUCKETS, 18 inch to two ft. MF 202 B/H Bucket—2 ft. Tractor front wheel and tire, like new. Construction wheelbarrow. All half price. James Templeton, 875 Lily Ave., Cupertino, CA (408) 734-4090. Reg. No. 1163210. 10-77

**WANTED:** SELF CONTAINED CAMP TRAILER. Will trade 1,650 silver dollar collection plus cash. Franklin Calahan, 9350 Woodleaf Star Rt., Oroville, CA 95965. (916) 533-5827. Reg. No. 1092551. 10-77

**FOR SALE:** 27'6" BAYLINER CRUISER, Victoria Model w/trailer, command bridge, head, shower, radio. Sell or trade for 38' to 44'. D. W. Barnard, 263 Calderon Ave., Mt. View, CA (415) 961-2909. Reg. No. 0557446. 10-77

**FOR SALE:** TRAVEL TRAILER, 30 ft., self contained, 1 bedroom, head, shower, A/C, etc. Sell or trade for large boat. D. W. Barnard, 263 Calderon Ave., Mt. View, CA. (415) 961-2909. Reg. No. 0557446. 10-77

**FOR SALE:** 1977 AVENGER SKI BOAT, 1150 Merc. and trailer. Exc. condition, must sell/make offer. Bill Edwards, 217 Avalon, Daly City, CA 94015. (415) 992-3939. Reg. No. 1711828. 10-77

**FOR SALE:** 2 YR.-OLD HOME, above Nevada City, 960 sq. ft., full basement, deck on three sides on 4.69 acres. Plenty of good deep well water, trees, view. Elev. 3,500 ft. A. Singleton, P.O. Box 1407, Nevada City, CA 95959. (916) 265-6832. Reg. No. 0589343. 10-77

**FOR SALE:** FIVE ACRES, beautiful view, city water, Clearlake Highlands, CA: \$20,000. Low down payment. Dave Carter, (707) 994-6581. Reg. No. 1025224. 10-77

**FOR SALE:** CORONADA SAIL BOAT, 15' w/trailer, self winding jib, compass and life jackets. Exc. condition. Dave Craft, 606 Walnut Dr., Suisun, CA 94585. Reg. No. 1092457. (707) 864-0313. 10-77

**WANTED:** SAND AND GRAVEL SCREENING PLANT, 3 deck with power, generator and conveyors. M. Williams, 1275 Anzar Rd., San Juan Bautista, CA 95405. (408) 623-4616. Reg. No. 1414682. 10-77

**FOR SALE:** BEAUTY EQUIPMENT, 4 dryers, 3 hydraulic chairs, 4 station carousel, 1 shampoo chair, 1 roller tray: \$500. C. Criss, 623 Almond St., Corning, CA 96021. (916) 824-5208. Reg. No. 798176. 10-77

**FOR SALE:** 2 BDRM HOME on 1/2 ACRE LOT, hunting and fishing paradise. Large living room w/fireplace, new carpet, drapes, etc. Location—Tablona, Utah: \$25,000. Robert Taylor, Box 315, Tablona, UT 84072. (801) 848-5465. Reg. No. 1446739. 10-77

**FOR SALE:** EXPANDO MOBILE HOME, 10'x55', on lot of 50'x80', paved driveway, air conditioning. Owner will carry contract with \$7,000 down payment, or take motor home as down payment. Three miles from Copperopolis with privileges to Tulloch Lake. Vernon K. Mourer, 2009A Pleasant Ave., Ceres, CA 95307. (209) 537-2956 (after 6:30 pm). Reg. No. 349557. 10-77

**FOR SALE:** MOBILE HOME, exc. condition. 24'x64', 1973. Broadmoore, occupied mid 1974. Washer, dryer, A/C, 2 sheds. 118,779. Lester Heath, 91 Carmela Circle, Rancho Murietta, Sloughouse, CA 95683. Reg. No. 660957. 10-77

**FOR SALE:** CHAIN SAW, 1975 Pioneer 20 w/2 chains. Only used for seven hours. Al Kirby, P.O. Box 254894, Sacramento, CA (916) 927-6458. Reg. No. 899381. 10-77

**FOR SALE:** HORSE RANCH, 17.6 acres, secluded valley, 3 bedroom mobile home, creek, spring, good well, barn stables, fenced, \$58,000. C. E. Warren, P.O. Box 403, Lowen Lake, CA 95457. (707) 994-2472. Reg. No. 1087630. 10-77

**FOR SALE:** CHRYSLER 1969, 300, all power: \$600 or best offer. '66 Chevy, A.T., P.S.: \$400 or best offer. Emil Zanol, 3154 Oak Knoll Dr., Redwood City, CA. (415) 366-2246. Reg. No. 912086. 10-77

**FOR SALE:** 1 MOTOROLA BASE STATION, 3 vehicle units, have all recently been serviced: \$1,200. Highway drill rig, 180 degrees rotation mounted

on 72 International diesel truck. Arthur Strasser, 525 Driscoll Road, Fremont, CA 94538. (415) 656-0848. Reg. No. 647495. 10-77

**FOR SALE:** F-600 FORD DUMP TRUCK, 6 yard, 4 spd. trans., 2 spd. rear axle, 900 rubber tires. Oliver Backhoe, 15 ft. boom, 12", 18", 24", 34" buckets. Miller tilt-top trailer, 9 ton. \$30,000. Dan Collins, 6370 N. Temperance, Clovis, CA 93612. (209) 299-4295. Reg. No. 998883. 10-77

**FOR SALE:** BOAT-TRAILER, Johnson motor, 25 hp. C. L. Plymester, 1780 1/2 Hooker Oak Ave., Chico, CA 95926. Reg. No. 477062. 10-77

**FOR SALE:** 2.85 ACRES at Oregon House on French Town Road. Over 500 ft. frontage, level, elev. 1,530 ft. Will take down payment. Charlie Sehorn, 1901 Dayton Road No. 48, Chico, CA 95926. 345-6027. Reg. No. 1051456. 10-77

**FOR SALE:** 6-71 GMC DIESEL TRUCK ENGINE, exc. shape, 2 valve head, just reconditioned. No. 65 injectors. Ready to install. \$1,750. H-D 14 Bulldozer, one final out, engine good, needs blower seals. Lots of power, includes Carco logging winch and buckeye scraper winch. Needs brakes, cable blade for same. Good Tracks. \$1,400. John Schuchman, c/o Bluff Creek Resort, Hoopa, CA 95546. Reg. No. 1355414. 10-77

**FOR SALE:** H.D. Transport Ramps, professionally built to convert cab and chassis to tractor transport truck. Bill Fitting, P.O. Box 434, Brisbane, CA (415) 467-5671 after 6 p.m. Reg. No. 1586150. 10-77

**FOR SALE:** 1970 MF 2244 CRAWLER LOADER, 4" bucket and rippers, \$7,800. 1968 GMC 1/2 ton pickup, needs some body work. \$850. 1970 Pontiac wagon, good cond., \$950. Two axle flat tilt bed trailer \$1,200. Bert Ormans, P.O. Box 237, Clayton, CA (415) 689-8863. Reg. No. 892708. 10-77

**FOR SALE:** COMPLETE 1" DRIVE SOCKET SET, from 16/16 to 3 1/2", plus many extra sockets and extensions, also Proto 1", drive Ratchet, includes 1" drive H.D. impact wrench and many extras. \$1,500 value for \$550 firm. Chuck Evans, 174 W. Third North, Tooele, UT 84074. (801) 882-0783. Reg. No. 1446467. 10-77

**FOR SALE:** MODEL 32 CHASE extend boom backhoe attachment, \$2,500, will take trade. Paul Yeoman, 274 Huntley Ave., Auburn, CA 95603. (916) 346-2300. 10-77

**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

### Marysville

Our deepest sympathies to the family and friends of deceased Brother Noel Dennis, retired.

Our deepest sympathies to the family and friends of deceased Brother Jess Fairrey, Sister Mary L. Paredes, Public Employee and Lena Bordsen, wife of Jergen Bordsen, Fred Moser, husband of Public Employee Dorothy Moser, Larry Montna Jr., son of Larry Montna.

### Sacramento

Our condolences are extended to the families and friends of the following deceased members: Joseph Blackburn, George Peterson, and Felix Bosio.

Our sympathies go to Brother Don Walker and his family on the passing of his son Michael.

Our condolences are extended to the families and friends of the following deceased members: William Herzog, Albert Floris, Willie Hogue, Garland Booker, Walt Sims Jr., C. E. Bunton. Also, our sympathies go to Brother W. J. Fenner on the loss of his wife Jean.

We would like to extend get-well wishes to Lou Duggin, Rollin Morgan and Roy Grates, who have recently been hospitalized for heart attacks. A speedy recovery is wished for James Bowden, who was injured on the job, and also to Oroville Unruh, who had lung surgery.

### Reno

It is with regret we report the recent deaths of Tom Savage and Mossy Beets. Our sympathies are extended to their families and many friends.

Also, we must report the death of Jesse Traver who was killed in an industrial accident on Sept. 8th. He will be missed by his family, fellow Brothers and many friends.

The Reno office is happy to report the birth of a baby boy to Carol and William Lingelbach. Congratulations.

### Santa Rosa

We deeply regret having to report the recent deaths of Ben Shepherd and Ross Peoples, both retired engineers and also of Bro. Ray Neher. Our sincere sympathy is extended to the families and friends of our late Brothers. We would also like to extend our condolences to Brother Edwin McCreath on the death of his wife, Isabelle.

It is with deep regret we report the death of two of our Brothers, Paul Garzot and Lemon "Sonny" Wharton. Paul's death was certainly unexpected as he had been talking with us earlier in the day on which he passed away. We would like to extend our sincere condolences to his family and friends and also to the family and friends of "Sonny" Wharton who had been ill for some time. We would also like to express our sympathy to Brother Bob Theron and his wife on the recent death of her son.

### San Jose

The San Jose office staff would like to express their deepest condolences to the families of the following deceased members: Wayne E. Whitaker, Robert Estacio, John Teeling, James N. Stone, Mike Glage, Gerald E. Swan, Julius Longueville.

(Continued from Page 16)

Honorable State Senator Ray Johnson, Assemblyman Stan Statham, Shasta County Supervisors Bill Flornoy and Larry LaLaguna.

Senator Johnson expressed his appreciation for the opportunity to meet with not only the Officers of this great organization but also many of the rank and file members in order to get a better grass roots feeling from the area.

Assemblyman Statham addressed the members and explained some of the problems facing us in the upcoming years.

As usual District Representative Ken Green provided a beautiful beef for the Bar-B-Que (he has been practically force feeding it with cracked corn for the last three months and had it in what the old time butchers would

call "Prime Condition"), Havenhill pointed out. The animal weighed in at approximately 490 pounds dressed—and served up so tender and juicy you could cut it with a fork (plastic fork at that).

Brother Ben "Pineapple" Carvalho was the cook in charge and was assisted by several brothers who stayed up all night Friday to keep things going (course they did drink a little beer, made music and snitch a few bites as the evening wore on).

"We in the Redding office give a very special thanks for the help of the many brothers and their wives who made it all work and we look forward next year to having a bigger and better Sixth Annual Beef Bar-B-Que and hope we will see each and everyone of you there," Green said.

## Redding Picnic a Success

### Get Yours!

Members and their families planning a trip to Disneyland or Disney World may want to join the Magic Kingdom Club first. A free membership card in the Club will take the edge off the costs of such a trip, by getting good discounts on tickets, and motel and auto rental savings. Write to Ken Erwin, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, Ca. 94103, or call him at 415/431-1568 to obtain a membership card in Local 3's chapter of the Club, or for more information.



## 1977 SCHEDULE OF SEMI-ANNUAL MEETINGS

Location: Masonic Auditorium, 1111 California St., San Francisco, Ca.  
 Dates: Saturday, Jan. 8th (1:00 p.m.); Saturday, July 9th (1:00 p.m.)

## DISTRICT AND SUB-DISTRICT MEETINGS

## OCTOBER

- 4 Eureka, Tues., 8:00 p.m.
- 5 Redding, Wed., 8:00 p.m.
- 6 Marysville, Thurs., 8:00 p.m.
- 19 Honolulu, Wed., 7:00 p.m.
- 20 Hilo, Thurs., 7:30 p.m.
- 26 San Francisco, Wed., 8:00 p.m.

## NOVEMBER

- 1 Sacramento, Tues., 8:00 p.m.
- 3 Oakland, Thurs., 8:00 p.m.
- 8 Fresno, Tues., 8:00 p.m.
- 15 Stockton, Tues., 8:00 p.m.

## DISTRICT AND SUB-DISTRICT MEETING PLACES

**San Francisco, Engineers**  
 Bldg., 474 Valencia St.  
**Eureka, Engineers Bldg.,** 2806  
 Broadway.  
**Redding, Engineers Bldg.,** 100  
 Lake Blvd.  
**Oroville, Prospectors Village,**  
 Oroville Dam Blvd.  
**Honolulu, Washington School**  
 (Cafetorium), 1633 S. King St.  
**Hilo, Kapiolani School,** 966  
 Kilauea Ave.  
**San Jose, Labor Temple,** 2102  
 Almaden Rd.  
**Stockton, Engineers Bldg.,** 2626  
 N. California.  
**Oakland, Labor Temple,** 23rd  
 & Valdez.  
**Sacramento, CEL&T Bldg.,**  
 2525 Stockton Blvd.

**Fresno, Engineers Bldg.,** 3121  
 E. Olive St.  
**Ukiah, Grange Hall (opposite**  
 101 Motel), State Street, Ukiah.  
**Salt Lake City,** 1958 W. No.  
 Temple.  
**Marysville, Veterans Commu-**  
 nity Center, 905 "B" Street.  
**Reno, Carpenter's Hall,** 1150  
 Terminal way.  
**Watsonville, Veterans Memo-**  
 rial Bldg., 215 Third.  
**Santa Rosa, Veterans' Memo-**  
 rial Bldg., 1351 Maple.  
**Provo, Provo City Power**  
 Building, 251 West 800 North,  
 Provo, Utah  
**Ogden, Ramada Inn,** 2433  
 Adams Ave.

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### Have You Checked Your Dues?

Dues Schedule for Period  
 10-1-76 through 9-30-77

Local 3	\$75.	(Per Qtr.)
Local 3A	\$72.	(Per Qtr.)
Local 3B	\$72.	(Per Qtr.)
Local 3C	\$72.	(Per Qtr.)
Local 3E	\$72.	(Per Qtr.)
Local 3R	\$72.	(Per Qtr.)
Local 3D	*Variable by Unit	

Dues Schedule for Period  
 10-1-77 through 9-30-78

Local 3	\$81.	(Per Qtr.)
Local 3A	\$78.	(Per Qtr.)
Local 3B	\$78.	(Per Qtr.)
Local 3C	\$78.	(Per Qtr.)
Local 3E	\$78.	(Per Qtr.)
Local 3R	\$78.	(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.

## Hemmed by Left and Right

# Confronted by 'Hobson's Choice'

"There is a sense in which neither party is felt to truly represent the middle class. Too many people think of the Republican Party as the party of the fat cats, the party of big corporations, the party of WASPS rather than the off-color minority." S. I. HAYAKAWA.

America's working middle class is caught on the horns of a dilemma. They have a Hobson's choice to make that may very well determine the future of "free societies" everywhere. (Hobson's choice: Liveryman, who required every customer to take the horse nearest the door. Apparently free choice with no real alternative.)

They are watching what they believe is the destruction of middle class values on both the left and on the right and they feel helpless and voiceless.

On many issues, such as crime, public employee strikes, high taxes, welfare fraud, pornography, homosexuality, religion, minority privilege and old-fashioned patriotism, they find themselves aligned with the conservative majority. They support the death penalty and, if the current, highly publicized Bakke case were put to a referendum, would without a doubt favor the reverse discrimination case of Alan Bakke by a wide margin.

They applaud the judicial ruling that forced the admission of a 22-year old Russian immigrant to U.C.-Davis campus. Not because she is white and a woman, but simply because she had worked hard against great odds to achieve an outstanding record of achievement that more than qualifies her for acceptance.

This is the same "silent majority" that voted on faith for the Nixon Promise, only to find themselves betrayed once again by the Right. Still, many went right back to supporting the Ford presidency and candidacy in the hope it was the man and not the party who let them down, or, in the case of crossing party lines, a new man regardless of party would bring about a change.

There was, in this case, just enough defectors, political drop-outs and just enough inner party wrangling to accord Jimmy Carter a very narrow victory. Still, polls show the voters, particularly the middle class, totally disenchanted with politics and politicians.

At the beginning of this column we quoted from a speech given by Senator S. I. Hayakawa to the California Republican Central Committee this past February. He went on to say:

"The Democrats are a coalition of the knowledge elite—you know, the advertising people, the media people, the newspaper reporters, the professors, the preachers, etc., etc.,—who now constitute 30 per cent or more of the population. The knowledge elite are in an unholy alliance with labor union leadership—the AFL-CIO — and this same intellectual or knowledge elite, then, plus the labor bosses, go into an unholy coalition to take away from the productive sector to distribute it among the poor. It doesn't hurt the knowledge elite people. They are not going to have money taken away from them. They take it from one group and give it to another and this is why, of course, the knowledge elite is so unsympathetic to the productive workers, the manufacturer, the producer of goods and services."

Not only is this statement inaccurate bombast, but it simply certifies the very reason that most of the working middle class feel uncomfortable and even guilty in voting for a Republican, let alone belonging to the party.

Any union member worth his salt knows full well that it has been George Meany and the AFL-CIO that has for fifty years, at great membership costs, fought off the radical left and other extremists, while recruiting and training the skilled craftsmen that have been the productive workers on which all great corporate fortunes have been built. It was the same George Meany and the AFL-CIO who had the guts, again, at great cost in membership and power, to cast out the corrupt and racket-ridden affiliates when they failed to clean up their acts. "Senator Sam" may be an outstanding General Semanticist, but he had better bone up on labor history before he parrots the arcane litany of the right wing of his chosen party.

The historical truth is simply that without the generosity and dues dollar support of the craft union members, there would be no American middle class. Industrial unions would have evolved much more slowly, and service and public em-

## A POLITICAL ANALYSIS

## Art Of The Possible

BY KEN ERWIN



ployee unions would be practically non-existent. Even non-union individuals and small business men have piggy-backed on union negotiations, since most small business men start with only the investment of "sweat capital." They begin earning the necessary dollar margin from good salaries, overtime and skills drawn from their union trades. That many join with big business in organizations attacking Labor is only one of the more ambivalent conditions that continue to exist in our society.

Yes, "Senator Sam," there is still a great "silent majority" in this country that retains most of the old, middle class values. As you said:

"Why did your ancestors and mine come to this country? We are all descended from people who were peons, peasants, disadvantaged in one way or another—or else our ancestors would have stayed home because they had all the advantages. And if they were peons and sharecroppers, or whatever they were before they got here, one aspiration that they had when they got here was that if they would work hard, abide by the work ethic, save money, educate their children, maybe they would make the middle class. Or if they didn't make it themselves maybe their children would. And the whole aspiration of all of us was to become middle class people."

"If you are middle class what do you want? You want law and order in the streets. This is true of the Oriental middle class, the black middle class, the white middle class. Another thing they want is not to be overburdened by taxation to support a bunch of parasites."

Yet, "Senator Sam," there is very little room in the Republican Party for the non-white and the new working middle class. As you said:

"I called on a Republican meeting—I think it was in Salinas or San Jose—during the campaign and here was this enormously wonderful meeting of all these people, but there wasn't a single non-white in the group except the speaker and that was me. And I said, 'Ladies and Gentlemen, is this a political party or an exclusive country club?' And I say to you in all seriousness, we must think in terms of broadening our base, reaching out and going to people who have never come to our social events before."

What you failed to say, Senator, was that the "Nixon Betrayal" destroyed the budding acceptance by the working middle class of the hope they might find a voice in the Republican Party.

What you failed to understand is that the American Labor Movement, like both the Democratic Party and the Republican Party has its extremists of left and right.

What you need to tell your Republican colleagues is that George Meany and the AFL-CIO would prefer a strong two-party system that accepted the American Labor Movement for what it really is, "a free association of productive workers who only seek a fair share of the gains made from their craftsmanship."

You might also tell them that when the profit motive is balanced with the right of the worker for a just day's pay for a just day's work, there will be few, if any, quarrels between management and labor.

You could even add that without George Meany and the AFL-CIO the light of freedom might already have gone out in this great country.

You might also postulate that on that day when the Republican Party ceases to blame Labor for all this country's ills and begins to accept it as a co-partner in American enterprise will be the day that marks the beginning of the end of ideologues of both the left and the right.

Until that day, we will continue to have a lopsided two-party system that leaves the "silent majority" with a Hobson's choice.

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