Pace to Double on Sewer Construction?

Secretary of Labor P. Ray Marshall this month designated Local 3 Business Manager Dale Marr to a new "tripartite" Bay Area Construction Coordinating Committee which was created to promote economic stability in construction and reduce cyclical unemployment in the Bay Area counties.

In announcing the new council, under Secretary of Labor Robert F. Nixon, the council coordinator, Marr noted: "Under Secretary of Labor Robert Nixon, the council coordinator, Marr noted: "The passage of Proposition 2 last June indicates that the people of California believe it is important to continue investment in public works projects in the Bay Area counties.

Marr noted: "From January to June 1978, CalTrans awarded $577 million in highway construction contracts plus $38.2 million in public works contracts, totaling $439.4 million. A further $330.4 million was awarded by the California Department of Transportation, promoting economic stability and job opportunities. The $330.4 million was a result of Proposition 2, which was passed last June and provides a key boost to California's economy.

A real concern for workers, Marr said, is the lack of investment in public works contracts. As a result, we find ourselves going from boom to bust, because the construction industry, trade unions, and government contractors and related jobs off site.

The current trend in waste water construction employment is due primarily to the accelerated program called for by Governor Reagan in March 1977, which was to award $1.7 billion and create over 27,000 jobs by July 31, 1977. According to Marr, the acceleration program was a success. The rate of Grant contract awards tripled that of the rate under Governor Reagan.

The program provided proof that a healthy construction industry, supported by state, federal and local governments provides a key boost to California's econ-

Marr to Serve on Bay Committee

To Combat 'Cyclical Employment'

District 1 Election

On October 18, 1978, at 8:00 p.m., the regular quarterly District 1 Executive Board meeting will be held at the balance of an unexpired term left vacant by resignation. The meeting will be held at 9:00 a.m. in Ignacio, CA.

(Continued on Page 2, Col. 1)
Battle Between Unions and Management Centers on Pension Funds

**ENGINEERS NEWS**

October, 1978

By DALLA MARR, Business Manager

**WASHINGTON**

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**Caltrans Contracts**

(Continued from Page 1) In large part, this is because unions have previously been able to negotiate many favorable contracts with CalTrans, primarily because CalTrans was able to use its economic strength to secure favorable terms. However, in recent years, CalTrans has been striving to reduce its dependence on union labor, especially for jobs that require skilled workers. This has led to increased competition between CalTrans and union contractors, which has in turn led to lower costs for CalTrans and higher profits for union contractors. In addition, CalTrans has been able to negotiate some favorable terms with non-union contractors, which has further increased the competition between union and non-union contractors.

**Pension Funds**

Pension funds—those which now stand at $600 billion and are growing by 16 percent a year, $100 million a day—already between 20 and 30 percent of all construction money is going into federal government pension funds. In fact, the majority of non-federal pension funds have been used for the initial stages of construction on the Grove-Shafter interchange on Highway 70 in Oakland.

**Poor Performance Of Pension Managers**

Between 1962 and 1975, 87 percent of all pension funds were invested in large companies, most of which were "blue chip" investors, concentrating all of their investment in corporate stocks and bonds as well. Pension funds are worth at least $125 billion, of which about $75 billion belongs to the Northeast/Midwest industrial states. Private sector union funds, which are worth some $35 billion, of which about $75 billion belongs to the Northeast/Midwest industrial states.

Two out of 10 GM vehicles and 3 out of 10 Chrysler vehicles are made abroad. 95 percent of all black-and-white TV sets made by U.S. corporations are assembled in other countries. Smith-Corona makes typewriters in Singa- pore. NEC, the Japanese com- panies in Taiwan and Japan. Sears Roebuck makes shoes in Spain and H. J. Heinz now makes ketchup in England. 33 percent of the total assets of the US chemical industry, 23 percent of the US pharmaceuti- cal industry, 40 percent of the consumer-goods industry, and 75 percent of the electrical industry are located abroad. Be- tween 1965 and 1976, American workers established over 8,000 subsidiaries abroad. Between 1966 and 1970, US-based global firms had an employment growth rate abroad that was 3.5 times that of the increase in domestic employment. Today, one out of every three employees of American global corporations is located outside the US.

The flow of employment and capital abroad was a major factor contributing to the industrial North/Midwest sector of the economy as the closely linked. Organized workers, who are concen- trated in the industrial North/Midwest sector, have experienced relatively high wages not only for union mem- bers, but for non-union workers as well. The flow of pension funds to American global corporations has been a major factor contributing to the growth of Union contracts abroad. Pension funds also have been used to purchase over 80 billion in corporate stocks and bonds, which has in turn led to a decrease in the value of corporate stocks and bonds.

**Alternatives for Unions**

There are a number of strategies available for organizing pension funds. These strategies include forming pension funds of companies located in the South and Southwestern states, which has the advantage of attracting workers from the North and Midwest to the South. This strategy is possible because the South and Southwestern states have a lower cost of living, lower taxes, and more favorable business climate rankings. In addition, the South and Southwestern states have a lower crime rate and a more favorable climate for retirees. Pension funds could also be used to purchase land in the South and Southwestern states, which has the advantage of attracting workers from the North and Midwest to the South. This strategy is possible because the South and Southwestern states have a lower cost of living, lower taxes, and more favorable business climate rankings. In addition, the South and Southwestern states have a lower crime rate and a more favorable climate for retirees.

(Continued on Page 14)
Kirsten Olsen for Congress

In the world of politics, hardly anyone likes routing for the underdog. But if you are a labor organizer, you can turn that into nothing but frustration from a congressman such as Pete McClosky, has brought very little to his constituency during his term in office. Since the end of the Vietnam War, McClosky has been able to ally himself with any issue of importance to his district. His passive accommodation in this session have been to provoke the wrath of California's labor movement by authoring the Cargor Preference Bill. This bill would have required the use of American ships for a specific percentage of imports and thus provided a much needed boost to the Maritime trade union workers. McClosky also opposed the "Buy American Act," which if passed would have prevented occurrences such as the recent importation of offshore oil rigs that would have provided jobs for operating engineers.

Besides snubbing his nose at labor, McClosky has demonstrated that he will not even listen to his own constituency. Despite his district vote to support a price freeze, McClosky voted against a tuition tax credit for students attending private schools. Since the end of the Vietnam War, McClosky has been able to ally himself with any issue of importance to his district. His passive accommodation in this session have been to provoke the wrath of California's labor movement by authoring the Cargor Preference Bill. This bill would have required the use of American ships for a specific percentage of imports and thus provided a much needed boost to the Maritime trade union workers. McClosky also opposed the "Buy American Act," which if passed would have prevented occurrences such as the recent importation of offshore oil rigs that would have provided jobs for operating engineers.

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Considerate Alternative Kirsten Olsen meets with Darcy Cochran, a local 34-year-old woman working on the Cyclotron project in Palo Alto.

Her chances may appear slim. McClosky, despite his many enemies in both political parties has built up a formidable machine during his term in office—a machine that may very well get him elected to the detriment of those very voters who support him. Olsen represents the new breed of politician who wants to leave cosmic political issues to the winds and get down to the business of representing the people of San Mateo and Santa Clara counties.

PUC Approves LNG

Construction of California's first liquid natural gas terminal at Pt. Conception in Santa Barbara County has been provisionally authorized by the State Public Utilities Commission. The commission voted 5-0 to grant a permit for the $570 million project to Western LNG Terminal Assoc. on condition the partnership of Pacific Gas and Electric and Pacific Lighting Service Co. do additional studies of seismic and sea conditions. The final decision of the terminal and its site rests with the U.S. Dept. of Energy, which is expected to make its ruling by the end of the year. A spokesman for the firms says they hope to begin construction a year from now.

Three Powerplants OK'd

A House Subcommittee has authorized the construction of three powerplants at Friant Dam on the San Joaquin River near Fresno. The subcommittee indicated that work on the dam could begin within 18 months, during which time the Department of Interior would prepare a feasibility report for the $16.7 million project.

Awards on Pacheco Tunnel

The apparent low bidder on a project to build access roads and site excavation at both ends of the Pacheco Pass Tunnel for the San Felipe project was Daniels and Shanklin of Seattle, with a bid of $1.3 million. It was the lowest among six bids. The engineering estimate on the U.S. Bureau of Reclamation project was $1.6 million. One of the biggest bids in the project will be on the 5.3-mile-long, 11-foot tunnel, which will be blasted through the rocky Pacheco mountains to bring the imported water from San Luis Reservoir into Santa Clara and San Benito Counties.

CalTrans Gets $1.24 Billion

California's transportation program faces a cold spell in the recently approved 1978-79 fiscal year budget for California. The budget allocation was about $12 million more than CalTrans had requested. The Legislature approved $1.42 billion, tapping a reserve fund that CalTrans Director Adrain Ganturco has set aside for the state's six-year freeway building program.

When Brown signed the state budget, after vetoing $175.2 million that would have come from the reserve fund and other monies, the final transportation figure was $1.24 billion, still almost $12 million more than CalTrans asked for. In a concession to local governments for funds lost as a result of Proposition 13, $10 million was allocated for roads and streets and $1.16 million for rail grade separation projects.

The final transportation budget—part of the $14.7 billion state budget signed by the governor—the first time the Legislature and the governor have had control over state highway funds. Until the new state Transportation Commission came into existence last February, the old state High- way Commission had budgeted these funds with no input from the Legislature or governor. Under the current law, the Legislature would have to approve the state's transportation needs in broad categories, leaving the allocation of money for specific projects up to the Department of Transportation.

CalTrans Opens Bids

The California Department of Trans- portation opened bids this month on 18 highway projects in Northern Calif- ornia. The major projects include con- tracts for the removal of the old An- toch Bridge for $1 million to the ap- parent low bidder of Cleveland Wreck- ing Company of San Francisco; resur- facing Route 29 from the Napa Coun- ty line to Lower Lake and construction of left turn lanes for $1.7 million; resur- facing of Highway 101 and con- struction of left turn lanes in Del Norte County for $1.3 million; and resurfac- ing of 13 miles of Highway 68 near Benicia for $652,000. Other work will include repairing guard rail, installing new signs and resurfacing smaller por- tions of highway throughout the North- ern California counties.

PROJECT

Geothermal Unit Planned

Pacific Gas and Electric Company has filed a Notice of Intention with the State Energy Commission for permission to construct a geothermal generating unit at 16 at the Geysers Power Plant complex in Lake County. Construction of the $42.7 million unit is expected to begin in the spring of 1980, with commercial operation to begin in the fall of 1982. Geysers Unit 13 is currently under construction in the same area. Other PG&E geothermal units are operating in Sonoma County.

In connection with the project, PG&E also asked to approve a 230,000-volt transmission line to carry power from this and additional units to a switching facility near Petaluma. This 37-mile line will cost approximately $17.5 million. Steam for unit 16 will be supplied by approximately 15 wells.

Freeway 41 Job Awarded

A bid of $8.5 million, about $3.2 million below estimate has been awarded to Granite Construction Co. of Watsonville to build a major portion of Freeway 41 in Fresno. The contract is for the construction of the interchange of Freeway 41 and High- way 180 and connection of the already completed portion of Freeway 41 South of Divisadero to the interchange.

Construction of California's first liquid natural gas terminal at Pt. Conception in Santa Barbara County has been provisionally authorized by the State Public Utilities Commission. The commission voted 5-0 to grant a permit for the $570 million project to Western LNG Terminal Assoc. on condition the partnership of Pacific Gas and Electric and Pacific Lighting Service Co. do additional studies of seismic and sea conditions. The final decision of the terminal and its site rests with the U.S. Dept. of Energy, which is expected to make its ruling by the end of the year. A spokesman for the firms says they hope to begin construction a year from now.

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Update

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District Representative Bill Wagon reports that the work in the Santa Rosa area has been busy, busy, busy since May, but now the end of the good weather is in sight and within a month or so, the forecasts all call for heavy rains. It "has been wonderful to see all the work in progress this summer and, for the first time since the mid 60's, for you to be able to select the jobs you want, to quit when you want and to go right out again," Wagon commented.

While the end of the season is in sight and the out-of-town list is starting to grow, it is apparent that next year also holds great promise with several huge contracts of work in the district still to be let this year for next spring. With Assemblyman Jerry Keene running for State Senator Peter Behr's empty seat, there is a good possibility of more work in the area in getting and keeping jobs and income. He supports several major construction projects in the area, including the local highway widening projects.

Warm Springs Dam
Business Rep. Pat O'Connell reports that Auburn Constructors at Warm Spring Dam are moving a lot of dirt with the diversion tunnel scheduled to be in full swing in a couple of months. The laying of pipe in the dam's Fish Hatchery will be completed by September 27, and Dan Caputo is nearing completion on their bridge job.

Plumbs Construction reports a productive year and is presently in a race with the weather to complete a few of their jobs. Kapler Sand and Gravel has been working two shifts most of the summer, keeping a lot of the workers at the Mt. Airport Bowl and Warm Springs Dam employed. The new plant is under construction at Willow. Remco Hydraulics, a machine shop employing about 200 engineers, is looking for a machinist.

Also nearing completion in Ton-kin Construction's Hwy 101 project is Laytonville. Shook Construction is just breaking ground on their sewer job there. In Fort Bragg, Buxman Gravel has had a very busy year and Healy Tib- bits has about a month left on their job. LaMella Construction is nearing completion of their work on Fish Rock Road in Boone- ville as well.

"The latest rumor is that they're going to rebate the sewer job from Forestville to Monte Rio to the contractor. To prevent this, the contractor has a kickback of 2.5% of the cost of the sewer pipe. If this is true, the project estimate ranging from $15 to $20 million," O'Connell said.

Geyser
Business Rep. Chuck Smith reports that the Geyser is really the hot spot of activity in the northeastern part of District III. C. R. Fredericks has unit 13 well underway and unit 15 is now in the works. The project estimate is about $20 million, Smith said.

"The combination of higher Social Security taxes on a higher wage base will raise $27 billion over the next ten years—one of the largest tax increases in history. Not surprisingly, the tax bite has proven controversial, leading to predictions among both lib-erals and conservatives that the formulas will be changed. We know Congress can amend the act at any time in the future!"

HIGHLIGHTS OF SOCIAL SECURITY AMENDMENTS OF 1977

1. TAX BASE rises from $22,000 in 1979 and to $29,700 by 1981. (1972 escalation formula is expected to raise base to $30,400 by 1990).
2. TAX RATE rises to 6.13% in 1979 and to 7.65% by 1990.
3. MINIMUM TAX in 1990 will be $3,856 if tax base rises to $50,400 as projected.
4. NEW BENEFIT FORMULA corrects flaw in automatic escalation provisions that could pro-duce higher benefits than intended.
5. BENEFIT "BONUS" raises primary benefit 3% a year for those delaying retirement beyond age 65, to a maximum 21% at age 72.
6. "UNPENALIZED" EARNINGS of those work- ing beyond age 65 raised from $4,000 in 1978 to $6,000 by 1982.
7. SURVIVING SPOUSE BENEFIT will no longer be reduced after 1978 for widows or widowers who remarried after age 60.
8. 10 YEARS OF MARRIAGE, instead of former 20, will qualify aged divorced spouse or sur-viving spouse to collect Social Security. BENEFITS PAYABLE TO SPOUSE or surviving spouse will be reduced by any pension earned by spouse under Federal or other retirement system not covered by Social Security.

Looking Ahead. All in all, the changes do much more to tax burdens than to help the beneficiaries. But even the huge tax boosts now voted guarantee no longterm solution of the system's financial problems. After 1980, and increasingly after 2000, the working-age population will shrink, relative to the number of elderly, and this shift is expected to under- mine the system's finances once more. Long before then, Social Security finances seem certain to be thoroughly overburdened. Reassuring the huge tax increases now voted—by key members of Congress now agree are sure to encounter a storm of protest.
San Jose District Representa- 
tive Tom Carter reports that Cal 
Trans has called for bids on the 
first phase of the “Blood Alley” 
by-pass from Ford Road, San 
Jose, to Cochrane Rd. in Morgan 
Hill.

The bid opening will be Nov 1, 
and, if the weather permits, work 
should begin shortly thereafter.

The engineers estimate for this 
first phase is about $10 million 
and will include some concrete 
and structure work, plus the grade 
excavating and sub grade work.
The project has been scaled down 
from an eight lane freeway with six 
over-crossings to a four lane 
freeway with three over-cross-

ings. The total project is estimated at 
about $42 million, and is sched-
uled for completion in 1980.
Business Rep Harvey Pabel 
reports that Bellefatto and Pelli-
cinti have a ‘nice’ rock job left of 
Ford Ave. in San Jose. They 
have about 10 brothers moving 
dirt, and the job should keep 
them busy for quite a while—if 
the archaeologist doesn’t stop 
them because of Indian bones.
Brothers working for Leo 
Plazas in the pit have been kept 
busing spreading the mud out to 
dry, and getting ready to put the 
cobblestones on the bottom of the 
lake.

The San Jose City Council, after 
many arguments and stormy 
meetings, has agreed to spend 
$33 million to repair numerous 
rails in San Jose to bring them 
up to standard. This will provide 
many hours of work for the Op-
erating Engineers over the next 
several years, as all of those rail jobs 
are supposed to go out to bid 
to private companies.

Kaiser Worker Injured

Asst. District Rep, Jack Bul-
lard reports that local 1 member 
Johnnie Walker suffered a finger 
amputation at Kaiser Natividad 
Quarry, resulting from a rock 
(Continued on Page 7, Col. 1)

Winter May Come Early to Marysville

“Our work picture in the Marys-
sville District has been great this 
year,” reports District Represen-
tative Alex Cellini. “But, like all 
good things, it does come to an 
end. With the temperature start-
ing to drop down into the low 
thirties at night in the mountain 
areas, winter is coming!”
Butte Creek Rock has cut back 
the operation of their hot plant 
and crusher. Baldwin Construction 
has had some work this year in 
the Chester and Quincy Areas.

Easybridge Construction should 
complete their Portola job before 
the rains come.

Business Rep. Dan Mostats re-
ports that Robinson Construction 
has had a short year and will 
probably do a few more paving 
jobs before winter arrives. Rob-
inson is still doing the greatest 
part of the work on Kelley Ridge 
in Orville.
Perini Corporation is about 2,000 
feet into the mountainside on 
the Miner’s Ranch Tunnel Project 
and is still operating three shifts. 
They hope to complete drilling 
before December of this year. They 
are using a Robbins Mole with an 
eleven-foot diameter cutting head.
Murchison Construction is hard 
at work trying to complete the 
new Mervyn’s Department Store 
before November 1st.

Baldwin Construction is doing 
a lot of work in the Marysville Area.
They are putting in the parking 
lot for Murchinson’s at the 
Mervyn’s Department Store. They 
are also hard at work resurfacing 
all the streets in the lower part of 
Marysville, working on Highway 
20 east out of Marysville, and 
working on Highway 70 north out 
of Marysville.

Woodland Electric is installing 
lights and traffic signals in 
Marysville. Sealed bids will be 
taken September 11, 1978 by the 
Yuba County Director of Public 
Works for the West Linda Com-

munity Park, Phase 4, Project.
Utah to Bid Its Biggest Highway Job Ever

The Utah Department of Transportation has announced that a section of Interstate 80, from Redwood Road to Black Point, will be advertised for bid during this fall. The project will be one of the single largest highway contracts ever let in the jurisdiction of Local No. 3.

The project is estimated at nearly $40 million. This has been a very complicated section for the DOT because of environmental studies, right-of-way, easements, relocation of the railroad, and accommodating the Salt Lake City Airport, reports business Rep. Wayne Las- sicher. One of the biggest problems for the contractor who gets the job will be where to obtain the fill.

The State has advised that three sites would be acceptable: Black Point Canyon, Kensecotte Copper Corporation claims, or, Antelope Island. Studies have been made to bring in the fill by railroad but because of the cost involved it was not feasible.

Northern Utah

The work in northern Utah is still going strong, reports Business Rep. Don Strate. There have been a lot of small jobs going which has kept the Out-of-Work List almost depleted.

Las-Odom Company has picked up a tremendous amount of work in Utah this summer. Last year the company worked on 35 miles and did a great deal of work out of State. The Brothers are glad to be back home.

Southern Utah

The work in southern Utah is still going strong, reports Business Rep. Don Strate. There have been a lot of small jobs going which has kept the Out-of-Work List almost depleted.

The U.S. Bureau of Reclamation has announced that a section of 1-215 on the Wasatch Mountain side of the Salt Lake Valley will be let early next year. This section would extend from 4600 South to Keultd For- est (1100 South), approximately 3 1/2 miles and will cost in the neighborhood of $7 million.

A small section of 1-215 will be advertised for bid in November of 1978. The excavation material will be used for another job at the interchange on 200 South and 2000 West. This job is expected to be nearly $1 million.

In Fresno District

Forest Service Lets Road Job

District Representative Claude Odom reports that Pacific Western Construction Company of Fresno has submitted a low bid of $1.4 million to the U.S. Forest Service for widening, grading and paving of 13 miles of road in eastern Tulare County. The contract calls for widening the cuts and fills by four feet and paving the entire 13 miles beginning at the southfork of the Kern River to Blackrock Station. This is the same project that was bid in late July and turned down because of only one bidder. Because of the high elevation this project will take two seasons to complete.

A small section of 1-215 will be advertised for bid in November of 1978. The excavation material will be used for another job at the interchange on 200 South and 2000 West. This job is expected to be nearly $1 million.

More Santa Rosa

The Talure Lake Drainage Dis- trict has awarded a project to R. L. Thibodo Construction Company of Vista, California for construction of 14 miles of pipeline varying in size from 36 inches through 91 inches and two concrete structures for conveyance of agricultural water out of the lake bottom farm land near Corcoran. The contract price is approximately $6 million.

Fresno Paving Company of Fresno has started construction work to improve over 1.3 miles of streets in Madera. Work is underway on Fourth Street between Gateway Drive and "N" Street and "C" Street between Central Avenue and Yoshimura Avenue. All are main thorough- faxes except "C" and Third Street which is residential. Upcoming roadwork in Madera will be re- construction of Olive Avenue between "Q" and "R" streets and is expected to cost about $300,000.

A small section of I-215 will be advertised for bidding September 15, 1978 to local contractors for construction of Reach Two of Pacific Tofilo.

The concrete lined circular tunnel will have a diameter of nine feet, six inches and run from the San Joaquin reservoir south of High- way 122 extending from Merced to Santa Clara County.

At the construction option, the method of excavation will be either drill and blast or machine bore.

The Carl J. Limata Construc- tion Company has started their project to work on their Highway 41 freeway in Madera. All work is expected to be completed by March 15. Bring a friend!
Operating Engineers Local 3 has picked up some endorsements that when the Union endorses a candidate for office, that endorsement becomes personal just a letter from the San Francisco office. More often than not, that endorsement also included a small array of volunteers willing to work long hours to secure the election of their candidate.

In the recent primary election held in Nevada, of the 17 candidates interviewed by the Grievance Committee and endorsed by the rank and file Executive Board, 15 were victorious. legendary ticket was the Bob Rose, candidate for Governor. Running in a field of eight candidates for the Democratic nomination to the state's highest office, Rose pulled close to 60 percent of the total vote. His closest opponent was defeated by better than a 2-1 margin.

Rose will encounter a very difficult general election campaign against the Republican nominee Bob List. The campaign promises to be very spirited, with both candidates trading barbs both during the election. List, following a standard campaign theme in Nevada, attacked the Democratic Party standard bearer for having "close ties to the Culinary Union and the bosses of organized labor." Rose however, brushes aside the charges. "I am running with the support of the working people of this state and I am proud of that fact. Organized labor and the working people of Nevada have a right to participate in this election just like everyone else." In local races throughout the state, Local 3 endorsed candidates for State Treasurer Stan Collin defeated his opponent by 20 percent, Mike Mirabelli Colton, the Registrar of Voters in Clark County was unopposed. In the Secretary of State election with 43 percent of the vote.

In State Senate District 1, politically unknown Randolph Townsend pulled one of the big upsets of the day by outdistancing Assemblassman Patrick Murphy. The district, which has two State Senators, also voted to nominate incumbent Senator Spike Wilson. Another upset saw first term Assemblyman Jim Kosinski defeat incumbent State Senator Marjorie Fote in the race for Senate District 3. Kosinski was given relatively little chance at the beginning of the campaign, but rallied to win by walking the district, meeting with as many people as possible.

Local 3 Business Manager Dale Marr congratulated the winners in the September 12th election. He also complimented the Nevada Engineer who "worked so hard, put in long hours walking precincts in some of the hottest parts of the summer to help elect our friends and defeat our enemies. The District Rep., business agents, Grievance Committee and members should be proud of a job well done.

Marr asked that the membership continue their efforts in the general election. "We must remember that although we were very successful in the primary, we have to win on November 7 or all our efforts will go for naught. I encourage the membership to get in touch with our Reno Dispatch office and volunteer to help in those campaigns where help is needed."

Following is a list of Local 3 endorsed candidates who were victorious on September 12:

- Governor, Bob Rose.
- Attorney General, Dick Bryan.
- State Controller, Mike Daly.
- State Treasurer, Stan Collin.
- State Senator No. 1, Spike Wilson and Randolph Townsend.
- State Senator No. 2, Jim Kosinski.
- State Senator No. 3, Tod Bedient.
- Assembly No. 26, Dale Goodman.
- Assembly No. 29, Robert Barrengog.
- Assembly No. 31, Jo Anne Gardner.
- Assembly No. 32, Bob Fisher.
- Washoe County District Attorney, Alan Dunlap.
- Washoe County Commissioner District 1, Landor Sheriff, Tom Beebe.
- Only Paul Havas, candidate for University of Nevada at Reno, lost.
- Nevada Vice Governor, Jean Mays, Washoe County Commissioner District 5 were defeated at the polls.

100-Ton Boulder Smashes Up Shovel Operator

District Representative Dale Beach reports that work continues to be strong in the Reno-Carson-Tahoe area as the brothers enjoy one of the best years ever.

"However, there are ominous signs on the horizon that tell us we will have to continue our personal efforts if we are to keep the momentum going," Beach warned. "In the last several weeks such headlines as "Harrington's Scuttles Harrah's World," "Cal-Neva Expansion Denied," and "Sewer Plant Funding Threatened" should serve as warning and remind us that in today's environment we will have to continue our personal efforts if we are to keep the momentum going.

"By 'fight' we mean taking the initiative to register to vote and voting for candidates who have been endorsed by our District 11 Grievance Committee as the candidates that will work for our benefit; by attending public meetings and speaking in support of these various projects; and by personally supporting and encouraging your friends to support such items as school bonds, street improvement bonds, etc.

"We can thank the many brothers, retirees, and their family members for their personal efforts in the past have resulted in the current boom and realize that many of our friends only if we are to enjoy continued good work in this area," Beach added.

Hawthorne is going very strong as the Navy has recently turned the base over to the Army which plans on spending millions on new facilities. Belmont Steel, Baxter Equipment, and Porter, Inc. are all busy on various jobs. Hoed Corp. is working all over the Carson area as in Savage Construction. Gerhardt & Berry picked up Schedule 3 on the Rancho sever project in Gardnerville for $1.8 million. The proposed $19 million Liquefied Natural Gas Plant to be built at Dayton lost its bid for a special use permit and will now have to go through a series of environmental reports and public meetings.

Loop Road Completed
Up at Lake Tahoe, Schultz Construction has completed the badly needed Loop road to help relieve some of the congestion around the casinos. Schultz is also working on the Harvey's and Sahara Tahoe projects. H. M. Byars was low exception of the El Dorado which was defeated at the polls.

Helm Construction is concentrating on the Ring Road job, but can be seen throughout the area and has overpasses at Spooner Summit and Topaz. Employees of the City of Sparks have had more than their share of work this year due to the expansion program of the City.

Summer Vacation Picnic

NEARLY 700 Local 3 members and friends attended the recent Reno District picnic—about twice as many as was initially planned for, according to District Representative Dale Beach. Manning the Barbeque were Grievance Committee members Ken Jones and Bob Baldwin (pictured left). Also at the event were (pictured right) Vern Procter, Derlin Procter, gubernatorial candidate Bob Rose, Local 3 Vice President Bob Mayfield and Forbes McCain.

(Continued on Page 14, Col. 1)
What Is Being Done?

What are the mysterious forces that determine the pace of the construction industry and the welfare of millions of workers? More importantly, what is being done to combat severe and excessive unemployment in the construction industry?

It appears that one of the largest contributors to cyclical employment problems is the government. Yet, ironically, it is also the government that, working with private industry and the labor movement, offers the biggest hope for a solution.

Ever since World War II, economists in and out of the government have tried to determine what makes the economy tick. Slowly through the last three decades, bureaucracies and elected politicians have begun to learn by bit by bit how to affect changes in the economy. For instance, most economists now agree that one way to spur the economy out of the doldrums is to get more money into the pockets of the consumer by cutting out excise taxes, funneling tax dollars into public works projects or a combination of the two. These are relatively fundamental tools being used on a monstrous and intricate economic organism. Sometimes it is hard to predict what will be the results of any particular government action.

The uncertainty inherent in such a new science has prompted cries by “monetarists” “Keynesians,” who proponent the “laiz sic” that the government should keep its fingers out of the economy. Most experts agree, however, that the real function of the government in any economy is to minimize the “boom and bust” cycle and to assure steady employment for as much of the populace as is willing to work.

Government Often Contributes To the Problem

Unfortunately, it has been the experience of the construction industry to suffer at the hands of inefficient government programs and regulations. Instead of smoothing out the business cycle, government often aggravates it by letting out billions of dollars in public works projects when business is already expanding at a healthy pace. For other times, the pace is slow and the time is ripe for a large injection of government money into the economy, nothing happens.

Where is it written that public works projects should be let out without regard to competition in the private sector? Why is it that government agencies traditionally let a major portion of their contracts out in the few weeks prior to and following the end of a fiscal year? Why aren’t bureaucrats required to be better at co-ordinating the release of public funds into the economy so that millions of construction workers can expect a little stability in their employment?

These are the kinds of issues that must be resolved before the rank and file worker can look forward to a steady employment picture.

Many of these problems can be traced to the unwillingness of the industry and the government to change past practice. Bureaucrats are anxious to close out accounts at the end of the fiscal year so they can be assured of getting the full budget for the upcoming fiscal year. Contractors for the most part are unable or unwilling to change the status quo. The construction industry, more than any other industry in the nation, is a diverse array of businesses. The average construction firm employs less than ten workers. Their degree of specialization is high. Many firms will contract for only specific kinds of construction work. Other contractors will work on a job as an subcontractor to remain highly localized. Under these conditions, most contractors are unwilling to form, or line up, and large organizations for the purpose of improving the industry. Most of them operate by the seat of their pants the fairly well. So why change? Besides, if things get tight, the contractor can always lay off part of his workforce, put his equipment in mothballs and simply reduce the size of his operation until things pick up.

Worker Pays the Price

The bottom line for the worker is that he, not the contractor, pays most heavily for the adverse effects of a cyclical construction industry. The taxpayer pays heavily, too. In the last two decades, government funded construction work has utilized a significant portion of the industry. At least 25 per cent, and more often up to a third of all construction work is funded primarily by federal, state and local governments. That translates into a lot of tax dollars for the taxpayer.

Yet, because of a volatile business cycle, the availability of materials and labor—allegedly the more respective problems—are greatly magnified. When the work is heavy because of business expansion and suddenly the highway program lets out several hundred million in highway projects and the Bureau of Reclamation happens to let out contracts for a couple of dams and major irrigation projects—severe material and labor shortages are bound to occur.

Shortages and Inflation

Many of these tax dollars are wasted paying artificially high prices for construction materials due to the oversupplying of the market. The current cement shortage in the western states provides a striking example of how inflation planning out of the government of its projects aggravates inflation and exaggerates cyclical employment. During the current boom in construction by private firms, the federal and state governments this year have been letting an unprecedented number of public works projects.

Massive irrigation projects like the Central Arizona Project and the Tehama-Co- lusa Canal which require tremendous amounts of concrete are contributing to a severe concrete shortage that makes it difficult for smaller contractors to secure cement. The result is a skyrocketing in prices and a corresponding increase in inflation.

The problems the construction industry experiences in inflation and cyclical employment ripple deeply into the economy. Few industries reach so deeply and diversely into the economy as the construction industry. Major industries such as steel, concrete, glass and lumber depend upon the construction industry for at least two thirds of their sales. In over a dozen other large industries, construction material sales account for up to half of their business. Obviously, what is “good for the construction industry is good for the country” and vice versa.

Some economists and corporate figures point the accusing finger of inflation at the construction industry as workers supposedly get. Cut the artificially high salaries of construction workers, they say, and cyclical employment will be reduced by natural forces in the marketplace. This is a false assumption. A recent study carried out by the Bureau of Labor standards proves the fallacy in the belief that construction workers receive excessively high wages. In the contract construction industry, workers receive on the average only 89 per cent of the salaries in the auto industry and 79 per cent of the workers’ salaries in the petroleum and refining industry. Much of the difference in the actual salaries is attributable to the fact that construction workers typically suffer twice the unemployment rate of other industries. The wages they receive for nine to ten months out of the year must sustain them through two to three months of unemployment.

High Social Costs

The social costs for this high rate of unemployment in the construction industry are heavy. Studies have shown the construction industry “consistently receives more unemployment compensation benefits as a percentage of payroll than any other industry. This is a false assumption. A recent study carried out by the Bureau of Labor standards proves the fallacy in the belief that construction workers receive excessively high wages. In the contract construction industry, workers receive on the average only 89 per cent of the salaries in the auto industry and 79 per cent of the workers’ salaries in the petroleum and refining industry. Much of the difference in the actual salaries is attributable to the fact that construction workers typically suffer twice the unemployment rate of other industries. The wages they receive for nine to ten months out of the year must sustain them through two to three months of unemployment.

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a project on line are taken care of. "If there is an overlap in work, it is not something that we are usually aware of," he said. He also conceded that some of the Bureau's projects "might affect the construction industry."

The main problem with most of the projects within the Bureau of Reclamation's jurisdiction stems from the ever present Environmental Impact Statements. The process of public hearings, research and environmental reports—along with the inevitable lawsuits by environmental groups—has no regard for current economic conditions.

Environmental Red Tape

A major public works project cannot get started until all the red tape is taken care of, of regardless of how badly the work may be needed at the time. Warm Springs Dam in Sonoma County is a good example. The project should have been under construction four to five years ago when the recession was at its worst. But environmental hassles caused the project to be held up until this year, when construction had already picked up.

The California Department of Transportation makes an attempt to tailor highway contracts around seasonal conditions, but has never entered into the nebulous area of business cycles. A spokesman for the department explained that the money Cal Trans gets comes from state and federal gasoline taxes—source of revenue that can fluctuate wildly due to economic conditions.

Ideally, CalTrans also should have increased its highway construction during the depression, but it was not until the mid-1970's that efforts were made to offset the slump in the construction industry at that time. But it is not unusual for a depression to end when there are very little gas tax revenue, since the public had significantly reduced its consumption of gasoline, due to the high prices resulting from the oil embargo.

Wage/Price Controls Are Not the Answer

It is clear from these examples that the government has a long way to go if it is to only become an instrument for counteracting adverse changes in the economy's business cycles. Superficial wage and price controls, such as those attempted during the Nixon administration are not the answer.

At this point, the greatest hope must come from the active cooperation of government, labor and business in organizations such as the recently formed Bay Area Construction Coordinating Committee. It is the belief of the Carter Administration that advisory groups who are in tune with the workings of their respective industries are best able to affect positive changes in government programs.

Labor Department Officials Address Construction Group

In attendance at the first meeting of the Bay Area Construction Coordinating Committee were Department of Labor Officials (left to right) Kenneth Edwards, who will head the committee; Assistant Secretary of Labor Francis Burkhardt and Under Secretary of Labor Robert J. Brown.

Work Season Still Holding in Redding

District Representative Ken Green reports that the work load in the Redding area is still going well, although much of it is concentrated in Redding great, although the month of September has started off a little worse than hoped. But breaking September of 1977. Most of the work has been proceeding with little hitch. The Red Ladd Construction Inc., and Carl R. McConnell, J. P. Forrest. Frank's job on Hiway 36 has just about completed the clearing and grading phase and is moving into the dirt moving. Brother Bob Blair is the Superintendent on the job and hopes to get a good portion of it all moved before the heavy rains and snows hit.

Brother Stan Watkins is pushing the other Ladd job on Hiway 36 near Paynes Creek, east of Red Bluff. The job is a tough one with mostly small sliver cuts and fills in lava-rock. J. F. Shea Company has just about finished the Collier Grade By-pass and is in the paving stage.

Henderson Construction with the help of Elasto Construction has completed the Modocar sewage ponds and holding dam and is currently working on the Treatment Building itself.

C. L. Fogle Construction and Trinity Construction have all but completed the planting of trees and collection system with some minor clean-up. They also have made good time on the Happy Camp Sewer Project (collection system only) after a new pit was designated. The previous pit was closed because of the protest of a local resident— that it was sacred Indian ground.

Peter Knots Sons Company is back in the area working at the Holly Sugar limestone pit in Jordan. They were finally able to convince Holly they (Holly) should spend a few bucks opening up more of the mountain in order to get at larger quantities of high grade limestone used by Holly in their processing of sugar beets into table sugar.

Cal-Ore Constructors are all but finished with the Cottonwood to Red Bluff over-lay on Hiway 14. This job ran through the hottest part of the Summer with temperatures in excess of 130 degrees. The asphalt hit the paver at around 360 degrees. "You better believe these guys perspired a bunch and didn't have electricity or sanitary facilities when they got home," Green commented.

Probably the toughest job of all was Easley Construction Company's Yellow Jacket Ridge job near Forks of the Salmon in S.W. Siskiyou. This was a Forest Service job building an access road into the "Hog Ridge Fire" burned off areas in order to salvage some of the several million board feet of timber killed by the fire. The terrain is very steep and the specifications called for a fourteen-foot wide roadway without turnouts. This necessitated the scrapers (TS14's) to backup almost a mile after dumping. Brother Herb "Nip" Lyken was the shifter and he had nothing but praise for the operators on the job. Another very bad feature of the job was there weren't any living facilities closer than 60 miles.

The guys on the job including "Nip" had to camp out and had no electricity or sanitary facilities. Although the job was exceedingly tough the living facilities were not existent—and there was very little over-time pay—but the operators stuck it out to the end. "That pretty high for the supervisor and the men," Green said.

"Most women don't have any idea of the hardships and dangers faced by their husbands and sons when they go out on the various construction jobs to earn a living," Green commented. "It would probably make them appreciate their men a heck of a lot more and make them a little more understanding when he says he's too tired to go camping, bowling or on a picnic. Think about it ladies!"

"This last month we had an opportunity to meet and talk with Erelle Younger who is aspiring to the State of California," Green reports. "We made several comments about the Republican party and the work we now have under Governor Brown. His comments were— 'I wish I was a senator but didn't have solutions.'"

"While we were under Reagan and the Republican regime our work came to a standstill. It's a pleasure to have plenty of work which we did not have under the Republican party's form of Government. Younger could not or would not take issue on any issue and worried around our questions. For the sake of the working class of people I hope Governor Brown is elected again in November. When at the polls—remember how it has been the past 10 years and look at the work we are now enjoying."
New Social Security Amendments

New Social Security amendments passed into law recently by the Congress will affect widows and widowers, retirees who receive a pension on behalf of blind people, and divorced persons. The change will probably be noticed by the majority of the members, there are still some Engineers who may have suffered reduction of benefits, as is now possible under present law.

Another change is directly aimed at those who receive a public pension in addition to Social Security. Under the new rules, Social Security benefits to the survivor of a worker who is deceased, disabled, or deceased worker will be reduced by the amount of any pension or annuity he or she receives based on his or her work in noncovered public employment.

This change though covers only newer Social Security applicants, being effective for benefits paid after December 1977 based on applicable public pensions. This “offset” provision does not apply to those who were born before January 1, 1932, and those who could have qualified for social security dependency benefits under the law in effect on January 1, 1977.

The measure of “substantial work” was changed for blind people receiving social security disability benefits. Disability benefits are payable only if a person is unable to perform substantial work. The old measure of “substantial work” was earnings of $200 a month. The new law will make the measure of substantial work the same as under the retirement law. If there is an old designation or if there is no card on file, these death benefits could be paid to someone other than you had intended.

As a reminder, you can select anyone you want as your beneficiary when you first joined Local 3. It was common to name your wife, mother, children, or other relatives. If there are no relatives, payment is made to the estate of the deceased, or to the federal government if there is no designation of a beneficiary.

As we stated earlier, most active Engineers have death benefits paid to beneficiaries. His point is well taken. You must keep your designation of Beneficiary Card current. If there is no card on file, these death benefits could be paid to a person other than you had intended.

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A call to the District Office notifying them of the death of an operating engineer sets in motion the steps necessary to begin payment of applicable benefits to the beneficiaries.

The District Office immediately sends a copy of the death certificate with the necessary information requesting the deceased to make notification of the death, to the Health and Welfare Insurance and Pension Death Benefits in the Pension Plan.

For those who meet the eligibility requirements this single card may direct the payment of death benefits that could exceed $25,000 to $30,000 from all four sources. As you can see, your designation of Beneficiary Card is just as important as your will, life insurance policies and bank account.

The problem is that most of us filled out our Beneficiary Card when we first joined Local 3. It was common to name our wife, children, or other relatives. If there are no relatives, payment is made to the estate of the deceased, or to the federal government if there is no designation of a beneficiary.

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Fall. A boulder estimated at 96-100 tons crashed into the operators cage of his PHE 1600 electric shovel. John lost the first joint of his right hand middle finger. He saved the amputated off. He's been off five weeks.

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Long Illness Takes Life of Ignacio Agent

District Representative Hugh Bodam reports that Local 3 Past Dist. Representative Wayne (Lucky) Springle from the Napa district has passed away September 8, after an illness of several months. He worked in the construction industry for the past years and was very active in politics in that area. "You will be missed by all," Bodam commented.

He reported that his district has undergone several staff changes in recent weeks. Charlie Seville, who has been appointed to work the San Francisco area as business agents, has offices at 1730 South Amplefield Blvd., in San Mateo.

In Solano County and a part of Napa County, Art Whitaker and Ernie Vlasnau are serving members in that area, with offices at 1254 Francis Blvd., Fairfield.

Harvey Pahel, who has worked in the San Jose district, will assume the business agent's duties in Mariposa County.

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City Projects Booming

There are several new jobs getting under way in the San Francisco downtown area with Williams and Burrows starting their first major project which will be a 13-story senior citizen housing building. Williams and Burrows are also progressing at a rapid pace with their $14.3 million, 2-story office building at 127 Montgomery St.

Ominous Signs for Nevada Despite Good Season

(More from Page 5)

in fact, imports are stealing millions of American jobs. This has now affected Local No. 3 directly, as the American Forge-Pacific States Steel operations in the East Bay will be shut down due to cheap steel imports from abroad. This means several hundred Local No. 3 members will be looking for a new way to make a living.

In closing, I would like to give a few facts about Local No. 3's Pension, as of the end of 1977, over 6,300 members and beneficiaries are now drawing a Local No. 3 pension. This figure should increase around 500-600 by the end of 1978. This figure should increase around 500-600 by the end of 1978.

—District Representative Hugh Bodam, Mariposa County

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PICTURED ABOVE is the 100 ton boulder that smashed John Walker's shovel at the Kaiser Natividad Quarry.
San Jose

(Continued from Page 11)

run the plant when they get it going.

This new Plant can’t get built too soon because the Cements Company is having a hard time procuring cement at this time. They say they have orders for as high as 6,000 tons a day and are only able to produce about 3,600 tons due to equipment which has been in operation since 1909. You can patch and retain only so far as the present equipment has been producing cement to its full capacity for too many years now, Pfeiffer.

Their biggest problem at this time seems to be that they can’t procure enough cement. This vital ingredient is being imported from Korea and Japan to help them get the production going. Hopefully when the new plant is completed, it will be able to produce the expected amounts of both clinker and cement which are so vital and necessary in the cement construction industry. Kaiser keeps quite a few Brother Engineers busy round in different shifts.

A good share of Operating Engineers are getting overtime in shops and plants throughout the San Jose District.

Projects At Every Corner in San Jose Area

Business Rep. Chuck Ivy reports that the work picture in the San Jose area is busy with many things going on. He attributes this to the fact that it’s scary. “Just about everytime I turn a corner I find another place about to start the construction,” he says.

Robert Bros. Improvement has a large project going on in Discovery Bay. The tract they are putting in is part of the largest of developments so far. Martin Bros. have been working in this area for a few years now and have a number of jobs in place. They have a nice steel job in this area. They had to pull this rig on down the line and have it dected because of boom problems that they have had over the past few years. They have been able to get the job with the piece of equipment.

Our journeyman operator still has a few problems to solve such as the rock wall, and made some very heavy lifts, and had lots of problems on this project. They are expanding very fast all over the state.

Robert Bros. Improvement has their auction and sold some of the plants out because of a labor problem. They have found new jobs either in the San Jose area or in other parts of the state. It seems to be a very busy year round in different areas.

Union Family Corner

By Mary Kelly

Mrs. Lillian Mestek has tuned into one of this year’s hottest topics, in her response to our July, 1978, Engineers News “Union Family Corner”—Lettie. Here’s what she had to say:

“Dear Mary Kelly,

I was just rereading your July article. I wrote to the Engineers News several years ago suggesting this but received no reply. What do you think of the idea?

What can the construction worker deduct from his Federal and State Income Tax. It is surprising how one tax man can say one thing and another, if you will just look in the opposite direction.

How would one Union Tax Corner be each month. Each month have a reliable tax person make suggestions and also have a question and answer part to it. Even have people write in the post war years of the 40’s, how would one go about finding a tax man that you could trust.

Please write, if this subject is of interest to you, to me, c/o San Jose, California 94103.

S. J. Groves is finally underway with 12 miles of 26” pipe to the sewage treatment plant on Terra Sea Sewage Plant in San Lorenzo.

The Steel Mill and Forge are at full speed in production. The market of the domestic steel is too hard to meet the imports of all structural steel. The rebars for highway and construction is the hardest hit, also the mining equipment. They are using grinding balls in the processing of copper and gold mining.

The Rock, Sand & Gravel industry is at full scale again after the Teamster strike that had part of the state in a holdup. They have been working out because of a labor problem.

District Rep. Ron Butler reports that the Oakland office has reached agreement with Williams & Lane and May Injectors and these two two-year agreements have been ratified by the members. Significant gains were made for the members under both of these agreements.

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Be Aware of the Hazards In Excavation Operations

Your Safety Department has recently had requests from some underground employees to assist them in preventing or operating on buried utilities. Your Operating Engineers, whenever they are engaged in trenching or excavation operations, are to be alert to the hazards of buried utility lines.

An immediate reminder of an article that ran in the Engineers News in April 1976. We have had to re-run it by special request. And we certainly hope it will help in our Safety Cause.

Damage during excavation is the number one pipeline problem that plagued the nation. More than 40 per cent of all gas pipeline accidents, the deaths, injuries and property damage that go with them, result from this cause. Many of the victims are the equipment operators themselves. All other underground facilities suffer the same fate. In one recent year, the Bell Telephone system reported that its telephone cables were damaged more than 87,000 times.

A number of accidents provide a reason for our concern. To name a few.

1. A company that has a telephone utility installing underground cable with a trenching machine reported that a 10-inch gas pipeline was being operated at a pressure of more than 750 psi at the time of the accident. About 45 minutes after the initial explosion, gas migration through ground into nearby houses where it exploded. Three persons died and three houses were destroyed.

2. A dozer operator working in front of a children’s nursery, broke a 1-inch medium pressure gas service pipeline. The crew was unable to locate the buried shut off valve. In a few minutes an explosion occurred in the nursery. Nine people, including seven children, lost their lives.

3. A backhoe struck a 3/4 inch medium pressure gas service line but did not break the pipe at that spot. However, the service line was separated from the main which was about 14 feet away. Two hours later, an explosion occurred in a building near the break, demolishing two semi-detached homes which comprised the structure and killed all nine occupants.

4. A dozer, excavating for a new building basement, hit and fractured a gas service line. Gas leaked into a small department store where it exploded, killing six persons, injuring ten others and destroying the department store.

5. A backhoe excavating for a sewer project, snagged a 2-inch steel gas main and pulled it out of a coupling. Gas migrated through ground into nearby houses where it exploded. Three persons died and three houses were destroyed.

A dozer raked over and crushed a gas regulator station. This permitted high pressure gas to enter a low pressure distribution system serving 7,000 customers. Miraculously, there were no deaths, but more than 50 homes suffered gas fire damage.

An event occurred in recent years around our country and most recently in the Santa Rosa area, two men were blown out of a 4-diameter transmission pipeline just like deer slugs out of a shotgun. One of the dead men was propelled 1,000 feet. You can imagine the horror of this event!

Every time I see a rig digging a trench or new excavation, I automatically say to myself, “I hope whoever is in charge of the project has checked the location of the buried utility lines.” Many persons never realize just what is going on beneath our streets and roadways. We’ve always had water, gas and sewer lines. But nowadays, we have storm sewers, electronic systems, telephone lines, electrical lines, fire alarm and police alarm systems, traffic control signals, street lights, television cables and who knows what will be next?

It is in this vein that we want to stress so much importance that the rules of safety be strictly adhered to and our equipment operators be completely aware of just what lies beneath the surface—BEFORE—he puts that first bucket in the ground. More generally speaking, any trench or excavation five feet or more in depth or requiring a person to work in such excavation, then a formal permit is required, with few exceptions.

We therefore insist that the operator of the piece of equipment has checked with his supervisor and is satisfied that all measures of safety precautions have been taken before he begins excavation. This should include plans for “daylighting” of any underground installations by careful probing or hand digging.

Just the other day one of our good Brothers called and reported that the boss didn’t think a permit for a trench was necessary. We just can’t imagine this happening—but the boss finally got his act together after we made a job site safety inspection. We feel he learned a valuable lesson that he’ll never forget!

We are certainly hopeful that this bit of information will have a lasting impression on him of you out there “mucking” out the trenches and excavations day in and day out.

More from Utah

(Continued from Page 6) of lawsuits and disagreements. There are 3.5 miles to be completed by October 15, 1979, which includes grade plus new asphalt. H. Love Company has picked up three street improvement projects for the City of Price, amounting to approximately $130,000. They are still busy on their drive for Atlas Minerals which will be finished about the end of September, 1979.

Utah Power and Light Company had a problem with their No. 2 unit at Huntington. “We understand there was a malfunction in the exhaust system and the coal dust and gas from the ball mills backed up in the flues and dust work and then caught fire,” State reports. “At time the entire plant was being exploded, blowing ball mills, dust work, grating and sheets off the exterior of the plant. It was estimated to have the explosive force of five tons of dynamite.

Algoma Awards

Congratulations are in order for the Rio Algoma Mine Rescue Team from Moab, Utah, reports Vincent Abbott. They have been the best in the country fourth place trophies from the Coal Operators National Competi tion at Price, Utah, and the National Competition held in Las Vegas, Nev., on August 22 at the Strata Reports. “In time the entire plant was being exploded, blowing ball mills, dust work, grating and sheets off the exterior of the plant. It was estimated to have the explosive force of five tons of dynamite.

Kennelecot Employees Keep Cool Heads

Recently two Brothers at Ken- necott Copper Mine in Bingham Canyon, Utah, were involved in an emergency situation where they were able to apply their ex perience and training to assist a fellow worker in trouble.

Business Bill Marcus reports that on August 22 at approximately 1:10 p.m., a water truck driven by Robin Roberts caught fire while watering a haul road. The driver of the truck had just turned around at the 76 shovel when he noticed flames outside of the cab on his left side. He immediately stopped the truck and attempted to shut off the engine. However, within sec onds, the entire engine compart ment erupted into flames and the heat became so intense that the driver was forced to jump to the ground. Kenneth Visser, Local 3 job shop crew and shovel power, and Roger Corless, shovel oiler— the crew working on the 76 shovel immediately summoned help by radio and then went into action and unsuccesfully attempted to extinguish the fire with hand ex tinguishers.

The fire burned for approxi mately 30 minutes before being extinguished by a fire truck and a bucket of water.

Al Britton is about to be grounded permanently.

All Didn’t bother to check the clearance before working his rig under those high voltage lines. When the crane touched them, the entire rig will become electrified. Al not only risks his own life but the lives of his co-workers.

So when you are working around power lines—look around and make sure your equipment clears the lines by at least 10 feet.

Also a lot of high voltage and natural gas lines are buried, so you can’t see where they are.

So to stay healthy, check before you dig or drill. Pass new law that ever before.

Call the Underground Service Alert (USA) toll-free at 800-642-5444 and you’ll reach a center in Pleasant Hill that will give you the information you need.

Describe where you intend to dig, and PG&E or any of the other 33 sponsors will describe the approximate location of the local underground facilities. Or a representative may visit and mark the spots for you.

This service is currently available in 16 counties: Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, Sonoma, Sutter, Yolo, and Yuba.

More counties will be added soon.

To learn the location of underground PG&E facilities in other counties, call your local PG&E office.

Remember, dial before you dig. After all, there’s no sense in putting your life on the line.
Looking at Labor

(Continued from Page 2)

DEPARTED BROTHERS

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

Balun, Albert E. (Pearl, Wife) 8-14-78
P.O. Box 138, Clear Ridge, Calif.

Bittencourt, Charles W. (Sofia, Wife) 8-30-78
1300 E. San Antonio, No. 8, San Jose, Calif.

Brockett, Walter, Jr. (Sue, Wife) 8-18-78
111 Aspen Dr., No. 13, Pacheco, Calif.

Burrill, Walter (Janice, Sue) 7-25-78
1002 Nelson, Santa Clara, Calif.

Campbell, Calvin (Mitzi, Wife) 8-15-78
7249 Circlay Way, Citrus Hills, Calif.

Carr, James, Jr. (Barbara, Wife) 8-24-78
Box 5408 Starlite, Silver Springs, Nev.

Colley, Thomas (Dorla, Wife) 7-26-78
1620 South Airport, Porterville, Calif.

Curtis, Carl H. (Virginia, Wife) 7-21-78
1311 Dixon Landing 36, Milpitas, Calif.

Dalbinger, Donald (Gisilf, Father) 8-12-78
138 W 5900 So., Murray, Utah

Engstrom, Albert (Motel, Wife) 8-5-78
302 B Via Puerta, Laguna Hills, Calif.

Farrell, Raymond (Jennie, Wife) 7-31-78
P.O. Box 453, Mission Village, Calif.

Feusi, Wilbert (Mildred, Wife) 8-12-78
6494 N. Blackstone, No. 60, Fresno, Calif.

Fogli, Pietro (Norma, Wife) 7-26-78
807 Vfwridge, San Mateo, Calif.

Fox, Vernon (Liney, Wife) 7-26-78
P.O. Box 298, Fremont, Calif.

Furrer, John A. (Okel, Wife) 8-15-78
221 Mill Ave., San Bruno, Calif.

Getz, Mike (Barbara, Wife) 8-28-78
P.O. Box 272, Redmond, Wash.

Gray, Alexander (Sharon Brock, Daughter) 8-28-78

Hewitt, Albert (Evelyn, Wife) 8-28-78
P.O. Box 7, Nice, Calif.

Hunzinger, Alfred (Josephine, Wife) 8-26-78
160 Bird Ran Rd., Pismo, Calif.

Kaz, William (Isabella, Wife) 8-26-78
301 Marilyn Dr., Milpitas, Calif.

Kinney, George (Janice, Wife) 8-26-78
2019 Hammonet Rd., Marysville, Calif.

Lowne, Alphonso (Beatrice, Wife) 8-14-78
2101 Morae Ave., Modesto, Calif.

Lyons, Alfred (Alice, Wife) 8-14-78
4632 Eliza C St., Riverside, Calif.

Maricle, Floyd (Phyllis, Wife) 8-26-78
534 Wastagg Dr., Paradise, Calif.

Martin, Dennis (Nancy, Wife) 8-3-78
1401 Fig Lane, Corning, Calif.

Medina, Frank (Fran, Wife) 8-27-78
2206 W. 311, Carson City, Calif.

Miguel, Jerry (Charles, Father) 7-23-78
P.O. Box 112, Kauaikamui, Hawaii

Parks, Richard (Linda, Wife) 8-27-78

P. O. Box 89, Crown Point, New Mexico

Rinehart, Gal (Katharine, Wife) 8-22-78
P.O. Box 70, Cedar Ridge, Calif.

Roach, Ray (Betty, Wife) 8-14-78
393 Major Ave., Hayward, Calif.

Santagata, Pat (Leora, Wife) 9-6-78
5745 E Hampton Way, Fresno, Calif.

Schultz, Curt (Jawnta, Wife) 8-17-78
236 E. Marysville St., Marysville, Calif.

Stevens, Roy O. (Jennie, Wife) 9-8-78
1001 Galilee Pl., Eureka, Calif.

Strickland, William (Anna, Wife) 8-7-78
923 Tullis Ave., Oklahoma

Turn, John (Son, Father) 7-4-78
R.

Vannatter, Ed (Juanita, Wife) 8-14-78
36 Michael Dr., Petaluma, Calif.

Vassar, Georgia (George, Wife) 8-16-78
7-118 Pearl St., Alameda, Calif.

Wallace, William (Lilyanne, Clerk—Scott) 9-7-78
345 D. Lokeside Pl., Kailua, Hawaii

Walker, Eugene (Lula Hanny, Sister) 7-30-78
P.O. Box 186, Vina, Calif.

Wheeler, Howie (David, Son) 7-29-78
234 Smallay Ave., Hayward, Calif.

Wright, Sidney (Ruth Browning, Sister) 8-5-78
1756 Broadway, New York City

DECEASED DEPENDENTS

August 1978

Darte, Bruce—Deceased July 24, 1978 Wife of Linda Darte.

Herrera, Josephine—Deceased August 24, 1978
Daughter of Frank Herrera in

In Memory of—Deceased in August 9, 1978

Wife of Reginald Miller

Paulo, Judith Mae—Deceased August 5, 1978
Wife of Donald Paulo.

Robinson, Marvin J.—Deceased August 17, 1978
Son of William Robinson.

Seward, Mildred—Deceased July 12, 1978
Wife of Harry T. Seward

Seymore, Anthony—Deceased August 22, 1978
Son of Owen H. Sneymore

Thompson, Joyce A.—Deceased August 7, 1978
Wife of Willard Thompson.

Wheeler, Bruce—Deceased July 5, 1978
Son of Douglas Weber


FOR SALE: 1 FURNISHED mobile home plus over 2000 square feet in production including all equip., such as: storage shed, greenhouse, pool, 2 sleeping quarters. 5 acres, near Branching, Cal. 95688. Phone 916/923-2979. Reg. No. 0999485.


FOR SALE: 2-1963 INTERNATIONAL 706 TRUCKS. Ask price. Albert Baleme, Al Venning, and Gale Reinhart. 7-78.

FOR SALE: 2-1973 Ford 20 passenger bus 6 cyl. including all equip., such as: coolers, air conditioning, heating, steering, brakes, trans., etc. all this and more on beautiful 226 ACRES, lovely Calif. Valley, east of Joshua Tree, Ca. 1 mile from New Mexico line. Mrs. W. C. Huckfeldt, P.O. Box 7, Nice, Ca. 95464; Phone 707/448-2920. Reg. No. 0232961. 9-78.


FOR SALE: 1-1958 BUICK CENTRE CONVERSION new paint, good engine, 8 cyl., radio, heater, etc. Offers invited. 1911 31st St., S.F. 9-78.

FOR SALE: 1-2058 DODGE POWER WAGON. Won't last, must be sold by private treaty. Old Sacramento, Ca. 95691; Phone 916/372-3228. Reg. No. 1104859.


FOR SALE: 1-1976 Ram Charger 12,000 miles, cold shower, diesel R/B, many extras. 1284704. 8-78.

FOR SALE: OFFICE TRAILER, 42' x 12' 5";

SPECIAL DISCOUNT


FOR SALE: 2-216 ACRE PARCELS good investment property 107.60x20, very reasonably priced. Leslie El Sair, 605 W. Madill St., Antioch, Ca. 94509. Call 916/227-6400. 9-78.


FOR SALE: 1-1973 CHRYSLER New Yorker, head, good sails. new rigging, after heated air, 1975 model. 1/3659. 9-78.

FOR SALE: 1-706 INTERNATIONAL 18'42" BELT CONVEYOR, excellent condition. 36" wide, 6 belt.-apron or gravity. 413-529-3811.


FOR SALE: 1-706 INTERNATIONAL 18'42" BELT CONVEYOR, excellent condition. 36" wide, 6 belt.-apron or gravity. 413-529-3811.


FOR SALE: 1-1967 BURBANK 18'42" 12" BELT CONVEYOR, excellent condition. 36" wide, 6 belt-apron or gravity. 413-529-3811.


FOR SALE: AIR-AIR RA. HEAT EXCHANGER 12X4X25. $40.65. 2.25 HP. 5-1/2". 37.77.

FOR SALE: BLACK WALLS & WHITE WALLS STEEL RADIAL.


FOR SALE: AIR-AIR RA. HEAT EXCHANGER 12X4X25. $40.65. 2.25 HP. 5-1/2". 37.77.


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Attending Your Union Meetings

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

October
3rd Eureka: Engineers Building, 2806 Broadway
4th Redding: Engineers Building, 100 Lake Blvd.
5th Marysville: Yuba-Sutter Fairgrounds, Arts/Crafts Blvd., Franklin Ave.
18th Ignacio: Noe Lakes, 5600 Redwood Highway.
25th Honolulu: Washington School, 1633 South King Street.
26th Hilo: Kapiolani School, 966 Kilauea Ave.

November
2nd Oakland: Labor Temple, 23rd and Valdez Street
7th Stockton: Engineers Blvd, 2626 North California St.
14th Fresno: Engineers Blvd., 3121 East Olive St.
28th Sacramento: CEL&T Blvd, 2525 Stockton Blvd.

For More Information:

CREDIT UNION
OPERATING ENGINEERS LOCAL NO. 3
6300 Village Parkway, Dublin, CA (415) 829-4400

Have You Checked Your Dues?

Does Schedule for Period
10-1-78 through 9-30-79

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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 8, 1977 disallows 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 rate for the period as indicated above apply regardless of when payment is made.

*Due to the variation in the dollar structure of businesses and Industrial Units, the members will be notified of applicable dues for their respective units.

IMPORTANT

Detailed completion of this form will not ensure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your local union. Please fill in completely and check before mailing.

REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
NAME
ADDRESS
CITY/STATE/ZIP
SOC. SECURITY NO.
PHONE

November Election Will Generate a 'Political Watershed For National Politics'

The 1978 general election in California will be a "political watershed" for national politics, according to industrial unit and political experts.

For instance, November 8th, 1978 will coincide with the conjunction of Labor's victory over Proposition 13, the anti-tax initiative, and a possible gubernatorial election in California. If Edmund G. "Jerry" Brown, Jr. is reelected, he will likely become the first governor in California to be re-elected by a large margin, setting the stage for a potential political realignment in the state and beyond.

The election is expected to have significant implications for the Democratic Party and its prospects in the 1980 presidential election. If Brown is re-elected, he will become a leading candidate for the presidency in 1984, and his victory could be viewed as a validation of the party's approach to governance.

On the other hand, if Jerry Brown wins gubernatorial election easily but Mervyn Dymally is defeated by Republican Mike Curb. Yvonne Burke is elected to the attorney general and Proposition 5 (anti-smoker) and Proposition 6 (no homestead exemptions) pass. What course must Brown take to further his presidential ambitions?

CHECK ONE.

- Appoint Lt. Governor Curb to head tax and inflation task force with a positive program for reducing both by 1980.
- Have a secret summit meeting with Curb, recording artists, labor and industry management converting all to Zen and the Brown Presidency.

Bay Area Construction Council

Kenneth Edwards, a Labor Department official and former President of the Wire and Metal Workers International Union will head up the program.

The construction coordinating committee is composed of 34 representatives of labor, business, and government from San Francisco, San Jose, Alameda, Contra Costa, Marin, Santa Clara and San Mateo counties.

In addressing the group, Under-secretary Brown noted that over 25 per cent of all construction work currently comes from federal, state and local governments.

Would we have the various government agencies let public works contracts out indifferently and without regard for the current employment situation?

"We found that about 50 per cent of federal construction funds came on the market in the Kansas City area during the few weeks preceding and following each fiscal year," Brown said. "Obviously you can't build everything at once."

Of course, there is an endless number of hypothetical possibilities and we will examine some others after November. In the meantime, try your hand at the above, and remember that 1984 is just around the corner.