Medical Plan Receives Major Improvements

Local 3 Business Manager Dale Marr announced this month that major improvements in the Health and Welfare Plans for California, Nevada and Utah will become effective November 1.

These improvements — comprising the most significant upgrading of medical benefits for Local 3 members in five years — were given participants “unquestionably the finest coverage I am aware of in the building and construction trades,” Marr stated.

The changes are aimed at improving benefits in the face of rapidly increasing medical costs and include: an increase in the Comprehensive Health Plan Benefits from the current $50,000 to $250,000, extended hospital coverage, improvements in maternity, and the addition of numerous features that are entirely new to the plan.

The Business Manager noted that the tremendous construction activity of the last two years was one of the major factors in fortifying the health and welfare plans to the point where such improvements could be made.

“It goes to show you once again how vital it is to be involved in the political process,” Marr pointed out. “We customarily think of political involvement as a means of preserving and obtaining construction jobs. But it is a simple fact of life that increased construction activity will also pour additional fringe benefit money into the various trust funds.”

“When that happens, we reach a point where we can afford to make major improvements in the medical coverage without jeopardizing the plans.”

Beginning November 1, charges for most forms of hospitalization will be payable at 90 percent for the first $3,000 and 100 percent after that. This means that for each individual illness or disability, the most a participant will incur in out-of-pocket expenses for hospitalization is $300, Marr emphasized.

Maternity and obstetrical benefits will also receive 90 percent coverage for the first $3,000 and 100 percent coverage after that. A new feature in the maternity benefits is well baby hospital nursery care — providing coverage for a vast majority of the costs of a newborn’s hospital stay.

City of Hope
What it did for
One Leukemia Patient

After a four-year bout with leukemia, Mary Schober is winning the fight after a successful bone marrow transplant which she received from a team of doctors at the City of Hope. An exclusive story by Engineers News on Page 7.

‘Engineers News’ Captures Awards
In International Labor Press Contest

The International Labor Press Association announced this month that Engineers News — competing against local union publications in the United States and Canada — has won three major awards in the 1979 ILPA Journalistic Awards Contest.

Dale Marr, who as business manager of Local 3 is also editor of the newspaper, noted it was the first time in Local 3’s 40-year history that the official publication has won a national press award. “We were also the only publication in the International Union of Operating Engineers that won a journalistic award in this year’s ILPA contest,” Marr said.

In a letter to Ken Erwin, managing editor, ILPA President Gene Klare announced that Engineers News won the following awards for the year covering 1978 publications: Award of Merit for General Excellence, Award of Merit for Best Feature and Best Series for the special reports written by James Earp and Mark Stechbart on the plight of resident and alien construction workers on Guam who are taken advantage of by employers. The article told of how Local 3 gradually made its presence felt in the island.

The special reports on Guam were published in the June 1978 and September 1978 issues of the newspaper.

For the Best Series Award, the Judges Report noted: “In a hard-hitting article and two follow-up stories, James Earp and Mark Stechbart told of the plight of resident and alien construction workers on Guam who are taken advantage of by employers. The article told of how Local 3 gradually made its presence felt on the island.”

The Best Feature award was given to Engineers News for an article in the December 1978 issue on open shop.

James Earp, registering as a contractor, attended an open shop seminar in San Diego, and according to the ILPA Judge’s Report, “gave a blow-by-blow account of what the bosses were told about keeping unions off the premises or getting rid of them. This piece (Continued on Page 9)

For the Best Series award, Engineers News was in competition with every other local union publication in the United States and Canada.
The establishment of trade union political action committees is our surest defense against the corporate domination of the legislative process.

Nearly every Thursday at 9:30 a.m. a group of policy makers and lobbyists from an organization called the American Petroleum Institute meet in a conference room in Washington, D.C. headquarters to talk political strategy. Although these men are unknown among the public at large, they are taken quite seriously in the oil industry and their influence on national legislation is felt by every American who drives an automobile.

As President Carter can testify in his current fight for a wage-price freeze, the oil industry is a tenacious foe. Time was when oil executives could work their will by lifting the telephone to their executive suites. While those days are gone, the industry has found new ways to exert influence through lobbying and political action committees (PAC's) that may be more costly, but is just as effective.

Today, over 600 oil industry employees plus professionals of lawyers, PR specialists, advertising experts and other consultants scurry around Capitol Hill, tracking legislation, drafting special briefings for administrative assistants and pressuring legislators. It is an awesome operation.

The frontline troops are the approximately 230 full time employees of oil firms who lobby Congress and regulatory agencies. They operate out of offices that vary in size from Bulky Oil Company's two-man shop to Shell Oil's 23 member staff. The major firms all have at least six lobbyists each. Estimates of how much this costs the industry range from $10 million to $17 million a year.

The most costly component of this political machine is the giant trade organization known as the American Petroleum Institute, which speaks for 350 corporations. The API has a $30 million annual budget, a former White House advisor for its chief and over 500 employees nationwide.

In addition, the oil industry delves deeply into its collective pocket for contributions for federal candidates. The "generosity" of oil firms has netted them some strong allies, like Senate Finance Committee Chairman Russell Long (D-La.), Lloyd Bentsen (D-Tex.) and J. B. Bentsen Johnson (D-Iowa), a key Energy Committee advisor for its chief and over 500 employees nationwide.

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As you will note elsewhere in this issue, the trade union of the AFL-CIO, met in San Francisco this month with keynote addresses by Al Barkan of COPE (Committee on Political Education) and Vice President Walter Mondale. I fully endorse Barkan's recommendation that labor unions "take full advantage of the opportunity to throw all their forces into the union cause." We hope to work for the labor movement to hope to achieve the strength it needs to preserve the jobs of its members.

So far, the corporations have beat us to the punch. They have created nearly 1,000 PAC's to finance their interests. But as trade union members, we can still gain the upper hand through careful planning and a united effort.

Threat from the Right

Speaking of his experience in the presidential campaign of 1976, Mondale told the delegates of the real threat that the worst type of corporate power and big business prowess to American democracy.

"I would go into districts where a progressive, union supported congressman who had always been popular suddenly stopped his activities. The labor issue and within a week one hundred to two hundred thousand dollars would pour into his campaign," the Vice President recalled. "And they beat some of our best friends, and they have to keep running."

"The money that's pouring into congressional and senatorial campaigns today from these corporate PAC's is a menace to the liberty of this country."
Regional Water Quality Board Approves City's Timetable

The San Francisco Regional Water Quality Control Board recently approved a new timetable for implementation of San Francisco's Wastewater Management Master Plan. The new schedule provides for construction of all major projects to be initiated before 1984. It also provides for an earlier cease and desist water quality order conditional upon "continued progress," of San Francisco's wastewater project.

The water quality board also set December 10, 1979 as the compliance date for the San Francisco Board of Supervisors to complete review of the proposed study which will allow the program to proceed with the $469 million Southwest Sewage Treatment Plant. The supervisors have been stalling their approval of the report, maintaining that they are question- ing the cost of the entire project. The water quality board has the power to levy daily fines for continued wastewater if suitable progress is not maintained.

Auburn Dam Loses Funds

Citing lengthy study and construction de- lay, the Senate has wiped out $25 million that had been earmarked for possible work on the controversial Auburn Dam project next year. The action came during passage of a $10.6 bil- lion energy and public works appropriation bill on August 28, 1979, which funds construction of 12 existing western dams, including five in California. The California facilities are the Friant Dam on the San Joaquin River, 165 miles north of the Trinity River, the Red Bluff Dam on the Sacramento River, Stony Gorge Dam on Stony Creek in Glenn County and Monticello Dam on Putah Creek at Lake Berryessa.

800-Mile Gas Pipeline for PG&E

The Pacific Gas Transmission Company—a subsidiary of PG&E—plans to build an 800-mile pipeline to bring natural gas from the Rocky Mountain Region to California. The PG&E board has approved preparation and filing of an application with the Federal Energy Regulatory Commission, according to a company spokesman. Projected for operation by the mid-1980's, the new pipeline would allow PG&E and its California customers with access to the Rocky Mountain's domestic natural gas to supply power plants at 12 existing western dams, including five in California. The California facilities are the Friant Dam on the San Joaquin River, 165 miles north of the Trinity River, the Red Bluff Dam on the Sacramento River, Stony Gorge Dam on Stony Creek in Glenn County and Monticello Dam on Putah Creek at Lake Berryessa.

I-80 Widening Proposed

A $200 million proposal for widening In- terstate 80 for carpool lanes between the Bay Bridge and Vallejo has been disclosed by State highway officials. The project is included in the Department of Transportation's latest list to the federal government. A $1 million initial study is scheduled to get underway this month. The project is part of an $11 billion plan to relieve morning and evening commute snarls, which would add lanes on both sides of the 20-mile section. Parts of the new lanes would be "diamond" or exclu- sively for carpoolers, while the remaining sections would be open to all traffic. Schedule calls for starting traffic engineering studies now, with an environmental impact report to be completed by the middle of 1983. The lanes probably wouldn't be opened until the late 1980's.

New Plan for Yerba Buena

The latest plan for the Yerba Buena Center redevelopment project has been approved by the San Francisco Board of Supervisors. The new plan includes several key changes rec- ommended by the Redevelopment Agency, which owns the 87-acre, south-of-Market par- cel. These changes will allow three major hotels and 1,100 units of conventional apart- ment dwellings to be built in an area along Third and Fourth Streets near Mission Street.

Another change—conceded to opponents of the revised plan by the City Planning Commission—was the formal cancellation of a half-block sized indoor sports arena.

An Office Building Boom

An office building boom is underway in downtown San Francisco, according to a re- port released by the Security National Bank. Seventeen major office projects valued at over $100 million are now under construction in the downtown area. Most of the new office space now under construction will be coming on line in 1979, according to bank spokesman. Office space is in such high demand that new structures are being leased out almost as fast as they enter the market.

Humboldt Ocean Outfall Debate

With progress bogged down on a $60 mil- lion regional wastewater treatment system for Eureka's Humboldt Bay area, the state Water Resources Control Board has tentatively ap- proved plans for three separate systems emptying into the bay that would cost as much as $13 million. However, if the com- munities in the area cannot demonstrate that bay discharge systems will enhance water quality, the discharge permits will again be included and costs could rise to $70 million.

The original plan developed in 1974 called for an ocean discharge of effluent via a 6.5-foot, long outfall from a central secondary treatment plant. The new plan involves a series of separate systems by the two smaller communities, while vetoing a direct bay discharge proposal for the greater Eureka area, Arcata and McKinleyville by 22 miles of interceptor lines. In its new ru- ling, the wastewater control board essentially approved preliminary proposals for separate systems by the two smaller communities, while vetoing a direct bay discharge proposal for the greater Eureka area.

New Transportation Chief Wins More Transit Spending

New Transportation Secretary Neil Gold- schmidt has succeeded in getting the Carter administration to raise the ante for mass transit spending. Largely at his urging, the White House has proposed that $13 billion—up from the original $10 billion—be allocated for mass transit programs nationwide out of the yet-to-be- approved windfall oil profits tax over the next 10 years, plus $2.5 billion for projects such as carpool lanes to make autos more efficient. In fighting for that plan, Goldschmidt went against the recommendation of his predecess- or, Brock Adams, who wanted $10 million for mass transit and $6.5 billion to be allocated to the auto industry to help manufacturers with research and development towards fuel- efficient cars.

Large Coal-Fired Power Plant Would Satisfy Pollution Rules

The 3,000 megawatt coal-fired intermoun- tain powerplant proposed for Millard County, Utah, would meet water quality stan- dards, according to a draft environmental im- pact statement released by the U.S. Bureau of Land Management. Distribution of power from the new plant was be owned privately by the intermoun- tain Power Agency—a consortium of Utah utilities—would include 58 percent to southern California cities, 25 percent to Utah Power and Light, and the remainder to the power would be allocated among six rural electric cooperatives and 23 IPA members. The plant would consume 7.78 million tons of coal annually from fields in Carbon and Emery counties.

Oakland Port Gets Cash For Linking BART, Airport

The Port of Oakland has accepted a capital grant of $640,000 for the development of a transit system that would link the Coliseum/ Airport BART Station with the Oakland Interna- tional Airport. The grant was approved recently by the Urban Mass Transportation Administra- tion. It is the second of a two-part grant to UMTA that was demanded by the intermoun- tain design and engineering phase of the proj- ect. Plans call for the Port to construct the 3/4 mile transit system to provide passengers with a convenient interchange between the BART station and the airport.
One of the most interesting assignments I have had in the past two months was the responsibility of negotiating the new three year Agreement for the Abex Corporation. Remco Hydraulics Division, located in Willits, California, and the California Teamsters Union. On Saturday June 30th, we held the pre-negotiation meeting with all the employees, and received from them exactly what they wanted negotiated into their new Agreement.

The negotiating Committee consisted of the following:

HAROLD HUSTON, Chairman and President; ROBERT WAGON, District Representative; PAT DURKAN, Business Representative; CHARLES (CHUCK) SMITH, Business Repre-

sentative; LOUIS R. BAKER, Rank and File Member; ROBERT DOTY, Rank and File Member; WILLIAM D. SHAFER, Rank and File Member; O. P. SMITH, Rank and File Member; RICHARD STRAIGHT, Rank and File Member.

I want to express my personal thanks to all the mem-

bers of the negotiating committee, and all the brothers

distributed in the Fresno area.

Fresno Office Wins NLRB Election at Warren & Baerg

By HAROLD HUSTON, President

A Personal Note From The President's Pen

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Eureka Bridge Job Makes Headway

Distict Representative Claude Odom puts it best: "The Fresno office was successful in winning a Na-

tional Labor Relations Board elec-

tion at the Warren & Baerg En-

gineering Company in Dinuba.

"Contract negotiations are now in progress and we are hopeful we will be able to consummate a contract that will improve wages, fringe and working conditions of their employees," Odom said. Work in the City of Fresno is "booming" as never before. American Paving is doing most of the sub-division dirt work, along with Wilmoth Construction and Haskell Construction. W. M. Lyles is doing the sewer and water.

This sub-division work is keeping

many of the brothers busy and

close to home. Helms Pumped Storage Project has approximately 100 mechanics and operators presently employed on a three shift, six day work week with all hours paid.

All Rock Plants in the Fresno area are keeping busy this summer paving at this altitude.

Eureka Bridge Job Makes Headway

On the south fork of the Smith River in Del Norte County, C. K. Brown Contracting Company has announced that with their $3.5 million bridge proj-

ect, reports Business Rep. Jim Johnson. The proposed project was struck by bad luck a year ago this month when on Labor Day weekend last year during a bad storm the river rose eight feet and took the temporary bridge and caused quite a setback. With this in mind and a lot more at stake this year with all their false work sitting in the river they are working very fever-

ishly to get their up river bridge poured and stripped before any rains come this year.

J K & Pipeline of San Jose are doing quite well on their $8,2 million sewer collector project in Crescent City. This project is being

done in two schedules. Schedule I consists of 72,240 feet of six inch to eight inch main line and schedule II consists of 38,358 feet of the same size main line, plus the later-

als and lift stations.

At the present time there are 27 of the Brothers working on this project. Project manager W. A. (Windy) Baker, a 27 year member, has consistently at that time they have approximately 60 percent of the pipe in the ground and 70 percent before they have to shut down again for the season.

Huffman-Sullivan of Lakeport recently picked up a storm drain improvement project in Crescent City but has not yet started on it.

Redwood Empire Aggregates plant at Smith River is keeping quite busy, they have finished put-

ting down an overlay through the Klamath area and are currently on the Highway 199 where they are overlaying various locations through the Smith River canyon. This com-

pany just completed an overlay from Eureka to Arcata and at pres-

tent are working on some street pav-

ing in Eureka. R & D Watson has been moving

Continued (On Page 14)
**Business Rep. Bill Markus reports that Kaibab Industries, a further operation in Panguitch, Utah, is finally at full production. The woods employees are glad to be back to work after a period longer than usual winter layoff. The sawmill and planer mill are going well. The new rip line, which was planned for the new mill, is on schedule. Steve Jackson, J. Young, Kenny Cole- man and Carl Keefe, Manager of the Panguitch Division, informed Markus that the company has received an additional $200,000 contract to complete the harvest of approximately 200,000 to 500,000 feet of Quaking Aspen from the Forest Service in the future which would expand the Panguitch operation and mean more jobs for the local people.

At the present time, Kaibab's plans to build its own power plant include a new 40 MW coal fired steam turbine generating system to the mill looks very good.

**Diesel Field Moves**

The drilling operation in Southern California and Nevada is running very well at the present time, reports Oil Field Whip, Enid Townley. In the State of Nevada, Peter Bawden Drilling, Inc. and R. B. Montgomery has recently opened a new drilling rig, which is now operating at 100 miles northeast of Fallon. Some of the men on Peter Bawden's rig (A. E. McGinnis') have moved to that rig; Rig #5 (A. E. McGinnis') is working in the town of Fallon; Rig #2 in Huron. Congratulations are extended to everyone.

At the present time, Kaibab's plans to build its own power plant include a new 40 MW coal fired steam turbine generating system to the mill looks very good.

**Utah District Reports**

**Southern Utah**

The work picture in Southern Utah hasn't changed too much, Business Rep. Don Strate reports. We are still having a problem with finding men to fill the job orders, plus the State is still bidding out more work!

Rick Jensen Construction has been busy and is expected to be back to work after a much needed vacation. The company is running at full capacity and getting on the out-of-work list, as stated in last month's column.

The woods employees are glad to expand that operation as well as opening additional plants in Oregon 25 miles to the east of Panguitch, is also operating with Operating Engineers have enjoyed a very good working relationship with the Company.

W. W. Clyde Company has been awarded an overlay job on I-70 north of Field Creek to west of Green River, a total of 22 miles. They have also started to do another asphalt job for Utah Power & Light Company at the Emery Plant.

L. A. Young Sons' Construction has 16 operators working on their Beaver City main street job. The crusher is working two shifts, plus they have the curb and gutter, curbs as well as the asphalt to lay. They hope to have this project completed by October, 1979.

L. A. Young Sons' Construction has their asphalt crew working many hours on the Scipio Hill job, trying to beat the cold weather that is threatening to come. There are about 28 operators on this project. The crews work in three sections, and Hessell & Phelps were the two low bidders on the four structures and 340,000 cubic yards of asphalt bids on this project. It involves two bridges over Shingle Creek and two over Fish Creek, to carry the traffic in opposite directions.

**Local 3 Drilling Industry Moving Well**

The drilling industry in Northern California and Nevada is running very well at the present time, reports Oil Field Whip, Enid Townley. In the State of Nevada, Peter Bawden Drilling, Inc. and R. B. Montgomery has recently opened a new drilling rig, which is now operating at 100 miles northeast of Fallon. Some of the men on Peter Bawden's rig (A. E. McGinnis') have moved to that rig; Rig #5 (A. E. McGinnis') is working in the town of Fallon; Rig #2 in Huron. Congratulations are extended to everyone.

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**Rig #1**

Rig #1 this time is in Woodland, but these guys have been pumping out holes about one a week lately. Rig #1 is still in Libery Island on a re-drill for Gas & Electric.

"I would like to welcome Bud Stark, Driller and Cliff Carpenter, Floor Hand, onto Rig #3." Enid Townley says, and "I'm glad to see Cliff Hug back to work after an accident and the rig of that summer, which broke his neck."

R. B. Montgomery has recently been busy completing an overlay job in the State of Oregon drilling a hot water well in Ontario. All Local 3 hands on this rig are getting good benefits back to the Local 3 trust funds. Some of the benefits paid to the rig are Clarence Keton, Troy Carter and Ron Hamilton. Montgomery's Rig #4 is Little Tower. Some of the men on that rig are G. M. Pullen, Tuggle Brothers "Three" Allan Cook and Ed Williams.

Camrich Drilling Company has recently gone back to Santa Maria after 15 years run up in the North. They have recently bought a 2500 HP rig and Mr. Love went south with that rig. "All in all, Local 3's jurisdiction is very busy and as far as I can see, work is booked through the end of the year. All operators were happy to see Cliff Hug back to work after an accident that broke his neck."

R. B. Montgomery is one of the men who has been set up as Driller on Rig #5, which is currently running two shifts and 20 hours per day. At the present time, Kaibab's plans to build its own power plant include a new 40 MW coal fired steam turbine generating system to the mill looks very good.

**LOCAL 3 MEMBERS**

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

**CLIP AND MAIL**

To: Ken Erwin, Operating Engineers Local Union No. 3

474 Valencia Street, San Francisco, CA 94103

Please send me:

[ ] A membership card for the Magic Kingdom Club

My name is: (please print all information)

Address: (street name and number, or box number)

City, State, and Zip Code

Social Security Number

October 1979/Engineers News/Page 5
In a reversal of its former stand, the California Transportation Commission will soon appropriate $7.5 million for safety improvements on the notoriously dangerous Pacheco Pass Highway east of Gilroy, reports District Representative Tom Carter.

The project long out in June to 16 other Northern California highway construction jobs costing $89 million. According to Jack Ybarra, a consultant to Highway 152 Association, a group that has fought for safety improvements, the funding should be approved at the Commission meeting in Los Angeles.

Ticketing $7.5 million will provide for widening of about two miles of the 25 mile highway and also for truck turnouts and median barriers along the most dangerous 11 miles between the summit and the Casa de Fruta complex.

Valley Work
Work in the valley is still plentiful and most contractors are doing well at full production, reports Business Rep. Don Luba. The owner operators trucking shut-downs of July virtually brought the grading and paving industry to a standstill, and many Local 3 members lost some time over it.

It is interesting to note that in this day and age of much anti-union sentiment, and anti-union political forces constantly legislating against the trade union movement, such as the now infamous Two Gate System for ticketing that a group of independent businessmen could shut down an entire grading and paving industry in this valley and elsewhere, with methods totally unlawful if we were to utilize the same methods to seek our just demands,” Luba commented. “Not only do our brothers suffer the results of lost wages by such a wildcat situation, but also the trade union movement takes another blow on the nose by anti-union public sentiment because of the lack of clarification by the news media.”

These independent businessmen (owner operators or contractors) are non-union. It should be further noted that the description “INDEPENDENT BUSINESSMEN,” is a self imposed description by these owner operators for the purpose of keeping them from their fight with the teamsters of a few years back.

These were many very fair employer contractors in the industry that suffered as a result of this wildcat shutdown by virtue of the fact that they were caught with crane over there and Williams and Pierce lost some time over it.

The twisting two-lane Highway one toll-free phone call to (800) 642-2444, reaches a center in Los Angeles that will search for information on where underground facilities are located.

There’s another reason - when you save with your Credit Union, you not only get excellent benefits and safety, you make an investment in the future, says Dale Hanan, General Manager of the Santa Clara Valley Credit Union.

Credit Union has paid its savers an annual yield of 6.05%, which is better than the annual yield you can earn on a bank or savings and loan passbook account.

Your account is insured to $40,000 by the Administrator, National Credit Union Administration, an agency of the Federal government. If insurable, you can earn up to $2,000 life insurance on your savings at no additional charge to you. No other type of savings institution offers you this protection.

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Your savings help create the money supply needed when members (including yourself) request loans. In turn, the interest earned on loans pays the excellent dividend return you earn on your savings plus other member benefits and services.

If you have any questions on joining, saving or borrowing from your Credit Union, just call (415) 829-4400.

Santa Fe Rock out of Modesto and Los Banos are on strike.

Employer proposal:
1. Overtime provisions were deleted in sections.
2. Union security was deleted and proposed open shop clause.
3. Deleted members union pension. At present members receiving $2.35 per hour down to $1.35 cents per hour, which was 0.35 cents to maintain and which would leave 97 cents proposed pension. Later proposed additional 10 cents and 15 cents to the $1.35.Boil it down, members only receiving 10 cents to 15 cents per hour down to $1.35 onto their wage and $1.00 to a company proposed pension which cost .035 to maintain and which would leave .97 cents proposed pension.

The twist-two-way Highway 152 joins Santa Clara County and the Central Coast with California’s Central Valley thru Pacheco Pass. Produce trucks travel this route frequently and since 1970 more than 70 people have died in traffic accidents on the highway.

The funding of $7.5 million will provide for widening of about two miles of the 25 mile highway and also for truck turnouts and median barriers along the most dangerous 11 miles between the summit and the Casa de Fruta complex.

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These were many very fair employer contractors in the industry that suffered as a result of this wildcat shutdown by virtue of the fact that they were caught with crane over there and Williams and Pierce lost some time over it.

The twisting two-lane Highway one toll-free phone call to (800) 642-2444, reaches a center in Los Angeles that will search for information on where underground facilities are located.

There’s another reason - when you save with your Credit Union, you not only get excellent benefits and safety, you make an idea work - the Credit Union idea.

Your savings help create the money supply needed when members (including yourself) request loans. In turn, the interest earned on loans pays the excellent dividend return you earn on your savings plus other member benefits and services.

If you have any questions on joining, saving or borrowing from your Credit Union, just call (415) 829-4400.
It's not too late to donate!

Send your tax deductible contributions to:
City of Hope, P.O. Box 6742, San Francisco, CA 94101

Mary Schober
Finds City of Hope
In Bout with Leukemia

By James Earp

MARY SCHOBER LAY ON THE
table as the radiation
streamed through her body.
For four hours she would need to be per-
fectly still, the only movement coming as
the technician once an hour came to shift
her position. The massive dose of radia-
tion had made her drowsy-and later she
would wake up in the hospital for
treatment.

Four hours she would need to be per-
fectly still, the only movement coming as
the doctors had confirmed her premonition
and she was in the hospital for treatment.

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Getting involved in political action.

Business Manager Dale Marr stresses importance of local unions getting involved in political action.

General President Jay Turner covers wide range of economic issues.

By John McMahon

J.C. Turner, General President of the International Union of Operating Engineers, AFL-CIO, was the keynote speaker at the 17th Annual Convention of the Western Conference of Operating Engineers in Spokane, Washington last month.

The four day conference was attended by 177 delegates from 17 affiliated local unions representing operating engineers in the 13 western states.

Joining President Turner was newly elected General Secretary-Treasurer Frank Hanley, and a host of International Vice Presidents and representatives.

Turner’s keynote address covered a wide range of topics. His main thrust concerned the economy and the actions taken by the International Union to try to strengthen the economic picture of the nation. He also discussed growing activity of double breasted contractors, the legislative victories in defending Davis-Bacon Law, the upcoming repeal of the Right-To-Work Law in Louisiana, and the importance of establishing a check-off system to finance local union political action committees.

International Vice President and Business Manager of Local 3, Dale Marr, gave a report on the importance of political involvement, “not only on the part of the union staff and business agents, but also on the part of the members.

“The members have to get involved in politics, that’s the name of the game,” he emphasized. “We found in Local 3’s jurisdiction that the squeaky wheel gets the grease. If we don’t get the attention of the politicians, then the other side will. It’s as simple as that.”

In addition to brief reports from the International Vice Presidents in attendance, the delegates took part in a series of workshops on different problems confronting operating engineers throughout the west.

Local 3 Vice President Bob Mayfield led a three hour workshop in which one of the main topics concerned the problem of national contractors coming into another local union jurisdiction and bringing in “key men.” Mayfield and Ken Jennings, Business Manager of Local 9 in Colorado, explained a working relationship which has grown over the years between Locals 3 and 9 in the Utah-Colorado border area, which in the words of both Mayfield and Jennings “is working very well.”

Other workshops concerned the health problems associated with working around asbestos. Up until the past few years, asbestos was used extensively in the construction of most large buildings as a fire-proofing. Asbestos has since been found to cause cancer under certain circumstances.

After reviewing the activities of the International Office’s staff, Turner announced the retirement of General Secretary-Treasurer Russell Conlon and the election of Frank Hanley as his replacement. He then turned to the political meetings he has attended and his actions on the national front.

Turner discussed a series of meetings between representatives of the AFL-CIO and the Carter Administration to develop a “social contract”—that is an agreement, or understanding across the board as to what the budget will be, what the deficit will be and so forth.

Turner said that the Administration is forecasting continued inflation at the rate of 15 percent over two years with an inflation rate of 8 to 8 1/2 percent the second year. He said that thus far “there has been no indication that the AFL-CIO will agree with either the accuracy of the forecast or the acceptance of a 15 percent inflation rate.”

According to Turner, the continuation of an inflation rate as forecast by the Carter Administration is forcing the AFL-CIO into toughening its position in favor of mandatory wage-price-profit controls. “We don’t want mandatory controls in the very long run, but we believe that that is the only fair way to deal with the inflation spiral we are experiencing now.”

Proof that the Carter Administration’s inflation strategy isn’t working is found in the “doubling, tripling and quadrupling of the profits made by the oil barons. This indicates that we need something more than what we have in terms of trying to have some equity in how the economy operates.”

Turner differed sharply with the Carter Administration on its policy towards increasing the interest rate as a means to solving inflation. The federal reserve board, through its policies, has encouraged the raising of interest rates to tighten the money supply and thereby reducing the inflation rate.

“Turner said, “There is only one way to beat inflation and that is with a full employment economy, a full production economy that provides the goods and services needed by the citizens for this country.” Turner said. “These high interest rates aren’t doing anything to slow inflation. It is slowing down a lot of housing work, it is slowing down a lot of public building work, it is leading us into a depression or at least a deep recession that very well could turn into a depression. So our position is to continue to argue and support policies that encourage full employment.”

On the federal legislative front, Turner praised the local unions across the nation for their help and support in defending the Davis-Bacon prevailing wage law in the Congress and in the individual states. “The assault on Davis-Bacon by the right wing group has slowed for now. We beat them every time in Congress and only lost one state’s prevailing wage law, or ‘little Davis-Bacon’ and that was in Florida.”

However, Turner cautioned against feeling overconfident on Davis-Bacon. “Although I think we have won this fight, we have won only for the time being. The attack on Davis-Bacon will come again, just like the ‘right-to-work’ fight. It keeps coming back. And even though we continue to beat the attack back, it drains our resources. We spend all our time defending past legislative accomplishments that we don’t have the time or resources to mount a legislative program of our own.”

On another front, Turner said that double breasted contractors and the dual operations maintained by more and more major contractors is becoming a major threat to the building trades. “More and more, it is becoming a tough problem. And it will get worse. We often find ourselves confronted with secondary boycott problems in trying to straighten out some of these contractors who have gone double-breasted,” he said.

“We recently were told by the leaders of Bechtel that they were establishing a dual operation. Here we have the biggest contractor in the world going double-breasted, so the problem is here and it is getting bigger.”

To combat the movement towards increased dual operations, Turner reviewed sample language relating to double breasted contractors. He encouraged the locals with negotiations coming up to try to include the sample language into the contract. “This clause has been tested in the courts and we won!”

Turner also renewed his call for additional nuclear power construction. “We have to attain energy independence. In order to accomplish that we have to have nuclear power, it is just that simple. There is no way we can have energy independence and a viable economy unless we use nuclear energy and an increased reliance on coal and coal related energy!”
Conference Deals with Political Action

Kirkland Addresses Inflation

AFL-CIO Sec.-Treas. Lane Kirkland, representing George Meany at the convention, reminded the delegates that all Americans are affected and injured by inflation, depression, energy and foreign control of the American economy, but that to the AFL-CIO all "major issues are trade union issues."

He pointed out that no private institution in the nation can match labor's record for "constructive social and economic legislative effort on behalf of the general welfare."

It is because the labor movement "is the only strong, organized force for social and economic justice in this country," he added, that "we find ourselves under attack from many directions.

What is under attack is not just the rights of workers and unions, but human rights, he said, "not just the wages of workers but their place in society. Not just one democratic institution but Democracy itself."

New Leadership Elected

The 13th IUD Convention of the AFL-CIO closed with the election of a new president, Howard D. Samuel, and Seconds Chair, Elmer Chalupa.

Its outgoing president, Jacob Clayman, a veteran of the labor struggles of the past 40 years, warned that one key to the 1980s is whether the "responsible leaders of American business" will speak out for good faith collective bargaining. "Their failure to do so," Clayman predicted, "inevitably suggests at worst an active participation, and at best a passive tolerance, in the weakening or even destroy the American labor movement."

Medical Plan Improvements

Operation Engineers Local Union 3 is involved with this year. Because it offers its services without charge to those who can't pay, and because it conducts some of the country's most advanced research on respiratory and blood diseases, the City of Hope relies on contributions to operate.

This year Local 3 is spearheading that these awards lies in the subject of the articles themselves," Erwin added. "Our union's involvement on Guam and the threat of open shop coverage by the newspaper because they are important to the welfare of operating engineers and to the trade union movement in general. These kinds of issues vitally affect every operating engineer. I hope that we will always feel a responsibility to inform our members, regardless of whether or not we receive formal recognition for our efforts."
Improved Benefits Become Effective November 1

Local 3 members and their dependents participating in the Northern California, Southern Nevada and Utah Health & Welfare Trust Funds will enjoy substantial benefit improvements effective November 1, 1979. As a result, all three Trusts will have identical benefits.

The changes include an increase in the Maternity Benefits to $250,000, streamlined hospitalization coverage, maternity care for Governments and second surgical opinions. These improvements are designed to help patients avoid medical costs, providing economic security in the face of rising medical costs.

Three new benefits, which emphasize Local 3's growing interest in preventive health care, are also being added for eligible Operating Engineers. They are: Annual Physical Examinitation, Out-Patient Mental Health Care and Alcohol Rehabilitation and Counseling. These new benefits will specifically target the Promotive Health Care Program introduced in the last three months.

Comprehensive Health Plan Benefits

The Comprehensive lifetime maximum will be increased to $250,000 for all three Trusts. This is the maximum amount the plans can pay for hospital convalescent and hospital expenses during a lifetime for eligible member and dependents, in any Trust Funds. There are no annual deductibles. This provides greater protection to Operating Engineers and their families as the costs of health care services increase.

Hospital Expenses

Hospital benefits will be simplified and streamlined. Charges for hospitalization, hospital out-patient emergency services and convalescent hospital services are payable at 85% of the Usual, Customary and Reasonable Charges. This means that a participant can only be out-of-pocket $300 for all charges at a hospital and convalescent hospital during any single hospital stay. As hospital costs increase, the plans will pay 90% or more for hospitalization.

Medical, Surgical Expenses

All three Trusts will provide a broad range of coverage for medical and surgical services at 85% of the Usual, Customary and Reasonable Charges. This includes payment right from the first doctor's visit and up to 40 visits per year to Chiropractors and Registered Physical Therapists.

Maternity and Obstetrical Benefits

Maternity and Obstetrical Benefits are provided on the same basis as any other disability condition. Hospitalization for delivery is covered at 90% of the first $3,000 and 100% thereafter. Obstetrical Care is covered under the Comprehensive Medical Benefits and will be paid at 85% of the Usual, Customary and Reasonable Charges.

A new benefit is being added to the Maternity Benefits: Maternity baby care. The_trust will cover $250,000 for all three Trusts. This plan is designed to allow the plans' members and families to enjoy the benefits of obstetrical care.

Second Surgical Opinion

Participating in the Comprehensive Health Plan add the following:

- Effective November 1, 1979, as a result of the law, the plans will provide payment for out-patient rehabilitative and counseling services, including evaluations, tests and consultations.

- Second Surgical Opinion

- Out-Patient Mental Health (Member Only)

- New benefit is being added to provide for out-patient visits to psychiatrists, psychologists and licensed social workers. Mental health is essential to the well being of a worker. This new benefit will cover 50% of allowable charges up to a maximum of $500 per visit for visits per year. There is a lifetime maximum of $10,000 coverage for each eligible Engineer.

Alcohol Treatment and Counseling (Member Only)

A new benefit is being added to provide for treatment and counseling for alcoholism. Alcoholism has long been recognized as a disease and there are new treatments available. The plans will cover up to 21 days of in-patient care for detoxification and rehabilitation in a licensed facility. An additional benefit of up to $500 is provided for out-patient rehabilitation, counseling and licensed referral services.

Utah and Nevada Disability

Weekly Disability Benefits have been increased from $119 to $146 per week for Operating Engineers in Nevada and Utah at applicable contribution rates. This benefit is provided directly by the State for Northern California plan participants. Utah participants will also see Social Security increase from 80% to 85% along with improved Vision Care Benefits.

Increased Protection

The new benefit package protects registered Operating Engineers and dependents from increased medical costs due to inflation, improved equipment and new requirements. It should promote more concern about fitness and good health through prevention and early detection of illness.
Nevada Boasts $50 Million in Highway Jobs

Business representative Craig Canepa reports that employees of the City of Sparks, represented by Local 3, have voted to accept a seven percent wage and fringe benefit increase. The contract negotiations were long and involved. Chief Steward Larry Wood played a major part in the settlement with the time and effort he put into the negotiations.

Turning to the work picture, there is currently $50 million worth of highway construction projects in progress across northeastern Nevada. Max Riggs Construction is working in Elko, Nev. on the 5000 foot realignment of 12th Street and is currently installing drainage structures, lighting and traffic signal system and two bridges at a cost of $2 million.

Robert L. Helms Construction should finish the dirt sometime in October on the 6.8 mile 1-80 bypass and frontage roads at Elko and is doing some associated excavation on the Mountain City Highway at a cost of $10.7 million. Helms Constr. is also flattening slopes, installing drainage structures and repairing bridge decks and resurfacing 12 miles on I-80 northeast of Elko near the Hallelucinophenantaneric.

On other projects in the northeast, Jack Parsons Construction should be moving a crusher in and will crush all winter on the $6 million I-80 bypass at Carlin, Nev. Peter Kiewitt and Sons is paving and improving guardrails on 16 miles of Highway 53 between Contact and Jackpot at a cost of $2 million. Helms Constr. is paving 14 miles of the Mountain City Highway at the Idaho border at a cost of $20,257. Jack B. Parson is also constructing 10.5 miles of I-80 in the Pilot Peak area west of Wendover at a cost of $11.5 million.

Max Riggs Const is building two I-80 freeway segments near Winnemucca at a cost of $9 million. G.P. Construction is subbing the dirt. Nevada Paving is paving U.S. Highway 50 from Hickson Summit to the Eureka County line at a cost of $500,000 and a $500,000 segment in the west of Denio at a cost of $2 million.

Much of the highway construction in eastern Nevada will last into next year. The 5000 foot realignment of 12th Street and traffic signals system and two bridges are under construction.

At the Valmy Power Plant, 20 percent of the first unit is complete and work is on schedule. The second unit is expected to start soon after the first of the year. A look in the Reno area shows a recent pre-job with Helms Constr.

Portions of the combustion chambers waiting for assembly on the $9.5 million third section of the U.S. 395 North-South freeway, and a $1.3 million overlay located near Mill City. The last section of U.S. 395 is to be bid in the near future, along with an estimated $3.5 million section from Moana Lane to Virginia St. at Hash Lane.

W.B. Burge, Mandeville, and Savage Construction have been keeping busy in the Lake Tahoe, Reno and Carson City areas. All report a heavy backlog of work to keep them busy into the next year. Earl Games Construction has several projects going. The two largest being the site prep for Harrah's employee housing and the site prep for the Sparks City Hall expansion.

R.E. Ferretti has completed the excavation on Harrah's hotel tower and has plenty of work for their Homes in Sparks. Nevada Paving has two shifts on the rock sand and gravel and can be seen paving all over the cities of Reno and Sparks. They were awarded the Donati Road Extension between Prater Way and Baring Blvd at a low bid of $187,9 Quality is awarded the clinic project at the $769,486.

To include excavating, curb gutter, underground, storm drain and paving. S.J. Groves and Son was awarded construction of the three spans bridge across the Truckee River as part of the Greg St. extension. Vasko Construction is making good progress on the multi-million dollar expansion of the Casino International Airport.

W. H. Schultz Const. and Barlow & Peak are two of the subs. S.J. Antonucci was awarded construction of the General Aviation Building at $1.4 million and $972,000 worth of maintenance facilities.

Underground Contractor, Gebhardt and Berry, is finishing up the "Ranchos" job in Gardnerville and are about to wind up the Cassatta St. storm drain. They report the work picture for underground construction should continue strong into next year.

Mid Mountain reports sufficient work for the gas company as long as the weather holds and they are preparing to start on four plus miles of 16-inch gas main located in Sparks. Hood Corp also has a lot of work in the area in Fernley, Washoe Valley and on Space Island in Sparks and they expect to be picking up more work from the new project.

The Reno and Carson City area are facing some real growth problems with the lack of sufficient water to keep up with demand and a lack of sewer capacity. Canepa reports. These factors added to problems caused by the influence of no-growthers, high interest rates and reduced tourism are resulting in a slow down in the building and subdivisions in the area.

Once again the brothers are being asked to become even more active in politics, to attend more public hearings and hopefully influence the politicians into speeding up the sewer plants, resolving the water rights issue on the Truckee River and encouraging the use of underground storage. This should aid in steady growth in the area in the future.

Valmy: Monolith in the Desert

Out in the Nevada sage brush between Winnemucca and Battle Mountain, where the jack rabbit population exceeds humans, a 250-megawatt coal-fired power plant is going up.

When completed in 1981 it will be large enough to power the entire electricity needs of Western Nevada—a neon sign and all—in less than an hour and a half's generating time. Its 350-foot chimney, projected under construction to the left, is almost as high as the Golden Gate Bridge. Sierra Pacific Power Co. and an Idaho utility are splitting the $187 million cost of the first unit. Another unit of equal size is planned for 1984.

Because of the plant's isolation, the work site has been renamed at a cost of $9 million. and has plenty of work for Lewis Nevada Bell.

A look in the Reno area shows a recent pre-job with Helms Constr.

View of cranes from Valmy's main plant structure

October 1979/Engineers News/Page 11
At the Truckee California plant of Teichert Aggregates, safety is a very serious "family" matter. Their family consists of everyone from the office and scale operators to the casual truck driver that enters the yard once a year.

An injured skilled workman is of little value to himself, his family, his union or his company. True he may receive workman's compensation to help him through this period but that is small compensation for the pain and suffering he undergoes. Every member of Teichert Aggregates feels the responsibility of working safely and making sure his fellow workers do likewise. One of their secrets of success is that the workmen look after each other.

We are proud of our members' seven year record without a lost time accident. An occasional smashed finger is enough to remind them to be more careful.

Lee Hammers, the plant production superintendent, says safety is an everyday concern on the job. Some of the measures they take to insure job safety include: morning safety meetings, safety checks and a good preventative maintenance system to catch problems before they happen.

The crew consists of: Red Stallions on a 46A, Cat, Virgil Valle and Hugh MacDonald on 769 haul units, John Clackett on the 988 loader, Augie Sassarini, Floyd Cooper, Alex Marin, the handsomen, Ray Smith, an 80D operator, and mechanics Fred Turner, Keith McCauley and Joe Stillings on the plants with Bill Sumpter as the foreman.

Herb Copeland runs a 980 loader and Shirley Ayers and Jo Anna Chance keep the trucks moving in and out of the plant. The man that makes everything move easier is Leon Hutchins, the time man. Bill Rosamond and Gary Smith along with Kelly Young make up the rest of the crew. Lee Hammers, the plant production superintendent, is completely devoted to the principle of safety 24 hours per day. The Local 3 safety representative who services the jobsite is Del Hoyt. Our business agent Bill Marshall adds his weight to the continuing dedication to safe working habits.

Local 3 members in Novato are urged to support Don Wright in his current campaign to retain his seat. Wright is a member of Local 3.

With Safety in Mind


Work Picture in Marin is Holding Up

The work picture in Marin has been very good this year and is still holding up, reports Business Rep. Harvey Pahel. "We are having problems filling job orders in certain classifications. There are no big jobs, but many many small jobs throughout the county. Hopefully, this will carry through to the next year."

There are two very important issues are coming up for a vote in November in Marin county. The "No-Growth" or Proposition K in the City of Novato would stop all development of housing tracts of over five houses or more and anything less would be very restricted.

I urge all you brothers who live in the City of Novato to vote "NO" on Measure K, and take a hard look at the policy of the three Supervisors who have proposed this Proposition K," Pahel commented.

The other Propositions coming up in November on the Marin County ballot will be the acquisition of Hamilton Air Force Base. Brothers, take the time to go the polls in November and vote YES on Prop. G. and NO on Propositions A,B and C.

Because of the development at Hamilton Air Force Base, there would be many years of work for the Operating Engineers, due to the development projects that are proposed for this area.

"Brothers, if we don't want to move to another area, I cannot urge you too strongly enough to take the time to vote and if you are not registered, to have you and your Wife register and vote on these measures.," Pahel said.

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But Important Ballot Issues Coming Up

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The Reno and Carson City area has some real growth problems with the lack of sufficient water to keep up with demand and a lack of sewer capacity. Canepa reports that factors added to this are high interest rates and an increase in the cost of labor.

Turning to the work picture, there is currently $50 million worth of highway construction projects in progress across northeastern Nevada. Max Riggs Construction is working in Elko, Nev., on the 5000-foot realignment of 12th Street and is currently installing drainage structures, lighting and traffic signal systems and two bridges at a cost of $2 million. Robert L. Helms Construction should finish the dirt sometime in October on the 6.8-mile I-80 bypass and frontage roads at Elko and is doing some associated excavation on the Mountain City Highway at a cost of $10.7 million. Helms Const. is also flattening slopes, installing drainage structures and repairing bridge decks and resurfacing 12 miles on I-80 northeast of Elko near the Halleck interchange.

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The Reno and Carson City area has some real growth problems with the lack of sufficient water to keep up with demand and a lack of sewer capacity. Canepa reports that factors added to this are high interest rates and an increase in the cost of labor.
In October 1960 the Union and Employer came to-gether to form a training program for persons wishing to acquire training in the occupation of field and construction surveying.

Curriculums that were developed by the school system provided classroom space, employed the instructor, and offered services toward developing curricular material for the occupation. Funding was provided by the Collective Bargaining Agreement ratified by the surveyor members of Local Union No. 3. The testing field was quite limited in those early years and in addition the State Division of Apprenticeship and Training was not established. The first apprenticeship committee was appointed and standards for training were adopted. Text books were chosen and instructors were selected. Related training classes were established with little more than a good instructor and the practical knowledge of the instructor.

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The project was an instant success. From the very beginning, even during its cruelest stages, the Technical Engineers Union members who were employees of the surveyor districts flocked to the classes. As the project developed, these same workmen were called on time and time again to participate in developing not only the general structure but putting together the basic nuts and bolts of the operation.

Evaluation of the project was by means of testing, personal interviews, self-evaluation, and employer evaluation. It is of concern to us that the standards not be imposed by some third party. The standards were imposed by technical engineers themselves and those standards were high.

The public school system produced two work books at no cost to the program and they were worth just about what the NCSJAC paid for them. As a result the text book publishers have been busy producing advanced training for the profession as a whole.

The project was attended by the families and friends of the following deceased:

Local Union No. 3 offer their sympathy and condolences to the families and friends of the following deceased:

NAME/ADDRESS

Deceased: Lacey, Jay M. (Helen=wife) 8-7-79
Akins, Gene (Ruby=wife) 8-5-79

Maynard, Elburn L. (Lillie Mae=wife) 8-4-79
Maynard, Elburn L. (Lillie Mae=wife) 8-4-79

Brunet, Wallace (Marcella=wife) 8-7-79
Brunet, Wallace (Marcella=wife) 8-7-79

Stafford, Clyde (Betty=wife) 8-17-79
McColl, Thomas J. (Marie Ann=wife) 8-7-79
Veness. Time: 7:30 P.M.

Burke, Josephine 8-12-79
Burke, Josephine 8-12-79

Erick, Virginia 8-19-79
Hagen, John 8-17-79

Scofield, William G. (Ruth=wife) 8-7-79
Seifert, Anton (Jessie=wife) 8-7-79

Seifert, Anton (Jessie=wife) 8-7-79
Stafford, Clyde (Betty=wife) 8-7-79

Sims, Dillard (Rhoda=wife) 8-7-79
Stafford, Clyde (Betty=wife) 8-7-79

Toccano, Clarence 8-4-79
P.O. Box 1, Sunol, California

DECEASED DEPENDENTS

Antony, Letty 8-7-79
Sims, Dillard (Rhoda=wife) 8-7-79

Erwin, Ethel 8-13-79
Greene, June 8-4-79

Erwin, Ethel 8-13-79
Sims, Dillard (Rhoda=wife) 8-7-79

Greene, June 8-4-79
Sims, Dillard (Rhoda=wife) 8-7-79

Humphrey, Norman 8-27-79
Lake, John 8-12-79

Took, Clarence 8-4-79
Hagen, John 8-17-79

Took, Clarence 8-4-79
Hagen, John 8-17-79

McClure, Lee R. (Jim=son) 8-7-79
Johnson, President of Met-Chem said while

McClure, Lee R. (Jim=son) 8-7-79
Johnson, President of Met-Chem said while

MCCAIN, FORBES L. (NELLIE=wife) 8-4-79
330 ABILENE DR., SLOVING, NEVADA

McCullar, Lee R. (Jim=son) 8-7-79
humbrey, Norman 8-27-79

McCullar, Lee R. (Jim=son) 8-7-79
humbrey, Norman 8-27-79

The Standards were set in concrete and when not performing adequately, one survive. It might even be you!

The Standards were set in concrete and when not performing adequately, one survive. It might even be you!

Met-Chem Engineering has recently acquired the geographic work on the Downtown Plaza parking garage for California Department of Transportation. There are expected defects believed to be the product of years of drilling through the concrete slabs separating the garage from the overhead parking garage from the overhead Downtown Plaza Shopping Center. The defects have come about because of drilling from time to time by tenants, contractors, agents, and subtenants to provide radiography for the project. Met-Chem will be performing the radiographic work on the Downtown Plaza parking garage.

The public school system produced two work books at no cost to the program and they were worth just about what the NCSJAC paid for them. As a result the text book publishers have been busy producing advanced training for the profession as a whole.

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Warm Springs Dam is on the Ballot—Again

District Representative Bob Wagnon reports that opponents to Warm Springs Dam have succeeded in putting the project back on the ballot for the November election. "We have our work cut out for us again getting the people to be sure to register and go to the polls and vote," Wagnon said.

The sub-dividing moratorium is still on in Mendocino County and they have come up with a special requirement on septic tank permits which is practically impossible to abide by.

Over in Lake County at The Geysers things are not too bad—McCullough Oil Co. has just finished up their Bodega Harbor job, but the crew and Jim aren’t too happy about it as the weather has been great over there all year, much cooler than inland. Argonaut still has work going on all over Sonoma County, with every rig they have moving. The Austin Co. and its subs are putting the finishing touches on the Co-op Cannery in Sebastopol, but a new job has started in Sebastopol with Conco BPA installing a reservoir on the city water system.

Don Dowd Co. has all hands working hard on jobs of all sizes. The big headache is their intersection job where Sebastopol Rd. and Stony Point Rd. cross. Ghiolto Bros. are keeping all the equipment they have in Sonoma County very busy and Dick is doing his best to grab any equipment he can from the San Rafael division.

Work in the Lake County area is still going very well, reports Business Representative Chuck Smith. Parnum Paving is nearing completion on the Hwy 29 overlay and also have numerous jobs through-out Lake and Mendocino Counties.

Punching Holes in the Mountain

Punching tunnels in the belly of a mountain is no small task, and the Local 3 survey crew at Warm Springs Dam has a lot to do with how accurate those holes are drilled. Pictured top from left to right are: Pat O'Connor, chief of party; Don McGrath, instrument man; and Dave Adams, chain and rodman. The main outlet tunnel pictured here is 3,400 feet long, ranging in diameter from 10 to 14 feet.
At the Truckee California plant of Teichert Aggregates, safety is a very serious "family" matter. Their family consists of everyone from the office and scale operators to the casual truck driver that enters the yard once a year.

An injured skilled worker is of little value to himself, his family, his union or his company. True he may receive worker's compensation to help him through this period but that is small compensation for the pain and suffering he undergoes. Every member of Teichert Aggregates feels the responsibility of working safely and making sure new employees do likewise. One of their secrets of success is that the workmen look after each other.

We are proud of our members' seven year record without a lost time accident. An occasional smashed finger is enough to remind them to be more careful.

Lee Hammers, the plant production superintendent, says safety is an everyday concern on the job. Some of the measures they take to insure job safety include Monday morning safety meetings, safety checks and a good preventative maintenance system to catch problems before they happen.

The crew consists of: Red Stalions on the 46A Cat, Virgil Valure and Hugh MacDonald on 769 haul units, John Clackett on the 988 loader, Aggie Sassarini, Floyd Cooper, Alex Marin, the handyman, Ray Smith, an 80D operator, and mechanics Fred Turner, Keith McCaulley and Joe Stilling on the plants with Bill Sumpter as the foreman.

Herb Copeland runs a 980 loader and Shirley Ayers and Jo Anna Chance keep the trucks moving in and out of the plant. The man that makes everything move easier is Leon Hutchins, lube man.

Bill Rosamond and Gary Smith along with Kelly Young make up the rest of the crew. Lee Hammers, the plant production superintendent, is completely devoted to the principle of safety 24 hours per day.

The Local 3 safety representative who services the jobsite is Del Hoyt. Our business agent Bill Marshall adds his weight to the continuing dedication to safe working habits.

SANTA ROSA

(Continued from Page 13)

B. A. Sin. Inc. is as busy as the rest of the big grading contractors, with all hands working hard in the heat on several jobs between Robert Park and Santa Rosa.

Pombo Corp. is busy with several sub-divisions in Santa Rosa and seems to be liking rock work more and more. They have just started into a new one near Spring Lake Park on Summerfield Rd. in Santa Rosa. The only thing going on there so far is a lot of drilling and shooting.

All the hands with Bartley Pump and Works Drilling & Pump are on the go with plenty of work ahead. rain or shine. Most of the smallest contractors in the area—Clasham, DeMartini, Fostmeier, Great American, Hawkins, Hermanns, Meyer, House Const., Kirkwood, Montelli, Packard Paving, Reichhold & Beckovich, Sliens and Wise Const. have more equipment and work than good hands and are waiting with open arms for good operators.

Local 3 members in Novato are urged to support Don Wright in his current campaign to retain his seat on the Novato Marin County Water District. A post he has held for eight years. Wright is a member of Local 3.

EUREKA

(Continued from Page 4)

along quite well with their marina project on Woody Creek Island, they are fully manned and are working around the clock.

Roy Burks has put his large multi-plate culvert which is the undercrossing to the marina in the works and now work is ready to be finished ahead of schedule. At the present time they are preparing the exit and on lanes.

N. C. M. Construction Company, along is nearing completion very rapidly on their bridge across the South Fork of the Eel River on Hwy 101 at Smith Point, just south of Garberville. At the present it appears that they should begin stripping the false work from this structure in the early part of October and hope to have the bridge open to traffic in early spring.

The local equipment dealers and shops have had a good season and seem to be holding up very well.

35 YEARS

On August 12 the Executive Board granted Honorary Memberships to the following Retirees who have 35 or more years of membership in Local 3:

<table>
<thead>
<tr>
<th>Name</th>
<th>Reg. No.</th>
<th>Initiated by Local No.</th>
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<tbody>
<tr>
<td>Charles R. Adam</td>
<td>307271</td>
<td>(6/44 initiated by 12A</td>
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<tr>
<td>Edward L. Baker</td>
<td>408693</td>
<td>(24/3)</td>
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<tr>
<td>Oscar Barnes</td>
<td>377109</td>
<td>(6/43 transferred to 3</td>
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<tr>
<td>Lewis Bellinger</td>
<td>293902</td>
<td>(11/4) initiated by 12</td>
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<tr>
<td>Vernon Bright</td>
<td>257249</td>
<td>(8/3)</td>
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<tr>
<td>Gerald G. Brown</td>
<td>281606</td>
<td>(12/39 transferred by 13B</td>
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<td>F. W. Butler</td>
<td>321238</td>
<td>9/41</td>
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<tr>
<td>Andrew Cathey</td>
<td>456430</td>
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<td>Frank J. Chapinounter</td>
<td>338387</td>
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<tr>
<td>Melvin R. Croft</td>
<td>361110</td>
<td>6/43</td>
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<td>Clarence J. Daugh</td>
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<td>Roston Dillard</td>
<td>251753</td>
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<td>Edmond Donald</td>
<td>381537</td>
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<td>Floyd F. Rodrick</td>
<td>360858</td>
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<td>Leo W. Harrison</td>
<td>425219</td>
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<tr>
<td>Horace Daniel Jones</td>
<td>465753</td>
<td>(24/4 initiated by 37D</td>
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<td>Charles P. Lynch</td>
<td>423174</td>
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<tr>
<td>Wayne McCuan</td>
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<td>Chris Miller</td>
<td>425703</td>
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<tr>
<td>James E. Poor</td>
<td>454233</td>
<td>3/44</td>
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<tr>
<td>Ray Probst</td>
<td>324952</td>
<td>10/44</td>
</tr>
<tr>
<td>Gail E. Reynoldson</td>
<td>422716</td>
<td>6/43</td>
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<tr>
<td>Jack Salisbury</td>
<td>323756</td>
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</tr>
<tr>
<td>Norvin E. Schindler</td>
<td>408923</td>
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<tr>
<td>Carl Skee</td>
<td>329992</td>
<td>11/4</td>
</tr>
<tr>
<td>Norval Smith</td>
<td>367014</td>
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<td>Ralph B. Turner</td>
<td>382434</td>
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<td>Cliff J. Wilson</td>
<td>336452</td>
<td>14/2</td>
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<tr>
<td>Edward Wright</td>
<td>307009</td>
<td>7/44 initiated by 9</td>
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</tbody>
</table>

Page 14/Engineers News/November 1979
FOR SALE: BARBER-GREENE
Paver Model No. MB9R026, 24' 4-pv. w/ variable speed, 24'3" long, 1976, 7500 hrs, SN# 93167, 430 gal diesel, 0.25 hp electric, SN# 93167, 430 gal diesel, 0.25 hp electric, Fergus Falls, Minn. 56537. Reg. No. 0409005.10-79

FOR SALE: 1975 EXPLORER MINI MARATHON
Hatchback, manual, automatic, air conditioned, very clean, 84,000 miles, SN# 1JG100057, Fergus Falls, Minn. 56537. Reg. No. 0409005.10-79

FOR SALE: 2716-J "400" 3-PIECE TREAD

FOR SALE: 1/2008 APOLLO TRAILER, all steel, 10x14, 1100 lb., in excellent condition, 8400 miles, 409005.10-79

FOR SALE: 1978 Cutaway Van, 23 ft, 9 ft sleeper, sleeper is brand new, 21,000 miles, SN# 95037.408/779-8734. Reg. 1511228.9-79


FOR SALE: 1979 RCA CASE 100 D, diesel crawler, 11/2 sp., brand new, 5.2 miles, 9000 lbs., $13000, Reg. 122990S.9-79

FOR SALE: 1979 FORD TRACTOR, 1125 HP. 4-RADIAL, NOT PATENTED. Call after 5 pm. John B. Rose, 944 Lawrence Jaeger was the low bidder for approximately $5 million worth of work to construct the riverfront park for $82,023.00.

Lawrence Jaeger was the low bidder on the Riverfront Park for $82,023.00.

The work picture on Marysville District's East Side is still pretty good, reports Business Rep. Dan Morgan.

The Marysville Ellis Lake hydralic erosion project is still in full operation as is the North Fork Building, Robert Peacher Concluding Operations and固定资产


FOR SALE: 1965 MOTOR GRADER 11x11, 80 HP. Reg. 1148288.10-79

FOR SALE: 1965 KUBOTA TRACTOR, 55 HP. Reg. 1148288.10-79


FOR SALE: 1972 FORD TRACTOR, 1125 HP. 4-RADIAL, NOT PATENTED. Call after 5 pm. John B. Rose, 944 Lawrence Jaeger was the low bidder for approximately $5 million worth of work to construct the riverfront park for $82,023.00.

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Hawaii Road Construction Exceeds $140 Million Mark

According to the state Department of Transportation more than $140 million worth of major construction projects are in the process of being built or are in the design engineering stage. The majority of funding is not being met from state general tax revenues but through the Federal Aviation Administration Airport and Airway Development Act, reports Business Rep., Harold K. Lewis.

The most expensive project now in the design engineering stage is a new $16.6 million expandable terminal. Also in the planning stage at a cost of $25.6 million is an extension of existing terminal in the Diamond Head direction for use of ticket lobbies and baggage check.

Already under construction at a cost of $16.6 million is the revamping of the oldest section of the main terminal to provide passenger waiting areas and terminal gates.

Hawaii Dredging & Construction Co. is improving existing roadways to feed into the H-1 freeway airport interchange. Work on this $7.8 million project will be completed by June. The softer soil in thorough bay and the variable soils in the Diamond Head area are causing minor delays.

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.

We Build 'em Right!

Local 3 Daughter is Beauty Queen

Sheron Leihuanani Bissen—daughter of Local 3 member Richard Bissen—was recently named Miss Hawaii at the state’s beauty pageant in Honolulu. She won the talent competition by singing the “Maui Waltz,” which qualifies her to compete for a $28,000 vocal scholarship in Philadelphia.