

# Pace to Double on Sewer Construction?

Undoubtedly the biggest boon to hit the building and construction trades in California in the last two years has been the Clean Water Grant Program, which has yielded over \$3 billion in construction employment since its inception. And indications are that the already heavy work load will increase its present pace.

John Bryson, chairman of the State Water Resources Control Board announced this month that \$1.3 billion worth of wastewater treatment and sewage projects are expected to be on line this year. This is more than double the \$646 million in water pollution control contracts that were let in 1977.

"Construction employment has risen

dramatically and consistently since March 1978, reflecting the accelerated obligation of funds completed last September 30," Bryson said. The increase in employment was from 13,000 labor-years in March 1978 to over 24,000 labor years in late August.

Local 3 Business Manager Dale Marr said the future looks bright for the several thousand operating engineers that can expect to work on wastewater treatment. "The passage of Proposition 2 last June indicates that the people of California believe it is important to continue financing the Clean Water program—in spite of the current tax consciousness," Marr noted.

Passage of Proposition 2—the Water Bonds initiative—last June assured an additional \$375 million for the state's share of the Clean Water projects. Since the state finances 12½ percent of these projects, the passage of Proposition 2 could provide a potential \$2.75 billion in matching federal funds.

The healthy financial condition of the program in California translates into thousands of construction and construction-related jobs for the next several years.

In July 1978 alone, over 24,400 people were employed as a result of the Clean Water Program. This includes skilled and unskilled on site construction workers,

engineers, staff employed by construction 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 Brown in March 1975—which was to award \$1.7 billion and create over 37,000 jobs by Sept. 30, 1977. According to Bryson, the acceleration program was a success. The rate of Grant contract awards tripled that of the years under Governor Reagan.

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

## CalTrans Lets Record Contracts

Operating Engineers in California appear to be currently working on more highway construction projects than at any time in the history of the state.

According to reports released by the California Department of Transportation, more contracts were let in the last six months of the 1977-78 fiscal year than in any similar period. In addition, the department has succeeded in obtaining \$420 million in highway funding for the upcoming year, which will insure continued work for union members.

"From January to June 1978, CalTrans awarded 527 construction contracts totaling \$330.4 million," announced department director Adriana Gianturco. "That's the most contracts awarded by the department during a six-month period, a very good indication of an active highway program."

Major contracts awarded during the period included two contracts totalling \$45.4 million to construct the Dumbarton Bridge; 16 contracts totalling \$91.4 million for improvements on Interstate 5 and 12 contracts totalling \$56 million for work on Interstate 15.

Additionally, a \$5 million contract was awarded to construct the Delhi Freeway (Route 99) in Merced County; and a \$2.6 million contract was awarded to construct the Fresno Freeway (Route 41).

Other major contracts—including the largest single contract ever let in the history of the state for \$38.2 million—were let in Southern California.

In continuing the current escalation in highway construction, Gianturco pushed through an additional \$420 million for major highway construction and local assistance projects in the last meeting of the new Transportation Commission. Major highway projects were designated as those costing over \$200,000. The Commission also approved another \$200 million in capital outlay for the local assistance program to help bail counties and cities out of Proposition 13 crunches in local road repair projects.

Local 3 Business Manager Dale Marr complimented the Brown administration on its

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## Marr to Serve on Bay Committee To Combat 'Cyclical Employment'

Secretary of Labor F. 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 launching the new council, under Secretary of Labor Robert Brown told members of the council that cooperation between labor, management and government in solving employment problems, not wage and price controls are the key to economic stability in the country.

He emphasized that President Carter does not intend to institute wage and price controls on the U.S. economy—a program which was attempted under President Nixon and resulted in the worst recession since the 1930's.

The Bay Area committee is part of the Carter Administration's program of bringing union, employer and government representatives together to tackle the "boom and bust" tendencies that have traditionally afflicted the building and construction trades and related industries.

Similar committees are operational in Chicago and Kansas City and have met with considerable success in coordinating the letting of public works contracts with construction activity in the private sector.

In commenting on the new council, Business Manager Dale Marr emphasized the need for coordinating construction work throughout Local 3's jurisdiction, particularly in the Bay Area.

"Too often our union members are victimized because government agencies and private enterprise do not coordinate public works projects with capital expansion," Marr pointed out. "As

a result we find ourselves going from boom to bust, because the government lets out its public works contracts the same time

that business happens to be expanding and building."

What is needed, Marr said, is a greater awareness among leaders

in the construction industry, trade unions and government agencies of the effect of cyclical construction

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## ENGINEERS NEWS

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SITE OF PROPOSED GROVE SHAFTER FREEWAY

## Work to Begin on Grove Shafter

The Eastbay's proposed \$38 million Grove Shafter Freeway cleared its final bureaucratic hurdle in Washington this month, prompting an announcement by the California Department of Transportation that construction will begin within five months.

The project, designed to provide direct freeway access deemed essential for the commercial success of the City Center redevelopment project in Oakland has been held up pending environmental clearance. That clearance came from the Federal Highway Administration in Washington, freeing construction funds that have been earmarked for the project since late last year.

"We plan to advertise the first construction contract for the freeway in November and expect work to be underway by the first of the year," CalTrans Director Adriana Gianturco told *Engineers News*.

The project will fill a 3/4-mile gap between the present end of Route 24 at 18th street and planned terminus at the Nimitz Freeway. A four lane freeway will replace the conventional one-way street couplet—Bush and Castro streets—which serves existing traffic.

Funds for the first segment of construction amount to \$13.7 million and will provide the contract for construction between 11th and 18th

streets. CalTrans plans to spend another \$24 million for the second stage of construction between 11th Street and the Nimitz Freeway during the 1980-81 fiscal year. Thus, motorists could begin using the freeway off-ramps into the City Center in early 1981, with complete usage available by 1983.

Local 3 Business Manager Dale Marr noted that it was at the urging of Governor Brown that the federal government speeded up the environmental review process on the Grove Shafter Freeway.

"We've had some tough times with this project in the past," Marr commented, "but we're happy to see the administration get behind the Grove Shafter Freeway, which is a key to the revitalization of downtown Oakland."

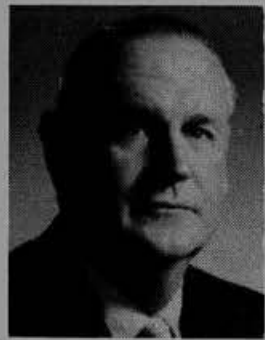
Completion of Grove Shafter was shelved in the early days of the Brown administration, when the "era of limits" philosophy was popularized. But at the urging of Local 3, business and civic leaders, Brown intervened in late 1975 and ordered the project to be given the highest priority for completion.

The project is expected to provide 400 man-years of on site employment and about 550 man-years of employment away from the construction project.

### DISTRICT 1 ELECTION

On October 18, 1978, at 8:00 p.m., at the regular quarterly District 1 membership meeting there will be an election for a District 1 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at Nave Lanes in Ignacio, CA.





By DALE MARR, Business Manager

# Looking At Labor

## Battle Between Unions and Management Centers on Pension Funds

ENGINEERS NEWS

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## CalTrans Contracts

(Continued from Page 1)

nally taking the initiative to dip into the \$300-\$400 million surplus that has been accumulating in CalTrans coffers to release many new vitally needed projects.

"We in the building and construction trades are happy that the Transportation Department has realized that there should be no excessive surplus in the highway fund," Marr commented. "There are far too many projects that have yet to receive funding that should be on line."

Included among the 157 highway projects that received funding are over \$2 million for resurfacing of Routes 145 and 198 in Fresno; \$2 million for improvements on Highway 101 in Mendocino County; \$1.5 million for second stage construction of the Napa bypass; \$1.9 million for construction of a four lane freeway on Highway 49 near Auburn; \$8.4 million for reconstruction of Highway 180 in San Benito County; \$2.7 million for construction of an interchange on Highway 70 in Yuba County and \$11.4 million for the initial stages of construction on the Grove-Shafter Freeway in Oakland.

(Ed's Note: There is a blockbuster of a book *The North Will Rise Again* that is creating a national debate in the press over who will control the vast economic power of billions of dollars in American pension funds and thus the American economy. The battle between runaway capitalism and the working taxpayer was seriously joined recently with the resignations of several insurance and banking executives from the board of trustees of the notorious anti-labor J. P. Stevens Co. following pressure from Union pension trusts who had heavy investments with their parent companies. Jeremy Rifkin and Randy Barber have done for the pension trust question what Ralph Nader did for automobile safety. Below are a few of the hard facts gleaned from this excellent and highly readable paperback published by Beacon Press of Boston and available in most bookstores. You owe it to yourselves and your family to get a copy and read and re-read this vital book on pension investment.)

### Facts About Pension Funds

Pension funds—which now stand at \$500 billion and are growing by 10 percent a year, \$100 million a day—already own between 20 and 25 percent of the stock on the New York and American exchanges. They own 40 percent of all corporate bonds and fully 20 percent of the financial securities in the country (including corporate stocks and bonds, state and local government bonds, federal treasury and agency notes).

There are several different types of pension funds. By far the largest—more than \$270 billion—are private pension plans. State and local government pension funds are worth some \$135 billion, and federal government retirement systems have about \$100 billion. The pension assets of union members are worth at least \$200 billion. Private sector unionists' funds are worth at least \$125 billion, of which \$75 billion is exclusively controlled by the employer (General Motors, US Steel, United Technologies, Boeing) and some \$50 billion of which is jointly controlled by the union and the employer (International Association of Machinists, Amalgamated Clothing and Textile Workers, Teamsters, Carpenters).

### Unions and Pension Funds

Almost all union members are covered by a pension plan. At least half, and as many as 2/3, of all participants in private pension plans are covered by collectively bargained plans. Unions have been the single most important force in extending pension coverage over the last 35 years.

Within seven years, pension funds will be worth more than one trillion dollars and, according to the New York Stock Exchange, they are expected to provide almost one-half of all the external capital raised by U.S. corporations in the next decade. While federal pension funds are invested entirely in U.S. Treasury issues, private, state and local funds are overwhelmingly invested in stocks and bonds of major U.S. corporations. Almost half of all non-federal pension assets are invested in corporate stocks and another 30 percent are invested in corporate bonds. Pension funds are "blue chip" investors, concentrating almost exclusively on the stocks and bonds of America's 100-200 largest corporations, many of which are non-union (IBM, Kodak, Dow) or are "runaway" corporations, establishing new plants in the Sunbelt or abroad (General Electric, General Motors, Merck, Caterpillar).

Control over pension funds means control over capital allocation. That control is now concentrated in a handful of financial institutions. The majority of non-federal pension funds, private or public, has turned their assets over to banks and insurance companies to invest for them. At the end of 1975, the 100 largest banks controlled over \$145 billion in

pension funds and the top ten controlled some \$80 billion. Bankers Trust and Morgan Guaranty each managed nearly \$15 billion. Insurance companies managed more than \$80 billion as well. The average individual portfolio manager working for a bank, insurance company or investment firm has control over some \$112 million in pension assets.

### Poor Performance Of Pension Managers

Between 1962 and 1975, 87 percent of all pension fund managers in the country underperformed the Standard & Poors' 500 stock index (the S&P 500 is a representative cross-section of all stocks listed on the New York Stock Exchange). While from 1972 to 1976 the S&P 500 return averaged 4.9 percent annually, the equity returns of the top 183 banks were averaging .8 percent and those of the top 51 companies only 1 percent. Between 1964 and 1974, institutional investors used pension funds to purchase over 80 billion in corporate stocks, but at the end of that period the Dow Jones Industrial Average was no higher than at the beginning. In the interim, disastrous rates of return coupled with inflation, ate up literally tens of billions of dollars in those pension fund investments.

Public pension funds are worth some \$135 billion, of which about \$75 billion belongs to the 16 Northeast/Midwest industrial states.

The massive shift in employment, production and capital to the Sunbelt and abroad has seriously undermined the American labor movement. Unions lost almost 600,000 members between 1974 and 1976. Most of these losses came from the 16 Northeast and Midwest states, where union membership is concentrated. Only 13 percent of southern workers belong to labor unions (as opposed to a national average of 25 percent, non-farm). In North Carolina, the most heavily industrialized state in the South, only 6.9 percent of the work force is organized as compared to 38 percent in New York. Moreover, unions' share of the southern work force is shrinking, as unions lost ground in 8 of 11 states of the South between 1964 and 1974.

### Job Loss in the North

In less than three decades, Massachusetts alone lost more than 200,000 textile, leather, and food processing industry jobs. In the Akron, Ohio area, the big four rubber producers — Firestone, Goodyear, General and B.F. Goodrich — have eliminated over 24,000 manufacturing jobs since 1950. In less than 7 years, New York City lost 647,000 jobs and in less than five years, Philadelphia lost nearly one-quarter of all its factory jobs. Between 1960 and 1975, manufacturing employment declined by 9.9 percent in New England and 13.7 percent in the Midwest. In the Great Lakes states manufacturing jobs increased by only 3.2 percent while employment in the nation as a whole grew by 8.3 percent. By contrast, manufacturing jobs in the Southeast have risen by 43.3 percent since 1960, and in the Southwest by 67 percent during that same period.

Between 1967 and 1972, new capital expenditures in New England went up only 1.6 percent; for the Middle Atlantic states it was a slightly higher 4.1 percent. But for the South Atlantic States, they rose 37.8 percent during the same period. Between 1947 and 1972, the metropolitan areas of New York City, Chicago, Detroit, Philadelphia, Boston and Pittsburgh suffered a 30 percent decline in their share of new national capital expenditures.

### Jobs Moving Abroad

Two out of 10 GM vehicles and 3 out of 10 Chryslers are made abroad. 95 percent of all radios and tape recorders and 50 percent of all black-and-white TV sets made by U.S.

corporations are assembled in other countries. Smith-Corona makes typewriters in Singapore, National Cash Register makes its equipment in Taiwan and Japan, Sears Roebuck makes shoes in Spain and H. J. Heinz now makes its tomato paste products in Portugal. 33 percent of the total assets of the US chemical industry, 33 percent of the US pharmaceutical industry, 40 percent of the US consumer-goods industry, and 75 percent of the electrical industry are located abroad. Between 1945 and 1970, American companies 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 away from the unionized sector and the Northeast/Midwest sector of the economy are closely linked. Organized workers, who are concentrated in the industrial North, have secured relatively high wages not only for union members, but for non-union workers as well. The existence of a well organized work force has also been a significant factor in the creation of higher levels of government social services in the North, as well as higher corporate and personal taxes and more stringent regulation of business practices. These are the kinds of "business conditions" from which the corporate/financial community is now fleeing. The Fantus Corporation recently developed a "business climate ranking" for forty-eight states. The ranking is based on fifteen factors considered important for corporations looking into alternative locations for their operations. The factors include corporate income taxes as a percent of total state taxes; per capita welfare expenditures; per capita income tax; labor legislation favorable to management, and average workmen's compensation payments. Nine of the twelve most favorable states for capital investment are located in the South and nine of the twelve worst states are located in the industrial North.

### Alternatives for Unions

There are a number of strategies available to the \$50 billion in jointly managed pension funds. They can begin to classify the union policies of all companies listed on the stock and bond exchanges. They can agree to use their pension assets in any of the following ways: Investing only in unionized companies; withdrawing investments from companies pursuing a runaway shop policy; buying or selling shares in companies they are attempting to organize in order to influence management to accept unionization. It may even be possible for unions to use their shares to elect union representatives to the board of directors of companies and banks in order to influence their investment policies. Unions might even buy out companies and convert them into union-owned, worker-run firms. Unions could also set up their own pooled investment trusts or labor banks to allow them even greater flexibility and control over investment policies. Pooled investment trusts already exist for the purchase of mortgages of union-built structures. This could apply to the purchase of corporate stocks and bonds as well. It is also possible for unions to establish labor banks (several banks are already owned by individual unions) to recycle union members' funds within the unionized sector of the economy. With alternative financing mechanisms available to them, unions would be in a better position to influence commercial banks and other financial institutions to stop lending money to antiunion and runaway companies. Labor banks could also enter into joint projects with sympathetic local and state governments.

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# Kirsten Olsen for Congress

In the world of politics, hardly anyone likes routing for the underdog. But if you are a labor organization which has experienced nothing but frustration from a congressman such as Pete McClosky, and you also happen to have a viable candidate that can give him a run for his money, then you route for the underdog.

Kirsten Olsen is that kind of a candidate. Having come from a family well grounded in the trade union movement, she offers labor a much brighter future in the regions of San Mateo and Santa Clara Counties that comprise Congressional District 12.

Through her career experience in the electronics industry—a major business in her district—and her involvement in the Democratic Party, she has kept in close touch with the needs of district 12's constituency.

Congressman McClosky, on the other hand, a maverick politician whose erratic political behavior has earned him the opposition of both labor and the leaders of his own Republican Party, has brought very little to his constituency during his terms in office.

Since the end of the Vietnam War, McClosky has not been able to ally himself with any issue of importance to his district. His "legislative accomplishment" this session have been to provoke the wrath of the labor movement by leading the defeat of the Cargo 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 three foreign-made offshore oil rigs that would have provided hundreds of 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's support for the measure, McClosky voted against a tuition tax credit for students attending private schools.

Olsen, on the other hand, has come up through the ranks of American working men and women. She has not forgotten her experiences as a telephone operator and member of the Communications Workers of America. She promises to involve herself in the nitty gritty issues that are pertinent to her constituency, and in so doing has earned the support of Local 3.



CONGRESSIONAL CANDIDATE Kirsten Olsen meets with Darcy Cochburn, c Local 3 journeywoman working at 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 terms 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.

## PROJECT

### Geothermal Unit Planned

Pacific Gas and Electric Company has filed a Notice of Intention with the State Energy Commission for permission to build geothermal electric generating unit 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 approval to build 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. Plans for the unit include installation of a \$3 million system designed to reduce hydrogen sulfide emissions by approximately 90 percent.

### 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 Highway 180 and connection of the already completed portion of Freeway 41 South of Divisadero to the interchange.

Granite Construction's bid was only \$159,000 below the next highest bid. The highest bidder, according to a CalTrans spokesman was \$9.8 million, still \$2 million less than the department allocated for the job. The project will extend Freeway 41 about a mile and construct about one mile of Highway 180 from Glenn Ave. to First Street. Bridges will be built at Belmont and Blackstone avenues, Abbey Fresno and Diana Streets, as well as a pedestrian overcrossing at the 41-180 interchange. The project is expected to take about 20 months to complete, with traffic using the new section by the spring of 1980.

### Brown Signs Transit Bill

Governor Brown has signed into law a \$5.9 million measure to construct links between various bus, train and other public transportation facilities in the Bay Area and elsewhere in the state. The bill includes money for planning and construction for an extension of San Francisco Municipal Railway train service from the BART Embarcadero station to the Southern Pacific depot. Eighteen projects were included in the appropriation, 10 of them in the Bay Area.

The largest grant is \$1 million for the Muni-Metro extension to the Southern Pacific depot which will be matched by \$4 million in federal funds. Work could begin within a year.

### Extension in Highway Fund

The House Ways and Means Committee has voted to extend the Highway Trust Fund for the next five years. The committee acted on the revenue-raising portion of a highway and transit bill approved earlier by the House Public Works Committee, which had wanted a six-year extension of the fund to cover the panel's authorizations for the next four years. The Public Works Committee authorized spending \$66.4 billion through fiscal year 1982, which ends Sept. 30, 1982. The Carter administration has labeled the amount "inflationary" and Secretary of Transportation Brock Adams says he will recommend that Carter veto the bill if Congress enacts a measure that large.

### Bay Nonresidential Work Up

An over 100 percent increase in nonresidential contracts awarded in the five principle bay area counties has pushed the July building award total to \$144.4 million—a 99 percent increase over the \$72.7 million recorded for July 1977, according to the F.W. Dodge Division of McGraw-Hill Information Systems, Inc. Nonresidential construction work accounted for over \$79 million of that amount, a huge jump from the \$13.7 million recorded the previous July.

### 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 Dept. of the Interior would prepare a feasibility report on the \$16.7 million project.

### Award 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 Seaside, with a bid of \$1.3 million. It was the lowest among six bids. The engineers 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 diameter 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 fared very well 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 Adriana Gianturco had 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 \$11.6 million for rail grade separation projects.

The final transportation budget—part of the \$14.7 billion state budget signed by the governor—marked 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 Highway Commission had budgeted these funds with no input from the Legislature or governor. Under the current law, the Legislature and governor 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 Transportation opened bids this month on 18 highway projects in Northern California. The major projects include contracts for the removal of the old Antioch Bridge for \$1 million to the apparent low bidder of Cleveland Wrecking Company of San Francisco; resurfacing Route 29 from the Napa County line to Lower Lake and construction of left turn lanes for \$1.7 million; resurfacing of Highway 101 and construction of left turn lanes in Del Norte County for \$1.3 million; and resurfacing of 13 miles of Highway 680 near Benicia for \$892,000. Other work will include repairing guard rail, installing new signs and resurfacing smaller portions of highway throughout the Northern California counties.

# UPDATE





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

### 078-05-1120 - SORRY WRONG NUMBER!

At one time, almost 6,000 Americans thought that 078-05-1120 was their Social Security number, and ten citizens still reported it in 1974. WHY?

In 1938 a wallet manufacturer sold wallets containing a sample social security card with number 078-05-1120. Social Security had been instituted only a short time earlier. Many people assumed that the number in the wallet was their's. In 1961, taxpayers had to insert social security numbers on their Federal Income Tax Return—and 39 individuals were still using the number 078-05-1120.

To assure your Social Security benefits, it is essential that not only your number, but your "work record" be correct. Most people have the right number, but mistakes are sometimes made in crediting a work record. Has your Employer accurately reported all your earnings? Have the computers made a mistake?

To learn the total earnings credits to your account and your quarters of coverage, send a postcard to your Social Security Administration Office, and ask for Form 7004 - Request For Statement of Earnings. Telephone your local Social Security office or stop by for the form. (Put Q-C in the upper right hand margin of the form above your Social Security number). That way you will be advised to the number of quarters of coverage as well as your posted earnings. Within a few weeks you should receive the requested information. The earnings credited to your employee account will not include the most recent two or three quarters. They will not have yet been posted.

Many of the members throughout our jurisdiction have expressed their concern to me about the financial conditions of the Social Security Administration. Congress, last December, responded to wide concern about finding deficiencies in Social Security by amending the Act to put the system into balance again.

The legislation, most of which is scheduled to take effect January 1, 1979, was passed following several successive years in which the Social Security Administration paid out more in benefits than it received in taxes. A shortfall of nearly \$6 billion in 1977 alone underscored predictions that the system's reserves (\$35.5 billion at the end of 1977) would evaporate by 1984, and possibly by 1982.

The amendments cope with this respect by:

1. Raising the wage base upon which Social Security taxes are calculated.
2. Raising the tax rate levied against wages, and
3. Revising the benefit formula affecting future Social Security pensions so as to eliminate over-compensation for inflation.

This last step, commonly known as decoupling, was the least controversial part of the legislative package. It corrected a benefit formula under which cost-of-living increases, which current Social Security recipients obtain were also factored into the benefits of future Social Security recipients. This linked future benefits to current increases in prices.

However, future benefits were also linked to wages. (A retiree eligible for Social Security receives a pension related to his history of earnings.) According to experience, wages tend to rise as prices go up. So future benefits—to be calculated against rising wages—were destined to receive a "kicker" for rising prices as well. To prevent this, Congress "decoupled" the benefit formula so that future retirement benefits will be indexed to wages only. Only after becoming eligible for Social Security will a person's benefit rise in line with the cost-of-living increases. Decoupling, under the new law, will be phased in from 1979 to 1983.

Anyone paying Social Security taxes this year will do so on wages earned up to \$17,700. In 1977, such taxes were paid on wages up to \$16,500. The increase in wage base that took place this year was already scheduled and did not occur as a consequence of the new amendments. Under the new law, however, the taxable wage base will keep climbing, increasing to \$22,900 next year, to \$25,900 in 1980, and reaching \$29,700 in 1981. As escalation formula after 1981 governs increases beyond that date. According to it, the wage base will grow to \$42,600 by 1987—a far cry from the original \$3,000 set in 1937.

In addition to paying Social Security taxes on a rising wage base, the employee and employer will also pay such taxes at a higher rate. This year, the rate is 6.05%—a figure which, like the wage base, had been set previously by law. The rate is destined to rise in steps from 6.13% next year to 7.65% by 1990 at which time a person could pay \$3,856, or 7.65% of \$50,400.

The combination of higher Social Security taxes on a higher wage base will raise \$227 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 liberals 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

- **TAX BASE** rises to \$22,900 in 1979 and to \$29,700 by 1981. (1972 escalation formula is expected to raise base to \$50,400 by 1990).
- **TAX RATE** rises to 6.13% in 1979 and to 7.65% by 1990.
- **MINIMUM TAX** in 1990 will be \$3,856 if tax base rises to \$50,400 as projected.
- **NEW BENEFIT FORMULA** corrects flaw in automatic escalation provisions that could produce higher benefits than intended.
- **BENEFIT "BONUS"** raises primary benefit 3% a year for those delaying retirement beyond age 65, to a maximum 21% at age 72.
- **"UNPENALIZED" EARNINGS** of those working beyond age 65 raised from \$4,000 in 1978 to \$6,000 by 1982.
- **SURVIVING SPOUSE BENEFIT** will no longer be reduced after 1978 for widows or widowers who remarry after age 60.
- **10 YEARS OF MARRIAGE**, instead of former 20, will qualify aged divorced spouse or surviving divorced spouse for benefits after 1978.
- **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 1990, and increasingly after 2000, the working-age population will shrink, relative to the number of elderly, and this shift is expected to undermine the system's finances once more.

Long before then, Social Security finances seem certain to be thoroughly overhauled. Reason: The huge tax increases now voted—as key members of Congress now agree are sure to encounter a storm of protest.

## Work in Santa Rosa Area Still Heavy

District Representative Bob Wagon reports that the work in the Redwood Empire 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 year 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-work list is starting to grow, it is apparent that next year also holds great promise with \$30-50 million worth of work in the district still to be let this year for next spring.

With Assemblyman Barry Keene running for State Senator Peter Behr's empty seat, there is a contest for the assembly seat which will be vacated by Keene. The Local grievance committee in Santa Rosa has recommended endorsement of Doug Bosco, who Wagon reports is "ready to support working members of the area in getting and keeping jobs and income." He supports several

major construction projects in the area, including the local highway and freeway bypass 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 bid opening for the dam's Fish Hatchery will be September 27, and Dan Caputo Co. is nearing completion on their bridge job.

Piombo Construction reports a very productive year and is presently in a race with the weather to complete a few of their jobs while Kaiser Sand & Gravel has been working two shifts most of the summer, keeping a lot of the Brothers busy. Off Airport Boulevard in Santa Rosa, Santa Rosa Crane is erecting a new plant for Healdsburg Sand & Gravel out of Willits. Remco Hydraulics, a machine shop employing about 200 engineers, is looking for a machinist.

Also nearing completion is Tonkins Construction's Hwy 101 project in Laytonville. Shook Construction is just breaking ground

on their sewer job there. In Fort Bragg, Baxman Gravel has had a very good year and Healy Tibbits has about a month left on their job. LaMalfa Construction is nearing completion of their work on Fish Rock Road in Boonville as well.

"The latest rumor is that they're going to rebid the sewer project from Forestville to Monte Rio sometime this month, the project estimate ranging from \$15 to \$20 million," O'Connell said.

### Geysers

Business Rep. Chuck Smith reports that the Geysers is really the hot spot of activity in the northeastern part of District 10. C. R. Fredericks has unit 13 well on its way and is about to get started on a major re-working of the slide area in unit 14. That work will involve moving a lot of dirt. Owen Haskell is keeping several hands busy on both units 14 and 15 and getting the structures up. Next year looks real good on the hill with units 16, 17, 18 and 19 all in the works.

Parnum Paving was the low bidder on a million and a half

dollars worth of shoulder widening and overlay in various sections of Hwys 20 and 29 in Lake County. Parnum also has a good shot at the passing lane coming up on Hwy 20 just east of the Redwood Valley turn-off near Ukiah. Parnum has the only AC plant in the area which should really

tie it up for them.

The Lakeport sewer collection system which McGuire & Hester has kept a small crew on all summer is in the finishing stages. There are several new underground jobs coming up in Lake County with the biggie being an

(Continued on Page 6, Col. 1)

## 35 YEARS

At its meeting on September 17th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by	Local
Earl R. Brooks	294547	12/40	3
Merritt S. Byrd	431531	9/43	3A
Archie Cameron	431465	9/43	3
George H. Deitrick	329555	11/41	3A
Frank J. Leadabrand	291393	10/40	3A
S. N. McBroom	385088	9/42	428
		5/43	transferred to 3
Earl Mulkins	418323	5/43	3
Harry Tiffie	322383	9/41	3
Herman Wild	423250	6/43	3A
Jim E. Withrow	431515	9/43	3
Farnum Herman Wood	425299	7/43	3A
Clarence E. Wright	278721	10/39	3B





By BOB MAYFIELD  
Vice-President

## Rigging Lines

Incredible as it may seem, calendar year 1978 is now more than three-quarters' completed and we all are now looking directly at Thanksgiving, Christmas and New Years. It seems as though time runs away far too fast sometimes, and only yesterday we were all wishing for the spring rains to end so the likelihood of the promising work year could begin in earnest—which it most surely did. Overall to this point, those with the desire and ability in most all fields have had a very good work season with many jobs working for some into a lot of overtime almost from the outset.

The records to this date indicate that this year will likely surpass last year, which ended up having the highest per member average annual total in over the last 5 years. This figure isn't some guess, but according to the actual booklet figures compiled by the Martin-Segal Company last year (1977) totals averaged just slightly over 1,700 hours per active pension participant. This figure (1,700 hours) only means a sizeable gross income, for if we could assume for the sake of an educated "guesstimate" of \$10.00 per hour times 1,700 hours in this year would have this group of Operating Engineers to have made around \$17,000 last year.

Nobody in this range is going to get rich by any stretch of the imagination, as some people would try to say today's construction workers are overpaid. We in this business know that certainly isn't the case. We as Operating Engineers are worth every penny we earned through our negotiated contracts, and at best are buying our own homes, putting our children through school and eating nutritious and adequate meals and trying to put something away for a rainy day and our retirement. But, for the most part however, the members in Local No. 3 are depending heavily on our union pension for that day when we all cross the bridge of retirement or death. It is along these lines that most of my final comments for this month's article will be directed.

I read an article the other day which certainly was supposed to be based on facts through 1977. I was amazed to learn that the value of all pension funds in the United States was something over \$500 billion. Contributions from all sources will cause these pension funds to swell in value a minimum of 10 percent, or \$50 billion annually. It is staggering to know that at this rate pension plan assets which are growing so fast will surpass a Trillion Dollars (I'm not even certain I could correctly write down that figure!). Of the \$500 billion in current total pension assets, the largest amount is in private pension plans (\$270 billion) and the second would be State and Local government plans \$135 billion) and the Federal government plans on having the balance (\$100 billion).

According to this documented article, the total assets of members under a covered plan is at least \$200 billion or more. These large figures should signify many things to help our own causes, which sometimes are not in fact happening. In many instances these union pension monies are helping to finance large non-union companies or multi-national and overseas operations. Almost half of all non-federal pension assets are invested in corporate stocks of United States Companies and another 30 percent in corporate bonds. Pension funds typically are Blue Chip investors and concentrate heavily on the top 200 U.S. Corporates, of which a good many are non-union for the most part, such as Dow, IBM and Kodak. Other companies are now going double-breasted or going overseas where they can produce goods under low wages and slave conditions only to be imported back into this country and sold at a top price of whatever the market will bear.

Our own Local No. 3 pension plan assets are invested similarly and only last year purchased over one-half million dollars worth of Dresser Industry shares. At the time we have just won an N.L.R.B. election in The Geysers with one of Dresser's subsidiaries, and lost another tough and disputed election with the same company in Eastern Nevada. To this day, we have yet to successfully complete a contract with this (for the most part) non-union company. Also, needless to say, we only kept that stock less than 30 days because of the hell-raising I did at a Trustees Meeting of our funds when I found out about the purchase of stocks for a union-hating company. This only leads to the point that the overall picture of work could be greatly enhanced if non-union companies and overseas capital would be cut off by the combined insistence of all union trustees. Money speaks loudly and our money is substantial (I'm speaking of all union funds of all types in the United States and Canada); enough to stop some of these non-union companies cold by cutting off their credit unless such new expenditures are going to be done on a union basis and where no import is going to occur.

I've maintained that if this pattern continues, the merchant who sells any product in this country which is foreign made had better hope that when his door swings open a citizen of a foreign contry is there to buy the product because,

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## San Jose Report

# Bids Called on 'Blood Alley' Job

San Jose District Representative 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 Cochran 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 scheduled for completion in 1983.

Business Rep. Harvey Pahel reports that Bellicitti and Pelliotti have a "nice" rock job off 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 Piazza in the pit have been kept busy 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 \$23 million to repair numerous roads in San Jose to bring them up to standard. This will provide many hours of work for the Operating Engineers over the next few years, as all of these road jobs are supposed to go out to bid to private companies.

## Kaiser Worker Injured

Asst. District Rep. Jack Bulard reports that local 3 member Johnnie Walker suffered a finger amputation at Kaiser Natividad Quarry, resulting from a rock

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## Winter May Come Early to Marysville

"The work picture in the Marysville District has been great this year," reports District Representative Alex Cellini. "But, like all good things, it does come to an end. With the temperature starting to drop down into the low thirties at night in the mountain areas, winter is coming!"

Butte Creek Rock has cut back on the operation of their hot plant and crusher. Baldwin Contracting has had some work this year in the Chester and Quincy Areas.

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

Business Rep. Dan Mostats reports that Robinson Construction

has had a short year and will probably do a few more paving jobs before winter arrives. Robinson is still doing the greatest part of the work on Kelley Ridge in Oroville.

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 Murchison'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 Community Park, Phase 4, Project.



BALDWIN CONSTRUCTION has its share of work in the Marysville area with its Highway 20 job going east out of Marys-

ville (pictured top) and its Fifth Street job near the Yuba County Courthouse. Working the loader is Eugene Johnson.



# 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, reloca-

ting the railroad, and accommodating the Salt Lake City Airport, reports business Rep. Wayne Lasister. 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, Kennecott Copper Corporation tailings, or, Antelope Island. Studies have been made to bring in the fill by railroad but because of the cost involved it was not feasible.

None of the contractors interested in bidding are talking about where they intend to obtain their fill. "It should be an interesting job as well as a lengthy one," Lasister commented.

The Department of Transportation has also indicated that another section of I-215 on the Wasatch Mountain side of the Salt Lake Valley will be let early next year. This section would extend from 4500 South to Knudsen Corner (6100 South), approximately 3½ to 4 miles and will cost in the neighborhood of \$7 million.

A small section of I-215 will be advertised for bid in November of 1978. The excavation material will be used for another job at the interchange on 2100 South and 3800 West. This job is expected to be less than \$1 million.

## 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.

L. A. Young Sons' Company has picked up a tremendous amount of work in Utah this summer. The last couple of years they had a great deal of work out of State. The Brothers are glad to be back home.

L. A. Young Sons has started clearing the right-of-way on the I-70 job at Clear Creek. They are working two shifts on this project at the present time and hope to be

able to keep going on this job most of the winter.

This contractor was also awarded a job in western Utah on Highway 50 and 6 at Garrison, consisting of thirty-seven miles of overlay which amounts to approximately 90,000 tons of asphalt. This

should keep the crusher crew busy this winter.

L. A. Young Sons was also awarded the North Holden to Scipio job on I-15. This section is the one Industrial Construction started but never finished because

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LOCAL 3 MEMBER Stephen Christiansen poses with his son Michael, who was a first place winner of the union's 1978 scholarship contest. Also with the Christiansens are President Harold Huston of Local 3 and Utah District Representative Tom Bills.

## 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.

The Tulare Lake Drainage District has awarded a project to R. L. Thibobo Construction Company of Vista, California for construction of 14 miles of pipeline varying in size from 36 inches through 51 inches and two concrete structures for conveyance of agricultural wastewater 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 about 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 Yosemite Avenue. All are main thoroughfares except "C" and Third Street which is residential. Upcoming roadwork in Madera will be reconstruction of Olive Avenue between "I" and "N" Streets and is expected to cost about \$300,000.

The U.S. Bureau of Reclamation mailed out invitations for bidding September 15, 1978 to large contractors for construction of Reach Two of Pacheco Tunnel.

The concrete lined circular tunnel will have a diameter of nine feet, six inches and run from the San Luis Reservoir south of Highway 152 extending from Merced to Santa Clara County.

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

The Carl J. Limata Construction Company has started their \$800,000 Fresno Airport improvement project. They are working under the special single shift as the work has to be done between 10 p.m. and 6 a.m. This project has eight Operating Engineers working for about two months.

Granite Construction has started work on their Highway 41 freeway project. They are using "650" scrapers to move the 1.5 million yards of dirt.

The rock plants in the Fresno area have been busy all summer working long hours and six-day weeks. Work has been booming all year, and looks as if it will hold out for another year or two at least.

for the construction work. So far Argonaut and Dowd have involved about 10 engineers on the preliminaries.

Mid-October should see the awarding of the major clean water expansion in the Sonoma Valley to Ebert Spartan of San Jose and Titan Pacific of San Mateo. "These projects, plus the Warm Springs Dam, and hopefully the Russian River sewer system job, as well as a lot of private work should keep us all busy next year," Datson said.

"Many thanks for all your support at the District Meeting, September 14th. It's great to see such a large turn-out and so much interest in your union and its activities. We hope to see you all again at the next Santa Rosa meeting March 15. Bring a friend!"

# More Santa Rosa

(Continued from Page 4)

expansion of the Kelseyville system. Rugen Construction, with Pete Beretta moving the dirt, will be starting a good size job on Hwy 20 on the east side of the lake almost immediately. About half a million yards in this one!

Stimple-Baker, with a crew of about 15 engineers, have the work on Hwy 20 near the Oasis right on schedule and should beat the rain—with luck. Lang Brothers will install a turning lane on Hwy 20 in Lucerne to the tune of \$450,000 shortly.

## Downtown Santa Rosa

Business Rep. Brad Datson reports that there is over \$60 million worth of work planned for a downtown shopping mall, but it is not clear sailing yet. The city has yet to close 4th and 5th streets



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



DALE HANAN  
General Manager

Keeping track of your Vacation Pay is not difficult.

Just add up your monthly earnings and compare those totals with deposits to your Credit Union share account. To do this, you must keep both your paycheck stubs and your quarterly statements from the Credit Union.

You should remember that it takes about 70 days for your Vacation Pay earnings to go from your employer through the Operating Engineers Trust Fund in San Francisco to deposit in your Credit Union share account in Dublin, California. Your monthly deposits are made on the 10th of each month but earn dividends from the first if left on deposit to the close of the semi-annual dividend posting period.

For example: If you earned \$100 in Vacation Pay in April, that \$100 would not be transferred from the Trust Fund and deposited in your Credit Union share account until July 10.

If you're on the monthly transfer system, the Trust Fund transfers your Vacation Pay earnings for deposit to your Credit Union share account according to the following schedule:

Your Vacation Pay Earnings for the Month of:	Are Deposited in your Credit Union Share Account:
January	April 10
February	May 10
March	June 10
April	July 10
May	August 10
June	September 10
July	October 10
August	November 10
September	December 10
October	January 10 (of next year)
November	February 10 (of next year)
December	March 10 (of next year)

How do you check to see if your Vacation Pay earnings were deposited in your Credit Union share account according to this schedule?

You review your Credit Union statements which you receive four times each year. You should remember, however, that your Credit Union quarterly statement is a record of all loan and savings transactions on your Credit Union account. It is not an up-to-date record of your Vacation Pay earnings.

Your FIRST QUARTER statement which you receive by April 10 shows all transactions on your account from January 1 through March 31 of the current year. Your Vacation Pay earnings for October, November and December of the previous year are shown on this statement.

Your SECOND QUARTER statement which you receive by July 10 shows all transactions on your account from April 1 through June 30 of the current year. Your Vacation Pay earnings for January, February and March of the current year are shown on this statement.

Your THIRD QUARTER statement which you receive by October 10 shows all transactions on your account from July 1 through September 30 of the current year. Your Vacation Pay earnings for April, May and June of the current year are shown on this statement.

Your FOURTH QUARTER statement which you receive by January 10 shows all transactions on your account from October 1 through December 31 and includes your Vacation Pay earnings for July, August and September.

All of your Vacation Pay deposits to your Credit Union share account are shown on your quarterly statement as "VACATION PAY."

Thus, if you wanted to see if your correct Vacation Pay earnings for April, May and June of this year were deposited in your share account, you would check your Third Quarter statement for correct deposits on July 10, August 10 and September 10, respectively.

Last month's column covered the benefits of considering your Vacation Pay earnings as an automatic savings program and how the Brothers who manage to save all or a portion of their annual earnings benefit financially.

Next month's column will advise you what to do and who to contact if your Credit Union deposits do not equal the amount you earned according to the transfer schedule printed above. I will also discuss keeping track of your earnings if you're still on the semi-annual transfer plan instead of monthly transfer.



# Local 3 Endorsements Win Big in Nevada

Operating Engineers Local 3 has shown Nevada politicians that when the Union endorses a candidate for office, that endorsement carries more than just a letter from the San Francisco office. More often than not, that endorsement also included a small army 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. Leading the ticket was 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 48 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 campaign barbs the day following the primary election. List, following a standard campaign style 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 other races throughout the state, Local 3 endorsed candidate for State Treasurer Stan Colton defeated incumbent Treasurer Mike Mirabelli. Colton, the Registrar of Voters in Clark County won his long shot election with 43 percent of the vote.

In State Senate District 1, po-

litically unknown Randolph Townsend pulled one of the big upsets of the day by outdistancing Assemblyman Patrick Murphy. The district, which has two State Senators, also voted to renominate incumbent Senator Spike Wilson.

Another upset saw first term Assemblyman Jim Kosinski defeat incumbent State Senator Margie Foote in the race for Senate District 2. Kosinski was given relatively little chance at the beginning of the campaign, but rallied to win by walking the whole 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 Engineers who "worked so hard, put in long hours walking precincts in some of the hottest part 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 members 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 Colton.

State Senate No. 1, Spike Wilson and Randolph Townsend.

State Senate No. 2, Jim Kosinski.

Assembly No. 24, Tod Bedrosian.

Assembly No. 26, Dale Goodman.

Assembly No. 29, Robert Barango.

Assembly No. 31, Jo Anne Garwood Dain.

Assembly No. 32, Bob Fisher.

Washoe County District Attorney, Cal Dunlap.

Washoe County Commissioner No. 3, Jim Underwood.

Lander County Sheriff, Tom Beebe.

Only Paul Havas, candidate for University of Nevada at Reno Regent, and Leonard Mays, Washoe County Commissioner District 5 were defeated at the polls.



Nevada gubernatorial candidate Bob Rose, who was backed by Local 3 won the Sept. 12 primary handily in a field of eight candidates for the Democratic nomination. His closest opponent was defeated by better than a 2-1 margin.

## 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 'Harrah'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 world we have to fight to get this work turned loose.

"By 'fight' we mean taking the time 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 whose personal efforts in the past have resulted in the current boom and realize that we must continue our efforts 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. Hood Corp. is working all over the Carson area as is Savage Construction. Gerhardt & Berry picked up Schedule 2 on the Rancho sewer

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 bidder on the Kingsbury Square

job and Savage picked up two private subdivisions in the Kingsbury area. Savage was able to do so directly due to the Custom Agreement. Mid-Mountain, Inc. has been all around the lake with underground crews and Golden West has been paving throughout the Tahoe-Reno area. The Zeecon, Inc. job at Incline is also running smoothly.

### Hotel-Casino Jobs

Most of the major hotel-casino expansions in the Reno-Sparks area are in the final stage with the exception of the El Dorado which is just coming out of the ground.

Helms Construction is concentrating on the Ring Road job, but can be seen throughout the area and has overlays 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.

J. C. Compton of Oregon is 50 per cent completed with the badly needed overlay at Wadsworth. Frehner Construction out of Las Vegas still has quite a bit to complete at Lovelock and didn't get started on the Battle Mountain job until mid-Sept. Max Riggs Construction, also from Las Vegas, is

going strong on three jobs located at Winnemucca, Elko, and Wells. Riggs also picked up the first phase of the Elko railroad relocation at just over \$2 million, Peter Kiewit Sons was second. Peter Kiewit Sons has moved their hot plant in at Jackpot and started paving on that overlay.

The G. P. Construction/Industrial joint venture is finishing up at Carlin and they were fortunate to be the low bidder on a \$1.5 million overlay at Currant Summit west of Ely. Jack B. Parsons Construction out of Utah finished the concrete paving at Wendover and

(Continued on Page 14, Col. 1)



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 Com-



mittee 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.



# Cyclical Employment: A Complex Problem

Three years ago it was hard for an operating engineer to find a job. Unemployment reached 33 percent in some sectors of the building and construction trades. Businesses were retrenching. Highway work was at a standstill as California and the rest of the nation tried to come to grips with an unprecedented oil embargo and the worst recession in 40 years.

The employment crunch forced many good union tradesmen to "put their union cards in their shoes" and go hustling for any kind of work they could get.

Now, three years later Local 3 members are often working "six tens" a week as construction activity sprouts up everywhere. There is so much work that the dispatch halls are empty. Apprentices are going through their paces as fast as they can in order to get out on the job.

To many union construction workers, this volatile economic roller coaster ride is a way of life. Tradition seems to have fixed the construction industry into a strange, concrete clad mold where "boom or bust, feast or famine" is the name of the game. Many a veteran operating engineer—having learned the game early—takes advantage of the good times to sock away that extra cash for the inevitable crunch that will occur two, four, maybe even ten years away.

History has proven them out. This is the way the construction industry has always been.

But does it have to be that way? Do construction tradesmen always have to suffer twice the annual unemployment of any other industry? Do union halls always have to swing like a pendulum from being virtually empty at one time to being filled with restless, unemployed members at another time?

These are the issues no one particularly feels like dealing with when the work is good. But the threat of a "cyclical" slowdown always hangs darkly on the horizon. Perhaps construction workers, having learned to live with the "seasonal" slowdowns brought on by winter weather have conditioned themselves to a certain extent to last out the much more severe "cyclical" periods of unemployment. Those long stretches when nothing is breaking. When that invisible economic hand tightens its grip and construction work falls by the wayside.

## 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, bureaucrats and elected politicians have begun to learn 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 carrying out tax cuts, 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," "libertarians," and proponents of "laissez faire" 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. At other times, when the economy 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 coordinating the release of public funds into the economy so that millions of construction workers can expect a little stability in their lives?

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 clear their accounts at the end of the fiscal year so they can be assured of getting the full budget requested 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. Then degree of specialty is high. Many firms will contract for only specific kinds of construction work. Other firms prefer to remain highly localized. Under these conditions, most constructors are unwilling to form coalitions and large organizations for the purpose of improving the industry. Most of them operate by the seat of their pants and do fairly well. So why change? Besides, if things get tight, the contractor can always lay off part of his workforce, put some of 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 percent, 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—along with their respective prices—varies sharply. 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 those tax dollars are wasted paying artificially high prices for construction materials due to temporary shortages. The current cement shortage in the western states provides a striking example of how a lack of planning on public works 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 Teham-Colusa 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 ripples 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 "top dollar" wages that construction 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 percent of the salaries in the auto industry and 79 percent of the workers' salaries in the petroleum and refining industry. Much of the difference in the annual 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 is astronomical. Studies have shown that the construction industry "consistently receives more unemployment compensation benefits than firms in the industry pay into the system." Better planning among government agencies on public works projects could significantly reduce excessive unemployment payments by million of dollars.

At this point in time, however, the prospects for improvement are dim. *Engineers News* contacted several government agencies to determine if cyclical changes are taken into account before letting major public works projects.

The Bureau of Reclamation, which lets contracts on huge projects such as Auburn Dam, the San Felipe project, and the Tehama-Colusa Canal customarily does not take into consideration the current activity of the construction industry before going out to bid on a project.

Cliff Stauff of the Bureau's contracts division told *Engineers News* that contracts on most new projects "just happen" when all the various factors that go into getting

## Council Members Sit in Session

Sitting in session for the first meeting of the new Bay Area construction committee were 37 representatives of labor, business and government. Labor representatives on the committee are: James Lee, president of California State Building Trades Council; William Ward of the Alameda County Building Trades; L. H. Thomas of the Contra Costa Building Trades; John Watts of the

Carpenters; George Goodfellow of the Marin County Building Trades; Stan Smith of the San Francisco Building Trades; Robert Gilmore of the San Mateo County Building Trades; U. E. Withrow of the Santa Clara Building Trades; Sal Minerva of the Laborers and Dale Marr, Business Manager of Operating Engineers Local 3.





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 concrete shortage."

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—obviously has no regard for current economic conditions within an area.

### Environmental Red Tape

A major public works project cannot get started until all the red tape is taken care 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 planning against cyclical changes. A spokesman for the department explained to *Engineers News* that the money CalTrans gets comes from state and federal gasoline taxes—a source of revenue that can fluctuate wildly due to economic conditions.

Ideally, CalTrans also should have increased its highway construction during 1974 and 1975 to offset the slump in the construction industry at that time. But it so happened, the department was getting 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 truly to 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.

Local 3 Business Manager Dale Marr, who has just been appointed by Secretary of Labor Ray Marshall to participate in the Bay Area construction committee, emphasizes the complexity of the forces contributing to cyclical changes in the construction industry.

"We aren't just dealing with a fixed number of industry people who are all interested in solving the same problems," he says. "We are dealing with bureaucrats who want to clear their budget at year's end, environmentalists who have no inkling of economic problems in construction, politicians who have to get reelected and a large, diverse group of rank and file workers and corporate executives who have very little trust for one another."

Furthermore, it is difficult to be critical when government lets contracts—even if

## 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.

they do on occasion aggravate the cyclical nature of the construction industry. "We are happy to get projects like Blood Alley, the Dumbarton Bridge, Grove Shafter Freeway and Warm Springs Dam, regardless of the fact that construction work is already at a high," Marr says. "Many of these projects are on line only after considerable political fighting on our part. We have to take them when we can get them before an enterprising environmentalist figures out another way to stall the project."

Until these kinds of problems are resolved, any attempt to smooth out cyclical employment will be an uphill—a steep uphill battle. It will require changes in fiscal management. It will require more awareness and cooperation among workers, employers, politicians, environmentalists and bureaucrats—a condition which may never occur.

# Work Season Still Holding in Redding

District Representative Ken Green reports that the work load in the Redding area is still going great, although the month of September has started off a little wetter than the record breaking September of 1977. Most of the work has been proceeding with little lost time.

The Roy Ladd Construction Inc., and Carl R. McConnell, J. F. Forrest Glen job on Hiway 36, has just about completed the clearing and grubbing phase and is moving into the dirt moving phase. Brother Bob Blair is the Superintendent on the job and hopes to get a good portion of the dirt 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 stages.

Henderson Construction with the help of Eastco Construction has completed the Montague sewer ponds and holding dam and is currently working on the Treatment Plant itself.

C. L. Fogle Construction and Trinity Construction have all but finished the Weed sewer ponds 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 Kiewit Sons Company is back in the area working at the Holly Sugar limestone pit in Ingot. 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 I-5. This job ran through the hottest part of the Summer with temperatures in excess of 120 degrees. The asphalt hit the paver at around 350 degrees. "You better believe those guys perspired a bunch and didn't do much but sleep when they got home," Green commented.

Probably the toughest job of all was Easley Construction Company 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 area 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 road-way without turnouts.

This necessitated the scrapers (TS-14's) to backup almost a mile after dumping. Brother Herb "Nip" Lytken 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 to haul their water in and didn't have electricity or sanitary facilities. Although the job was exceedingly tough the living facilities were non-existent—and there was very little over-time pay—but the operators stuck it out to the end. "That speaks pretty high for the supervision 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 camp-

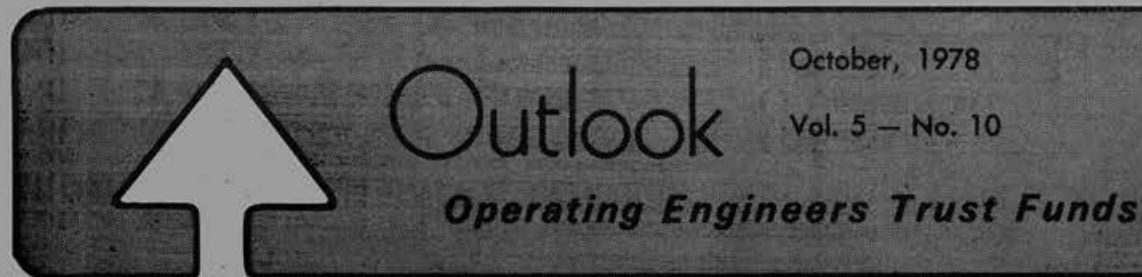
ing, bowling or on a picnic. Think about it ladies!!"

"This last month we had an opportunity to meet and talk with Evelle Younger who is aspiring to be Governor for 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—'he could do better if elected' but had no 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 poles—remember how it has been the past 10 years and look at the work we are now enjoying."







October, 1978

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## New Social Security Amendments

New Social Security amendments passed into law recently by Congress will affect widows and widowers, retirees who receive a public pension, blind people, and divorced persons.

The change with probably the most potential public impact is that effective January 1979, widows and widowers who remarry after age 60 will not be subject to 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 husband or wife of a retired, 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

for December 1977 based on applications filed in December 1977 and later. This "offset" provision does not apply to those who would be eligible for pensions by December 1982, and those who could have qualified for social security dependent's 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 generally 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 test—\$334 a month for 1978, \$375 for 1979, \$416 for 1980, \$458 for 1981, and \$500 for 1982.

Taking effect January 1979, the length of marriage required before a divorced woman can be eligible for benefits on the record of her former husband is REDUCED from 20 years to 10 years.

## Social Security Allows 'Trial Work Periods'

Many disabled persons who choose to work in spite of a severe medical condition can continue to receive their monthly social security checks during a trial work period of up to nine months.

Such trial work periods are designed to give disabled men and women an opportunity to test their ability to work and hold a job. For this reason, not all months in which a disabled person works necessarily count as months of trial work.

Only months in which a disabled person is employed and earns more than \$50 count as months of trial work. In cases of self-employment only months in which the individual nets \$50 or more in a trade or business count.

After a disabled person has worked in nine different months, social security then reviews the worker's job performance to see whether he or she will be able to sustain gainful work.

There are exceptions to the nine-month trial work period, so it is not automatic in every case. Some individuals qualify for social security disability benefits initially with a severe physical or mental problem but not one that is expected to keep them permanently disabled.

Those receiving social security disability must also report all work to social security, especially

those receiving S.S.I. (supplemental security income).

Some disabled people are not eligible for any trial work period. This category generally includes disabled widows, widowers, and divorced wives between the ages of 50 and 60, and those who have become disabled for a second time in less than five years after having prior benefits terminated due to return to work.

The social security disability program is known for having stricter eligibility requirements than many other disability programs. To be disabled under the social security law, a worker must have a physical or mental impairment so severe that it prevents him or her from engaging in substantial gainful employment for a year or longer, or that the condition is expected to result in death.

The amount of social security work credit needed to qualify for benefits depends on the worker's age at the time of disability. It ranges from 1½ years of credit earned in a three-year period for a worker disabled at age 24 or earlier, up to almost seven years of credit (with five years of credit earned in the 10-year period before disability) for a worker disabled in his or her late 40's or later.

## Fringe Benefits Forum

By MIKE KRAYNICK,  
Director of Fringe Benefits



In the June issue of *ENGINEERS NEWS*, Don Kinchloe's column *TREASURER'S REPORT*, stressed the importance of having an up-to-date Designation of Beneficiary Card on file with the Operating Engineers. Don explained well that there are specific rules about payment of the Local 3 and International Death Benefits to beneficiaries. His point is well taken. You must keep your Designation of Beneficiary Card current. 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.

The same holds true for your Life Insurance Benefit in the Health and Welfare Plan and 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 accounts.

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 parents depending on our circumstances. Since then, circumstances have changed for many of us. Our marital status may be different, our children may be grown, or our parents may have passed on. Our choice of a beneficiary may be outdated. If that's the case—simply submit a new one.

Although we have obtained a Designation of Beneficiary Card on the majority of the members, there are still some Engineers who have never filled out a card. As Don explained, this can lead to problems in settling claims for death benefits of a deceased member. Again, the same would happen with your Health and Welfare Life Insurance and Pension Death Benefits. If there is no Designation of Beneficiary Card on file, payments would be made to your current legal spouse. If there is no spouse, the Plan says that payments would be made to any other person of natural bounty. That means children, parents, brothers and sisters or other relatives. If there are no relatives, payment is made to the state.

You can see that without current beneficiary information on file, payment of all death benefits could end up going to a person other than who you want. These are your benefits and should be paid to someone you select.

As a reminder, you can select anyone you want as your beneficiary. This includes family, friends, your church, your lodge, even an educational or political organization. And you can select a new beneficiary as often as you wish. Just be sure to date the card because benefit payments are made to the beneficiary shown on the latest valid signed and dated card filed.

Other things to consider in filling out the card are: (1) name a Contingent Beneficiary and, (2) list more than one beneficiary. Naming a Contingent gives the Operating Engineers and the Trust Funds an alternate beneficiary in case your beneficiary is deceased. You can also name several beneficiaries such as your children to share benefits. Just list your beneficiaries' names on the reverse side of the card and show how you want your benefits distributed.

As we stated earlier, most active Engineers have death benefit protection from four separate sources that could exceed \$25,000 to \$30,000. That amount of money deserves your attention. If you are in doubt about your beneficiary—fill out and submit a new card as soon as possible.

## Keep Beneficiary Card Current

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

The District Office immediately sends in to the San Francisco office information concerning the deceased. The staff of Treasurer Don Kinchloe's office will then make notification of the death to all possible sources of benefits.

A deceased member's beneficiary may be entitled to the following:

- **Local Union No. 3 Death Benefit** in the amount of \$1,000.
- **International Union of Operating Engineers Death Benefit** which is based on a member's years of continuous good standing.
- **Health & Welfare Life Insurance and/or Accidental Death** benefits, where applicable.

### • Pension Trust Fund Benefits.

In addition, Local Union No. 3 notifies Operating Engineers Local No. 3 Credit Union of the death so that they may begin their own processing of any paperwork that may be involved with the deceased's Credit Union account.

Of course each engineer's age, membership, and work history is unique and is a factor when determining the eligibility of payable benefits. Beneficiaries will be informed of the eligible benefits they will be entitled to and will be requested to provide certain papers necessary to process claims for payment. We are aware of the terrible strain a family is under at the time of death, and we usually have no trouble in getting the payments started when we receive these items:

- At least one certified copy of the death certificate with the seal embossed. According to circumstances, we may request more than one copy.

- Each beneficiary will be asked to return two notarized copies of Form B Benefit Affidavits.

According to other requirements, we may need one copy of a members' and/or a wife's birth certificate; a mortuary invoice; and a notarized copy of one Form 112 Beneficiary Affidavit (for International benefits).

Local Union No. 3 would strongly urge all of our members to contact your District Office, the Fringe Benefit Service Center, or Treasurer Don Kinchloe's office, Desk No. 14, for further information on the current status of your own benefits for use in your family's sound financial planning.

DESIGNATION OF BENEFICIARY			
OPERATING ENGINEERS LOCAL UNION NO. 3			
P. O. Box 5412			
San Francisco, California 94101			
To receive all money payable by reason of my death, under International Constitution, Local Union By-Laws, applicable negotiated Trust Funds, and other plans —			
PLEASE PRINT: LAST Name	First	Social Security No.	Register No.
BENEFICIARY: LAST Name	First	Social Security No.	Relationship
CONTINGENT BENEFICIARY: LAST Name	First	Social Security No.	Relationship
The Beneficiary named above is designated as the person to receive all sums payable to my beneficiary under the terms of any Employee benefit plan established through collective bargaining by Operating Engineers Local Union No. 3 and any other sums payable under International Constitution and/or Local Union By-Laws.			
Date Signed: _____		SIGNED: _____	
Form 151		2/21/75-dv ope 3 aff-cio (3)	





## Long Illness Takes Life of Ignacio Agent

District Representative Hugh Bodam reports that Local 3 lost Asst. District Representative Wayne (Lucky) Sprinkle from the Ignacio office to cancer. Lucky passed away September 8, after an illness of several months. He worked in the Marin County area for the past years and was very active in politics in that area. "He will be missed by all," Bodam commented.

Bodam reports that his district has undergone several staff changes in recent weeks. Charlie Snyder and Phil Pruett continue to work the San Francisco area as business agents, with offices at 474 Valencia St., San Francisco, along with Hugh Bodam, as the District Representative of Area 01.

Dick Bell, Nate Davidson and Ray Helmick are taking care of the business agents duties in San Mateo County, with offices at 1730 South Amphlett Blvd., in San Mateo.

In Solano County and a part of Napa County, Aster Whitaker and Ernie Louis are servicing the members in that area, with offices at 1245 Francis Blvd., Fairfield.

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

### City Projects Booming

There are several new jobs getting under way in the San Francisco downtown area with Williams and Burrows starting their \$7 million Eastern Park project which will be a 13-story Senior Citizens low income housing. Williams and Burrows are also progressing at a rapid pace with their \$14.3 million, 25-story

office building at 127 Montgomery St.

Obayashi-American Corp. has started a \$2.7 million 60-unit Condominium at Vallejo and Mason Sts. Cahill Const. has started a \$6.5 million 20-story office building at 601 Montgomery St. At the present time there is a total of \$179.4 million in building projects in San Francisco. Over \$1 billion in work is being processed.

Granite Yamanishi and Under-ground Moseman has about \$69 million in sewer work along the Embarcadero with Wagner & Caputo nearing the end of their sewer project.

### Coast Commission

The North Central Coast Region Commission recently voted 9-0 to disapprove the \$98.2 million west-side transport line intended to follow the Great Highway from Fulton to Sloat Blvd. Included in the project was a \$35.5 million pumping station and a \$12 million realignment of the Great Highway. The action is scheduled to be appealed to the State Coastal Commission in October.

The Southeast Waste Water Treatment plant has been awarded to Gus K. Newberg, Huber, Hunt and Nichols, Inc., a joint venture for \$115 million. A Pre-Job Conference on the project has been held and the firm is subcontracting the excavating to Sabad Const. Co. The job is now under way and the prospects look good for a number of Local 3 members. Also related to the sewer project are a number of smaller jobs replacing the tracks for the Muni System and Peter Kiewit on a section of the sewer system in the Marina area.

### San Mateo County

Piombo Corp. has several jobs in the area. Oyster Point Marina Park is keeping 15 Brothers busy. Dutra Dredge is a subcontractor, running three shifts. Piombo's job at the San Francisco Airport is still under way with engineers. Between the concrete treated base plant and crusher, and the paving and pour operation around the new North Terminal, Piombo's job at the end of Avalon Dr. off Hwy. 280 is just starting with 10 engineers. They have 380,000 yards to move for W. W. Dean & Assoc. on that job which is around \$28 million.

S. J. Amoroso Const. job at the Coyote Point Beach Park Recreational area has kept several engineers busy in the past couple of months. B. Fontana & Sons had six engineers, F. W. Spencer had three engineers, Ray Hunt Exc. has had two.

"Since the work picture is looking very good for the first time for the past 3 or 4 years, our out-of-work list has been depleted," Bodam commented. "Even some of the people who have left the industry are coming back, working some good jobs."

"We are pleased that construction work is looking good for the next 3 or 4 years and that we can keep our members working and happy, but we must continue to fight for jobs and your Business Manager Dale Marr has not lost sight of the fact that the work now in progress will be winding up, and he is looking down the road, laying the groundwork for work for our members in the future."

TRACKHOE OPERATOR Roger Hilton mans the controls at the Marina site of the \$1 billion San Francisco sewer project.

## Ominous Signs for Nevada Despite Good Season

(Continued from Page 5)  
fall. A boulder estimated at 90-100 tons crashed into the operators cage of his PHE 1600 electric shovel. John lost the entire first joint of his righthand middle finger. He saved the amputated section, but says he couldn't get to the hospital in time to sew the

joint back on.  
John's sorry about the loss, but glad he wasn't smashed up worse. He got a crack on the head, skinned his hip, cracked a rib, and was dizzy the first few days off. He's been off five weeks.  
"We've just concluded a meeting at Kaiser Refractories at

Moss Landing," Bullard said. "We're grieving a three day suspension for Steve Guthrie." Paul Ausmus is steward—he attended the Sept. 14th., 1978 meeting.

The San Jose district has lost another good pioneer dozer hand. Jim Potter reluctantly accepted a foreman's job with Granite Const., Santa Cruz Branch. "He's one of our better dozer hands around here, but he can do paperwork with one arm if he can run dozer with one arm!" said Bullard.

Jimmie Gaither with Granite Const. will run the Chittenden Pass Highway 129 job. "Billie Hamblen sets grade; Dick Barchus was on scraper last time I looked," Bullard said.

Bill Shutt has left Piombo. He went to work for Ed Page at the Watsonville branch of Granite. Bill will run pipeline work, as usual. Granite, Watsonville, has gotten most all contracts they bid recently. Mike McElroy, Branch Manager, must be keeping a sharp pencil.

Piombo picked up some slope clean up work in Highway 1 near RobRoy junction, between Watsonville and Santa Cruz.

Dick Plo, with Roy Anderson Const., runs a road job on Elkhorn Rd. "Bench cuts upon the slope vary greatly," Bullard said. "The design is valid enough, but the staking looks weird. Choker width varies, too. Others with Dick Plo are Clarence McKeag,

gradesetter; Freddie Christle, Scott Benson, Chubby McMahon, Tom Westphal, and Bob Burns on blade."

### Kaiser Permanente

District Rep. Bob Fleckenstein reports that construction of the new and much talked about plant at Kaiser Permanente is going

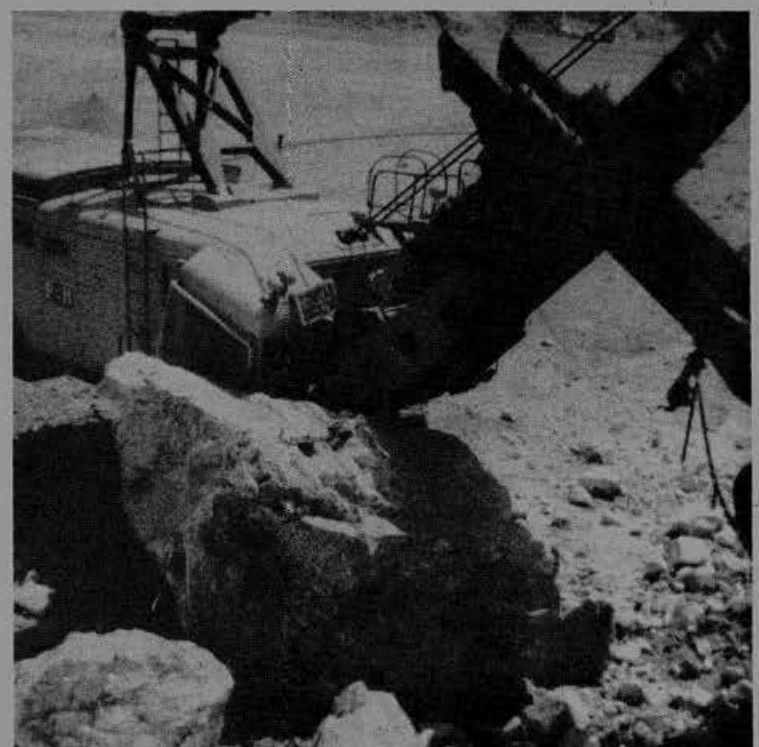
along very well. They are getting the foundation in for the pull down tower, and will be starting on the containers pour for the other planned tower pretty soon. A portable batch plant was put up there, which was a joint venture between Conmat and Pacific Ready Mix. Conmat will furnish the men to (Continued on Page 12, Col. 1)

## More from Mayfield

(Continued 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. At this very moment, records show almost 19,000 vested Local No. 3 members out of about 26,000 who are participating in the plan under all union contracts. Of the remaining (about 9,000) members in Local No. 3, most are covered under a company or public employee plan. I'm now speaking mostly of the mines and City & County employees throughout our jurisdiction. We can only assume that maybe half of these people are vested. Last year, between employer contributions and interest, over \$51 million was taken into the Pension Trust in behalf of Local No. 3 members and total assets came to over \$291 million, and these figures don't include those that come up under a union-negotiated company plan or those under a Civil Service plan. If my calculations are correct, about 13 per cent of all pension fund assets in America belong to members of Local No. 3. Secondly, almost 100 per cent of all Local No. 3 members are covered by a pension plan. In conclusion, I would say it pays to be a member of Local No. 3 as much as any union in the country.



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 Company is having a hard time producing 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 3,000 tons a day due to the age of the plant, which has been in operation since 1939. You can patch and repatch only so many times and this plant has been producing cement to its full capacity for too many years now, Fleckenstein said.

Their biggest problem at this time seems to be that they can't produce clinker for the cement. This vital ingredient is being imported from Korea and Japan to help them produce the cement. 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 construction industry. Kaiser keeps quite a few Brother Engineers busy year 'round in different shifts.

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



## Teaching Techs

It takes little logic to determine that preparing for a life's work by participating in the educational process, whatever form that takes, will pay more real dollar dividends than any other single investment that a person can make.

Any investment whether it be time, energy or money, takes with it some hazard. A dollar invested in a reputable well established bank carries far less hazard than the same dollar on the gambling table.

As an end product of Apprenticeship training, the goal of the Apprentice is to have more access to jobs, with more hours of work, at a higher rate of pay once employed. If after the investment has been made and the goal has been reached there are few or no jobs, then it has not been a good investment. Many people today gamble away their investments, their careers, and their well being at every Federal, State and Local election.

Politicians run for elections. When they are voted into office, they then make vital decisions that effect the life of every working person. The selection of elected officials should therefore be treated with every bit of respect and care that a person would use when investing all of his life savings. The amount of knowledge and care exercised in the voting booth can well determine the amount of future life savings that a person will be permitted to accomplish.

To vote for a pretty face or for some fast talk or to not

vote at all is to simply throw your life's savings on the gambling table and hope for the best. It takes a little time to ferret out the phonies. But if the phonies are not ferreted out then your Collective Bargaining Agreement agrees little, prevailing rates of wages mean little, the educational investment means little, and the skills and desires to work are wasted.

The 1977 and 1978 work season has been exceptional. Elected politicians will make decisions that can continue the high rate of employment opportunity or cause another 1975-1976 catch as catch can work situation. Gather what information is available, from sources you respect and from sources you believe to have your best interests foremost.

In our form of elections there are sometimes two candidates for the same office who are both Turkeys! Regardless of how bad both of the Turkeys seem to be, exercise your right to vote for the one who may be only slightly better than the other. Even a little bit is better than zero.

And don't forget the local races. The boards of supervisors and city councils have a direct effect on where your tax dollars are spent. If you do not take the time and show the interest in your own behalf, just remember that some screwball will surely be in that voting booth supporting his own weird thinking.

IF YOU DON'T VOTE THEN YOU ARE THE GOAT!

## Projects 'At Every Corner' in Oakland Area

Business Rep. Chuck Ivy reports that the work picture in eastern Contra Costa is "so good it's scary." "Just about everytime I turn a corner I find another small or large spread of iron," he says.

Robert Bros. Improvement has a spread running out in Byron at Discovery Bay. The tract they are doing now consists of close to 1 million yards. Roberts Bros. has 21 Operating Engineers on this job

at this time. They have four pieces of equipment with operators rented from Winton Jones. A rough stretch ahead of this spread is approximately 5 million yards plus to move, so Roberts Bros. will be on this job for some time.

On August 22, 1978 Martin Brothers, Inc. of Concord, California had their auction and sold every piece of rolling stock they had. The reason was because Floyd Martin, the founder of Mar-

tin Bros. decided to retire after 41 years in the trade.

In Floyd Martin's younger years he worked on pipeline crews with his brothers. After completing high school Floyd worked throughout the Midwest and southern states on major cross country pipelines as a timekeeper, welder, foreman and superintendent.

In 1931 Floyd moved to Concord, California and went to work for Pacific Gas Lines until he organized Martin Bros. Construction Company in 1937. He started the company with one welding machine. In 1940 Floyd left his job as superintendent for Standard Pacific Pipelines to spend full time in his contracting firm.

The company grew and prospered during World War II due to lots of government work at Port Chicago, Oak Knoll and other defense related jobs. In the same year, 1940, Martin Bros. was incorporated and split and Globe Builders, Supply, Inc. was formed. Globe Builders had the first concrete batch and first hot plant in Contra Costa County east of Richmond.

As Concord and the surrounding area in Contra Costa County grew in the post war years of the 40's and 50's, Martin Brothers grew right along with it. Concord population in 1945 was 8,000 and now is over 100,000. Martin Bros. has played a significant part in this growth as well as the growth in the Pleasant Hill, Walnut Creek, Danville and Lafayette areas.

Around the time Martin Bros. was involved with the cast in place pipe they had around 100 pieces of rolling stock. In 1972 when Martin Bros. consolidated and got out of the cast in place pipe they dropped down to around 60 pieces of rolling stock of which approximately 35 to 40 were pieces of equipment that Operating Engineers would run. Martin Bros. would on an average hire approximately 25 operators at a time throughout the year.

"We are pleased to say that all of the men working for Martin

Bros. have found new jobs either on their own or with the help of Martin Bros. Placing them with other contractors," Ivy said.

### Crane Work

Business Rep. Bill Dorresteyn reports that crane work is still going strong all over the state. Peninsula Crane is very busy. They have a nice steel job in Oakland. They are expanding very fast all over the state.

Reinholm is very busy in San Jose, Sacramento, and San Francisco areas with lots of tilt up work.

Winton Jones is pretty busy all over the area. Winton just acquired an oiler who has been in business for a few years as a crane certifier for Roberts & Swartz and then he and his dad opened their own business.

Sheedy is very busy all over the area in San Francisco, Oakland, Santa Rosa, the Geysers, Sacramento, Monterey, and at Standard Oil in Richmond.

Bigge has been very busy with lots of train derailments up and down the state, and lots of tilt ups in the Bay Area and down south. They also have a few bridge jobs and steel jobs.

Bay Cities is busy. They had a nice job in Vallejo. This company keeps pretty busy most of the year.

Reliable is busy as is Valley and Wilkins.

Husky Crane is very busy in the valley. They had a rig turnover, and it was lucky that no one was hurt. Just a lot of damage to the equipment.

Keir is busy too. The Stockton and Modesto area is moving well and looks better to come. There's quite a lot of small stuff in the Sierras. Crane work is up and the crews are working lots of hours and at all times of the night. This increases the time of exposure to all types of hazards, both day and night.

"I had one of my stewards call me a bit upset about a safety problem," Dorresteyn reports. "It

seems he told one of our journeyman operators that one of the big cranes he was operating should be red tagged because of boom problems. He even turned down a night job with the piece of equipment. But our journeyman operator still took this machine out on a train wreck and made some very heavy lifts, and had lots of problems on this job. They had to pull this rig off as the boom created dangerous problems. So brothers use good sense on things like this, and work safe."

### Subdivisions

The Warm Springs area of Fremont has plenty of subdivision work to hold until the rains, reports Buford Barks. The industrial development is now in full force, with office and professional development gung ho, not to mention the shopping centers.

Taubman Construction Company has now broken ground for the largest of all shopping centers on Foothill Blvd. in Dublin — 200 acres to serve this fast growing area.

S. J. Groves is finally underway with 12 miles of 26" pipe to the pumping stations to the Oro Loma Sewage Plant in San Lorenzo.

The Steel Mill and Forge are at a full scale cut back in production. The market of the domestic steel is too hard to meet the imports of all structural steel. The re-bar for highway and heavy construction is the hardest hit, also the mining industry in the use of 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 plants out because of a labor problem.

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

## 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"—taxes. 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 just the opposite.

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 to swap their deductions ideas?

I'd love this—do you think others would?

Lillian J. Mestek  
Antioch, Ca."

Good ideas! Thank you, Mrs. Mestek!

This family project, sometimes referred to as "getting the taxes done," this year-long effort to get and organize all the necessary papers—paycheck stubs, receipts, bills, forms—this hair-tearing process of complying with the law while making sure we don't give the government more than it's entitled to, this project that makes bookkeepers of us all, usually stirs up more questions than answers. . . . "Did you get the taxes done yet?" answer—"Did you get the receipts I asked you for two weeks ago?" But eventually, some answers must be found, some decisions must be made, and the tax forms sent in.

As our correspondent notes, advice on individual tax problems often varies, but if you like, we will attempt to answer in these pages, any questions you have that might be helpful to others, or reprint suggestions you have that were useful to you. Some ways of figuring taxes that would be specifically useful to operating engineers families, such as the income averaging method, and travel deductions, might be good to focus on.

Please write, if this subject is of interest to you, to me, c/o Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103.





## WITH SAFETY IN MIND

By JERRY MARTIN, Director of Safety

## Be Aware of the Hazards In Excavation Operations

### Think Safety Work And Play Safely

#### Job Stewards Activated

Month of Aug.-Sept. 1978

Dist.	Name	Agent
01	Cecil A. Jones	F. Townley
10	William Burns	P. O'Connell
10	Robert Innis	P. O'Connell
10	Mike Markovich	C. Smith
10	Ray Stoddard	P. O'Connell
12	Russell Smith	R. Daugherty
17	Huddy Iaea	H. Lewis, Jr.
17	Hideo Sawada	W. Crozier
17	Richard Shilgi	W. Crozier
17	Harold Fujii	W. Crozier
20	Walter Paul Fahie, Jr.	C. Ivie
20	Harry D. Reiners	H. Munroe
20	Woodie Cargil	C. Ivie
20	Stanley Francisco	R. Morgan
40	John T. Bradbury	F. Johnson
70	David Hole	K. Green

#### Job Stewards Inactivated

Month of Aug.-Sept. 1978

Dist.	Name	Agent
30	Floyd J. Bockover	S. Winnett
30	Lloyd A. Herring	W. Talbot
30	N. L. Howard	W. Talbot
30	Harry Knight	W. Talbot
30	C. A. Louderbaugh	W. Talbot
30	Frank Mendes	B. Blagg
30	Charles Muratore	W. Talbot
30	Layr Bennett	W. Talbot
30	Lee H. DuBois	W. Talbot
30	Marli Dumlaio	W. Talbot
30	Paul Edwards	W. Talbot
30	Gilbert McGregor	J. Victor
30	Stanley Fredricks	W. Talbot
30	Bruce Gregory	R. Morgan
30	Jim Guinn	W. Talbot
30	Thurmond R. Hampton	S. Winnett
30	Donald Harden	A. McNamara
30	Don E. Kruger	R. Morgan
30	Charles Pennington	W. Talbot
30	William V. Rickman	S. Winnett
30	Louis J. Sangrulinetti	W. Talbot
30	Everitt Spurgin	W. Talbot
30	Dwight Stanaway	W. Talbot
30	William Stoner, Jr.	W. Talbot
30	Ned Valentin	W. Talbot
30	Carl White	K. Green
17	Foshio Azuma	W. Lean
17	Simeon Kamal	W. Lean
17	Richard Waalani	H. Lewis Jr.
17	Roland Watson	W. Lean

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



We are reminded of an article that ran in the *Engineers News* in April 1976. So we have agreed 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 safety problem plaguing 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 contractor for a telephone utility installing underground cable with a trenching machine reported that a 10-inch gas pipeline was ruptured. The line was operating at a pressure of more than 750 psi at the time of the accident. About 45 minutes after the break, the leaking gas ignited, killing one person and injuring three others. They were all contractor employees.

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 back-hoe struck a 3/4" 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 a ramp 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 back-hoe 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.

6. A dozer rode over and crushed a gas regulator station. This permitted high pressure gas to enter a low pressure distribution system serving 7,500 customers. Miraculously, there were no deaths, but more than 50 homes suffered gas fire damage.

All of these accidents occurred in recent years around our country and most recently in the Santa Rosa area, two men were blown out of a 48-inch water transmission pipeline just like deer slugs out of a shotgun. One of the dead men was propelled 1,000 feet. You can all imagine our concern!

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, electric systems, telephone lines, steam 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 cannot imagine this happening—but the boss finally got his act together after we made a jobsite 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 those 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 8.5 miles to be completed by October 15, 1979, which includes grade plus new asphalt.

H. E. Lowdermilk Company has picked up three street improvement projects for the City of Price, amounting to approximately \$130,000. They are still busy on their dike job for Atlas Minerals in Moab which should be finished about the end of September, 1978.

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 duct work and then caught fire," Strate reports. "In time the entire thing exploded, blowing ball mills, duct work, grating and sheets off the exterior of the building. It was estimated to have the explosion force of five tons of dynamite."

### Rio Algom Awards

Congratulations are in order for the Rio Algom Mine Rescue Team from Moab, Utah, reports Vance Abbott. They have brought home fourth place trophies from the Coal Mine Invitational Competition at Price, Utah, and the National Competition held in Las Vegas, Nevada on August 30, 1978. The Second Team competed at Price, Utah, winning 5th place.

Safety Committeeman Willis Davis won first place in both competitions as Benchman. This was the only individual award available.

"This is the first time a team

represented by Operating Engineers has placed in National competition," Abbott said. "We believe this is a very prestigious accomplishment for these men and their company. The men have spent many hours of their own time, after their regular shift, training for this competition."

### Kennecott Employees Keep Cool Heads

Recently two Brothers at Kennecott Copper Mine in Bingham Canyon, Utah were involved in an emergency situation where they were able to apply their experience and training to assist a fellow workman in trouble.

Business Rep. Bill Markus 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 seconds, the entire engine compartment erupted into flames and the heat became so intense that the driver was forced to jump to the ground. Kenneth Visser, Local 3 Job Steward and shovel engineer, and Roger Corless, shovel oiler—the crew working on the 76 shovel—immediately summoned help by radio and then went into action and unsuccessfully attempted to extinguish the fire with hand extinguishers.

The fire burned for approximately 20 minutes before being extinguished by a fire truck and

(Continued on Page 15, Col. 1)



## AL BRITTON IS ABOUT TO BE GROUNDED PERMANENTLY.

Al didn't bother to check the clearance before working his rig under those high voltage lines. When the crane touches 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 up, 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. It's easier now than ever before.

Call the Underground Service Alert (USA), toll-free at 800/642-2444, 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 underground facilities. Or a representative may visit and mark the spots for you.

This service is currently available in 16 counties: Alameda, Contra Costa, El Dorado, Marin, Napa, Nevada, Placer, Sacramento, 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.

**PG&E**



# \$112 Million in Prejobs Held in Sacramento

"This has been a great year for the Sacramento area," reports District Representative Clem Hoover. "We have held pre-jobs on projects in excess of \$112 million. Some of these have been building jobs that don't require many operating engineers, but most of them are jobs that the bulk of the people are operating engineers. It is difficult for the dispatcher, but a good feeling to know the out-of-work list depleted to almost nothing. There is something that has not happened in several years." Hoover added that the Sacramento office expects good work until at least the last of November.

The projects listed above do not include the many smaller jobs that are anywhere—subdivisions, county roads, underground, etc. Granite, Teichert, Pepco, Malory, Collet, to name a few, have kept their crews busy working, in many cases six days a week, on these types of projects.

"We have several important political races for the coming election in November," Hoover said. "We have two County Supervisors, two State Assemblymen, two U. S. Congressmen, to name a few that are of the utmost importance. We urge the brothers to register and to vote on these important elections."

Hoover reports that the Mailers union is having trouble in its negotiations with the Sacramento

Bee. The Bee is trying to break the union. They have already destroyed the Guild. They are trying to do the same thing with the Mailers union. "We ask you to support the Mailers union by cancelling your subscription to the Sacramento Bee," Hoover urged.

The first rain has arrived in the Sacramento area, but it has not dampened the activities of the Contractors in their rush to complete their jobs before the heavy rains arrive.

Perini-Pope (JV) is really laying pipe these days hoping to beat the winter rains. It looked as if they were moving slow until they crossed Highway 99, then they really started moving. As long as Cen-Vi-Ro Pipe can keep the pipe coming, they may just make it.

Business Rep. Bill Marshall reports that Robert D. Moore Const. Co., Inc., is doing very well on their job in Auburn. They received the contract in the amount of \$1 million for modification of the

wastewater treatment plant.

Contri Const. is keeping the brothers busy with their wastewater treatment plant in Colfax.

Roy E. Ladd, Inc., received the contract for redecking the Truckee River Bridge at Floristan in the amount of \$2 million and is doing real well.

Nielsen-Nickols and the Shirley Co., received the contract for removal of turbine and generator from the Melones Power Plant, refurbish and reinstall it at the

new power plant at Rollins Reservoir Power House at Colfax.

C. K. Mosemon will be installing the new concrete barrier rail from Colfax to Gold Run.

Business Rep. Jim Brown reports that Madonna Const. out of San Luis Obispo should finish the dirt on the last section of Interstate 5 in southern Sacramento County around the 20th of August. Subgrade and lime treating will start soon after with the paving to be done next summer.

## Looking at Labor

(Continued from Page 2)

There are a number of initial steps that states can take by themselves. For one, they can determine the real impact of public pension investments on the state's economy. Several northern states and cities are considering just such a move. In fact, the Wisconsin Center for Public Policy, supported by public and private grants, is studying the economic impact of the investment of the state's \$4 billion in public funds on its beneficiaries. To effectively redirect the investment of public funds, states will need a wide range of financial mechanisms at their disposal. Several years ago, the New York State legislature came close to passing a bill creating a state bank for handling public funds. In California, which has some \$34 billion in public funds and many of the same problems as the

industrial North, a proposal for a state bank received the support of the state AFL-CIO and a number of important political figures. North Dakota already has a state bank and other states have created relatively modest mechanisms to create new jobs, prohibit banks from "redlining" in housing investments, and encourage the development of new products and technologies that would be produced locally.

In 1975, New York City was faced with the choice of either going bankrupt or borrowing some \$3.1 billion of the \$11 billion in city pension funds. This is a good example of what can happen when local and state governments wait until it is almost too late to assume control over their own pension capital. Had New York taken the initiative years earlier and begun to reinvest pension capital locally, it might never have reached the point of insolvency. Like other city and state governments, it saw what was happening but did not act. The flight of jobs and capital from

the city took place over two decades, plenty of time to begin preparing an alternative approach to economic planning and job creation using public pension funds as a tool.

## The Politics of Pension Power

Although the direction of pension fund investments is ostensibly an economic issue, it will most certainly be fought out in the political arena. *Pensions & Investments* magazine recently pointed out: "As pension funds become an even more dominant force in the capital markets, their collective investment practices will, for better or worse, determine the future of the U.S. economy. Up until now, pension funds have operated in a politically neutral netherworld when it comes to the overall impact of their investment practices. But the rumblings of change are beginning to be heard." In the words of the late Senator Philip Hart, the future battle for control over pension capital will be "the central structural and policy problem of the American economy and society for years to come."

## More from Nevada

(Continued from Page 7)

should be completely finished at Cherry Creek by October 1st. Down at the North Valmy Power Station, Morrison-Knudsen plans on completing the bachelor quarters-R.V. park by October 1st and work on the actual construction of the plant may be able to start soon thereafter, depending on B.L.M. approval and the obtaining of building permits which at this point should be just a formality.

## Mine Negotiations

Mine Representative Mickey Yarbrow has been holding pre-negotiation meetings with employees of Duval Battle Mountain properties whose three-year contract expires September 30th. Vice President Bob Mayfield, District Representative Dale Beach, Mickey Yarbrow, and Craig Canepa are scheduled to start negotiations on September 20th in Reno. Hopefully, a new three-year contract will be ratified shortly.

With the beginning of the new fiscal year the State of Nevada plans to advertise in October a total of 28.3 miles of highway construction for an estimated total cost of \$52 million. \$40 million will be allocated to projects on I-80 with the remaining \$12 million to the north-south freeway through Reno.

"Our District 11 annual picnic held on August 12th was, by all indications, a success," Beach comments "We had planned on an attendance of around 300 to 400 and ended up with somewhere close to 700. A good time was had by all which was just reward for the executive board member, grievance committeemen, and everyone else who worked so hard to put it together."

## DEPARTED BROTHERS

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

Baleme, Albert E. (Pearl, Wife)	8-14-78
P.O. Box 404, Cedar Ridge, Calif.	
Bittencourt, Charles W. (Sofia, Wife)	8-22-78
1300 E. San Antonio, No. 8, San Jose, Calif.	
Broderick, Walter (Walter Jr., Son)	8-18-78
111 Aspen Dr., No. 13, Pacheco, Calif.	
Burris, Walter (James, Son)	7-25-78
1580 Nelson Ct., Santa Clara, Calif.	
Campbell, Calvin (Mitzi, Wife)	8-12-78
7349 Circle Way, Citrus Hgts., Calif.	
Caton, James (Martha, Wife)	7-24-78
Box 5400 Star Rte., Silver Springs, Nev.	
Colley, Thomas (Dorla, Wife)	7-29-78
1000 Pool St., Lakeport, Calif.	
Curtis, Carl H. (Virginia, Wife)	7-21-78
120 W. Dixon Landing 36, Milpitas, Calif.	
Dahlberg, Richard (Gustaf, Father)	8-12-78
128 W 5900 So., Murray, Utah	
Engstrom, Albert (Maie, Wife)	5-25-78
2302 B Via Puerta, Laguna Hills, Calif.	
Farrell, Raymond (Jessie, Wife)	7-31-78
P.O. Box 453, Miwuk Village, Calif.	
Feusi, Wilbert (Mildred, Wife)	8-12-78
6494 N. Blackstone, No. 60, Fresno, Calif.	
Fogli, Pete (Norma, Wife)	7-26-78
807 Viewridge, San Mateo, Calif.	
Fox, Vernon (Liney, Wife)	7-26-78
P.O. Box 404, La Pine, Oregon	
Furrer, John A. (Okel, Wife)	8-15-78
221 Milton Ave., San Bruno, Calif.	
Gillian, Malcolm (Lucille, Wife)	8-4-78
695 West 4th So., Orem, Utah	
Goetz, Mike (Barbara, Wife)	7-1-78
P.O. Box 7007, Sacramento, Calif.	
Gray, Alexander (Sharon Brock, Daughter)	8-5-78
5050 Roseville, No. E5, No. Highlands, Calif.	
Huckfeldt, Wendell (Evelyn, Wife)	7-31-78
P.O. Box 7, Nice, Calif.	
Hunzinger, Alfred (Josephine, Wife)	8-24-78
165 Buchanan Rd., Pittsburg, Calif.	
Kass, William (Isabella, Wife)	8-4-78
381 Marylinn Dr., Milpitas, Calif.	
Kimberley, George (Janice, Wife)	7-29-78
2019 Hammonton Rd., Marysville, Calif.	
Luepke, Lambert (Betty, Wife)	8-3-78
2101 Moram Ave., Modesto, Calif.	
Lyons, Alfred (Alice, Wife)	8-14-78
4453 Elora Ct., Riverside, Calif.	
Maricle, Floyd (Phyllis, Wife)	8-24-78
834 Wagstaff Rd., Paradise, Calif.	

Martin, Dennis (Nancy, Wife)	8-3-78
1403 Fig Lane, Corning, Calif.	
Medinas, Frank (Frances, Wife)	8-27-78
3265 Winchester B 11, Campbell, Calif.	
Miguel, Jerry (Charles, Father)	7-22-78
P.O. Box 112, Kaunakakai, Hawaii	
Parks, Richard (Linda, Wife)	7-23-78
P.O. Box 938, Crown Point, New Mexico	
Rinehart, Gail (Katherine, Wife)	8-22-78
P.O. Box 53, Cedar Ridge, Calif.	
Roach, Ray (Betty, Wife)	8-14-78
983 Major Ave., Hayward, Calif.	
Santagata, Pat (Leora, Wife)	8-6-78
5745 E Hampton Way, Fresno, Calif.	
Schultz, Carl (Juanita, Wife)	8-17-78
326 D St., Marysville, Calif.	
Stevens, Roy O. (Jennie, Wife)	8-9-78
1001 California St., Eureka, Calif.	
Strickland, Wilbert (Anna, Wife)	8-5-78
Rt. 1, Sallisaw, Oklahoma	
Turk, John (John Sr., Father)	7-24-78
RM	
Vanmeter, Ed (Juanita, Wife)	7-31-78
36 Michael Dr., Petaluma, Calif.	
Venning, Albert Jr. (Julia, Wife)	8-26-78
869 Bette Ave., San Jose, Calif.	
Vivion, Clarence (Ruby, Wife)	8-6-78
1812 Pearl St., Alameda, Calif.	
Wailehua, William (William, Llevellyn, Clark—Sons)	8-7-78
340 D Lokelau Pl., Kailua, Hawaii	
Walker, Eugene (Lula Hanny, Sister)	7-30-78
P.O. Box 186, Vina, Calif.	
Wheeler, Harvey (David, Son)	7-29-78
234 Smalley Ave., Hayward, Calif.	
Wright, Sidney (Ruth Browning, Sister)	8-24-78
1756 Broadway, Redwood City, Calif.	

## DECEASED DEPENDENTS

August 1978

Dante, Bruce—Deceased July 24, 1978	
Son of Robert Dante	
Herrera, Joanne—Deceased August 24, 1978	
Daughter of Frank Herrera	
Miller, Norma Jean—Deceased August 9, 1978	
Wife of Reginald Miller	
Paulo, Judith Mae—Deceased August 5, 1978	
Wife of Ronald J. Paulo	
Robinson, Marvin J.—Deceased August 1, 1978	
Son of John Robinson	
Seward, Hilda L.—Deceased July 12, 1978	
Wife of Harry T. Seward	
Snyder, Anna Marie—Deceased August 22, 1978	
Wife of Owen H. Snyder	
Thompson, Joyce A.—Deceased August 7, 1978	
Wife of Robert Thompson	
Weber, Bruce—Deceased July 5, 1978	
Son of Douglas Weber	



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: LARGE** old 4 burner Wedgewood stove, natural gas or propane w/wood trash burner, ideal for mountain or summer home \$175.00. C. W. Sharp, 2313 Foothill, Oroville, Ca. 95965, 533-6949. Reg. No. 0509859. 7-78

**FOR SALE: 2 1/2 ACRES**, lovely Calif. valley, 40 mi. east of San Luis Obispo, \$3,000. w/low taxes. Harry Pearson, 601 So. Grant, San Mateo, Ca. 415/348-1295. Reg. No. 0707346. 7-78

**FOR SALE: 2 FURNISHED** mobile homes plus over 200 walnut trees in production including all equip., such as storage bldg., dryer, cultivators, tractor etc. all this and more on beautiful 5 acres, near Redding, Ca. \$94,500. Ed Siroshon, 4344 Riverland Dr., Anderson, Ca. 96007 916/365-2904. Reg. No. 0904458. 7-78

**FOR SALE: TRAVEL TRAILER** 32' Kenskill, 1976, 2 double beds, stereo, good cond., Vernon Bonner 133 Fairchild Dr. Mtn. View, Ca. 94043, 415/964-1216. Reg. No. 1257246. 8-78

**FOR SALE: LORRAINE TRUCK CRANE** 15 ton, 50' boom tag lines fair lead, 4 aluminum out rigger stands, 2 Hercules motor upper & lower \$6,000.; 12' Aluminum boat w/ trolling motor \$250; 175 Honda Trail or Hiway bike, low mileage \$350.; 1 large Scintalator for Uranium w/case never used, very nice \$500. J. Basham, 223 MacArthur, Pittsburg, Ca. 94565, 415/439-9056. Reg. No. 0413422. 8-78

**FOR SALE: 2 1/2 ACRES**, unit No. 1, lot No. 107 in Calif. Valley, east of Paso Robles, near Simlar for \$1,500 or trade for travel trailer. Larry Walker, 5747 Pearl Dr., Paradise, Ca. 95969, 916/877-4558. Reg. No. 181352. 8-78

**FOR SALE: 2-1963 INTERNATIONAL HODERSTAR** 1700, 22 passenger buses, V8 power, 5 speed, front wheel drive, low mileage, good cond.; 1-1973 Ford 20 passenger bus 6 cyl. power, 4 speed trans., good cond.;

1972 Matador 4 dr. sedan P.S., P.B., A/C, radial tires, good cond.; 1963 Volds Convertible, a classic auto, good cond. Call 658-6539; for all the buses call 916/459-3160, 916/842-3689 or write to Joe M. Paulazzo, Box 171 RFD No. 2, Yreka, Ca. Reg. No. 0865537. 8-78

**FOR SALE: DIESEL CAR** 30 mpg 1969, 220D-Mercedes Benz 0 miles since O.H. \$5,700. Cecil W. Shelley, Rt. 1, Box 771, Eureka, Ca. 96097, 916/842-3409. Reg. No. 1484794. 8-78

**FOR SALE: 1-EURCOUP** 46 Model 415CD, T.T. 1375, 350 S.T.O.H. Exten. rebuilt 1977 licensed 10-78, \$5,200. Cecil W. Shelley, Rt. 1, Box 771, Yreka, Ca. 96097, 916/842-3409. Reg. No. 1284704. 8-78

**FOR SALE: 1-TRI PACER-160**, 1958 new paint, good engine, 1 1/4 radios, 2600 T.T., 1344.6 Smoh, 450 Hrs. Stoh. \$7,500 Cecil W. Shelley, Rt. 1 Box 771, Yreka, Ca. 96097. 916/842-3409. Reg. No. 1284794. 8-78

**FOR SALE: TORQUE CONVERTER** new for T.D. 20th. gear also fit hough 120c. very reasonable \$1,000., also Copier 3M Model 409., \$100. Terrel E. Abshire, 1575 B. Toad, Redwood Valley, Ca. 95470, Reg. No. 1208389. 8-78

**FOR SALE: SAILBOAT** 23' Pearson, berth in So. San Francisco, bottom & hull comp. repainted, out board motor, head, good sails, new rigging, many extra, boat is in mint cond., Mark Harland, 95 Kathleen Ct., Pacifica, Ca. 94044, 415/359-3831. Reg. No. 0657793. 8-78

**FOR SALE: 1976 Ram Charger** 12,000 miles auto, P.B., P.S. heavy duty package, 2 sets wheels & tires, 318 V8, 2-tone yellow & white, positrack, rear end, E-Z lift hitch & brake control \$4,500.; 1-2 1/2" 7 H.P. Wisconsin Irrigation pump, \$250.; 1-9 H.P. Wisconsin engine \$100.; 1-Glenn Roberts Arc Welder, \$75.; 1-New 1/3 yd. Ford Loader Bucket \$325. Donald F. DeSair, 605 W. Madill St., Antioch, Ca. 94509, 415/757-8464 or 754-7414.

**WANTED: SMALL METAL SHEAR** for use in Volunteer search and rescue work Metal hole punches also reasonable. Hart Postlethwaite, 1811 Hillman Ave., Belmont, Ca. 94002. 415/341-4000 day/night. Reg. No. 0908620. 8-78

**SACRIFICE: 1976 32' BOAT** \$18,000 F.G. Sloop-sailboat, for \$12,895, hot and cold shower, diesel R/B, many extras. This is a real bargain, or make offer. Kenneth Mahoney, 455-41st Ave., San Francisco, Ca. 94121, 415/387-2552 or 585-6659. Reg. No. 883769. 8-78

**FOR SALE: 6 PAD TRAILER COURT**, w/5 furn trailers, 1 rental pad, 3 BR home, 24x36, garage, shop & fruit room, located on corner lot 135x175, zoned for duplex, low vacancy factor, present income \$1005 per mo. 1977 prop taxes \$550, owner could hold full time job; fast growing area; choice hunting & fishing \$89,500, 29% down, bal 10 yrs at 8%. J & D Cooley, 689 Fortner St., Ontario, or 889-3769. Reg. No. 0529726. 9-78

**FOR SALE BY OWNER: MOBIL HOME** 24x60, 2 bdrms, 2 baths, C/A carpets, stove, refrig., washer, dryer, F-room, deck, utility room & carpets. Adult Park W-Sacramento, Ca. Marvin Vail, 4601 Lake Rd. No. 86, W. Sacramento, Ca. 95691, (916) 372-3228. Reg. No. 113659. 9-78

**FOR SALE: AUBURN SPOKE WHEELS** & Tires—1923 or 1924 \$100. ea.; Truck Tires—8.25x20, 9.00x20, 10.00x20, 11.00 x20, very reasonably priced. Leslie E. Mulhair, 97 Southridge Way, Daly City, Ca. 415/333-9006. Reg. No. 154371. 9-78

**FOR SALE: METAL PROP.** Senseach Mod. M-76A, 74" Dia, 48" Pitch, fits Lyc. 125 can be adapted to Continental. \$225., Harvey Knauer, 2118 Carlson Blvd., Richmond, Ca. 94804. 525-4763. Reg. No. 373031. 9-78

**FOR SALE OR TRADE: 1/4 ACRE SITE** in recreational vehicle park, security gate, pool, club house, near Truckee, value \$10,000, will take cash or terms or trade for equal value of construction equip or boat. B. Butterfield, 100 Rainer Circle, Vacaville, Ca. 95688, 707/448-2920. Reg. No. 0232961. 9-78

**FOR SALE: INTERNATIONAL H.D. 9**, Loader Knott Bucket, new H.D. pump, busing front idlers, steaming clutch. \$5,500. Ed. Wolfe, 3369 Golf Dr., San Jose, Ca. 95127. 258-8132. Reg. No. 0369342. 9-78

**FOR SALE BY OWNER: 2-2 1/2 ACRE** Parcels good investment property located 3 blks off 29 Palms Hwy. in Joshua Tree, Ca. 1 mile from New Hospital. \$3,500 parcel or \$6,000 for both. Contact Frank Mizer, 35 Placer-

ville Dr., Placerville, Ca. 95667. 622-8140. Reg. No. 0509701. 9-78

**FOR SALE: SAN FRANCISCO HOME** w/complete 8 channel recording studio—plus all new appliances, TV-color 25", jukebox, washer-dryer, microwave, 4 chnl stereo, waterbed, dish-washer, organ and lesle, huge yard w/veg. garden. \$55,000. for sale by owner, assume \$17,500 cred.t-union loan call 24 hrs. 415/334-7819. Robert P. Brown, P.O. Box 56, Vista Grande Station, Daly City, Ca. 94016. 9-78

**FOR SALE: 1/2 ACRE** rich soil 24x64 mobile, central air screened porch, awnings, work shop, two sheds, fruit, nuts, grapes, strawberry, asparagus beds, 10 min to Red Bluff \$50,000. L. J. Cecil, P.O. Box 282, Los Molinos, Ca. 96055. 527-7261. Reg. No. 0387920. 9-78

**FOR SALE: 1962 FORD** 1 ton flatbed, (7'x10' bed) new 390 engine, new power brakes, AT, plus 2 speed brownie, dual wheel, C.B. radio, good rubber, good shape. Henry P. Sand Jr., 6643 Woodward, Manteca, Ca. 95335. 209/239-2242. Reg. No. 1101983. 9-78

**WILL TRADE:** A bldg lot at So. Lake Tahoe for a lot in Hawaii—or? Mike Kraynick. Reg. No. 595211. 408/266-7502 or write c/o Engr's News. 9-78

**STITS, SINGLE ENGINE** Airplane 1266 hrs on airframe, D twin 65 hp Continental engine. Will sell or trade—want 20 ft. trailer boat or \$3,000 cash. 415/344-6541. Jared Byrd. Reg. No. 1216125. 9-78

**16 FOOT LONG** Recreational trailer—new refrig., stove & ulhhl. Sleeps 4. Alfred M. Wood. Reg. No. 0908664. Call 415/755-5156, 143 Wilco St., S.F. 94112. 9-78

**FOR SALE: 33' COACHMAN** 5th WHEEL, including generator, A/C, awning. Also 1976 Chevy Pickup, 1/2-ton, A/C, 454 engine. Package deal \$17,500 or will sell separate. Mrs. W. C. Huckfeldt, P.O. Box 7, Nice, Ca. 95464; Phone 707/274-4496 or 279-4486; Reg. No. 603325 10-78

**FOR SALE: OFFICE TRAILER**, 42' x 10', three rooms, each with A/C—\$2,750 cash or trade. David Acosta, 9765 Orr Rd., Galt, Ca. 95632. Phone 209/745-2634; Reg. No. 737762. 10-78

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

**WANTED: COMPRESSOR** with tank, less motor, two stage for air tools. Harry Syar, Model 'A' Ranch, Rt. 1, Box 42, Fairfield, Ca. 94533; Phone 707/425-2377; Reg. No. 688955. 10-78

**WANTED: CALCULATOR**, H-P 21, or HP-25 or Texas Instrument SR-52, or a sextant to be used for celestial navigation. Kenneth Mahoney, 455 41st Ave., San Francisco, Ca. 94121; Phone 415/387-2552; Reg. No. 883769. 10-78

**FOR SALE OR TRADE: 5 ACRES**, secluded, 3 miles south of Elko, Nev., \$6,000 or equivalent trade (house trailer, etc.). Alfred C. Huber Sr., 181 Santa Rosa Ave., Oakland, Ca. 94103; Reg. No. 772840. 10-78

**FOR SALE: 10 ACRES**, with dwelling, Yuba County, low taxes — asking \$11,000. Manuel Romero, 1885 E. Bayshore Rd., SP No. 5, Palo Alto, Ca. 94303; Phone 415/326-4218; Reg. No. 310699. 10-78

## 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

We extend our sympathy to the families and friends of the following deceased members: Calvin D. Campbell, Herman O. Evans, Eugene V. Hawkins, George Kimberley, Floyd Maricle, Albert Sutter, and William T. Tucker; Public Employee Member Carl Schultz, and Public Employee Member Robert Thompson on the death of his wife Joyce.

### Sacramento

Our sympathies are extended to the families and friends of deceased members Kurt Basler, Don Hansen, Patrick Callahan, Reginald Berg, Wilford Neukam, Calvin Campbell, Alexander Gray, Mike Goetz, Albert Baleme, Al Venning, and Gale Reinhart.

Condolences are extended to Frank Herrera and his wife on the passing of their Daughter Joanne.

We'd like to take this time to thank Brother Arnold Boehm for contributing blood to the Sacramento Blood Bank for several years.

Get wells are extended to Brother Curly Williams who has recently been hospitalized.

### Reno

We congratulate several of our members and their wives who have become proud parents recently: James Turner, a daughter; Manfred Cartellieri, a son; Fred John, a son; Mark Mosley, a daughter; and Joseph Woosley, a daughter.

With deep regrets we report the deaths of Gary Morrison, a long time member; James Caton, retired; and A. L. Austin, retired. We extend sincere condolences to the families and friends of our deceased brothers.

### Ignacio

Congratulations to Brother Chris Barnard and his wife on their blessed event, "Kenny" born on August 18th at 5 p.m.

We are saddened by the deaths of Brothers Ed. Van Meter, Fabian Bobo and Warren Blake. Our condolences to their families.

Brother Fred Montoya, Sr. and his wife celebrated their 50th Wedding Anniversary on August 12th. Brother Montoya, Sr. is retired and lives in Espanola, New Mexico. Our best wishes to them.

Brother Dick Connell's wife is hospitalized at Presbyterian Hospital in San Francisco. Best wishes for her speedy recovery.

We received the following from the family of our late Brother Ed. Van Meter: "Lucky, Ernie, Terry and all of Local 3: We shall long remember your kindness and help in the hours of our sorrow. Thanks so much for the beautiful bible in memory of Edward. He would be so proud."

The Ed. Van Meter Family.

## Kennecott

(Continued from Page 13)

another water truck.

The driver, who received first and second degree burns on his left arm and face, was given first aid treatment at the scene by Brothers Visser and Corless.

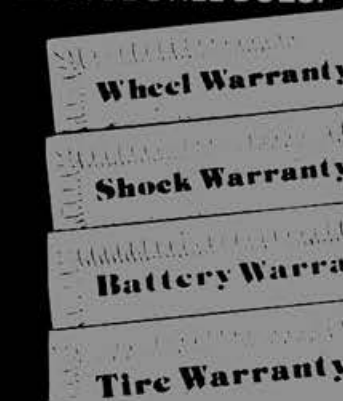
The Company representatives stated that the excellent treatment given undoubtedly minimized the severity of the burns. The Truck Operations Superintendent extended his personal appreciation for the quick and effective action in administering first aid and assisting in the emergency in a letter to the two men.

## SPECIAL DISCOUNT

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

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

CAPITOL STILL DOES!



This is a partial list only.

## for OPERATING ENGINEERS LOCAL 3



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



### RADIALS

#### 78 SERIES RADIAL

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

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

#### WIDE 70 SERIES STEEL RADIAL

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

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

03-100-12064

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

## CAPITOL TIRE SALES/WAREHOUSES, INC.

America's Original and Largest Discount Tire Program

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

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

### COMPACT

#### BLACK WALLS & WHITE WALLS

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

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

\*Add \$2.00 for whitewalls



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

### POLYESTER

#### 4-PLY POLYESTER

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

SIZE	GROUP PRICE	F.E.T.
A78-13	19.48	1.69
C78-14	21.77	1.93
E78-14	23.32	2.13
F78-14	24.70	2.26
G78-14	25.56	2.42
H78-15	26.49	2.45



## Attend Your Union Meetings

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

### October

- 3rd **Eureka:** Engineers Building, 2806 Broadway  
 4th **Redding:** Engineers Building, 100 Lake Blvd.  
 5th **Marysville:** Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., Franklin Ave.  
 18th **Ignacio:** Nave Lanes, 5800 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 Bldg., 2626 North California St.  
 14th **Fresno:** Engineers Bldg., 3121 East Olive St.  
 28th **Sacramento:** CEL&T Bldg., 2525 Stockton Blvd.

## For More Information:

### CREDIT UNION

#### OPERATING ENGINEERS LOCAL NO. 3

6300 Village Parkway, Dublin, CA (415) 829-4400

Please send me information as indicated below.

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

### Have You Checked Your Dues?

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

Please Note: An amendment to Article VI — Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in advance of an increase at the "old" rate (the rate in effect prior to the effective date of such increase). Therefore, the dues rates for the periods as indicated above apply regardless of when payment is made.

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

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE \_\_\_\_\_

ZIP \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

TELEPHONE \_\_\_\_\_

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

The 1978 general election next month in California will be a "political water shed" for national and international politics for years to come.

If Edmund G. "Jerry" Brown, Jr. is reelected by any margin (we predict 53 to 55 per cent) he will be an instant primary threat to President Carter next year.

Brown, often accused of having more style than substance, will be bringing the golden goose of successful tax reform before ten million voters.

Never mind that he very tentatively opposed the Jarvis-Gann panacea initially, he was so frequently cursed as a fiscal conservative by special interest groups such as college professors, public employees, teachers, big spending cities and counties, that he had the reputation of a Scrooge before Proposition 13 went on the ballot.

So the public doesn't view his instant support of the highly successful tax reform bill as being a political flip flop. The big surpluses he has accrued and refused to spend, even under marching and sit-in duress by a constant parade of special interest supplicants, has already endeared him to California's new style populist constituency and given Brown what may be the golden plank in a run for the presidency.

Add to this the anti-establishment, small apartment, small Plymouth, one suit and an old yachting jacket image and, polls notwithstanding, Jerry Brown is a November winner!

Brown's campaign gurus, and I'm not sure there are any, except J.B., would make a serious mistake in moving him too far from his present image. His charisma lies not in issues and programs, but in the voter's self-identity with J. B. Everyman. The guy who may not have all the answers, but can't do any worse than those "frequent four letter word" who have claimed they had the "real goods" for the past ten thousand years.

Business is good, profits are high and unemployment is down, and the inflated dollar is being spent more freely with more pleasant returns in the Golden State than anywhere in the world. No one is going to really want to change that.

So, despite the anguished protests of a thinly disguised right wing effort to co-opt tax reform with a Paul Revere ride that equates spending with inflation, the California voter has got his with Jarvis-Gann and penny-pinching Jerry Brown. He hopes the rest of the states do as well.

\* \* \*

Win, lose and draw, your favorite candidates and initiatives will be the subject of reams of political punditry following the California general elections in November. To test your political acumen and titillate your pre-election blabs,

### A POLITICAL ANALYSIS

## Art Of The Possible

BY KEN ERWIN



we created the following game which we have tentatively titled "Erwin's Political Boxes," patent pending.

Box I: Jerry Brown wins gubernatorial election easily but Mervyn Dymally is defeated by Republican Mike Curb. Yvonne Burke is elected attorney general and Proposition 5 (anti-smoker) and Proposition 6 (no homosexual teachers) and Proposition 7 (death penalty) pass. What course must Brown take to further his presidential ambitions. CHECK ONE.

☐ Set up a special task headed by Lt. Governor Curb to see that enforcement of Propositions 5, 6 and 7 are speedily complied with.

☐ Seek Attorney General Burke's opinion on conflict of interests between state labor laws and Lt. Governor's Curb's millions of dollar investment in the recording industries here. Ask for total divestment or resignation.

☐ 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.

Box II: Evelle Younger upsets Jerry Brown for governor, but Dymally is elected lieutenant governor and Burke attorney general. Both houses show significant gains for the Democrats and Propositions 5, 6 and 7 go down. Younger wants to be an effective governor. What should he do. CHECK ONE.

☐ Take a long sabbatical in Hawaii giving reins of government to Dymally, keeping tabs on legislative progress by U. S. Mail.

☐ Take a trip to Hawaii.

☐ Take a long, long trip to Hawaii.

Box III: The Republicans sweep except for State Treasurer Jesse Unruh, who wins by more votes than any of the other state officers. Propositions 5, 6 and 7 go down the tube. Both Democratic houses add to their majority. The Republicans want desperately to support Reagan or Ford in the Presidential in '80 and at the same time build for their own elections in '82. What will they do?

☐ Appoint Jesse Unruh to head a task force to investigate voter fraud in failure of losing propositions to pass.

☐ Designate Unruh as special legislative liaison with both houses.

☐ Send Unruh as a special representative to Bimini, Bahamas and wait for desired results.

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.

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## Bay Area Construction Council

(Continued from Page 1)

tion employment on the economy. The new council will confront topics such as:

- extending the length of the work year and reducing seasonal and intermittent employment in construction;
- encouraging coordination among government agencies at all levels in construction planning, awarding contracts, project start dates and other scheduling to reduce bottlenecks, and labor market pressures;
- coordinating industry training with labor requirements and
- modifying industry and government practices that aggravate the costs and availability of construction materials.

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

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

In addressing the group, Undersecretary Brown noted that over 25 per cent of all the construction work carried out in the country comes from federal, state and local governments.

He pointed out that often the various government agencies let public works contracts out indis-

criminately and without regard to 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 preceeding and following each fiscal year," Brown said. "Obviously you can't build everything in three weeks."

It will be the function of committees such as the one just formed in the Bay Area that will help to combat unemployment during slow economic periods by relieving excessive construction demand during peak periods and saving it for later, Brown explained.