

\$50 Million Complex Hangs in Balance

Operating Engineers voting Nov. 7 in Santa Clara may be the deciding factor on a proposed \$50 million sports arena/convention center complex whose fate hangs in the balance of an "advisory proposition."

Mayor William Gissler of Santa Clara, a civil engineer by profession and an employer of Local 3 tech engineers came to Business Manager Dale Marr this month to seek the union's support in his campaign to get Santa Clara's Proposition "D" approved by the voters.

The proposition is an advisory vote to the Santa Clara City Council to measure the amount of support which exists within the community for a multi-purpose arena and convention center to be built on city owned land that is currently lying dormant.

"What I'd really like to see is a 3-1 margin approving the project," Gissler told Marr. "That way the City Council would have a clear indication that the people back them up." A close election or a defeat

could very well ring the death knell for the project.

The major feature of the proposed facility would be an indoor arena with a capacity of 18,000 or more for sporting events—making it the largest indoor stadium in the Bay Area. Studies carried out on the feasibility of the project indicate that its location—adjacent to Marriott's Great America—makes it a prime potential home for some of the Bay Area's professional sporting teams who are currently looking for larger

facilities.

"I envision this project as a door opener for development on the city's other 230 acres of land lying dormant in the area," Gissler said. It could also mean the future expansion of Hwy 237 which merges with Hwy. 101 in the vicinity.

The proposed convention center to accompany the sports arena would provide 150,000 square feet for conventions of up to 1,000 to 5,000 people.

One feature that should bring no complaint from the voters is

that the entire project is to be funded entirely by private enterprise. No bond elections or increased property taxes need to be approved to fund the project. "Gissler noted that he had already talked to several parties who expressed an interest in providing major financing—as long as they know the city is behind the project.

That is why every vote counts. Members living in Santa Clara should encourage their friends and neighbors to vote "yes" on Proposition D.

Plan to Go Fishing on Nov. 7?

If there are still cynics out there planning to "go fishing" on election day, Nov. 7, because, "what the heck, how much does one vote count anyway," consider:

Cleveland Mayor Dennis Kucinich held on to his office against a recent recall effort by just 236 votes out of 120,264 votes cast. Both Democratic and Republican gubernatorial primaries in Alaska last August were settled by less than one half of one percent of the total vote.

In the presidential election two years ago, a switch of fewer than 10,000 votes in Ohio and Hawaii out of the 80 million-plus votes cast nationally would have reversed the presidential election and given Ford a 270-268 electoral victory. One vote counts!

Scores of Congressional and Senate elections this year are going to be decided on the basis of just a few votes. Whether these elections are won by friends or foes of union men and women could be decided by how many union members and their families get out and vote.

In Local 3's jurisdiction, there are hundreds of local, state and congressional elections to be decided upon Nov. 7. The victorious candidates have a very tangible impact on whether or not hundreds of key construction projects will become a reality and provide food for the table. Here are just a few very crucial elections. There are many, many more at the local level that only you can be aware of and make the correct decision.

In Nevada, Bob Rose, a close friend of Local 3 and labor faces a stiff fight for the governor's seat. He won handily over his Democratic foes in the September primary, but in a heavy Republican state, he faces a tough battle against GOP candidate Bob Lipp.

In Nevada, the governor, attorney general and controller sit on the state Highway Commission, therefore it is crucial that Local 3 members vote for the candidates that will listen to them. Bob Rose for Governor, Dick Bryan for Attorney General and Mike Daly for Controller have been endorsed by Local 3.

In California, 12th Congressional District candidate Kirsten Olsen (Santa Clara, San Mateo (Continued on Page 7, Col. 1)

Bitter Strike Hits Fourth Week As Members Picket Duval Mine

BATTLE MOUNTAIN, NEVADA — At press time *Engineers News* reports that nearly 150 Local 3 members employed by the Duval mine

in Battle Mountain have entered into the fourth week of a strike against the company after the members voted to reject the firm's wage offer

by an overwhelming margin of 113-1.

The strike was prompted Oct. 1 after the company made a first and final offer of a three per cent

increase in wages to the members, a 25-cent ceiling on cost-of-living adjustments and language changes that would have resulted in the termination of dental benefits and pension credits for employees who reach the age of 65.

According to Local 3 Vice President Bob Mayfield, the union had proposed an average nine per cent increase the first year followed by four per cent increases in each of the remaining two years of the proposed contract.

Reno District Representative Dale Beach and Business Agent Mickey Yarbro report that the striking members are "even more unified now than they were when the strike was voted on."

"All the members have participated in the pickets," said Yarbro. "We've had a good turn out every day and have been very successful in having people honor our picket lines."

Although for the most part the labor dispute has been orderly and peaceful, violence reportedly erupted on one occasion resulting in the arrest of 10 employees for unlawful assembly and riot.

Lander County Sheriff's deputies made the arrests after several construction vehicles owned by Franklin Construction, a non-union firm were reportedly damaged by rocks. Witnesses at the altercation told *Engineers News* that the rock throwing incident came only after an employee of Franklin Construction brandished a firearm in the presence of the strikers as the vehicles were being escorted through the gate.

According to Yarbro, a court date has been set for the 10 employees for November 14.

Throughout the strike, employees of Franklin Construction have continued to work on the construction of an electrolytic copper and a gold processing plant for Duval Mine Company. Several other union contractors working (Continued on Page 2, Col. 1)



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OPERATING ENGINEERS
UNION LOCAL 3, AFL-CIO

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Soulajule Dam Winning Race

It's been touch and go for the last two months, but if the weather can hold out for about two more weeks, operating engineers working for Tutor-Saliba Co. should win out in their hectic race to complete the dirt work on the \$15 million Soulajule Dam by Nov. 1.

State officials ordered the firm on Sept. 11 to halt normal construction and winterize the dam for the expected rains. Tutor-Saliba, which had accepted the contract based on a Nov. 1 deadline was not expecting the state to suddenly inject an Oct. 1 deadline into the project, making it impossible to complete the essential dirtwork on the dam before the winter.

After negotiations between the Marin Municipal Water District and the state, the contractor decided to go full bore on the project and get the level of the dam up to the point where winter run-off would not be able to damage the integrity of the spillway.

The decision to go ahead with construction through October was based partly on the result of an alternate proposal for winterizing the dam. Originally, the state had required the installation of \$250,000 to \$500,000 worth of pipes to carry off water from the incomplete earthfill dam.

However, it was agreed upon by involved parties that by leaving a channel along one end of the dam, water could run off without damaging the rest of the dam and work

could continue simultaneously on building up the rest of the dam to the ultimate elevation of 344 feet.

When *Engineers News* visited the site just prior to press time, Local 3 members working up to six twelve hour shifts

a week had succeeded in bringing almost all the dam to within 10-12 feet of the topping off level. Workers were feverishly filling in the channel at the west end which had been left in case of winter rains.

(Continued on Page 6, Col. 5)



Soulajule Dam viewed from West Bank

Semi Annual Meeting

Recording - Corresponding Secretary James R. Ivy has announced that the next semi annual meeting of the membership will be held on Saturday, January 6, 1979, at 1:00 p.m. at the Marine Cooks and Stewards Auditorium, 350 Fremont Street, San Francisco, CA.



By DALE MARR, Business Manager

Looking At Labor

Labor Leaders Confront Threat Of Right Wing At IUD Meeting

(Editors Note: We attended a conference of the Industrial Union Department, AFL-CIO, in late August on the Threat of the Radical Right Wing in America. We don't think anyone in attendance left this conference with any doubt in their mind, not only as to the seriousness of this threat to the American working people, but the need for unified action by the American Labor movement to combat these anti-union radicals. Following are excerpts from some of the more important presentations.)

"Dirty Work of American Business"

Operating Engineers President J. C. Turner told the IUD conference that the Business Roundtable, which includes leaders of 175 of America's largest corporations, "is hand in hand with the New Right in every reactionary move" to weaken the trade union movement.

Moreover, he continued, although the new right claims in public that it is not supportive of big business, "in fact, the new right has found a profitable role for itself by doing the dirty work of American business."

Noting the Roundtable's active opposition to labor law reform, Turner said, "there was no logical reason for that bill to be defeated except the vicious right wing attitude of the American corporate structure." And, he pointed out, American corporate leadership, unlike that of 21 other modern industrial societies, refuse to recognize that collective bargaining "is part of the institutional fabric of this society."

He added: "I think that, when we recognize the kind of confrontation we have with business, the kind of polarization that has developed, we've got to have a completely new concept of the magnitude of our efforts in political activity . . . we've got to get out there and do a lot bigger job."

"\$50 Million to Elect Conservatives"

Plumbers and Pipefitters President Martin J. Ward told the IUD conference that estimates of money being raised by the far

right, through sophisticated and far-ranging direct mail operations, go as high as \$25 million. In addition, he noted, corporate political action committees who "will help the anti-labor guy even if he is something of a crackpot on other issues . . . will contribute another \$25 million or so to elect conservatives and, in effect, will be part of the money raising machine."

Ward said: "What's new about the right wing is simply that it has developed a shrewd sophistication about how to achieve its essentially unchanging goals. That sophistication manifests itself in two principal ways—organization and money."

"The 'money machine' can be described as a new use of modern technology and modern marketing methods to produce a product for which there exists a ready and identifiable market."

Through the creation of many new "front groups," the new right is reaching out beyond fund-raising into the organization and management of election campaigns for conservative candidates, Ward continued. They already are having successes in congressional elections, he said.

"Get Our Own Act Together"

Today's radical right has one major objective in economic affairs: "to return labor to the status of a pure commodity," historian John Roche told the conference. Roche, now acting dean of the Fletcher School of Law and Diplomacy, is a syndicated newspaper columnist and former presidential aide.

"The real danger of the movement today arises precisely from the fact that it is not, in 1978, seen or perceived as radical," Roche continued. Changing economic times and conditions have given the radical right the opportunity to emerge from the defensive attitudes of the 1940-1970 period and to resume its attempts at making the great corporations into private governments, he said.

"In the United States there has developed a majority that's not poor; it's not black, and in tune with the general political scene today it just wants to relax and tune out," Roche said. "As this narcosis has moved over the American left, a new, extremely sophisticated bunch of spokesmen for the radical right have been playing the

American mood like a violin . . .

"The radical right today sees public selfishness as the wave of the American political future. The trade union movement and its political allies can cope with this. We have before. But not until we realize the potency and momentum of our opponents."

Rather than looking for assistance from the national government, Roche continued, "what we have to do is get our own act together."

"Missionary Zeal and Bulging Coffers"

Right wing and right-to-work forces are waging an unrelenting campaign to eliminate the trade union movement as a social force in America, Steelworkers President Lloyd McBride told the IUD conference.

"The fight for our elimination is not confined to the right-to-work issue," McBride declared. "It is a widespread campaign that is being waged on many fronts by more and different front groups, but with one common purpose: to get rid of unions. They go about their self-designated role with a missionary zeal and bulging coffers."

"They have put away their brass knuckles and stopped buying munitions and tear gas for the local police to keep unions out. Instead, they have become an effective sophisticated operation. . . . The right wing is there, it is working and it is effective."

McBride noted that the new right is actively opposed to virtually every piece of economic and social legislation supported by labor. Moreover, he continued, it is being supported in its anti-union efforts by many of the leaders of the business and financial worlds.

"We are going to have to devote much time and effort to defeat this latest campaign against unions and all that we stand for and strive for," McBride said. "But defeat it we will. . . . Extremism of the right, and extremism of the left, may be tolerated in a free society. But they will never dominate."

"We Must Choke Off The Radical Right"

"Whenever the right wing takes over, the natural, obvious, clear result is dictatorship,"

(Continued on Page 6)

ENGINEERS NEWS

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Local 3 Members Strike Duval Mine

(Continued from Page 1)

in connection with the project have refused to work and construction on the project has reportedly come to a near standstill.

J. P. McCarty, Duval resident manager said that those employees found guilty of the charges would not be re-employed after the strike. He said conviction would mean the strikers had participated in violence against the company.

His statement was later toned down by Marsh Campbell, a labor relations representative of the firm who, according to Yarbro said that the company had not decided what action it would take in the event the employees are found guilty of the charges against them, but that some kind of disciplinary action would no doubt be taken.

It has been the general contention of the strikers that the displaying of a firearm by Franklin employees on two separate occasions

has been the primary cause of a breakdown in an otherwise peaceful and orderly strike.

Approximately 18 Local 3 members have filed charges against Franklin Construction in connection with the firearm incidents.

In the course of the strike, employees of Franklin Construction have reportedly been accommodated temporarily in mobile homes and camping vehicles located inside the fence surrounding the mine property. Groceries and other essential items are being carried onto the premises.

Local 3 has also filed NLRB charges against Duval and Franklin Construction for not bargaining in good faith.

Yarbro noted that, since construction on the gold plant is behind schedule and until the plant opens there was little for the mine workers to do. "I think they wanted us to strike," he said. "They came in with one offer and said 'take it or leave it.'"



LOCAL 3 BUSINESS AGENT Mickey Yarbro (shown with white short sleeve shirt and glasses at left) addresses a group of members who voted 113-1 to strike against the

Duval mine at Battle Mountain. Members have picketed the facility (pictured in background) since Oct. 1, when the company came in with an unsatisfactory offer.

Dumbarton Gets Good Start

It doesn't look much like a new Dumbarton Bridge yet—because it isn't. But Local 3 members working for Guy F. Atkinson are making good progress on the project after completing the steel and wood access trestle which will be used to carry equipment and materials for the actual bridge.

There are currently about a dozen members working on the job at the present time, but the numbers will increase as the project gathers momentum.

The two contracts for the main bridge work have been awarded to Guy F. Atkinson, but eventually there will be contracts for the approach roads and for tearing down the old bridge, as well as for other miscellaneous work needed.

Workers are currently involved in driving piles for the construction of coffer dams which will enable the workers

to begin work on the bridge trestles.

Crews will be working on about six trestles at a time, according to CalTrans engineer Ralph Sommariva.

For the shallow-water spans, huge 75-foot, pre-stressed concrete spans will be hauled from Visalia where they are being cast. On the site they will be connected together with tension cables and epoxy glue to form 150-foot long beams. They will then be hoisted onto the piers by means of a hoist arrangement from the top of the piers.

When the bridge reaches the east shore, cross supports will be put in place and a lightweight concrete surface will be poured. The concrete, as many operating engineers know who have worked on bridges, uses pumice stone instead of regular rock in the mix.

For the higher center spans, the approach will be different. Steel girders will be used instead of concrete. Longer piles will be driven — 54-inch pre-stressed concrete cylinders with six-inch thick walls instead of the 20-inch hollow steel piles for the shallower piers.

They will form the bases for the deep water piers, instead of the coffer dams like the ones being used for the shallower areas. Atkinson is bringing in one of its huge derrick barges from Long Beach to drive the piles in the deep water area and to use a crane to lift the center girders into place.

"The bridge is designed to be earthquake resistant," Sommariva said. "There is a tremendous amount of extra reinforcing steel in this bridge that you wouldn't have in a non-earthquake area."



Workers construct access trestle on Dumbarton Bridge

PROJECT

Geothermal Project Nearing

The State Department of Water Resource's filing of a "notice of intention" to build a 55 megawatt geothermal power plant in The Geysers area may mean that bids can be called and contracts awarded in time to start construction of the facility in early 1980. The water resources department filed its notice for the Bottle Rock plant with the State Energy Commission this month in the first step to obtain necessary approvals.

The plant, big enough to serve a city the size of Santa Rosa (pop. 78,000) will be capable of producing 370 million kilowatts a year and will be the first of three geothermal plants planned by the Dept. of Water Resources for The Geysers. The electricity will be used for the pumping needs of the State Water Project. Construction of the power plant will generate an estimated 1,320 work years in the state, most of it coming from the local economy.

Overpass Funding Bill OK'd

Legislation permitting the state to use toll bridge revenues to rebuild the 19th Ave.-Bayshore Freeway interchange in San Mateo has been signed into law by Governor Brown. State Senator Arlen Gregario (D-Menlo Park) introduced the legislation, receiving major support from Assemblyman Louis Papan of Daly City, San Mateo city officials and Local 3. In addition to allowing toll funds to improve the interchange currently supported by rotting timbers, the bill also permits the use of bridge tolls to complete the stretch of 19th Ave. between San Mateo and Foster City.

State Approves Reno Freeway

Plans for \$8.3 million in construction on the first two phases of the North-South freeway through Reno have been approved by the State Highway Board. The project involves \$4.5 million worth of work from Villanova north to Mill Street and \$3.8 million in construction from Moana Lane north to Plumb Lane. The federal government recently assigned an additional \$25 million to speed up the project designed to relieve traffic congestion. Also approved by the highway board were plans for an \$11.6 million project which will complete work on Interstate 80 in the Elko area. Another \$5.7 million plan to complete the Carlin bypass on Interstate 80 was also endorsed.

Nov. 7 Vote on Coal Plant

Operating Engineers living in Butte County will have an opportunity to vote this Nov. 7 in favor

of constructing a PG&E coal burning power plant near Oroville. The decision is the result of a court order by Superior Court Judge Reginald Watt, which overrules the Aug. 22 decision by the Butte County Board of Supervisors to reject petitions signed by an estimated 18,000 Butte County voters seeking to place the measure on the ballot. The initiative will have no legislative power, but will provide an indication of whether the residents in the area are in favor or opposed to construction of the power plant. The question posed on the petition will be "Should a PG&E coal-burning power plant be located in Butte County?"

Top Priority for Sonora Bypass

Construction of a two-lane, 2.4-mile Sonora Bypass on Highway 108 continues to be the top priority in both long and short range transportation plans for Sonora County. Both plans have been incorporated into a single document outlining what the local transportation commission feels should be done in Tuolumne County over the next five years. The document will be submitted to the State Department of Transportation and the Transportation Commission for inclusion into the state transportation master plan. The two-stage bypass is estimated to cost from \$8.6 million to \$12 million.

Marin County Work

Major work has been completed on resurfacing and improvements to Redwood Blvd. (formerly Route 101) in Novato. McGuire and Hester was the contractor on this \$1.6 million project to provide sidewalks, curbs, parking zones, bikeways and pedestrian walkways to the downtown area. In other Marin County work, Ghilotti Brothers, Inc. have begun work on a \$650,000 contract to build an on-ramp to southbound Route 101 at the San Pedro interchange in San Rafael. The project also involves the closing of the existing Merrydale on-ramp and the Las Gallinas connection with Route 101.

Bicentennial Interchange Underway

Peter Kiewit Sons' has begun work on a \$4.1 million interchange in Santa Rosa. The new project is being constructed near Russel Ave. across Route 101 with northbound off-ramps and a southbound on-ramp. North and south auxiliary lanes will also be built between Steel Lane and the new interchange. In other Sonoma County work, Branaugh Excavating, Inc. is nearing completion on a project to replace concrete slabs and resurface Route 101 from Novato to Santa Rosa.

This project allows for the testing of a new material to be used over the old concrete. A thin

layer of plastic cloth is being laid over existing cracks in the concrete before resurfacing begins in an effort to reduce the damaging effects of cracks on the new asphalt. This method has been used in the past on airport runways and has been effective. The total cost of the project is \$2.3 million.

CalTrans Opens Bids

The California Department of Transportation has opened bids on 21 highway construction projects located in northern California. Included in the list of new projects are the replacement of railing on Highway 99 in Delano for \$229,000; resurfacing of 13 miles of Highway 198 in Hanford for \$618,000 to the apparent low bidder of Granite Construction Company in Watsonville; resurfacing of several segments of various routes in Monterey County for \$881,000 to the apparent low bidder of Madonna Construction Co.; and the construction of a left turn lane on Route 20 in Lake County for \$445,000.

In other CalTrans news, bids have been called on a \$3.5 million project on Highway 17 in Alameda County. The bid calls for the resurfacing of the Nimitz Freeway from Hegenberger Road to .2 miles north of High Street in Oakland, the construction of median barriers and the repairing of a bridge.

Utah Dam to Receive Studying

Temporary land use permits from landowners along the Provo River north of Heber will allow contractors and government employees to conduct a preconstruction investigation for the proposed Jordanelle Dam. The dam and its reservoir are part of the Bonneville unit of the Central Utah Project and will provide 320,000 acre-feet of water to be used by municipal and industrial users along the Wasatch Front in Utah and Salt Lake counties. The investigations will require test pits, drill holes and water observation wells and provide the final data needed to design the earthfill dam.

Bigger Carbon Dioxide Plant Set

A 300-ton-a-day carbon dioxide plant scheduled to be built in the Bay Area will now be a 425-ton facility, with a \$7 million investment in refining equipment and storage for 4,500 tons of liquid carbon dioxide. According to Airco, Inc., construction of the plant is to start as soon as site negotiations are finalized, with completion of the project scheduled for next spring.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

First, let me take this opportunity to personally wish each member and his family a Very Happy Thanksgiving Holiday Season. We should take some time out during the holiday season to count our blessings. Even with the many problems we face daily, we still have much to be thankful for. Please stop and think about it.

Your President has been very busy the past month in negotiations, contract violation grievances, jurisdictional disputes, and presiding at all the District Meetings throughout our jurisdiction. Every problem a member has must be given our immediate attention, and action has to be taken to resolve the grievance in the best interest of the member in accordance with the language that is written in the agreement he is working under.

Pacific States Steel Corporation and American Forge Company should be in mothballs by the end of October, according to company officials. This is one of the state's oldest steel plants, and the largest private employer at Union City. We are shocked with this happening, and so many of our brothers being laid off.

I had the privilege of being their Business Representative for the period of 1955 through 1957, and being the chairman of their negotiating committee since 1973. These men are highly skilled at their jobs and dedicated union men. Their present agreement expires on November 30, 1980.

The shutdown of Pacific States Steel represents the fourth California steel-making plant to close down in the past three years. In Northern California only Judson Steel Corporation of Emeryville, remains as a steel-making operation.

In previous articles, I stated that steel mills are closing down throughout the United States with the main problem being foreign steel companies are undercutting American competitors by selling heavy struc-

tural steel in the United States at a substantial loss according to the Treasurer's Department. As many as 100,000 steel workers may have lost their jobs over the last two years.

We are happy to report the U. S. Department of Labor approved the petition filed with the Department of Labor for Trade Adjustment Assistance under the Trade Act of 1974, for the employees of Pacific States Steel Corporation, Union City, California. In accordance with the provisions of the Act, the Certifying Officer made the following certification:

"All workers of Pacific States Steel Corporation, Union City, California engaged in employment related to the production of bars and structurals who became totally or partially separated from employment on or after March 20, 1977 are eligible to apply for adjustment assistance under Title II, Chapter 2 of the Trade Act of 1974."

The sad part is that he also denied eligibility for workers of American Forge. We are requesting administrative reconsideration by the Labor Department. If this is denied, we will file a petition for review with the U.S. Court of Appeals.

The Trade Act of 1974 provides that workers who believe they have been or will become totally or partially separated from employment as a result of increased imports may petition the Secretary of Labor for certification of eligibility to apply for adjustment assistance. The cash trade readjustment allowances amount to 70 percent of a worker's average weekly wage, not to exceed the national average weekly manufacturing wage, for up to 52 weeks. Generally, the amount of the trade readjustment allowance is reduced by the amount of the unemployment insurance the worker receives. Workers separated on or after the impact date are eligible to apply for trade

adjustment assistance under the Trade Act of 1974. Workers are not eligible for assistance if their last separation from adversely affected employment occurred before the impact date or on or after the termination date (if any) specified in the certification.

We are all very proud of our retired brother engineers and their lovely wives. I appreciate the many letters we receive from our retirees. The following letter was received from Brother Claude Johnston, former Chairman of Marysville Delta Chapter, Retiree's Association.

OPERATING ENGINEERS LOCAL UNION NO. 3
474 Valencia Street
San Francisco, CA 94103
"Mr. Harold Huston:

Friend Harold:

Received my 35 year pin and my Gold Card, and am proud of both of them also would like to say for 35 years the Operating Engineers has been nothing but good to me and has helped me anytime I asked them.

So, Harold, thank you and the rest of the Boys, Dale Marr, James Ivy, Robert Mayfield, D. R. Kinchloe, Mr. Sweeney, Alex Cellini, and Alex's office force. In fact the whole damn outfit has been good to me.

Well see you from time to time at the Retiree's Meeting. If there is anything I can do to help, just holler.

Always your Friend,
Claude R. Johnston
Box 191
Dobbins, CA 95935

Several Underground Projects Start in Eureka

District Representative Gene Lake reports that the underground projects in Eureka that have been in the state of limbo are getting started. J & W Pipelines has kicked off their \$5 million project in Crescent City. Kirkwood Bly is starting a \$2.3 million Manila project, Huffman-Sullivan is subbing the Central Avenue drainage project in McKinleyville, John Petersen, Inc. has started the earthwork on the garbage transfer project in Eureka, to name a few.

However, the "big sewer project" is still in a state of turmoil as the sewer line permit extension bid failed. The Humboldt Bay Wastewater Authority's (HBWA) request for a permit

extension for a trans-bay sewage line died when commissioners from the Humboldt Bay Harbor, Recreation and Conservation District could not come up with a motion on the proposal.

The pipeline would pump raw sewage across the bay to a treatment plant.

The chairman of the HBWA board, said that the Harbor District must now take responsibility for the three problems HBWA was trying to eliminate through the regional wastewater system.

"The project was designed to eliminate three problems in the Humboldt Bay area," he said. "One of the problems was to remove pollution from the bay and eliminate raw sewage running in

the streets from overflowing septic tanks."

"The second was to allow the lifting and prevention of building moratoriums so that houses can be built and industrial growth can take place to help solve the unemployment problem of the area," he said.

"And the third thing the regional system would do would be to provide treatment for the Woodley Island marina boat basin's sewer system which will be connected to the boats that tie up at the marina."

According to the chairman, HBWA has "done everything we can as the wastewater authority" to meet those three goals "and we can't go any further, not if the project is going to be hamstrung by the Harbor District."

Highway 101

On the brighter side of the coin, Lake reports that Brother Gale Easley and crew have finished the dirt moving on the W. Jaxon Baker Hiway 101 project south of Scotia in practically record time. This was the major grading job this season and shows what good hands working together can do, Lake commented.

Mercer Fraser Co. of Eureka is putting down base rock on the above mentioned job and will follow up with the paving. Mercer Fraser is also busy on the 101 overlay project in southern Humboldt County. Their plants at Cooks Valley and Fortuna have been very busy this season and will continue to be at least until the rains come.

The underground and sewer plant projects that were bid early this summer have finally begun to show some activity. The delays between bid opening and actual construction starts have been blamed on administrative problems at various governmental levels.

Hard Bridge Job

Business Rep Jim Johnson reports that the first round in C. K. Moseman's race with mother nature to see who will win the battle of, "Bridging or Flooding," the South Fork of the Smith River was won by mother nature.

Over the Labor Day weekend there was an estimated four inches of rain on this fork of the river

which raised the water level eight feet. Unfortunately the temporary bridge across the river was only six feet off the water.

It took a very determined crew of six Operating Engineers to drag the remains of the bridge out of various locations down stream to rebuild it. Moseman, before this set back was ready to start pouring the center pier for one of the two four-hundred-foot bridges their contract calls for, this race will continue for awhile longer, the temporary bridge has to be out of the river no later than October 15th for this season.

Eastco Cons't who is doing the approaches for this contract have about two weeks work left for this season.



An interesting shot for the real old timers—a Hwy. 101 job near Garberville by Mitty Bros. Construction in 1934.

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

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474 Valencia Street, San Francisco, CA 94103

Please send me:

☐ A membership card for the Magic Kingdom Club

My name is: _____
(please print all information)

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

City, State, and Zip Code _____ Social Security Number _____

Dumbarton Gets Good Start

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There are currently about a dozen members working on the job at the present time, but the numbers will increase as the project gathers momentum.

The two contracts for the main bridge work have been awarded to Guy F. Atkinson, but eventually there will be contracts for the approach roads and for tearing down the old bridge, as well as for other miscellaneous work needed.

Workers are currently involved in driving piles for the construction of coffer dams which will enable the workers

to begin work on the bridge trestles.

Crews will be working on about six trestles at a time, according to CalTrans engineer Ralph Sommariva.

For the shallow-water spans, huge 75-foot, pre-stressed concrete spans will be hauled from Visalia where they are being cast. On the site they will be connected together with tension cables and epoxy glue to form 150-foot long beams. They will then be hoisted onto the piers by means of a hoist arrangement from the top of the piers.

When the bridge reaches the east shore, cross supports will be put in place and a lightweight concrete surface will be poured. The concrete, as many operating engineers know who have worked on bridges, uses pumice stone instead of regular rock in the mix.

For the higher center spans, the approach will be different. Steel girders will be used instead of concrete. Longer piles will be driven — 54-inch pre-stressed concrete cylinders with six-inch thick walls instead of the 20-inch hollow steel piles for the shallower piers.

They will form the bases for the deep water piers, instead of the coffer dams like the ones being used for the shallower areas. Atkinson is bringing in one of its huge derrick barges from Long Beach to drive the piles in the deep water area and to use a crane to lift the center girders into place.

"The bridge is designed to be earthquake resistant," Sommariva said. "There is a tremendous amount of extra reinforcing steel in this bridge that you wouldn't have in a non-earthquake area."



Workers construct access trestle on Dumbarton Bridge

PROJECT

Geothermal Project Nearing

The State Department of Water Resource's filing of a "notice of intention" to build a 55 megawatt geothermal power plant in The Geysers area may mean that bids can be called and contracts awarded in time to start construction of the facility in early 1980. The water resources department filed its notice for the Bottle Rock plant with the State Energy Commission this month in the first step to obtain necessary approvals.

The plant, big enough to serve a city the size of Santa Rosa (pop. 78,000) will be capable of producing 370 million kilowatts a year and will be the first of three geothermal plants planned by the Dept. of Water Resources for The Geysers. The electricity will be used for the pumping needs of the State Water Project. Construction of the power plant will generate an estimated 1,320 work years in the state, most of it coming from the local economy.

Overpass Funding Bill OK'd

Legislation permitting the state to use toll bridge revenues to rebuild the 19th Ave.-Bayshore Freeway interchange in San Mateo has been signed into law by Governor Brown. State Senator Arlen Gregario (D-Menlo Park) introduced the legislation, receiving major support from Assemblyman Louis Papan of Daly City, San Mateo city officials and Local 3. In addition to allowing toll funds to improve the interchange currently supported by rotting timbers, the bill also permits the use of bridge tolls to complete the stretch of 19th Ave. between San Mateo and Foster City.

State Approves Reno Freeway

Plans for \$8.3 million in construction on the first two phases of the North-South freeway through Reno have been approved by the State Highway Board. The project involves \$4.5 million worth of work from Villanova north to Mill Street and \$3.8 million in construction from Moana Lane north to Plumb Lane. The federal government recently assigned an additional \$25 million to speed up the project designed to relieve traffic congestion. Also approved by the highway board were plans for an \$11.6 million project which will complete work on Interstate 80 in the Elko area. Another \$5.7 million plan to complete the Carlin bypass on Interstate 80 was also endorsed.

Nov. 7 Vote on Coal Plant

Operating Engineers living in Butte County will have an opportunity to vote this Nov. 7 in favor

of constructing a PG&E coal burning power plant near Oroville. The decision is the result of a court order by Superior Court Judge Reginald Watt, which overrules the Aug. 22 decision by the Butte County Board of Supervisors to reject petitions signed by an estimated 18,000 Butte County voters seeking to place the measure on the ballot. The initiative will have no legislative power, but will provide an indication of whether the residents in the area are in favor or opposed to construction of the power plant. The question posed on the petition will be "Should a PG&E coal-burning power plant be located in Butte County?"

Top Priority for Sonora Bypass

Construction of a two-lane, 2.4-mile Sonora Bypass on Highway 108 continues to be the top priority in both long and short range transportation plans for Sonora County. Both plans have been incorporated into a single document outlining what the local transportation commission feels should be done in Tuolumne County over the next five years. The document will be submitted to the State Department of Transportation and the Transportation Commission for inclusion into the state transportation master plan. The two-stage bypass is estimated to cost from \$8.6 million to \$12 million.

Marin County Work

Major work has been completed on resurfacing and improvements to Redwood Blvd. (formerly Route 101) in Novato. McGuire and Hester was the contractor on this \$1.6 million project to provide sidewalks, curbs, parking zones, bikeways and pedestrian walkways to the downtown area. In other Marin County work, Ghilotti Brothers, Inc. have begun work on a \$650,000 contract to build an on-ramp to southbound Route 101 at the San Pedro interchange in San Rafael. The project also involves the closing of the existing Merrydale on-ramp and the Las Gallinas connection with Route 101.

Bicentennial Interchange Underway

Peter Kiewit Sons' has begun work on a \$4.1 million interchange in Santa Rosa. The new project is being constructed near Russel Ave. across Route 101 with northbound off-ramps and a southbound on-ramp. North and south auxiliary lanes will also be built between Steel Lane and the new interchange. In other Sonoma County work, Banaugh Excavating, Inc. is nearing completion on a project to replace concrete slabs and resurface Route 101 from Novato to Santa Rosa.

This project allows for the testing of a new material to be used over the old concrete. A thin

layer of plastic cloth is being laid over existing cracks in the concrete before resurfacing begins in an effort to reduce the damaging effects of cracks on the new asphalt. This method has been used in the past on airport runways and has been effective. The total cost of the project is \$2.3 million.

CalTrans Opens Bids

The California Department of Transportation has opened bids on 21 highway construction projects located in northern California. Included in the list of new projects are the replacement of railing on Highway 99 in Delano for \$229,000; resurfacing of 13 miles of Highway 198 in Hanford for \$618,000 to the apparent low bidder of Granite Construction Company in Watsonville; resurfacing of several segments of various routes in Monterey County for \$881,000 to the apparent low bidder of Madonna Construction Co.; and the construction of a left turn lane on Route 20 in Lake County for \$445,000.

In other CalTrans news, bids have been called on a \$3.5 million project on Highway 17 in Alameda County. The bid calls for the resurfacing of the Nimitz Freeway from Hegenberger Road to .2 miles north of High Street in Oakland, the construction of median barriers and the repairing of a bridge.

Utah Dam to Receive Studying

Temporary land use permits from landowners along the Provo River north of Heber will allow contractors and government employees to conduct a preconstruction investigation for the proposed Jordanelle Dam. The dam and its reservoir are part of the Bonneville unit of the Central Utah Project and will provide 320,000 acre-feet of water to be used by municipal and industrial users along the Wasatch Front in Utah and Salt Lake counties. The investigations will require test pits, drill holes and water observation wells and provide the final data needed to design the earthfill dam.

Bigger Carbon Dioxide Plant Set

A 300-ton-a-day carbon dioxide plant scheduled to be built in the Bay Area will now be a 425-ton facility, with a \$7 million investment in refining equipment and storage for 4,500 tons of liquid carbon dioxide. According to Airco, Inc., construction of the plant is to start as soon as site negotiations are finalized, with completion of the project scheduled for next spring.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

First, let me take this opportunity to personally wish each member and his family a Very Happy Thanksgiving Holiday Season. We should take some time out during the holiday season to count our blessings. Even with the many problems we face daily, we still have much to be thankful for. Please stop and think about it.

Your President has been very busy the past month in negotiations, contract violation grievances, jurisdictional disputes, and presiding at all the District Meetings throughout our jurisdiction. Every problem a member has must be given our immediate attention, and action has to be taken to resolve the grievance in the best interest of the member in accordance with the language that is written in the agreement he is working under.

Pacific States Steel Corporation and American Forge Company should be in mothballs by the end of October, according to company officials. This is one of the state's oldest steel plants, and the largest private employer at Union City. We are shocked with this happening, and so many of our brothers being laid off.

I had the privilege of being their Business Representative for the period of 1955 through 1957, and being the chairman of their negotiating committee since 1973. These men are highly skilled at their jobs and dedicated union men. Their present agreement expires on November 30, 1980.

The shutdown of Pacific States Steel represents the fourth California steel-making plant to close down in the past three years. In Northern California only Judson Steel Corporation of Emeryville, remains as a steel-making operation.

In previous articles, I stated that steel mills are closing down throughout the United States with the main problem being foreign steel companies are undercutting American competitors by selling heavy struc-

tural steel in the United States at a substantial loss according to the Treasurer's Department. As many as 100,000 steel workers may have lost their jobs over the last two years.

We are happy to report the U. S. Department of Labor approved the petition filed with the Department of Labor for Trade Adjustment Assistance under the Trade Act of 1974, for the employees of Pacific States Steel Corporation, Union City, California. In accordance with the provisions of the Act, the Certifying Officer made the following certification:

"All workers of Pacific States Steel Corporation, Union City, California engaged in employment related to the production of bars and structurals who became totally or partially separated from employment on or after March 20, 1977 are eligible to apply for adjustment assistance under Title II, Chapter 2 of the Trade Act of 1974."

The sad part is that he also denied eligibility for workers of American Forge. We are requesting administrative reconsideration by the Labor Department. If this is denied, we will file a petition for review with the U.S. Court of Appeals.

The Trade Act of 1974 provides that workers who believe they have been or will become totally or partially separated from employment as a result of increased imports may petition the Secretary of Labor for certification of eligibility to apply for adjustment assistance. The cash trade readjustment allowances amount to 70 percent of a worker's average weekly wage, not to exceed the national average weekly manufacturing wage, for up to 52 weeks. Generally, the amount of the trade readjustment allowance is reduced by the amount of the unemployment insurance the worker receives. Workers separated on or after the impact date are eligible to apply for trade

adjustment assistance under the Trade Act of 1974. Workers are not eligible for assistance if their last separation from adversely affected employment occurred before the impact date or on or after the termination date (if any) specified in the certification.

We are all very proud of our retired brother engineers and their lovely wives. I appreciate the many letters we receive from our retirees. The following letter was received from Brother Claude Johnston, former Chairman of Marysville Delta Chapter, Retiree's Association.

OPERATING ENGINEERS LOCAL UNION NO. 3
474 Valencia Street
San Francisco, CA 94103
"Mr. Harold Huston:

Friend Harold:

Received my 35 year pin and my Gold Card, and am proud of both of them also would like to say for 35 years the Operating Engineers has been nothing but good to me and has helped me anytime I asked them.

So, Harold, thank you and the rest of the Boys, Dale Marr, James Ivy, Robert Mayfield, D. R. Kinchloe, Mr. Sweeney, Alex Cellini, and Alex's office force. In fact the whole damn outfit has been good to me.

Well see you from time to time at the Retiree's Meeting. If there is anything I can do to help, just holler.

Always your Friend,
Claude R. Johnston
Box 191
Dobbins, CA 95935

Several Underground Projects Start in Eureka

District Representative Gene Lake reports that the underground projects in Eureka that have been in the state of limbo are getting started. J & W Pipelines has kicked off their \$5 million project in Crescent City. Kirkwood Bly is starting a \$2.3 million Manila project, Huffman-Sullivan is subbing the Central Avenue drainage project in McKinleyville, John Petersen, Inc. has started the earthwork on the garbage transfer project in Eureka, to name a few.

However, the "big sewer project" is still in a state of turmoil as the sewer line permit extension bid failed. The Humboldt Bay Wastewater Authority's (HBWA) request for a permit

extension for a trans-bay sewage line died when commissioners from the Humboldt Bay Harbor, Recreation and Conservation District could not come up with a motion on the proposal.

The pipeline would pump raw sewage across the bay to a treatment plant.

The chairman of the HBWA board, said that the Harbor District must now take responsibility for the three problems HBWA was trying to eliminate through the regional wastewater system.

"The project was designed to eliminate three problems in the Humboldt Bay area," he said. "One of the problems was to remove pollution from the bay and eliminate raw sewage running in

the streets from overflowing septic tanks."

"The second was to allow the lifting and prevention of building moratoriums so that houses can be built and industrial growth can take place to help solve the unemployment problem of the area," he said.

"And the third thing the regional system would do would be to provide treatment for the Woodley Island marina boat basin's sewer system which will be connected to the boats that tie up at the marina."

According to the chairman, HBWA has "done everything we can as the wastewater authority" to meet those three goals "and we can't go any further, not if the project is going to be hamstrung by the Harbor District."

Highway 101

On the brighter side of the coin, Lake reports that Brother Gale Easley and crew have finished the dirt moving on the W. Jaxon Baker Hiway 101 project south of Scotia in practically record time. This was the major grading job this season and shows what good hands working together can do, Lake commented.

Mercer Fraser Co. of Eureka is putting down base rock on the above mentioned job and will follow up with the paving. Mercer Fraser is also busy on the 101 overlay project in southern Humboldt County. Their plants at Cooks Valley and Fortuna have been very busy this season and will continue to be at least until the rains come.

The underground and sewer plant projects that were bid early this summer have finally begun to show some activity. The delays between bid opening and actual construction starts have been blamed on administrative problems at various governmental levels.

Hard Bridge Job

Business Rep Jim Johnson reports that the first round in C. K. Moseman's race with mother nature to see who will win the battle of, "Bridging or Flooding," the South Fork of the Smith River was won by mother nature.

Over the Labor Day weekend there was an estimated four inches of rain on this fork of the river

which raised the water level eight feet. Unfortunately the temporary bridge across the river was only six feet off the water.

It took a very determined crew of six Operating Engineers to drag the remains of the bridge out of various locations down stream to rebuild it. Moseman, before this set back was ready to start pouring the center pier for one of the two four-hundred-foot bridges their contract calls for, this race will continue for awhile longer, the temporary bridge has to be out of the river no later than October 15th for this season.

Eastco Cons't who is doing the approaches for this contract have about two weeks work left for this season.



An interesting shot for the real old timers—a Hwy. 101 job near Garberville by Mitty Bros. Construction in 1934.

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

CLIP AND MAIL

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

Please send me:

☐ A membership card for the Magic Kingdom Club

My name is: _____
(please print all information)

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

City, State, and Zip Code _____ Social Security Number _____



By BOB MAYFIELD
Vice-President

Rigging Lines

I wrote in this column two months ago that negotiations would soon begin regarding renewal of the labor agreement covering employees at the Duval Mine at Battle Mountain, Nevada. At the time of that writing the prospects for an honorable settlement, due to a negative attitude by the company (in my opinion) might very well mean a strike could occur for this property's 180-plus employees. A very poor company proposal, I'm sorry to report, has borne out totally these fears and for the first time these employees are in the midst of a full blown and nasty strike after turning down the final company proposal by 113 to 1 in a secret ballot vote. The final company offer was 3 percent a year for each of 3 years, plus placing a cap on C.O.L.A. (cost-of-living adjustment) and extremely minor adjustments in the fringe package. In addition, this company proposed to make no fringe benefits in areas of Health, Dental, and Pension accruals after any employee reaches 65 years of age and, additionally, proposed to cut back and delete altogether portions of the sick leave and disability sections for all employees regardless of age, which were hard fought issues in contracts and had already been gained and employed in past years.

We can easily and readily see why this property is now in the midst of what has all the makings of being a long and progressively worsening strike. By comparison, the construction contracts in Northern California and Nevada for 2nd and 3rd years both call for a minimum of \$1.00 per hour increase plus C.O.L.A. if it applies. The 3 percent offer by Duval amounts to 24 cents per hour or less, which is less than one-fourth the increase the vast majority of us will enjoy this year and next.

At this stage of the game one of our members was shot the night before the contract ended and the strike began by one of Duval's non-union subcontractor employers (Franklin Construction). This company is attempting to build a gold processing plant in what will ultimately result in this property becoming a gold and silver mine instead of a copper producer. Following this ugly scene, employees of this same company (Franklin Construction) have twice since drawn guns and waved them in a threatening manner towards our lawful pickets. Finally an arrest was made and this individual spent at least a couple of days in jail as charges were filed against him. Duval Corporation is owned by the PennzOil Company, with whom I'm sure we are all very familiar, as this is an old and highly advertised company ("the asked for motor oil" on T.V.).

The whole scene I've briefly described above maybe ties into a picture that is a broader and a longer term scheme by oil companies in general to control energy of all types and set their own prices and conditions almost totally. If you are to check on who owns and controls this country's uranium, coal, oil shale, oil, natural gas and geothermal resources, it is in total all the same great conglomerates. These companies or their subsidiaries throughout the world are much in the same posture. You can make book these same giants will control future power sources such as solar, wind and sea power as they are developed. I'm not sure really what anybody is going to do to slow down this complete and total control which exists, but I am certain that in their dealings with unions and in some other groups in this country they view us as some threat to them, even though I'm sure it is small.

Just two weeks ago in talking to some signatory employers who do underground and shaft mining relative to ore bodies and energy sources, we were told in no uncertain terms that because they were unionized contractors they could not be and were not allowed to bid shaft jobs for certain oil companies. They were disallowed on these projects solely on the ground they were unionized and not because they weren't capable to do the quality work on an equal and economic cost basis. These are only a few more happenings which I think our members and the public should be aware of as certainly are potential threats to the economic well-being of all union members and their families and the public in general, regardless of their job or geographical location.

This month (October) I had the privilege once more to attend the annual Western Conference of Operating Engineers which was held this year in Phoenix, Arizona. This is the one conference I truly enjoy, as we are meeting with and discussing problems and solutions of all Operating Engineers representatives throughout the West. It was nice to hear that for the most part, the calendar year 1978—with the exception of a couple of areas—has been at or near full employment and the prospects for 1979 seem to be as good as this year. One very notable exception, of course, is in the State of Alaska as the pipeline being completed meant thousands of jobs for all crafts which only last year were in abundance

(Continued on Page 6)

In San Francisco

Downtown Work on the Increase

Charles Snyder reports that construction in the downtown areas of San Francisco has been on the increase, in spite of the approach of the rainy season. The latest projects to get underway is the Golden Gateway Commons, a \$50 million addition to the Golden Gate Way Embarcadero Center redevelopment. It will consist of shops, offices and townhouses and will be constructed on a three-block area.

The project is expected to be completed within the next five years. Builders-fore Inc., have started a \$5 million complex for the aged at Fourth and Shipley Streets.

Piombo-Wong Const., are well underway on the excavation for the Yerba Buena Convention Center at Fourth and Folsom. In northern San Mateo County, Ray Helmick reports that work is good, with most of the Brothers working.

Piombo has two subdivision jobs in San Bruno, employing about 15 Operators. Piombo is also working at Oyster Point in South San Francisco with about six Operators. Clark Lift, Philpott, Barber Greene, all shops in South San

Francisco are busy and looking for more mechanics.

Lowry Paving Plant is also going great, due to their San Francisco Airport paving job. Work for the future looks good, with about 400 miles of sewer work to be let.

Helmick offers a word of advice to the Brothers who are employed as mechanics. At the time you are hired, it is advisable that you give your company representative a complete list of your tools, so that you can be reimbursed in case of loss due to fire or theft.

Dick Bell, Assistant Dist. Rep. in San Mateo reports that Fred J. Early Co. job for Stanford Linear Accelerator Center is making good progress with several of the structures completed. The Beam Housing nearly completed and in the process of being backfilled and in sections completely covered with earth embankment. The second section of tunnel on this project has holed through early in

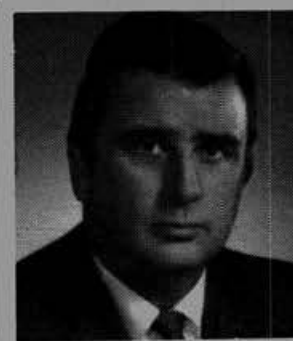
October and is now in the process of being lined. There are some future contracts still to be awarded on this project, so it should provide jobs for our members for some time to come.

Guy F. Atkinson Co. has hit some temporary difficulties on its Dumbarton Bridge job but will soon be underway again.

A. F. B. Co. has serious problems on their Redwood Shores sewer plant job. Due to unstable ground, the work on the project has been suspended while the project engineers decide how to proceed. At this time, it is unknown when the project will resume operation.

Piombo Corp. has a multitude of projects underway both in San Mateo County and other areas as well. It seems that the company starts a new project in the county on the average of one a week, which is good news for Operating Engineers.

(Continued on Page 12, Col. 3)



Treasurer's Report

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

Ceres Area Still Enjoys Lots of Work

Asst. District Rep. Jay Victor reports that many underground jobs, subdivisions, street and road work and underground communications are still in progress in Stanislaus and Tuolumne counties. There are 50 percent less engineers on the out-of-work list as opposed to the same month last year.

The activity in Tuolumne County consists primarily of overlays, road repair and paving jobs. The existing projects are Parrots Ferry Bridge, holding ponds done by R. D. Watsons at Jamestown, and Valley Engineers have completed their pipe job in this county.

George Reed rock plant at Table Mtn. is running with full crews and the shop is keeping several mechanics very busy. Twain Harte Plumbing has a sewer line project in the town of Columbia and they are using all of their old hands on this project.

The activity in Stanislaus County continues and there has been about \$1.3 million worth of new construction let this month. The primary projects at this time are the water treatment plant in Turlock done by Fred J. Early and also the water treatment plant and holding ponds for the City of Newman. Gentz is working on a wastewater line in the Newman area. McGaw Company has two jobs in progress in Stanislaus County.

Rock plants in Stanislaus County are running with full crews and working overtime hours. The local contractors, Flintkote, George Reed, Comanche, Western Pipe, Lee White Paving just to mention a few, are enjoying a very busy season which of course, means that the brother engineers are also getting a good season of employment.

Oct. 8-12, 1978 I had the opportunity to attend the International Foundation on Health & Welfare and Pension seminars in Atlanta, Ga.

One seminar I attended was on Social Security which I'll relate to you. All of us working are wondering as well as the ones already drawing Social Security what's going to happen in the future. When I reach age 62-65 will I be able to draw Social Security? Will Social Security be broke as it has been for years or do I have to pay higher percentage on my earning or are they going to raise the age limit. Here's a run-down on what you have been paying from beginning when Social Security started in 1935 to the current law 1978-1981.

- (a) 2% and \$3,000 (1935-1949)
- (b) increased from 3% to 5.5% and \$3,000 to \$4,800 (1950-1960)
- (c) increased from 5.5% to 7.3% and \$4,800 to \$7,800 (1960-1970)
- (d) increased from 7.3% to 12.1% and \$17,700 to \$29,700 (1978-1981) under current law.

Federal retirement and disability programs make up the largest single component of federal budget (estimated fiscal year 1978 \$167.5 billion of \$440 billion total federal budget). Workers wonder where this money goes from their pay checks. It goes to the federal budget and spent any way they decide. In my opinion money belongs to the workers and should be invested for the workers. Like all businesses, monies are invested in some sort to receive a dividend for their investments. Inflation is our biggest problem today. Every time the percentage goes up our pay checks are less and this is inflation. From the time Social Security began in 1935 to 1973 a total of 38 years that Social Security has been in effect, the first audit was in 1973.

* * *

Peninsula Building Material contract has just been ratified. Started negotiating June 23 and finished negotiations on Oct. 4. Over 3 months of waiting, negotiating, arguing but finally settled agreement without a strike.

John Martinez working for Peninsula in Santa Clara and Thomas Shine working for Peninsula in Redwood City were very patient and I want to thank the two Brother Engineers for being patient. The agreement was ratified unanimously with retroactive wages dating back to July 1, 1978.

More next month.



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DALE HANAN
General Manager

If you're participating in monthly transfer of your Vacation Pay earnings from the Trust Fund to your Credit Union share account, then your earnings are transferred according to this schedule:

Four Vacation Pay Earnings for the Month of:	Are Deposited in your Credit Union Share Account On:
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)

It takes about 70 days for your Vacation Pay earnings to go from your employer through the Trust Fund to deposit in your Credit Union share account. Thus if you earned \$100 in April, that \$100 would not be in your Credit Union share account until July 10.

Each month thousands of transfers of Vacation Pay earnings from the Trust Fund to the Credit Union take place automatically with absolutely no problems. The system works smoothly.

When the rare problem does occur, it is generally due to earnings being listed under a wrong social security number or to earnings being contributed to the Trust Fund too late to meet the monthly transfer cutoff date.

Both of these situations are correctable: we've never had a Vacation Pay problem that could not be solved.

Who do you call when you have a problem with your Vacation Pay?

Your Credit Union will be happy to help you solve any problems you have with your Vacation Pay transfer. We may not, however, have all the information you need to solve the problem.

We do not have, for example, a listing of employer contributions of Vacation Pay earnings to the Trust Fund. We can not, therefore, advise you if an employer actually made your contribution or when the contribution was made. For this information, you should call the Trust Fund at (415) 391-4440. Your District Office may also prove helpful to you in this situation.

Looking at Labor

(Continued from Page 2)

IUD President Jacob Clayman told 550 delegates to the IUD's Conference.

"We have more right wing candidates for federal office than ever before in my time," Clayman said. "The grave danger of this fact is that it will make the Republican Party a reactionary party, and it will follow as the night the day that the Democratic party will become more conservative. . . . Even the smallest incidents can have a profound and lengthy effect on the conduct of our affairs, and we must choke off the radical right before it has the slightest chance to exercise a lasting influence on our national institutions. . . .

"As long as free trade unions exist in any country, dictatorship cannot endure, (but) whenever the right wing takes over, the natural, obvious, clear result is dictatorship. So we have a vital job ahead of us—to recognize the problem, and acquaint our members, political figures and the general public with the problem, so that we can fend off a rising wave of right-wingism in America."

Opening the conference, President Charles H. Pillard of the International Brotherhood of Electrical Workers pointed out that "the fundamental objective of the right wing in this country is to neutralize the labor movement politically and to destroy it at the workplace; for the labor movement is, and has always been, a thorn in the side of the right wingers—a thorn they are determined to destroy."

The two-day program included speeches,

panel discussions and workshops. Taking part, beside Clayman and Pillard, were scholar and columnist John Roche; Steelworkers Union President Lloyd McBride; COPE Director Al Barkan; Ohio Sen. Howard M. Metzenbaum; ILGWU Secretary-Treasurer Shelley Appleton, ILGWU Assistant President Gus Tyler; Milton Ellerin of the American Jewish Committee.

Also Plumbers and Pipefitters Union President Martin Ward; ACTWU Secretary-Treasurer Jacob Sheinkman; Machinists Union President William W. Winpisinger; Teachers Union Legislative Director Carl Megel; Operating Engineers President J. C. Turner; Electrical, Radio and Machine Workers President David J. Fitzmaurice; State, County and Municipal Employees Secretary-Treasurer William Lucy; Executive Director Wes McCune of Group Research.

Also, Molders President Carl W. Studenroth; Public Relations Director Ben Albert of COPE; Woodworkers President Keith Johnson; Harry Fleischman of the American Jewish Committee; and AFL-CIO Education Director Walter Davis.

"Crucified Us with General Public"

COPE Director Al Barkan told the IUD Conference, "In the next two months, absolutely nothing is more important to you, your union, your present, your future, than the outcome of the Nov. 7 election."

Barkan said the trade union movement must raise as much money as possible and mount as strong political education campaign as possible before the coming election because "the enemies (of the labor movement) think the time is ripe to openly try to destroy us."

"They've weakened us with Landrum-Griffin. They've set us back in 20 states with

open shop laws. And worst of all, they have literally crucified us with the general public."

All of this adds up, he said, to an attack on the existence of the trade union movement as an institution, which must be met "in the ballot box" as well as in other traditional trade union areas of endeavor.

He urged convention delegates to take care in making political endorsements, and to scrutinize carefully the records of politicians seeking union support.

"Attacks on OSHA Show Scorn for People"

President David J. Fitzmaurice of the Electrical, Radio and Machine Workers told the conference:

"The right wing appears to be anti-people," he said. "In attacking OSHA the right wing makes that obvious, just as it does in attacking unemployment compensation, workers' compensation and other social programs, because . . . they seem to forget that not everyone covered by these programs belongs to a union."

The right wing has joined with industry and employer groups in a constant attack on OSHA and in efforts to weaken or repeal it, Fitzmaurice continued.

"Right wingers in Congress have kept putting in bills to repeal or cripple OSHA and amendments to appropriations bills to do the same by exempting small firms from enforcement by OSHA," he said. "Industry, companies and associations have poured money into propaganda against OSHA and against its enforcement. They propagandized in the media. They testified at OSHA hearings and before congressional committees. They sued in court to block many health standards and hamstringing enforcement."

In Santa Rosa

Heavy Dispatch Activity

The last few months in Santa Rosa have been busy with evaluations, endorsements, and support of candidates for public office, reports Dist. Rep. Bob Wagnon. "Now, with the election less than a week away, the time of real decision for all of us is here. We have tried to look closely at each race, from local mayors, sheriffs and supervisors, to state assemblymen and senators, to find the person who we feel will support you, the working man, in your need for jobs and job benefits. We have made the best endorsement decisions that we could and now it is your move. Vote November 7 wisely and encourage your friends likewise."

At this time, 1978 dispatch activity has been 50 per cent more than this time last year which was not a slow year. The office is out of hands in almost all classifications and will continue that way until the heavy rains come.

After being postponed three times, bids were finally put out for the fish hatchery at Warm Springs Dam, reports Bus. Rep.

Pat O'Connell. The low bidder was Swinerton & Walberg at \$7.7 million. Auburn Constructors, who are presently working at Warm Springs Dam, will be moving a lot of dirt and expect to move much more if the weather continues as well as it has.

Work up north in Mendocino County is progressing with Glen Shook keeping several brothers busy at Laytonville, reports Bus. Rep. Chuck Smith. Parnum Paving has many small jobs going throughout the county and should start soon on the big job in Lake County, consisting of 26 miles of overlay and widening of various sections of Highway 20. Stimple-Baker are also working to beat the rains on Highway 20. Lange Bros. are doing little jobs all around the lake and hoping to get started on their half-million dollar job at Lucerne. At The Geysers project Units 12, 13, 14 and 15 have many brothers busy, with C. R. Frederick working six days a week, ten hours a day, trying

(Continued on Page 11, Col. 1)

More from Mayfield

(Continued from Page 5)

were now non-existent. Hopefully, 1980 will see a sister line for natural gas to begin and ultimately end up in the lower 48 states with around 300 miles of such line coming in to Northern California and up into Contra Costa or Solano County.

In closing for this month, I would urge everyone registered to vote to exercise their right and vote for the candidate and bonds and issues of their choice, because if we don't do so then certainly we don't have a right to complain if these issues are voted to our dislike.

Also, this publication will be the last one prior to the Thanksgiving holiday and on behalf of myself and all of the other officers and staff we would like our members and families to have a happy Turkey dinner and hope this nearly year-ending period has brought you prosperity and a safe work year.

Sacramento Endorsements

District Representative Clem Hoover reports that Local 3 is supporting several candidates in the Sacramento area that will vitally effect the work picture for the members.

An important race is taking place in Nevada County for Supervisor 5th District. "This has always been a county where we have very little rapport with the Board of Supervisors," Hoover said. "We are supporting Marianne Slade for that office. Although we don't agree with everything Marianne says, we believe she will act on issues with the interest of the working men and women at heart. We encourage the Brothers to support Marianne for Supervisor 5th District, Nevada County."

Robert Mahan has been endorsed for re-election to the Board of Supervisors in Placer County. Bob is a real friend of labor and especially Local 3's.

Local 3's endorsements in Placer County are: Alex Ferreira, Supervisor 2nd District, incumbent; Ed Presley, candidate for Sheriff, Coroner.

In Sacramento County there are several important races coming up. Robert Matsui is running for U.S. Congress, 3rd District. He is running for the seat vacated by Congressman John Moss, who is retiring at the end of this term. Matsui has been on the City Council in Sacramento for several years and was always eager to work with labor on issues involving jobs for the Brothers, according to Hoover.

Ben Franklin is running for the State Assembly, 5th District. He is seeking the seat vacated by Eugene Gualco. As a developer, Franklin is concerned with development in Sacramento County.

Ted Sheedy is seeking re-election as Supervisor, 1st District, Sacramento County. Ted has always been a friend of Operating Engineers Local 3 and deserves support.

Other candidates in Sacramento are: Mary "Dayo" Hagan, Supervisor, 5th District; Leroy Greene, Assembly, 5th District, Incumbent; Tom Hannigan, Assembly, 4th District; Illa Collins, Supervisor, 2nd District; Vic Fasio, U.S. Congress.

The candidates in El Dorado County are: Joseph Flynn, Supervisor, 4th District; Fim Foley, Constable.

Soulajule

(Continued from Page 1)

At the rate they are going—barring any early rain—Tutor-Saliba is confident they could top off the dam by Nov. 1. A significant amount of concrete work still needs to be done after the dirt work is completed, as well as some clean up operations, but the important thing was to get the dam itself and part of the spillway completed so that winter rains would not erode the structure.

The approximately 40 Local 3 members who have spent long hard hours on this job will no doubt be glad to rest easy for a little while by the time Thanksgiving rolls around.

Election

(Continued from Page 1)

counties) faces a very tough fight against GOP incumbent Pete McClosky. Olsen, a former member of the Communication Workers, and a friend of labor has worked closely with Local

3 to determine the needs of the construction industry in her district. She promises to be a responsive representative, whereas McClosky has demonstrated by his record to be a consistent opponent to working men and women.

At the state level, races for the Lt. Governor and Attorney

General seats promise to be very close. Incumbent Mervyn Dymally has been a strong and consistent friend of Local 3 and the rest of labor during his term as Lt. Governor.

Congresswoman Yvonne Brathwaite Burke has one of the most impressive voting records of any representative in the House. She

has shown by her consistent record that she is a strong supporter of the jobs, civil rights and economic growth, and deserves the support of Local 3 members on her bid for Attorney General.

Dymally's and Burke's opponents are Mike Curb and George Deukmajian—both members of the right wing "Tangled Webb"

exposed by *Engineers News*. Remember, the opponents of labor are making the strongest move ever to capture political control. Their goal is to control every state, as well as the Congress and put an extreme radical rightist in the Presidential seat.

Faced with this, you better believe one vote counts!

California

FOR STATE OFFICES

Governor	Edmund G. Brown, Jr. (D)
Lt. Governor	Mervyn M. Dymally (D)
State Treasurer	Jesse M. Unruh (D)
Attorney General	Yvonne Brathwaite Burke (D)
Secretary of State	March Fong Eu (D)
State Controller	Kenneth Cory

FOR CONGRESS

Congressional District	Geographic Area (Counties)	Candidate
1	Shasta, Siskiyou, Tehama, Trinity, Modoc, Butte, Sierra, Lassen, Plumas, Nevada, Placer, Yuba, Glenn, part of Sacramento	Harold T. "Biz" Johnson (D)
2	Del Norte, Humboldt, Lake Mendocino, Napa, part of Sonoma	Don Clausen (R)
3	Most of Sacramento	Robert Matsui (D)
4	Colusa, Sutter, Yolo, Solano, part of Sacramento	Vic Fazio (D)
5	Marin, parts of San Francisco, Sonoma	John Burton (D)
6	Most of San Francisco	Phillip Burton (D)
7	Most of Contra Costa	George Miller (D)
8	Northern Alameda, part of Contra Costa	No Endorsement
9	Central, Eastern Alameda	Fortney (Pete) Stark, Jr. (D)
10	Southern Alameda, Northern Santa Clara	Don Edwards (D)
11	Most of San Mateo	Leo Ryan (D)
12	Southern San Mateo, Part of Santa Clara	Kirsten Olsen (D)
13	Southern Santa Clara	Norman Mineta (D)
14	San Joaquin, Eldorado, Amador, Alpine, Calaveras, Mono, Tuolumne, parts of Sacramento, Stanislaus	John McFall (D)
15	Merced, Mariposa, Madera, part of Stanislaus, and Fresno	Tony Coeho (D)
16	Santa Cruz, Monterey, San Benito, part of San Luis Obispo	No Endorsement
17	Kings, most of Tulare, part of Fresno	John Krebs (D)

FOR STATE SENATE

District	Counties	Candidate
2	Del Norte, Humboldt, Lake Marin, Mendocino, Sonoma	Barry Keene (D)
4	Napa, Sacramento, Solano, Sonoma, Yolo	John Dunlap (D)
6	San Francisco, San Mateo	John Foran (D)
8	Alameda	John Holmdahl (D)
10	San Mateo, Santa Clara	Marz Garcia (R)
12	Santa Clara	Jerry Smith (D)
14	Fresno, Madera, Mariposa, Merced, Stanislaus	George Zenovich (D)

FOR STATE ASSEMBLY

District	Counties	Candidate
1	Butte, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity	Stan Statham (R)
2	Del Norte, Humboldt, Mendocino, Lake, northern Sonoma	Douglas Bosco (D)
3	Colusa, Sutter, Yuba, Sierra, Nevada, Placer, half of Butte	Eugene Chappie (R)
4	Yolo, Parts of Solano and Sacramento	Thomas Hannigan (D)
5	Sacramento	Ben Franklin (D)
6	Sacramento	Leroy Greene (D)
7	Alpine, Amador, Calaveras, El Dorado, Mono, Sacramento, San Joaquin, Tuolumne	Norman Waters (D)
8	Napa, Solano, Sonoma	Mike Gage (D)
9	Marin, Part of Sonoma	Michael Wornum (D)
10	Eastern Contra Costa	Daniel Boatwright (D)
11	Western Contra Costa	John Knox (D)
12	Alameda, Contra Costa	Tom Bates (D)
13	Northwestern Alameda	Elihu Harris (D)
14	Central Alameda	Bill Lockyer (D)
15	Alameda	Floyd Mori (D)
16	San Francisco	Art Agnos (D)
17	San Francisco	Willie Brown (D)
18	San Francisco	Leo McCarthy (D)
19	Northern San Mateo	Louis Papan (D)
20	Southern San Mateo	Chris Cobey (D)
21	Northwestern Santa Clara	Victor Calvo (D)
22	Southern Santa Clara	Rusty Hammer
23	Urban Santa Clara	John Vasconcellos (D)
24	San Benito, Santa Clara	Leona Egeland (D)
25	Northeastern Santa Clara part of Alameda	Alister McAlister (R)
26	Parts of San Joaquin and Stanislaus	Carmen Perino (D)
27	Most of Stanislaus, Merced	John Thurman (D)
28	Monterey, Santa Cruz	Henry Mello (D)
29	Monterey, San Luis Obispo	No Endorsement
30	Madera, Mariposa, part of Fresno	Jim Costa (D)
31	Fresno, Tulare	Richard Lehman (D)

Nevada

Governor	Bob Rose
Attorney General	Dick Bryan
Controller	Mike Daly
Treasurer	Stan Colton
State Senate Dist. 1	Spike Wilson and Randolph Townsend (vote for 2)

State Senate Dist. 2	Jim Kosinki
Assembly Dist. 24	Tod Bedrosian
Assembly Dist. 26	Dale Goodman
Assembly Dist. 29	Robert Barengo
Assembly Dist. 31	Jo Anne Garwood Dain
Assembly Dist. 32	Bob Fisher
Washoe County Commissioner No. 3	Jim Underwood
Lander County Sheriff	Tom Beebe
Regent, University of Nevada at Reno	Paul Havas

Utah

Congressional Candidates

Dist.	Candidates
1	Gunn McKay
2	Ed Firmage

Utah State House of Representatives

Dist.	Candidates
1	Joe Redburn
2	Steve Holbrook
3	Jeff Fox
4	Vee Carlisle
5	Charlie Banks
6	Rey Florez
7	Lamont Richards
8	No endorsement
9	Wyllis Dorman-Ligh
10	Ennis Starr
11	Thomas R. Kroesche
12	Wanda L. Young
13	Charles Bennett
14	Virginia Husband
15	Sam Taylor
16	No endorsement
17	Gary Brockbank
18	No endorsement
19	Merv Jackson
20	Easton Parratt
21	Martin Schouten
22	C. W. Reese
23	Lonnie Johnson
24	Elgin Hokanson
25	Dick Clark
26	George Milligan
27	Arlo James
28	No endorsement
29	Harold Newman
30	Gray Lowery
31	Del Buckner
32	Leon Reese
33	J. B. Cooper
34	David Harvey
35	Stan Leavitt
36	No endorsement
37	Phillip Kunz
38	No endorsement
39	Nevin Williams
40	Mog Warren
41	Paul Merredith
42	No endorsement
43	Bruce Jenkins
44	Jen Patterson
45	John Arrington
46	Marvin Heslop
47	Demont Judd
48	Glen Cottle
49	Roger Rawson
50	John Ulibarri
51	Warren Wimmer
52	Cliff Lefevre
53	Ernest Durbano
54	Moni Gilbert
55	Jay Beck
56	Afton Burningham
57	Robert Garff
58	No recommendation
59	No recommendation
60	No recommendation
61	Marjorie Child
62	No recommendation
63	John Smith
64	Beverly J. White
65	Mike Dmitrich
66	Glenn Brown
67	Loren Allred
68	Kenneth Kindt
69	Ray Nielson
70	John Garr
71	No recommendation
72	Dewain Washburn

Dist. Candidates Utah State Senate

Dist.	Candidates
3	Craig Crandall
4	Richard Howe
7	Kay Cornaby
9	Norman Warton
10	James McFarlane
11	Ed Beck
12	Jerry Conder
13	Karl Swan
14	Ernie Dean
15	Keith Melville
18	J. Farrell Shepherd
21	K. Warner
22	Oistein Softeland
26	Hal Schlueter

Fringe Action

FRINGE ACTION is a new feature on our Outlook page which is being added to deal with questions or problems pertaining to your fringe benefits. Each month Fringe Action will present an actual problem or inquiry submitted to the Fringe Benefit Center for action. Names, medical and financial information are always held in strict confidence. Submit your comments, suggestions or inquiries directly to: Fringe Benefit Center, Operating Engineers Local No. 3, 474 Valencia Street, San Francisco, California 94103.

PROBLEM: In early September my wife submitted several medical bills to the Trust Fund Office. We were notified immediately that payment of benefits was being coordinated with my wife's insurance plan. That was over a month ago: can you help?

RESPONSE: Whenever an Operating Engineer has coverage under our Health and Welfare Plan and also another insurance plan, benefits are coordinated. This means that bills are submitted to both plans for payment of their portion of the charges. In this instance, the Trust Fund Office sent a Duplicate Coverage Inquiry (DCI) to her plan, on the same day you were notified, to determine the amount of benefits payable. The normal response time for a DCI is about 4 to 6 weeks from most other Health Plans. Once the Trust has a response, your claim can be paid immediately.

At press time, the Trust Fund Office had just received their DCI and by the time this article appears, your wife's claim will be paid. Thank you for your inquiry.

Skyrocketing Costs of Health Care Make it Second Largest Industry

Recently there has been a multitude of news articles and reports on the soaring costs of health and medical care. It seems that over the past 25 years health care has become the second largest and fastest growing industry in the United States. Nearly 9% of the nation's work force is employed as a result of health care, while the cost of health services are up a staggering 1500% from 1950.

Much of this increase in cost is a result of expanded and more sophisticated health services now being provided. Hospitals and physicians now employ an army of diagnostic, surgical and therapeutic devices to relieve illnesses that were previously intractable. For example, the average cost to equip an intensive cardiac-care unit is \$100,000 per bed. And, as a direct result of these units, deaths from heart disease have dropped by 11%, and mortality from strokes has decreased by 22% over the past 10 years.

Most hospitals claim they cannot operate without thoroughly equipped facilities costing millions of dollars. The reason is that doctors who admit patients to such hospitals demand that the hospital be totally equipped. Doctors are admitting to practicing defensive medicine to avoid malpractice suits, and overtesting for illness has become the new rule.

A typical hospital will employ a battery of equipment that probably includes a \$400,000 radiation therapy unit for cobalt treatments to cancer patients, a \$250,000 continuous flow blood analyzer, a \$75,000 gamma camera and computer, a \$200,000 ultrasound scanner, a \$350,000 radionuclear scanner and a computed tomography scanner priced between \$500,000 and \$700,000.

Add to this the normal complement of clinical machinery used for Xrays, laboratory, pathology, maternity, therapy, intensive care and the emergency room and the

typical hospital becomes a multi-million dollar investment in health care.

Health insurance has long been footing the bill for the new advanced equipment and the extensive treatments. Insured patients have not been too concerned as their net cost has remained relatively low in the past. However, insurance premiums now take up a much larger percentage of union benefit packages, and medical

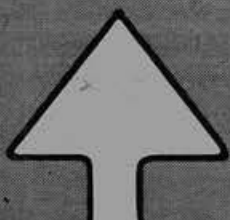
costs continue to rise faster than inflation.

Another contributing factor is that improved health care leads to even larger expenditures. The number of aged, who require more hospitalization, are rising rapidly as a result of improved medical technology and better treatments. There is a public outcry to halt these rising costs.

Experts have concluded that because of the increased cost in

treatment of illness, there is a new demand for preventive health care. Unions and industry have taken the lead in approaching preventive care by offering physical fitness programs and incentives at work. Their hope is to keep healthy workers off the sick rolls. The reason is obvious. Health benefits have been increased in the past to cover the increases in premiums, but employees are no more healthier.

November, 1978
Vol. 5 — No. 11



Outlook

Operating Engineers Trust Funds

Last Program Successful

New 'Pre-retirement' Meetings

Last April through July, Local 3 and the Trust Fund Office held a round of "Pre-retirement Meetings" for those Operating Engineers who were approaching or considering retirement. Represent-

tatives from the Union, Fringe Benefit Center and the Pension Trust made presentations and were available for specific questions and answers after each session. The program has proved

very successful, and in the upcoming year a new series of "Pre-retirement Meetings" are being planned and scheduled.

Currently there are over 2,500 Operating Engineers over age 55 who qualify for retirement benefits but are still active. The purpose of the program is to get those 2,500 engineers and their wives together and provide them with information about their Pension Plan, Health and Welfare Plan, Death Benefits and the Local 3 Retiree Associations.

We need your help in putting this year's program together. Following is a survey of several other related topics being considered for inclusion as part of the program along with a space for any other suggestions or comments you may have. Please complete the survey and mail it to the Fringe Benefit Office at 474 Valencia Street, San Francisco, California 94103.

Please indicate which items you consider to be of most importance for pre-retirement counseling. Number 1 (most important) through number 8 (least important).

Legal Affairs _____	Budget _____
(Wills, estates, etc.)	
Housing _____	Leisure Time _____
Social Security _____	Medicare _____
Personal Health _____	(Other) _____

Suggestions for the program: _____

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



Business Manager Dale Marr has asked me to seek out the feeling of our members about the possibility of a new concept of service for our membership. Over the next several weeks we would like to hear from all of our members, both active and retired, about your thoughts and interest in the establishment of a "low-cost" retirement housing development for retired operating in engineers in the Rancho Murieta area. Rental of these low-cost units would be based on each individual's income. Please let us know what your thoughts and feelings are on such a project by dropping us a line at the Fringe Benefit Service Center here in San Francisco. Knowing your feelings as we begin more detailed study of this matter will be of great help.

Back in September several of your Trustees and I had the pleasure of traveling to Atlanta, Georgia to attend the Annual Educational Conference of the International Foundation of Employee Benefit Plans. The purpose of

the conference is to keep Trustees of Health and Welfare and Pension Plans knowledgeable about proper operation of Trust Funds as well as informed about recent events within government or private industry affecting Plans like ours.

Believe me, it was very educational. The programs were excellent, and the people I met and talked with were all very informative. During the conference we attended sessions on Social Security, Health Care Costs, Communication to Plan Participants, Life Insurance Benefits, Pension Plans and the Law, and many other related subjects. There were conferees from all over the United States and Canada representing almost every industry and trade union. I met with representatives of funds as small as 100 members and some even larger than ours.

In talking with some of these Trustees, it soon became obvious that Local 3 not only has one of the largest single local Pension Plans but also one of the most respected; and I could not find a Trustee anywhere who could boast about the extensive benefits provided in our Health and Welfare Plan. As one of the front runners in fringe benefit packages for our membership, Local 3 is very well known throughout the country. Our Health and Welfare Plan and our Pension Plan are setting the example for other Trusts.

Did you know that most other health plans do not provide first dollar coverage for illness? Some of these plans have a deductible of several hundreds of dollars that must be paid by the member before benefits from the plan are payable. The Operating Engineers Local 3 Health and Welfare has no deductible. This means that you have coverage immediately for medical services. Your Trustees have always felt that this first dollar coverage is important to our membership.

Here is an example of how our Pension Plan compares to others. It is very common for pension plans to limit the amount of monthly benefits that their member can accrue in a year. These plans provide a top monthly benefit based on a maximum amount of hours worked, say 1,500. This means that their member does not accrue any additional benefits if he works more than the 1,500 hours.

Our Pension Plan provides that an Operating Engineer will accrue 2 percent of the total amount contributed during the year without any limit. So, if an Operating Engineer worked 1,500 hours for an employer at the \$2.25 contribution rate, he would accrue a benefit of \$67.50 per month for that year of service. Our members receive a benefit based on all hours worked and contributions made.

Very few plans have the advantage of the administrative services and support that we enjoy. Also, few unions have a Fringe Benefit Center to assist members with their problems and provide information to the Plan participants.

Whenever I am asked why our plans are so successful, I have to give credit to the officers and the Trustees who are always on top of problems, and the needs of an Operating Engineer and his family. The membership is vocal about its Fringe Benefits, and your Trustees are responsive.

Everything is always being done to comply with the wishes of the membership in providing top quality Health and Welfare protection and Pension Plan benefits as well as service to the membership.

After becoming aware of the problems faced by other plans throughout the country and some of the approaches of their Trustees, I can see that we have truly developed the "Cadillac" of Health and Welfare and Pension Plans.

Late Summer Keeps Redding Work Moving

District Representative Ken Green reports that the Indian Summer in the Redding District has kept all of the jobs going full bore and will continue to do so until a couple of big storms force the contractors into winterizing.

Three "D" Construction was able to finish the big Redding sewer job and is currently in the process of cleaning up. It has been rumored they are also going to do the Bonnyview sewer job but don't expect to start on that one until late November or early December of this year.

Imperial Landscape Company (out of Brea, Calif.) is currently working on a good sized landscaping job for Cal-Trans on the Deschutes I-5 and North Street and I-5 interchanges in Anderson.

Kirkwood-Bly Inc., are progressing on schedule on their Red Bluff Sewer job. This project (which will improve the quality of the effluent as well as increasing the capacity of the plant), along with the several other sewage projects in the cities and towns up and down the Sacramento River will greatly reduce the amount of partially treated sewage going into the river.

Other sewer jobs currently going. (Continued on Page 10, Col. 5)



Teaching Techs

By ART PENNEBAKER
Administrator,
Surveyors' JAC

Every working person had better be in the voting booth on election day. The wages a working person will be allowed to earn and the prices of the necessities a working person must pay and the amount of taxes right off the top of the paycheck will all be determined by the flavour of the vote.

An Apprentice is a person who has chosen to get off the duff and try to prepare for a little better place in life, and a couple of more bucks in the pocketbook. The Apprentice is attempting to move into a higher wage bracket or at least to insure more hours of employment per year in order to stay even with the costs of necessities.

Others are just sitting back and spending their spare time complaining about the sorry state of the world and accusing "all them other guys" that caused things to go sour.

It does not matter which category is your personal persuasion. The important thing is that you do what you can do to pursue your best interest.

There is little time before election day. Become informed as best you can in the limited time available through the daily papers, observing T.V., and reading your own Engineers News.

Your Employer and your Union are both working very hard to produce a climate of stability and reasonable recompense for efforts expended and the Union member/employee has got to do his part too.

Spend a little time reading the information provided in the Voters Pamphlet mailed to you. After you have read the Pro Arguments and the Con Arguments turn to the back of the Pamphlet and read the changes or additions to the Law. This whole process may be boring as hell, but unless you are willing to leave the dollar and cents decisions to someone else and then bitch and moan about the outcome, then it has to be done. If enough Voters will take a short while to really understand the issues and the candidates then perhaps the educated vote will get the job done.

* * *

The relationship of work and paid for hours to Related Training and Red Cross Certification has been explained to each Apprentice who attended that particular Related Training Class Session when

it was discussed.

Those who choose to not attend their regularly scheduled RTC session when the issue was discussed were sent information by mail.

It is the intent of the NCSJAC that accomplishment of RTC Material and Red Cross Certification equate to hours worked and paid for. When the equation is NOT met then work and paid for hours are to cease in order to give the Apprentice adequate time to catch up. Both the employer and the Apprentice will be notified when action to terminate employment has been taken.

An Apprentice who does not understand the requirements should consult with the RTC Instructor. The Apprentice who still does not understand the requirements, should contact the Administrative Office immediately. This is a major change in attitude and direction by the JAC and everyone concerned should be well informed of the possibilities and probabilities.

Contributions from NON UNION Employers have been received by the NCS Training Fund in compliance with Labor Code 1777.5. It is not big, but it is a start.

Until a great deal of pressure was imposed most public bodies were simply ignoring that portion of the Law that required notification to Contractors that Prevailing Rates (Technical Engineers Master Agreement) and Training Contribution payments must be made.

The Employer, the Union and the Trust Fund have all been involved in activities that should force the issue even further.

When the Boards of Supervisors, City Counsels, and other Governing Boards insist on letting work on a Professional basis instead of awarding cheap contracts then the battle will be won.

The Employer who is a signatory to a Collective Bargaining Agreement with Local No. 3 is in for better position to furnish Professional Survey Services than others because of the simple fact that the work force has been in a constant educational process from as far back as 1960. With equal cost per hour for Survey Crews, the odds for a more Professional job at a lesser cost will favor the Fair Firms.

Fair Firms employ Local No. 3 members. Supervisors, Councilmen and members of other Governing Bodies will appear on the Ballot that you will be voting.

Go to the poll and do your thing!

Mike Womack Dies In Airplane Crash

On Sunday, Oct. 15, Local 3's Director of Tech Engineers Mike Womack and passenger Terry Lee Lewis were fatally injured when a small biplane he was piloting banked sharply upon takeoff, stalled and veered into a hillside at the Cameron Park Airport near Placerville, Cal. The fatalities put a tragic ending to a fun-filled two day air show that had taken place at the airport.

Mike's untimely death will be felt deeply by those of us who worked closely with him in the Tech Engineering Department and throughout Local 3. He was a hard and conscientious worker whose expertise in the fields of surveying and soils and materials testing was instrumental in bringing Local 3 representation to workers in those crafts throughout northern California.

Mike was hired by Local 3 in 1965 as a special representative to organize workers in surveying and soils materials testing in both the public and private sectors. In 1974, the newly elected Business Manager Dale Marr created the Tech Engineering Dept. and assigned Mike as the director with two representatives to help him in servicing tech engineers scattered throughout northern California.

In addition to his involvement with Local 3, Mike was also very active in politics and law enforcement in El Dorado County where he resided. He was a charter member of the El Dorado County Air Search and Rescue Squadron, where he flew many surveillance missions, particularly in the area of narcotics enforcement.

In commenting on Mike's death, a close friend, Sheriff Richard Pacileo said, "Mike flew several surveillance missions for us and was a great backer of law enforcement. Like all of the squadron, all of his time was donated. He was a very experienced pilot."

Mike was also a member of the El Dorado Planning Commission where he played a key role in community development and had the reputation of being one of the Commission's most outspoken members.

A former Marine and later a competent chief of Party, Mike's wide and varied experience formed an integral part of the organization that has made Local 3 a leader among labor unions. He insisted on strong training programs for Local 3's tech engineers and believed in providing representation that fit the needs of the tech engineers.

Gifted with so many talents, it would be easy to remember Mike primarily for his accomplishments. But even more important than the legacy he leaves behind is the memory that Mike "told it like it is," and was respected by members and employers alike. He was relied upon by many as a true friend and a strong family man who leaves behind his wife, Dolores and children Mike Jr., Brenda, Jack and "Little" Ernie.



Mike Womack

Flood Control Project Makes Good Progress

Groves-Black, a joint venture of S. J. Groves & Company and E. E. Black, Ltd., is doing a beautiful job on the Kaneohe-Kailua Flood Control and Allied Purposes Project (Phase II). This is also a joint project of the City & County of Honolulu and the U.S. Army Corps of Engineers.

The purpose is to construct an earthfill dam on the windward side of the Island of Oahu. It will be called the Kamooalii Stream for flood control purposes. The dam will be 2,200 feet long and 76 feet high, with a top width of 20 feet. It will require approximately 1,320,000 cubic yards of excavation and 895,000 cubic yards of dam embankment. The dam will have a concrete spillway approximately 1,200 feet long.

Groves-Black will also improve the Kaneohe Stream Channel from the Kaneohe Bay outlet upstream for 1,300 feet.

Shop Steward, Robert Milliora, who has worked for Groves-Black since the project started, tells us that they (Groves-Black) will also construct recreational facilities and wildlife enhancement features around the perimeter of the 26-acre permanent lake formed by the dam on Kamooalii Stream. This will also include a 3-mile-long paved road, picnic areas, five camp grounds, hiking and equestrian trails and an administration building.

This project is keeping approximately 40 brother members employed. Among them is Brother William Kapiko, one of Local 3's Grievance Committeemen.



BROTHER DEREK AWA (pictured top) works his dozer on the small boat harbor project in Wainae, Oahu. Brother Dewel Rowe (pictured bottom) gives his crowbar a real workout on a John Deere 350 dozer while apprentice Eric Domen offers a little encouragement.

Utah District Hosts Turkish Labor Reps.

On September 22nd District Representative Tom Bills and Business Representative Bill Markus were invited to spend an afternoon visiting with Mr. Francis Burns of the U.S. Department of Labor and three trade unionists from Turkey, Mr. Kemal Ozer, President, Turkish Mine Workers Federation; Mr. Yucel Ozkok, Director, Education and International Relations, Turkish Mine Workers Federation, and Mr. Zonquidak Yusufiya, General Secretary, Turkish Mine Workers Federation.

The visit was arranged by the Trade Union Exchange Programs Division, Office of International Visitor Programs of the U.S. Department of Labor, Washington, D.C. Mr. Francis Burns was the Team Manager for the group during their visit to this country.

The purpose of the visit was to provide a broad exposure to the counterpart unions and the role and functions of the American Labor movement in Trade Union matters as well as economic and political activities and commitment to community affairs that serve to improve the quality of life for American workers.

"We were honored to have the

opportunity to meet with these representatives from another country," Bills commented.

Business Rep. Wayne Lassiter reports that Utah Governor, Scott M. Matheson has given the go ahead to the completion of the I-215 Southeast Quadrant. Construction of the belt route was first proposed in 1957. In the three years that followed, information meetings and public hearings were held and in 1960 the State Road Commission adopted an

alignment.

From 1960 to 1970 traffic forecasts for the southeast portion of the Salt Lake Valley were developed, right of way acquisition began and a new design, six lanes instead of four, was accepted for I-215.

In 1970 the National Environmental Policy Act was signed into law and the Federal Highway Administration recommended that all of I-215 be included in an Environmental Impact Statement,

even though location approval had already been granted and an Environmental Impact Statement was not legally required.

In mid-1973 a group filed suit in federal court to halt all work on the Belt route. This suit was eventually dismissed. By May of 1975 the Environmental Impact Statement draft was circulated and in March, 1977, the Transportation Commission adopted the Final Statement and forwarded it to federal agencies for approval.

Stockton Keeps Up Work Load

District Representative Al McNamara reports work is still very strong this season in the Stockton and Ceres areas. "As fast as a member comes in from a job we dispatch him out on another job," he says. "The members lost a few days work in September on account of rain, but are right back at it again. There is a lot of work in the area to be done, and the contractors are hoping to get it done before the rains come."

Nielsen-Nickols was low bidder with \$2 million plus on the Water

Treatment Plant at Tracy. Steven Yates Co. will do all the work on this job and we will have seven or eight members on the job.

The New Melones Dam is still going strong. They should top out the Dam sometime in November. There is still a lot of work to be done after the Dam is finished, which should keep some of the members working for another six months.

In the mountain counties the Contractors are doing a lot of black topping for both the State

and Counties and almost every day there has been thunder storms, and the weather has turned cooler and the brothers are getting quite a bit of overtime trying to get the work done.

Back in the valley, Novo-Rados on I-5 should start the concrete work in October unless the rains hold them up.

Madonna Const. on the Manteca By-Pass is back at it again. They have had a rough time getting fill material for the job, but things look better now and they should work through the winter.

More from Redding

(Continued from Page 9)

ing in this area also include Alturas, Adin, Happy Camp and Weed.

Roy E. Ladd & Carl McConnell J.V. is moving along very well on the Forest Glen job on Hiway 36, west of Red Bluff, as is Roy E. Ladd Construction Company on the Hiway 36 job near Paynes Creek east of Red Bluff. Brothers Bob Blair and Stan Watkins are heading up the Forest Glen and Paynes Creek job.

Cal-Ore has just finished the Cottonwood to Red Bluff over-lay on I-5 and are anticipating moving down to Red Bluff to do a large subdivision.

Business Rep. Bob Havenhill reports that J. F. Shea Company currently is working on two subdivisions in the town of Yreka and hope to get another one in Yreka shortly.

C. L. Fogle Construction Company is still working on the Happy Camp sewage treatment plant. Both of these jobs should be completed near the end of the year.

Easley Construction is putting the finishing touches on the Yellow Jacket Ridge job near Forks of the Salmon River in Siskiyou County.



WITH SAFETY IN MIND

By JERRY MARTIN, Director of Safety

Think Safety
Work And Play
Safely



Here in San Francisco, we are extremely honored and proud of the expertise in which the Rancho Murieta Training Center is functioning and the fact that the above most important factor of this operation is the extreme caution and conscientious manner in which Occupational Safety and Health is being taught and lived in every aspect of the training program.

Many years ago we in the construction industry saw operators hurt, crippled, and killed through so-called accidents (human errors and misjudgment). There seemed to be no feelings by their fellow workers and employers in that respect. meaning so what, machinery was cheap and an operator could be replaced as fast as a phone call, and it is a very sad and frustrating feeling to call a wife or family and tell them their husband, father or son is in a hospital or won't be coming home anymore and try to explain that some careless act was the cause.

Then along came a man as big as a mountain with ideas bigger and changed the work habits of operators and employers in regards to safety in Local No. 3. He met with lots of opposition both from the operators and employers, but through his persistence of educating his fellow operators which was a tireless, thankless job, it has paid off. Now the employer is getting conscious of safety. He has found out his profits are better if he runs a safe job, equipment lasts longer, insurance rates are lower, and both operators and employers are happier. We as so-called "old timers" (25 to 35 years in the industry) have seen and expect to see a lot more changes made in safety.

Thanks to his pet passion and first love (after his wife and family), he is recognized throughout the world as "Mr. Safety." He is and has been on most of the Committees on Safety at State and Federal Government levels. Even when he stepped up in Local No. 3 he made sure the work he put into a safety program would be carried on through our able safety department and it has and will continue for years to come.

Those at Rancho Murieta Training Center have learned their lessons very well from him as the record shows it and will forever continue to improve toward perfection.

The staff of Rancho Murieta Training Center wishes to salute a very deserving man and fellow operator for his compassion toward his fellow humans.

That man is Brother Dale Marr, Business Manager of Operating Engineers Local Union No. 3 and International Vice President of the International Union of Operating Engineers.

Rancho Murieta Training Center Safety Program is paying off. On September 26, 1978, the Training Center logged 1,000 days without a lost-time accident. This is over a period of five years. More impressive is when broken down into hours, the following totals are recorded:

Training Center Staff House . 530,539
Trainees . 556,466

TOTAL MAN HOURS . 1,087,005

A more incredible fact is most trainees coming to Rancho Murieta Training Center have never operated equipment that is used at the Training Center. The Safety Program at Rancho Murieta begins with a safety meeting on Monday mornings and continues throughout the week with tail gate safety meetings and a safety meeting held in the shop for the shop instructors and trainees. Safety is a must and a way of life at the Training Center and is constantly being emphasized.

We are proud of our record and what it stands for. We thank all of those that are involved in our Safety Program.



STANDING LEFT TO RIGHT: J. White, F. Mello, R. Goodfellow, D. Briggs, J. Gilliam, J. Lawson, L. Metz, J. Master, K. Hamilton, H. Horn, E. Sutton, Field Training Dir., B. McHenry, R. McGill, G. Herren, A. Benjamin, V. Hughes, J. Owen. Kneeling left of sign: J. Short, Safety Rep. Local 3. Kneeling right of sign: J. Ward, J. McGowan

Jr., T. Harwell, R. Perdue & J. Gaines. Sitting on curb left to right: R. Shields, E. Shanklin, B. Squibb, R. Bagley, J. Campbell, C. Brown, E. Cavelli, S. Lucero, B. Corrie, J. Taylor & B. Gilliam. Instructors not pictured: D. Betteridge, J. Brock, B. Howard, F. Seiji, N. Sheeran, K. Smeltzer, A. Thomas, J. Triplett & C. Ford.

Job Stewards Activated

From Sept. 15 to Oct. 17

Dist. Member	Agent
06 A. A. Dominguez	E. Punzalan
06 Samuel K. Moniz	T. Long
06 Vicente E. Paulino	T. Long
12 Loral Barton	D. Strate
12 James E. Donovan	R. Daugherty
12 Donald R. Newby	D. Strate
12 Duane Nye	R. Daugherty
12 Darrell Duncan	D. Wright
12 Earl Hansen	D. Wright
12 Kevin C. Memmott	D. Strate
17 George Caple	K. Kahoonel
17 William Kuwaye	K. Kahoonel
17 Francis McGuire	K. Kahoonel
17 Lester Ortega	K. Kahoonel
17 Revelation Alo	H. Lewis Jr.
17 Richard K. Williams	H. Lewis Jr.
20 Coy Shan	B. Barks
20 Bill Bruemmer	R. Butler
20 Richard Bjornestad	H. Munroe

Job Stewards Inactivated

From Sept. 15 to Oct. 17

Dist. Member	Agent
06 Andres M. Aquino	E. Punzalan
12 Charles Luke	D. Wright
12 Russell Smith	R. Daugherty
12 Joe Jones	W. Markus
30 Stanley Francisco	R. Morgan

Safety Committeemen Activated

From Sept. 15 to Oct. 17

Dist. Member	Agent
11 Corbin D. Blunt	D. Beach
11 William P. Chadwick	D. Beach
11 Henry C. Pellini	D. Beach

Swap Shop: Free Want Ads for Engineers

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

FOR SALE: METAL PROP. Senseech Mod. M-76A, 74" Dia, 48" Pitch, fits Lye. 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 Placerville 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 Leslie, huge yard w/veg. garden. \$55,000. for sale by owner, assume \$17,500 credit—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 & uhhl. 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 Murieta Mobile Village adult community with all country club privileges—\$16,995. Lester Heath, 91 Carmela Circle, Sloughhouse, Ca. 95663. 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

FOR SALE: 32 ACRES n/Hunting Hike- ing on Luachito National Forest, new modern log cabin, good water — small pool, ideal for overnight camper park, on S.H. 63 east of Muse, Ok. Marvin Jaques, Box 35 Muse, Ok. 74949 916/651-3378. Reg. No. 1091206 11-78

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

FOR SALE: 1976 BARRINGTON MO- bile HOME 14'x70', 2 bdrms, 2 baths, deck awning, skirting, storage shed, adult court, \$50 rent per month. Otto Lenhart, 380 E. Pole Rd., Space 7, Lynden, Wash. 98264. Reg. No. 0143266. 11-78

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

FOR SALE: CLEAN 7 room house, plus 5 trailer park space, in Huntington, Utah. Income \$570 per mo. Cal owner-agent. Norman Clemens, P.O. Box 188, Spring City, Utah 84662. 462-2541. Reg. No. 1238702. 11-78

FOR SALE: PICKUP & TRAVEL TRAILER 1976 Chev. HD. 1/2 ton Scotsdale w/Insulated Camper Top 350V8 4 spd 26000 miles P.S.P.E. Pickup came from Colorado, has no smog. 1977 Prowler, 19' Tandem Axle Sleeps 6, large Refrigerator, large Dual Tanks, 2 Skyvents DC Converter fully sold contained, used 3 days. Both vehicles like new \$8,500, or consider trade on 4 wheel drive vehicle, write Franklin Callahan, 9380 Woodleaf Star Rt., Oro-

ville, Ca. 95965 or phone 916/589-3663. Reg. No. 1092551. 11-78

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

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

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

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 side-lines.

• 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.

Santa Rosa Waits for Sewer Job

(Continued from Page 6)

to get the big slide at Unit 14 out before the rain bogs them down.

Business Rep. Brad Datson reports that everyone has been waiting for two major wastewater treatment jobs to get going as both are good size and will offer many engineer hours. First, the \$10 to \$15 million sewer system for the Russian River towns from Rio Nido down, is being redesigned by Sonoma County to make it a workable project for the available money.

This job was bid last summer but the lowest bid was several million dollars too high. The re-

design work is being done in consultation with several underground contractors so factors which will reduce cost (such as pipe type, backfill material, requirements for digging around redwood trees, etc.) can be specified in the least costly way. The area of service will not be reduced. The county hopes to have this one rebid before Christmas.

The second project, the Sonoma Valley system expansion, was bid in late summer and awarded to Ebert-Spartan for the transmission line and Titan for the plant work on October 17th.

Congratulations to Don Dowd

Co. for picking up three subdivisions at over \$1 million each. This gives us a good start for next year, which promises to be a good one by the looks of things now, in both the public and private sectors. "Be sure to vote for good labor people when you go to the polls Nov. 7th and we will all get together to compare results December 14th at the District Meeting in Ukiah," Datson commented.

Personal Notes

Marysville

We extend our sympathy to the families and friends of the following deceased members: Keith Dunn, Arthur H. Felts and Lavelle Butler and Public Employees Member George Garcia on the death of his wife Myrtle.

Santa Rosa

We wish to extend our deepest sympathy to the family and friends of Brother Wm. "Barney" Bell who passed away recently after an extended illness.

Ceres

We have lost several brother engineers in the Stanislaus and Tuolumne County areas since the last writing. We would like to extend our condolences to the families of "Blue" Henry Joice of Tuolumne City and "Jr." Marshall Thornberry of Ceres. Both of these engineers were very well liked and respected throughout the area. Their passing is certainly a loss to all of us and especially to Local 3 itself.

Reno

September seems to have been a good month for boys! Our congratulations to all the new parents: Robert and Linda Hobbs, a son; Mike and Nanette Merlino, a son; Richard and Kathleen Depaoli, a son; Robert and Kathleen Donaldson, a son.

Sacramento

Our sympathies are extended to the families and friends of deceased members Roy Hill, Laurence Morgan, James Parker, and Robert Roe.

Eureka

It is with great happiness we announce the birth of a new daughter to Brother & Mrs. Francis Brazil on September 10, 1978. Francis is employed by Matthews Machinery of Eureka.

We extend our condolences to the family and friends of Brother G. C. "Tex" Barker who passed away October 7, 1978.

We are glad to know Brother Lewis Bailey is home recuperating after his recent surgery.

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!

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This is a partial list only.

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

for OPERATING ENGINEERS LOCAL 3

FOR MEMBERS ONLY

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



RADIALS

78 SERIES RADIAL

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

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

WIDE 70 SERIES STEEL RADIAL

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

SIZE	GROUP PRICE	F.E.T.
CR70-13	40.65	2.25
FR70-14	43.87	2.71
ER70-14	45.68	2.89
GR70-14	47.49	3.03
HR70-14	52.80	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.

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America's Original and Largest Discount Tire Program

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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

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.).

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.

December

- 6th **Ogden:** Ramada Inn, 2433 Adams Ave.
 7th **Reno:** Musicians Hall, 124 West Taylor
 14th **Ukiah:** Grange Hall, 740 State Street
 21st **Watsonville:** Veterans Bldg., 215 Third Street

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 _____ / _____

IMPORTANT

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

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY _____

STATE _____ ZIP _____

Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103

Incomplete forms will not be processed.



Joe Hill—Genius In the Rough, Poet, Singer for Voice of Labor

(Ed's Note: Louis H. Gordon is the National Legislative Director for the United Paperworkers International Union, AFL-CIO and a regular columnist for the **The Paperworker**, official publication of that union. Most of Brother Gordon's columns are excellent and as a regular reader we have gained a great deal of insight on labor and legislative action in Washington. However, a recent column was so outstanding that we sent a long overdue fan letter and a request for permission to reprint. We hope you enjoy "Who was Joe Hill" as much as we did. Thanks Brother Gordon.)

Who was Joe Hill?

In my last column I wrote "As Joe Hill said, Don't mourn — organize." Letters have been coming in asking who this Joe Hill was and so at the suggestion of Bill Casamo I am devoting this column to Joe Hill.

Joe Hill was born Joel Hagglund in Sweden and came to the United States in 1901 when he was 19. In 1910 he became an active member of the Wobblies (I.W.W.) and also blossomed out as a song writer. He wrote "Casey Jones," "The Preacher and the Slave" and many other popular union songs. He sang his songs at union meetings, or street corners, and picket lines.

In January, 1914, Hill was arrested in Salt Lake City, Utah, on a murder charge. Despite the intervention of President Woodrow Wilson and the Swedish government, despite the condemnation of the trial as unfair by the A. F. of L., despite vigorous protests from public meetings throughout the country and as far away as Australia, Joe Hill was finally executed by a five-man firing squad on November 19, 1915.

The day before Joe Hill was executed in Salt Lake City, he sent a wire to Wobblly leader Big Bill Haywood at I.W.W. Headquarters in Chicago.

Organize

Hill's words were to become famous: "Don't waste time mourning. Organize."

Hill's body was brought to Chicago where 30,000 people marched in one of

A POLITICAL ANALYSIS

Art Of The Possible

BY KEN ERWIN



the greatest funeral processions ever seen in that or any other city.

Eulogies were delivered in nine languages. Then, in keeping with Joe's wishes, his body was cremated. His ashes were placed in many small envelopes and scattered throughout the United States and in countries on every continent. But no ashes were dropped in the state of Utah because Joe "did not want to be found dead there."

Perhaps the most important facts in perpetuating his memory is the moving song written by Robinson-Hayes called, "Joe Hill."

Two key stanzas (there are seven):

"The copper bosses killed you, Joe
 They shot you, Joe," says I
 "Takes more than guns to kill a man"
 Says Joe, "I didn't die"
 Says Joe, "I didn't die"

And standing there as big as life
 And smiling with his eyes,
 Joe says, "What they forgot to kill
 Went on to organize.
 Went on to organize."

Last will and testament of Joe Hill My Last Will

Any will is easy to decide
 For there is nothing to divide
 My kin don't need to fuss and moan
 "Moss does not cling to a rolling stone."
 My body?—Oh!—If I could choose
 I would to ashes it reduce
 And let the merry breezes blow
 My dust to where some flowers grow.
 Perhaps some fading flower then
 Would come to life and bloom again.
 This is my Last and Final Will.
 Good luck to all of you, Joe Hill.

In the words of W. S. Van Valkenburgh: He was a genius in the rough. A poet who wrote prose and verse that stirred his fellows like an aspen leaf in a gale. Homeless, moneyless, friendless—in the larger sense—the undaunted champion of an unpopular cause, framed up, convicted on flimsy evidence; fore-doomed to destruction, and yet true to himself to the very last. Such a man was Joe Hill.

More from San Francisco

(Continued from Page 5)

Most of the contractors in the area seem to have more work than they can handle and as a result, are working many overtime hours which means a good payday for employees, and this trend should continue as long as weather permits.

Business Rep. Nate Davidson reports that L. E. Wentz has finally moved in to complete "The Towers" which is an eight story building next to the Airport Marina Hotel in Burlingame. Seven years ago the initial hole was dug and has been in the process of de-watering ever since. The structure will be three stories underground which is right in the bay mud. It will be quite an engineering accomplishment to complete, Davidson commented.

R. D. Watson has finally started the main span of the Pillar Point Break-water remodeling in Princeton, keeping four brothers busy for about seven to eight months.

The Robert E. McKee job at the San Francisco International Airport has another year to complete. The job, to this point, has kept thirty-two engineers busy for about nineteen months.

Lowrie Paving Co. has the contract to repave R 10 runway at the Airport. The crew has been working from twelve to eighteen hours a day and the plant in So. San Francisco has had the same long days. Take home checks have been tremendous.

Fisk, Firenze & McLean has started the fill operation at the end of Cape Drive in San Mateo for the proposed site of the Mar-

iners Island Shopping Center which is presently on the November ballot for approval by the voters either in Foster City or San Mateo.

The work picture in Marin has been very good and should last until the rains hit, reports Harvey Pabel.

Tutor-Saliba has been working six-twelves on SoulaJule Dam, so they do not have to shut down for the winter and this will finish most of the dirt. There will be some concrete and clean-up to do next year with a small crew of about ten Operating Engineers.

Every Contractor in Marin is very busy. There is no one on the out-of-work list and any brothers who come in are sent out right away.

SEASON'S GREETINGS

Winter a Welcome Break After Record Year for Work

By James Earp

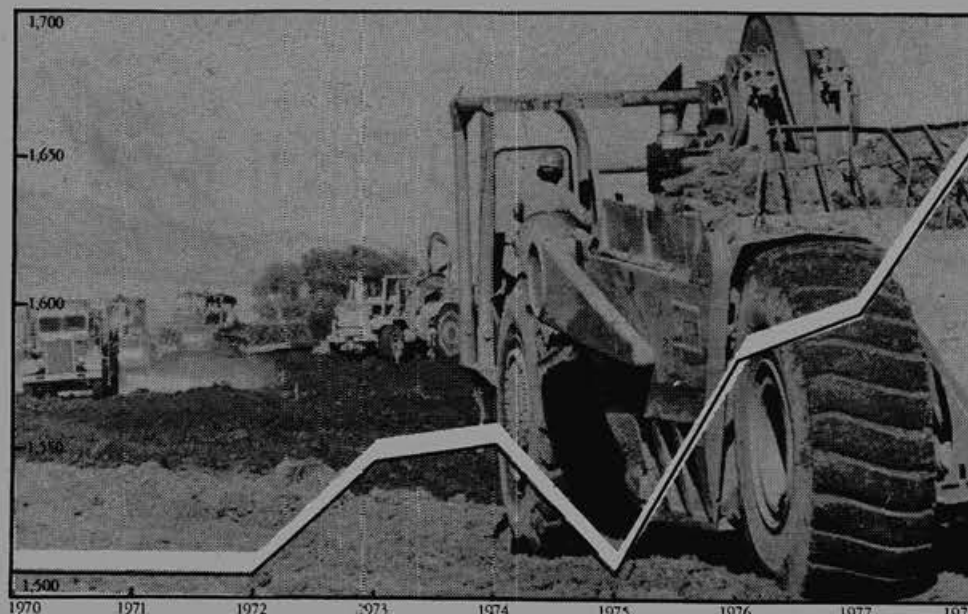
After working "six tens" or more all year long, most operating engineers don't need to be told that 1978 was a boom year. Tired bones, fat paychecks (minus big chunks for Uncle Sam) and worn out work clothes all indicate that the coming holiday season will provide a welcome relief for many union members who haven't had much rest since the rainy season ended last April.

As the statistics roll in, it is apparent that Local 3 members in Califor-

nia, Nevada and Utah have enjoyed the busiest year since the decade began. The Operating Engineers Trust Fund Service Center reports to *Engineers News* that pension hours are flowing in at a rate four to five percent higher than at the same time last year, which was also a good construction year.

It is estimated that by year's end, nearly 29 million pension hours will be logged by active participants of the various pension trust funds. A conservative estimate predicts that

(Continued on Page 10)



Average Pension Hours Per Pension Participant Since 1970

INSIDE

Open Shop

The new proliferation of "management development" and "labor relations" seminars advising contractors how to get tough with unions have for obvious reasons never been open to union representatives. But *Engineers News*, posing as a contractor, was able to get in on a recent seminar for construction firms. For a first hand account, see page 9.

Women in Construction

With the recent execution of new EEOC hiring regulations, women are receiving an expanded opportunity to enter the construction industry. It's a new challenge for women in a field of employment that has traditionally been dominated by men, see page 6.

Important Notice

An important notice of a proposed exemption from certain of the prohibited transaction restrictions of ERISA and from certain taxes appears on page 13.

Voters Say 'Cut Fat' in Spending

By John McMahon

Voters across the nation went to the polls last month to voice their frustration and anger over rising taxes, increased crime, and

government inaccessibility. In campaign after campaign, candidates expounding the Howard Jarvis philosophy of less government with reduced spending were far

more successful in getting elected than those who offered more bureaucratic intervention in the lives of the electorate.

Throughout the country, solid

labor candidates felt the brunt of the voters' anger. U.S. Senators dropped like flies. Long time friends of the labor movement, Ed Brooke of Massachusetts, Thomas McIntyre of New Hampshire, Dick Clark of Iowa, Floyd Haskell of Colorado, Wendell Anderson of Minnesota—all suffered defeat. In their place the voters elected more darlings of the New Right—Roger Jepsen of Iowa, Gordon Humphrey in New Hampshire.

The big issue of this election seemed to be taxes and government waste. In 12 states, variations of California's property tax measure, Proposition 13, was approved by the people. Candidates who failed to adhere to the battle cry were in trouble.


Nowhere is that more apparent than in California and the overwhelming reelection of Governor Jerry Brown. Sounding like Howard Jarvis himself, Brown pledged reduced government spending, lower taxes, greater efficiency in the state bureaucracy.

"Government is going to get smaller" Brown said on election night. "I see government being leaner, more austere and more disciplined. We will be responding to the spirit of frugality the people voted for."

Following up on his election night promise, Brown has ordered his department chiefs to develop new policies calling for a minimum ten percent cut in staff and budgets.

Brown was obviously in line with the thinking of the nearly six million Californians who voted for governor. His margin of victory, 1.3 million votes, was the largest numerical gap in the history of contested gubernatorial

(Continued on Page 2, Col. 1)



ENGINEERS NEWS

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

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

OPERATING ENGINEERS
UNION LOCAL 3, AFL-CIO

Vol. 37—No. 12 San Francisco, Calif. December 1978

Antioch Bridge Gets New Name

A crowd of politicians, joggers and onlookers gathered this month at the newly completed Antioch Bridge to attend a dedication ceremony in honor of Senator John Nejedly (see story page 6).



Election Blizzard too Much

"Through rain, sleet or snow" goes the old motto for our country's mail service, but apparently the blizzard of election season mail was too much.

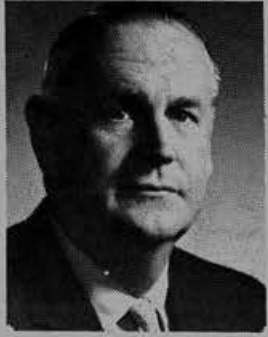
According to responses from some of the members, it appears that the November issue of the *Engineers News*, which contained a special section on the election, did not reach all the membership by the November 7 election day—despite the fact that it went to press and was mailed out earlier than the usual deadline.

Engineers News checked with officials at Rincon Annex in San Francisco where all mailed copies of the newspaper are routed to the various cities throughout Local 3's jurisdiction, to find out why some of our members did not receive their copy of the newspaper before the election.

We were told that, under our second class mailing permit, the newspaper should normally reach most members' addresses in seven to ten days—with the exception of those mailed to Hawaii or overseas. However, the pre-election day mailing blitz caused a general slow up in the mail.

All campaign literature mailed first class gets "red tagged" at the post office for priority mailing as election day approaches. The rest of the mail—including the *Engineers News*—takes a back seat. So, even though the November issues carried election material, it appears that some of our members did not get the benefit of reading it before election day. Maybe next time around we'll come out with our election special in August or September!

Semi Annual Meeting
Recording - Corresponding Secretary James R. Ivy has announced that the next semi annual meeting of the membership will be held on Saturday, January 6, 1979, at 1:00 p.m. at the Marine Cooks and Stewards Auditorium, 350 Fremont Street, San Francisco, CA.



By DALE MARR, Business Manager

Looking At Labor

ENGINEERS NEWS

WIPA



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Most of us enter the Holiday Season with a certain amount of optimistic innocence and renewed good hope.

At Thanksgiving we will pause long enough to thank our Creator for the gift of life. Hopefully, we will also be thankful to the millions of fellow Americans that fought the good fight and ran the true course that we might live and build in a free nation.

If we are labor families, we will be thankful for all those great men and women who dedicated their lives to creating the first free union trade movement in the world.

We in Local Union 3 will be thankful that all our members could have a full work year with just pay and full fringe benefits. That our working engineers could improve and continue to support health maintenance and pension programs for some six thousand retired brother engineers and their families.

We will be equally thankful that our local union has stood in the forefront of the never ending battle to guarantee the right of all working men and women to equal opportunity, just pay and fringe benefits and a safe work place.

At Christmas we would hope that the promise of peace would shine brightly, not only on America, but on all the world. That reasonable men will seek to resolve economic and material differences at the bargaining table and not on the battlefield. That the human and economic waste that plagues a world of plenty will find resolve in fairness and justice for all mankind with peace on earth and goodwill to brother and sister workers everywhere.

Despite predictions of doom and gloom in the form of an economic recession, that the labor movement and a factionalized political system has lost the confidence of the American voter, we have high hopes for the year 1979.

Although we sense a deep tragedy in the fact that only some 38 per cent of America's eligible voters made their choices known in the November elections, we also have high hopes that this trend can be reversed by 1980. It will take a lot of education and hard work on the part of all of us. We pledge ourselves to this task.

We are still optimistic enough to believe that Republicans dedicated to the future of their party, rather than to the

narrow and misguided belief that all labor wears horns and that the labor movement is the common enemy of management and profits, will move toward a broader based philosophy that accepts the American workers as a co-partner. We offer our cooperation in this area.

The continued effort on the part of the right and the left to, on the one hand separate and divide, and on the other, blur and absorb the craft trades of the American Labor Movement will be resisted with all our strength. Loss of the apprenticeable blue collar trades to either movement would be the final and crushing blow to Middle Class America. We can't let it happen.

Finally, we will continue to fight to protect our working members and their families from high unemployment, inflation, and a boom or bust economy no matter what party or person projects a cure-all panacea. That is our collective job and responsibility.

In the meantime, on behalf of myself, the elected officers of your great Local Union No. 3 and the staff that serves you throughout the year, have

A happy and safe Holiday Season!

Election Results

(Continued from Page 1)

races in California. His vote total, over 3,800,000, was the larger ever collected by a California governor, exceeding even former Governor Ronald Reagan's previous record of 3,742,913 from 1966.

Although Jerry Brown was re-elected with a record breaking total, his ability to carry other candidates into office, the coat tail effect, was practically nil. An obvious example was Lt. Governor Mervyn Dymally's quest for re-election. Long a friend of Local 3, Dymally fell victim to a political novice, Mike Curb.

Commenting on Dymally's defeat, Local 3 Business Manager Dale Marr called it "probably one of the biggest disappointments of the election from our point of view. Long before Jerry Brown abandoned his 'small is beautiful' philosophy, Merv Dymally was calling for increased economic growth, job expanding developments and a streamlining of the environmental permit process. We will be sorry to see Merv Dymally leave."

Yvonne Brathwaite Burke, candidate for Attorney General, another good Democrat with a long history of support for the labor movement, was unable to win despite the Brown landslide. She was easily defeated by Republican State Senator George Deukmejian in a campaign which centered on who could be tougher on crime.

In the state of Nevada, much to the disappointment of everyone involved, Local 3's candidate for Governor, Bob Rose, was soundly defeated by his Republican opponent Robert List. The defeat of Rose came despite a superb effort put forth by the agents and members in Nevada. Virtually every weekend and after work during the week, Local 3 members could be found walking door to door handing out leaflets and brochures for Rose and other endorsed candidates.

In general, Local 3's rank and file Executive Board endorsed and supported 105 candidates and issues in the states of Nevada and California. Support ranged from an endorsement only to an endorsement with in-kind service and monetary contributions and after hour staff assistance. Of those 105 campaigns, 74 were victorious, 29 lost with 2 races not yet determined. The total percent of those candidates supported and victorious is 70 percent.

In the state of California, in statewide, Assembly, State Senate and Congressional races, Local 3 supported 66 candidates, the most important being Jerry Brown's reelection. Of those 66 candidates, 52 or 79 percent were elected and 14 were defeated.

In addition to candidate politics, there were also a few ballot measures decided on election day in which Local 3 was directly involved. These measures, local in nature, will have a direct impact

on job producing projects for Local 3's membership.

The biggest issue was on the ballot in Calaveras County. Titled Measure A, this issue authorized the Calaveras County Water District to issue \$350 million in revenue bonds to finance a series of water projects on the upper Stanislaus River above New Melones Dam. Operating Engineers has been involved with that issue for over three years, beginning with the initial planning stage and following through into the political strategy making necessary to obtain voter approval. Measure A passed with 61 per cent of the vote.

Another ballot issue with direct employment ramifications for Local 3 members was Santa Clara's Measure D. This was an advisory measure on whether or not to approve a \$50 million stadium/convention center complex near Marriott's Great America. The project will be 100 per cent privately funded.

Local 3's involvement came at the end of the campaign, but judging from the closeness of the race (11,934 in favor, 10,567 against), Local 3 can say that they made the difference.

Butte County Measure A, yet another job-related issue was not as fortunate however. An advisory vote on whether or not to locate a coal-fired power plant in Butte County, it went down to defeat by a margin of 30,286 against to 22,584 in favor.

Business Manager Marr emphasized however, that the result of the vote had no authoritative power over the decision to build the plant in Butte. The State Energy Commission will have final voice in this matter. If the

Butte County site is not approved, there are alternative sites available in Solano, Glenn and Yuba Counties.

There were two other ballot measures, both in Marin County, which will also have both direct and indirect effect on the future work picture for Local 3 members.

Marin Municipal Water District

Measure B, a \$9.5 million bond issue to increase the size of Kent Lake Dam and Reservoir was approved by 73 per cent of the voters. Measure C, was an advisory vote to determine whether the Water District should contract for water from the Warm Springs Dam and Reservoir. This measure passed with 61.5 per cent of the vote.

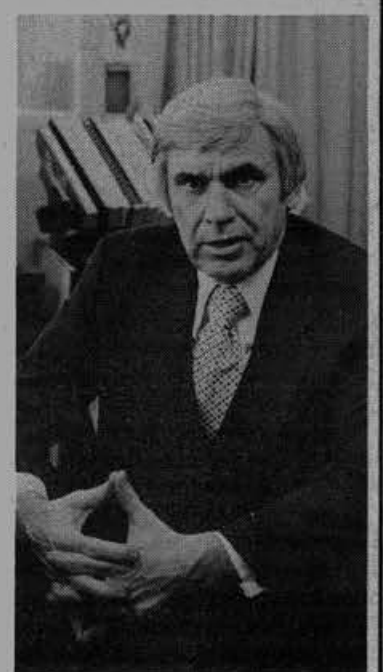
Congressman Ryan's Death Untimely Loss for Labor

Business Manager Dale Marr and the officers and members of Local 3 express shock and deep regret over the untimely death of Congressman Leo Ryan (D-San Mateo) who was killed this month while on an investigative expedition to Jonestown, Guyana.

"Congressman Ryan's death is a great loss to the labor movement and the people of our country," said Business Manager Dale Marr. "He was a true friend to Local 3 and he came to our aid on many issues that were important to our members."

Ryan was a strong advocate for dam safety, and worked closely with Local 3 in his efforts to provide a program for the inspection and rehabilitation of dams nationwide.

"There will undoubtedly be many times in the future when we will sorely miss his



Leo Ryan

presence on Capitol Hill," Marr said. "We will miss his individualism and constant desire to determine the root of important issues first hand."

DISTRICT 8 MEETING CHANGE

The November 28th date for the regular quarterly membership meeting for District 8 has been changed to Tuesday, December 5th, 1978. Meeting time is 8:00 p.m. at 2525 Stockton Boulevard, Sacramento.