

INSIDE

Since the passage of the Clean Air Act in 1970, and the creation of the Environmental Protection Agency, the battle between "ecology and economy" has taken on immense proportions. Environmentalists, armed with legions of lawyers, lobbyists and their own breed of "earth scientists" have captured the voice of the public on Capitol Hill and manipulated the judicial system.

As overzealous environmental demands become entrenched in EPA's regulatory structure, working men and women are being ousted from billions of dollars in potential employment. Now, more than ever, business, labor and the rank and file union member are being called to arms to participate in the regulatory process.

The special report on clean air beginning on this page outlines the need for action as new and potentially disastrous air quality deadlines loom a few short months away. The testimony of Business Manager Dale Marr on page 2 before the Federal Energy Regulatory Commission provides an example of the kind of participation needed of working men and women.

Important Notice

Turn to page 13 for information regarding the election of Election Committee members in connection with the upcoming election of Officers and Executive Board Members and election of Delegates and Alternates to the 31st I.U.O.E. Convention.

State Moves to Streamline Permits For Construction of Power Plants

With only one dissenting vote, the State Air Resources Board and the Energy Commission approved a sweeping new policy statement this month aimed at streamlining government permit procedures for power plants.

ARB Chairman Tom Quinn described the policy statement as "an effort to bring together statutes into a framework that will guarantee air quality and still allow power plant sitings." He claims that adoption of the new policy will cut by six months the time needed by government agencies to review power plants.

Energy Commission Chairman Richard Maulin said the new policy would provide "an extra element of certainty that power plants that need to be built will be built." He said it would also cut the cost of government by reducing red tape and duplication in the two agencies.

One of the primary objectives of the new plan is to eliminate conflicting demands forced on utilities by the various agencies which review proposals for power plant projects.

"That process was time-consuming, expensive and confusing," explained Quinn. He added that the new agreement "will provide fast, coordinated and well reasoned decisions about power plant siting in California."

Under the plan, local air pollution control districts would inform the Energy Commission what pollution control equipment must be used on specific proposed power plants, and indicate whether there is a "substantial likelihood" all air quality regulations can be met.

If the local air district and ARB determine that a power plant cannot meet air quality standards at the

proposed site, then an alternate site can be added to the original three sites submitted to the energy commission.

The new agreement would require public agencies involved to

inform utilities and the public early in the planning stages for new power plants of the chances for acceptance—before large amounts of money are spent, Quinn said.

Another proposal approached

by the ARB this month was a "pollution banking" policy designed to provide economic incentives for industry to clean up the air. The proposal is a modification of the

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Following a 111-day strike, members of Local 3 working at the Duval Mine in Battle Mountain, Nevada ratified a long awaited new contract by a vote of 92 to 22. The union's negotiating committee, which put in long, hard hours throughout the longest strike in the mine's history, are pictured above. Seated from left are Ed Jones, business agent; Ron Unger, stew-

ard; Mickey Yarbrow, business agent; and Dale Beach, Nevada District Representative. Standing from left are John Hemp, steward; Mike Leuzier, Reno dispatcher; Dale Gibbons, steward; Bob Mayfield, Local 3 Vice President and Mickey Kauzlarich, steward. For more information, see "Rigging Lines" on page 5.

Clean Air: Where do You Draw the Line Between Economy and Ecology?

Articles and Photographs
by James Earp

When the Clean Air Act was passed by Congress in 1970, few individuals—even those Congressmen who supported its passage—were prepared to accept the tremendous pressure the new law would bring to bear on the nation's economy.

Now, eight and a half years later, the complicated and often conflicting web of regulations spawned by the Clean Air Act are steadily applying a vice grip on the growth of our economy. Using such heavy handed tactics as threats to withdraw federal funds for construction projects unless air quality standards are met, the Environmental Protection Agency is telling States, local governments and industries to clean up the air, or else.

At this point, industry and working men and women are being forced to ask: or else what? Already the restrictions of the anti-pollution laws are exerting incalculable costs in lost jobs and the price of retrofitting plants and factories with expensive and often unreliable pollution equipment.

A Heavy Hand

What exactly is the EPA going to do if certain cities or states don't meet the clean air standards by the given deadlines? Some current cases in point provide a traumatic preview:

Eight years ago the copper industry rushed to comply with EPA's mandate

that copper smelters clean up their sulfur dioxide emissions. One small company out of New Jersey in 1972 began building a brand new \$62.5 million smelter. Since 1974 when the new system went into operation, the company has spent another \$60 million trying to work the kinks out of the pollution control equipment.

By last summer, the previously debt-free firm found itself \$25.7 million in debt and so strapped for cash that it was ripe for a corporate takeover. In December, stockholders voted to merge with Anglo-American Corp., a foreign-based holding company.

This is not an isolated case for the copper industry.

—Asarco Inc., which spent \$237 million on pollution equipment to control sulfur dioxide emissions is likely to be gobbled up by Bendix Corp.

—Phelps Dodge Corp., which spent \$330 million to upgrade its anti-pollution equipment is rumored to be an acquisition candidate.

—Kennecott Corp., which employs hundreds of Local 3 members in its Utah and Nevada operations spent \$411 million on equipment to satisfy EPA—something it could ill afford to do in light of the current copper market.

"It seems as though the EPA is trying to shut down the copper industry," says a metals analyst with a New York brokerage firm.

In Ohio, the strict air pollution regu-

lations imposed by the EPA on eight utility companies has forced them to go out of state for low sulfur grade coal to avoid installation of costly scrubbing equipment. The trend will cause an estimated loss of 13,000 to 15,000 coal related jobs by 1980.

To "correct" the situation, the EPA—under authority it received in the 1977 clean air amendments—may order the eight utilities to burn locally mined coal, even though it produces more pollution than out of state coal. The utilities will then be required to install the costly anti-pollution equipment to protect the environment.

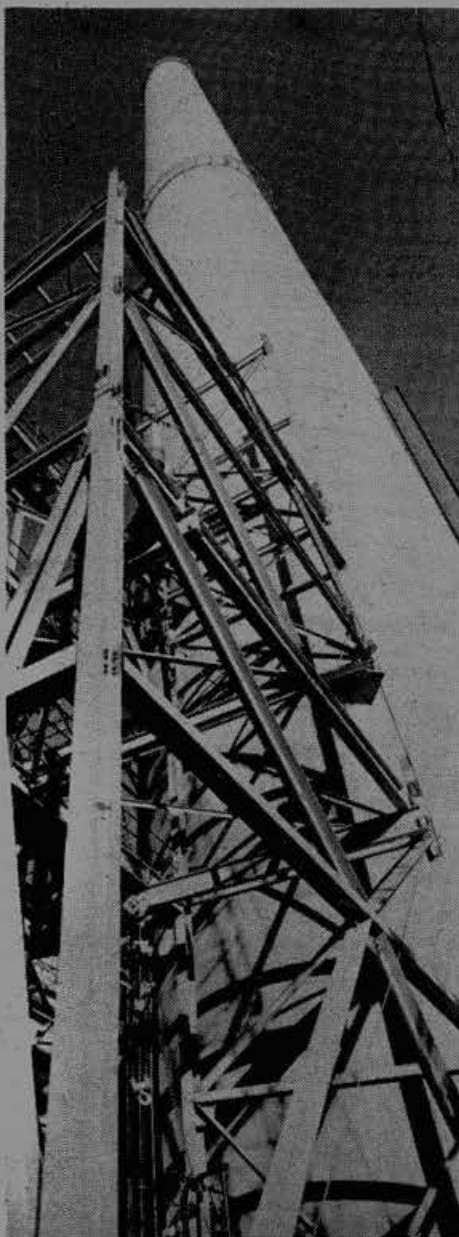
According to the utilities, this will force a 25 percent increase in consumers' utility bills.

In Tennessee, the EPA has required another utility—the Tennessee Valley Authority—to do just exactly the opposite. To settle lawsuits against it by the EPA, the TVA has agreed to purchase higher quality coal and additional pollution control equipment at a cost of \$450 million by 1983.

A Regulatory Nightmare

In California, the additional imposition of the California Environmental Quality Act has turned the state into a regulatory nightmare. Not only must industry conform to the national EPA guidelines, it must satisfy the even stric-

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By DALE MARR, Business Manager

Looking At Labor

Testimony For LNG Site On Coast of California

(Editor's Note: The following testimony favoring the installation of an LNG terminal in California was given by Business Manager Dale Marr at the Federal Energy Regulatory Commission hearings in Santa Barbara Jan. 17.)

My name is Dale Marr and I am Business Manager of Operating Engineers Local Union No. 3, AFL-CIO, a heavy equipment operators union of 36,000 members, headquartered in San Francisco. I am also a vice president of the International Union of Operating Engineers, the parent organization, and the International has 500,000 members nationwide.

Local 3's jurisdiction covers 246,000 square miles in Northern California, Northern Nevada, Utah, Hawaii and the Mid-Pacific Islands. Throughout our jurisdiction, Local 3 has an obligation to represent the best interests of the members and their families by securing employment for them and advocating programs that improve the quality of their lives as consumers.

Consequently, I am here today to urge the approval of an LNG site at Little Cojo Bay because it offers on-site construction jobs and it offers gas supplies that will help the economy of California and the nation.

The construction job opportunities are fairly clear cut: 1,500 involved in the terminal construction and another 250 in running the pipeline connection to Bakersfield. This would be a very helpful construction job in an industry that is hard hit by cyclical unemployment.

But I am also interested in seeing that California has a secure natural gas supply, and that the steady reduction in natural gas supplies be reversed. Energy is the key to maintaining the quality of life in California. Residential use of natural gas is a key to air quality in the Los Angeles basin.

It is common practice lately to politically attack energy development and delivery in order to slow or stop growth. There are a variety of hidden agendas in attacking all energy development save the alleged "alternative energy" systems that have become pop causes in recent years.

The California LNG Gas Terminal Act was signed in September, 1977 and the legislative history shows that the California Public Utility Commission was designated the sole permit-

ting agency for California's only LNG terminal because, in part, the California Legislature did not want unreasonable delay nor multi-agency jurisdictional problems.

Subsequently, the PUC conditionally approved Little Cojo Bay as a suitable remote site. PUC Chairman Batinovich has stated that he sees bringing LNG into California as a major PUC task and that the PUC will "have to exert its best efforts to get LNG for the state."

This urgency is well put. There are tremendous constraints on energy exploration. Lead time on nuclear and fossil fuel generating plant construction is becoming so lengthy as to effectively kill the projects. Constant delays in planning and building major generating plants inflate the end cost beyond anyone's estimation. Organized groups opposed to the plants use every means available in an effort to confound and delay all energy projects regardless of source or type of fuel to be delivered.

Now we find that if the source of the energy cannot be delayed or defeated, then the transport system to the consumer must be attacked. LNG is suited to this type of approach because there are only a few remote sites available in California, and if all these are successfully discarded as sites, then there will be little chance for LNG in this state, or this nation, or anyplace else.

Consumers, mostly those of low and moderate income, will again bear the brunt of any failure to successfully site LNG.

Total California natural gas supplies peaked around 1970, yet there are millions of residential consumers who use gas for home heating, cooking and water heating. Residential gas users have the highest use priority—they have no other fuel to use. I do not believe anyone advocates retro-fitting several million California homes in order to use another fuel source. With the long lead time on any other type of energy generation, even out of state coal plants, there is nothing on the horizon to pick up the slack threatened by natural gas short-falls.

There is a statewide natural gas distribution network in place. A high percentage of homes already use natural gas. It makes sense to continue to use natural gas as a fuel in view of this. There are significant natural gas sources in the Pacific Basin that lend themselves to LNG

transport to California markets. These Pacific Basin sources will be lost if LNG transport is rejected.

This situation will force California consumers to rely on traditional but declining gas sources, such as Canada, the U. S. Southwest and California, and bank on at best dubious additional sources in Mexico or the Outer Continental Shelf. Yet, the PUC has recognized the immediate need for new gas supplies and LNG can be on line, with expeditious approval, by 1983.

Finally, I believe that continued use of natural gas, through importation of LNG, provides California with an integrated energy system. If nothing else, the recent years' bad winters in the Midwest have shown us the chaos caused when one or two heavily used fuels become scarce or undeliverable. Homes, factories and entire states shut down.

I do not believe that California can reject LNG as an energy source among the several currently used without becoming dangerously dependent on the remaining energy sources. Energy use in our state cannot become an either/or proposition; each has its individual place among the varied energy needs and usages in California. I believe that natural gas and LNG can play a significant role for millions of California's consumers and no other fuel will replace natural gas in the foreseeable future.

In closing, I urge expeditious approval of this LNG siting. The need has been established, the technology is available and the gas is under contract.

The Operating Engineers Union has been active on a number of energy projects, from North Slope oil and natural gas, to nuclear and coal. I see LNG as another energy source that does not preclude any other, that has a direct impact on sustaining employment and competitive production, and improving employment opportunities for millions of Californians and those surrounding sister states that depend on a sound and productive California for the well being of their own economy.

Judge Gordon, I would like to thank you for the opportunity to make these remarks and this concludes my testimony.

ENGINEERS NEWS

WIPA

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50-Year Member Fred Jensen received a gold watch from Business Manager Dale Marr at the Semi-Annual Meeting held in San Francisco Jan. 6. Since retiring from the trade in 1969, the 78-year-old Jensen has stayed active by serving on

the San Rafael city council since 1955. He will be running for re-election of his seventh term this spring. Looking on during the presentation are from left, Recording-Corresponding Secretary James "Red" Ivy and President Harold Huston.

Sugar Pine Dam Gets Contract for \$19 Million

Award of a \$19.1 million Bureau of Reclamation contract for construction of Sugar Pine Dam, near Foresthill in California's Placer County, has been announced by Secretary of the Interior Cecil D. Andrus.

Successful low bidder on the project is Auburn Constructors of Danville, California, a joint venture composed of Gordon H. Ball, Inc., Guy F. Atkinson Co., and the Arundel Corporation. The \$19,104,480 contract will require about three years to complete.

Sugar Pine Dam and Reservoir will be constructed on North Shittail Creek to develop a firm water supply for the community of Foresthill and the surrounding area, served by the Foresthill Public Utility District.

The present dependable water supply of about 300 acre-feet per year will be increased to 2,500 acre-feet per year, principally for municipal and industrial use, some irrigation and recreation area use.

The central core rockfill dam will be approximately 600 feet long at the crest, with a maximum height of 173 feet above stream-

bed. In addition to earthwork for the dam embankment, the work involves constructing spillway and outlet works and a portion of the Sugar Pine pipeline.

Roadwork includes constructing a service road, relocating a section of county road, and constructing a concrete bridge across the spillway at the dam crest.

Sugar Pine Dam and Reservoir are part of the Foresthill Divide Facilities of the Auburn-Folsom South Unit, Central Valley Project. Work on the remaining Sugar Pine pipeline, Foresthill pipeline, and a water treatment plant will be completed under future contracts.

Flood control and recreation are other planned benefits of the Sugar Pine development. Water oriented recreation is expected to draw 64,000 visitors annually. Recreation activities will include overnight camping, picnicking, fishing, swimming, hiking, hunting, and general sightseeing.

Sugar Pine Dam and Reservoir are scheduled for completion about two and a half years from award of contract and formal notice to proceed.

National Forest Proposal To Develop Roadless Land

In a development of what may be of major importance to California, the U.S. Dept. of Agriculture proposed this month that more than half of 62 million acres of untouched national forest lands across the nation be opened to development.

Only a quarter of the huge public holdings—6.2 million acres of them in California—was recommended for preservation as wilderness. The recommendations affecting so called "roadless areas" throughout the national forest system has drawn angry responses from major conservation organizations, who vow to mount a tough campaign against the proposals in the new session of Congress.

For California, the department proposed making 2.5 million acres of roadless land available for uses such as timber cutting, mining,

livestock grazing and ski resorts. Another 899,000 acres were selected for consideration by Congress for permanently protected wilderness.

Another 2.65 million acres of roadless land in California were proposed for additional study. The recommendations were the outgrowth of an 18-month study known as RARE II, an acronym for roadless area review and evaluation.

Congress has the sole authority to establish wilderness areas. The Agriculture Department and its U.S. Forest Service unit can carry out other of the proposals made in the study independently.

The 899,000 acres proposed for wilderness protection in California are located within 69 separate roadless areas spread over mountain ranges in all parts of the state.



From the looks of things, there's a first class riot going on. At least that was the impression of San Francisco business agents as they passed by Bethlehem Shipyard, which employs about 14 Local 3 members. As it turned out, the historic-looking yard is being used in the

filming of a television world premier on the life of the late Teamster leader, Jimmy Hoffa. The two part series, to be called "Power," should be on NBC TV sometime in May, according to a spokesman on scene.

PROJECT

Coal Plant Sites Ranked

The state Energy Commission has issued a report ranking the Montezuma site at the confluence of the Sacramento and San Joaquin rivers as the best of four for PG&E's 1,600 megawatt coal-fired power plant. It would be the first such plant in California. The report ranks the Montezuma site—which would be across the delta from Pittsburg—better than sites in Butte County, Yuba County or Willows and Glenn counties.

But the report cautioned that "many questions remain unanswered regarding the effects of coal combustion" on the controversial power plant. PG&E must demonstrate that risks to health and safety due to air pollution must remain at a minimum, or the commission "will recommend disapproval of this project" and urge the company to seek other means of meeting the electricity needs of California.

Batch Plant Sites Approved

Two sites near Courtwright Dam in Fresno County for a portable concrete batch plant have been approved by the county planning commission. The permits were sought by PG&E in conjunction with the Helms Creek Pumped Storage Hydroelectric Project. The primary site near the Lost Canyon Camp parking area is less than half a mile from the hydroelectric project. The second site between Courtwright and Marmot Rock campground will be used only if winter conditions make the first location hazardous.

New Refinery for East Bay

The Bay Area Air Quality Management District has given final approval to construction of a \$17 million oil refinery on the Martinez waterfront in Contra Costa County. The UCO Oil Co. facility, to process 10,000 barrels of crude oil a day, will be the seventh and smallest refinery in the Bay Area. It will be the first built in the region since 1969. Construction is expected to start this summer.

Pacheco Tunnel Bids OK'd

A U.S. District Court Judge in San Francisco has declined to halt the award of a bid to begin construction of the Pacheco Tunnel for the San Felipe Water project. Judge Samuel Conti ruled that Friends of the Earth had not shown that irreparable damage would occur if Guy F. Atkinson Co. of San Jose was awarded the \$49.7 million contract to build the 8.7 mile tunnel. The judge set a hearing for an injunction for Feb. 9.

Friends of the Earth claimed in its suit that the \$222 million limit on the San Felipe project set by Congress has been exceeded, so the project must be reauthorized by Congress. The project, when completed, will pipe 200,000 acre-feet of water annually from the Sacramento River Delta to Santa Clara and San Benito counties.

Delta-Mendota Contract Awarded

The U.S. Bureau of Reclamation has awarded a \$2.8 million contract to Gentz Construction Co. of Fresno for rehabilitation work on the Central Valley Project's Delta-Mendota Canal. The Gentz bid was the lowest of six bids, ranging up to \$3.4 million.

Major features of the work include roadway paving, reshaping canal banks and raising canal lining, constructing instrument housing and stilling wells and various structural modifications. The site is located 6 miles west of Los Banos in Merced County. The canal extends 117 miles along the west side of the San Joaquin Valley and carries water to supply the San Luis unit and to replace San Joaquin River water stored by Friant Dam.

Shasta Dam Expansion Under Consideration

Shasta Dam could be enlarged a most four-fold to meet growing water needs, the U.S. Bureau of Reclamation reports. The California Department of Water Resources is reported to support the idea because the state will not be able to meet its water needs by the year 2000 unless new projects are undertaken. The Bureau's report said either the present dam could be enlarged or a new dam built downstream. However, a new dam would require the relocation of a PG&E power plant, part of the SP railroad and sections of Interstate 5.

Shasta Dam has a current capacity of 4.5 million acre-feet, but could be expanded to a maximum of 27 million acre-feet. Even though it is a federal dam, the state would share in its costs and benefits.

\$16 Million in Geothermal Bids

The U.S. Bureau of Land Management has received high bids totaling \$16 million for geothermal resource leases on nine parcels of government owned land in the Geysers-Calistoga area 75 miles north of San Francisco. A total of 3,190 acres is involved in an area where geothermal development is currently underway. PG&E has the world's largest geothermal electric production operation there, producing enough power to meet half the needs of San Francisco.

\$15 Million for Utah Roads

The Utah Transportation Commission has approved spending \$15.7 million to resurface 101 miles of Utah's highways during fiscal year 1980, beginning July 1. When this mileage is completed, it will bring to 438 the number of miles of Utah roads resurfaced since the two cents state gas tax increase last July. A spokesman for the department said Utah plans to spend \$16 million annually to rehabilitate the state's highways.

New Melones Tops Out

Using a fleet of 100-ton dump trucks, wheeled loaders and crawler scrapers, workers at the New Melones Dam project have completed topping off

the massive dam three months ahead of schedule. Contractors working the project credit the early finish to the drought two years ago and a big push to complete the coffer dam before the rainy season that never came in 1976-77. The 625-ft. high dam, with a crest 1,560 feet long, is the highest earthfill dam in the U.S.

Power Plant Site Targeted

A decision on a site for a proposed coal-fired power plant in eastern Utah will be made this month by the Deseret Generation and Transmission Cooperative. Officials are hoping that the first unit producing 400,000 kilowatts can be in production by 1985 to meet an expected "enormous energy demand." The cooperative is made up of several consumer associations, smaller cooperatives and municipalities.

The group has budgeted \$4 million for necessary environmental studies and has hired a consulting engineering firm for the site selection. Also participating in the cooperative is the Moon Lake Electric Association, made up of consumers in eastern Utah and western Colorado, and the Intermountain Consumers Power Assoc. in Salt Lake County.

Grover-Boulder Road Gets Additional Funds

Nearly \$1.5 million in federal funds has been apportioned for upgrading the Grover-Boulder road in Garfield County, Utah. The funds will go for additional grading and paving over the entire road over Boulder Mountain. The road runs between the communities of Boulder and Grover through Dixie National Forest. When completed, it would provide the shortest, most scenic route between Capitol Reef and Bryce Canyon.

Grove-Shafter Bids Opened

The California Department of Transportation has opened bids on 30 northern California Highway projects, chief among them being the first phase of the Grove Shafter Freeway in Oakland. The apparent low bidder for the Grove Shafter project was C.C. Meyers and O.C. Jones JV out of Sacramento, for \$10.5 million.

Other projects on which bids were opened were: Alameda County, Rt. 84, relocation of highway from Maple St. to .2 miles east of Scott St., in Livermore for \$1 million; Monterey County, Rt. 101, grind and replace Portland Concrete cement pavement near Soledad for \$193,000; Placer County, Rt. 80, construct half mile long auxiliary lane in Auburn for \$143,000; Alameda County, Rt. 680, construction of overcrossing on Stoneridge Drive in Pleasanton for \$2.5 million; and Madera, reconstruct street on Cleveland Ave. for \$332,000.

UPDATE

Rains Slow Work in Redding

The rains have finally come to northern California closing down most of the dirt jobs that were still in operation, reports District Representative Ken Green.

Roy Ladd was moving dirt on his Hiway 36, Forest Glen job until January 11th. Bob Blair, Superintendent for Roy Ladd said as long as the weather holds he was going to work. Even after a heavy storm—Bob continued with his hands in the steep rocky terrain of Forest Glen.

The first District meeting of

each calendar year the Brothers must elect a Grievance Committee to represent them from the District. This year Brother Willie Houghtby who works for B. C. Foster was elected again for his second term.

Willie lives in Red Bluff and drives 60 miles round trip each Thursday for the meeting. Brother Ben Carvalho (Pineapple) lives in Cottonwood and is working for Peter Kiewit Sons. This will be Ben's second term also.

Larry Sackett lives in Palo Cedro and works for Roy Ladd at Forest Glen. Larry has served before on the Grievance Committee—this will be his second term after returning to the Committee.

Tunnel Job

The Morrison-Knudsen tunnel job at Island Mountain is moving along quite well after a gearing up

process for the past six weeks. Dave Fields, Superintendent for Morrison-Knudsen said it looks like approximately four months before the 5,000 foot tunnel will be operational.

Morrison-Knudsen has developed two special pieces of equipment especially for the project—one is a Scissors Jumbo with a Handi-Crane mounted to the jumbo used for placing steel in the tunnel. The other is a Shotcrete Gun mounted on a 70-foot hydraulic Handi Crane.

The miners have claimed the Shotcrete Gun and the Engineers have claimed the Hoist. Morrison-Knudsen has assigned the equipment to the miners. "We have filed with the International and as of this date the respective Internationals have given the Hoist and Gun to the Engineers," Green said.

The railroad spur that runs up the coast "deadheads" north of Eureka at Arcata. Island Mountain is located about 100 miles south of Arcata near the small settlement of Alder Point.

The job is located in very steep mountainous terrain and miles to the nearest town. The Brothers are housed on the jobsite.

Cottonwood Creek

There was another meeting held on the Cottonwood Creek Project in mid-December, Green reports. "I would like to thank those brothers who made the effort to attend the meeting. It really makes my job easier when we have your support at these "No Growth" meetings.

"At the meeting we learned of the Yellow Billed KoKo and the Great Garter Snake. The environ-

mentalists admit they have not seen these two endangered species at the damsite but they could exist in the area," Green said.

Business Rep. Bob Havenhill reports that the proposed Calaveras Cement (Flintcote Corp) expansion project at the Mt. Gate Plant should go to bid in February.

Kaiser Engineers will be managing the project for Flintcote and will be working with several subcontractors. "We have received inquiries by interested contractors from as far away as Memphis, Tenn., and Pittsburgh, Pennsylvania for our wage and fringe package," Havenhill reports.

This project includes both a massive addition to and a complete remodeling and up-grading of the existing plant and will run between \$30 and \$60 million.

(Continued on Page 12, Column 1)



By HAROLD HUSTON, President

A Personal Note From The President's Pen

We want to express our appreciation to all the brothers who attended the Semi-Annual Meeting held in San Francisco on January 6, 1979. Let's keep our union strong by attending all meetings and taking an active part!

Brother Don Dillon, former District 4 Executive Board member for the period of January 1966 through April 1976, was presented a 35 year gold lifetime membership card. Brother Fred Jensen was presented an engraved Local #3 gold watch and a 40 year membership pin for 50 years of membership on December 1978. My personal congratulations to both of you in your golden years of retirement.

We just completed the round of District Meetings in Eureka, Redding, and Oroville, which were well-attended. My hat goes off to all you retirees and your lovely wives who weathered the rain and cold weather to attend the Retiree's Association Meetings held at Redding and Gridley. *The retirees are very special people who deserve the very best!*

The American Heart Association has designated February, the month of sweethearts and Valentine's Day, as "Heart Month." The San Francisco Chapter has presented to us a fact sheet on heart attack, stroke and risk factors. I feel this information is very important to all the members and their families and have decided to have it printed with my article this month.

WHAT IS A HEART ATTACK?

The human heart is basically a muscle that pumps blood. It has its own blood vessels, the coronary arteries, that nourish it to keep it alive. In most cases, heart attack is caused by the gradual buildup of fatty deposits, composed mainly of cholesterol, in the inner arterial wall. Progressively, these deposits narrow the artery, decreasing or stopping blood flow to the heart. Decreased blood flow may damage the heart muscle. Complete blockage of blood flow deprives an area of the heart muscle of needed oxygen and nutrients causing death of the area of muscle. This is a heart attack. The dying area may trigger electrical activity resulting in ventricular fibrillation, an uncoordinated twitching movement with no effective cardiac contraction.

In many cases, if trained medical personnel are immediately available, they can get the heart beating again through the use of electrical shock and/or drugs.

If the heart can be kept beating and enough heart muscle remains undamaged, small blood vessels may detour blood around the blocked arteries. This is called collateral circulation, the heart's own life-saving method where other blood vessels take over the blood vessels take over the functions of the blocked artery.

The key to survival lies in being able to recognize the warning signals of heart attack, and getting immediate medical attention.

HOW TO RECOGNIZE A HEART ATTACK

If you feel an uncomfortable pressure, fullness, squeezing or pain in the center of the chest (that may spread to the shoulders, neck or arms) lasting for two minutes or more, you could be having a heart attack. Sweating, dizziness, fainting, nausea, or shortness of breath may also occur. Sharp, stabbing twinges of pain are usually *not* signals of a heart attack.

The natural reaction is to deny what's happening. But before deciding to wait, remember this: 350,000 heart attack victims died before reaching the hospital last year, many because they refused to believe they were having a heart attack. If the typical chest discomfort lasts for two minutes or more, call the local emergency medical service (EMS) immediately. Or if the EMS is not available, get to a hospital with emergency cardiac care as soon as possible. Plan in advance the route that's best from home and work. Discuss with your doctor the possible choices. Call your local Heart Association and ask which recognized emergency medical service and hospitals cover your area. Keep emergency information where you can easily get to it, and develop a "buddy" system with someone you know.

EMERGENCY AID FOR THE HEART ATTACK VICTIM

If you discover someone who has collapsed, chances are you can try to save that person, if you can perform CPR (cardiopulmonary resuscitation). CPR will teach how you can tell whether the victim has fainted, stopped breathing, or the heart has stopped. Then you'll know how to keep a cardiac arrest victim alive with mouth-to-mouth ventilation and closed chest cardiac compression until medical help arrives. Your local American Heart Association can tell you where CPR is taught in your area.

RECOVERY AND REHABILITATION

When people are hospitalized by heart attack, they often become depressed and anxious about whether they'll be able to function as fully physically, socially, professionally and sexually as they did before. Unless the heart attack was extremely severe, they can be assured that in time and with the right care, they'll usually be able to function again as well as they did before the attack.

WHAT IS A STROKE?

A stroke occurs when there is interference with the blood supply to the brain. In order to function, brain cells must have a continuous and ample supply of oxygen-rich blood, which if completely stopped, causes the cells to die. One of the frequent causes of stroke is the blocking of one of the arteries that supplies blood to a section of the brain by a clot that forms inside the artery. This is a condition called cerebral (brain) thrombosis. A clot is not likely to occur in a healthy artery. But in arteries damaged by hardening of the arteries (atherosclerosis), a thick, rough deposit forms on the artery wall and narrows the passageway, slowing blood flow. As these deposits build up and project into the blood stream, clots are apt to form around them. Sometimes a wandering clot is carried in the blood stream and lodges in one of the cerebral arteries. This is called a cerebral embolism. When a clot, either a thrombus or an embolus, plugs up a cerebral artery, the result is a cerebrovascular occlusion—another name for stroke.

Stroke also occurs when a diseased artery in the brain bursts, flooding the surrounding tissue with blood. This is called a cerebral hemorrhage. Cells nourished by the artery are deprived of blood and cannot function. The accumulation of blood from the burst artery soon forms a clot. By displacing or destroying brain tissue, it may interfere with brain function, causing physical disability. A cerebral hemorrhage is more likely to occur when the patient suffers from a combination of hardening of the arteries and high blood pressure. Hemorrhage of an artery in the brain may also be caused by a head injury or by a burst aneurysm. Aneurysms are blood-filled pouches that balloon out from a weak spot in the artery wall and are often associated with high blood pressure. Aneurysms do not always cause trouble, but when one bursts in the brain, the result is a stroke. When a stroke occurs, nerve cells in the damaged part of the brain cannot function, so the part of the body controlled by these cells cannot function either. The result of a stroke is usually *hemiparesis*—(paralysis of one side of the body). It also may result in aphasia (loss of the power of expression or understanding communications), or in loss of memory. The effects may be slight or severe, temporary or permanent, depending on which brain cells have been damaged and how widespread the damage is. Effects also depend on how well the body can repair its system of blood supply, or how rapidly other areas of the brain tissue can take over the work of the damaged cells. Prevention of stroke through modification of risk factors is particularly important since injured brain cells cannot regenerate.

RECOGNIZING THE EARLY SIGNALS OF A STROKE

The primary signal is a sudden, temporary weakness or numbness of face, arm and/or leg on one side of the body.

Other signals include temporary loss of speech, or trouble in speaking or understanding speech, temporary dimness or loss of vision, particularly in one eye, unexplained dizziness, unsteadiness or sudden falls. Many strokes could be prevented if hypertension (high blood pressure), a leading cause of stroke, is diagnosed and controlled. Many major strokes are preceded by "little strokes" or warning signals, days, weeks or months before the more severe event. Prompt medical or surgical attention to these symptoms may prevent a major stroke.

THE STROKE PROFILE

A likely candidate for stroke will probably have high blood pressure and/or a history of brief, intermittent stroke episodes. A thorough medical examination often shows evidence of hardening of the arteries (atherosclerosis). A diabetic has a greater chance of stroke. Tests may also reveal an increased cholesterol level and other fats in the blood. Less well-documented risk factors are gout (uric acid elevation) and heavy smoking.

WHAT YOU CAN CHANGE

There are several ways to improve your chances of avoiding a heart attack or stroke. Take a long look at the way you live. Your life may depend on it.

Have Your Blood Pressure Checked Once A Year. High blood pressure is a major risk factor in heart attack and is the major risk factor in stroke.

Don't Smoke Cigarettes. Smoking increases the risk of heart attack.

Eat Well But Wisely. Eat a well-balanced diet low in cholesterol and saturated fats.

Exercise Regularly And Sensibly. Avoid a sedentary lifestyle; if overweight, lose weight by eating a well-balanced diet.

Have Medical Checkups. The presence of risk factors, such as high blood pressure, elevated cholesterol, overweight, lack of exercise and cigarette smoking, indicate a need for a physician's guidance and supervision in preventing heart attack and stroke.

WHAT YOU CAN CONTROL WITH MEDICAL SUPERVISION

Serum Cholesterol. Cholesterol is a fatty substance found in everyone's living tissue. The body needs it and gets it through diet and by manufacturing it. But too much cholesterol in the blood can build up on the walls of the arteries, narrowing their passageways, decreasing the blood supply to the heart, and setting the stage for heart attack and stroke. Your doctor can prescribe diet regimens and drugs to keep the cholesterol level within a normal range.

High Blood Pressure. Modern medicine has not yet identified the basic cause of most high blood pressure, but a wide variety of drugs are available which a physician can prescribe to control it.

Diabetes. Diabetes, or a familial tendency toward it, is associated with an increased risk of heart attack and stroke. Your doctor can detect diabetes and prescribe drugs, diet and weight control programs with supportive exercise therapy to keep it in check.

WHAT YOU CAN'T CONTROL

Heredity. Although there is no evidence that heart attack and stroke are hereditary, some families have a higher incidence of these diseases, increasing the importance of reducing other risk factors which can be controlled.

Sex. Young women have a lower death rate for heart attack than men, but after menopause, apparently because of hormonal changes, the rate for women increases sharply but never reaches that of men.

Race. Black Americans are 50% more likely to have high blood pressure than whites and suffer strokes at an earlier age, with more severe results.

Age. One fourth of all heart attack deaths occur before the age of 65. And stroke, generally thought to be a disease of older persons, strikes younger persons at an alarming rate. One in six of all stroke deaths occur under age 65.



By BOB MAYFIELD
Vice-President

Rigging Lines

At this moment, I certainly hope every one of our members is about ready to get back to a normal routine of business and work as usual because I think we all fairly successfully came through with happy holidays which included family gatherings, good times, good food, gifts, and all the things that are very traditional, and are the things I still think that make America the very best place to live and work and play despite what we sometimes will think.

The Super Bowl XIII is now history and this traditional event really lets us know that 1979 is well on its way, and for those not now working they must consider the serious business of where this year they will work to earn a living, because sooner than we would like Spring will be upon us, and sooner than we would like April 15 will be here and mark the due date for our taxes to be paid—and for some the forms returned for what is hoped to be a refund. As Operating Engineers in construction, a way of life in many cases is to hunt up a job and go to it, wherever it might be, because the job and employer you worked for last season has been completed and a new one must be found.

For some more lucky members, they will be able to return to a job not yet completed and therefore a carryover, or in some cases, a permanent establishment and job place is to be had, but in general the latter case doesn't hold true season after work season. Many Operating Engineers (and I certainly was one of these people when still working at the trade) looked forward to the new season and new job and employer in a new location. This created new friends and engineer friends and sort of gets in your blood, in a sense. To outsiders this different feeling in the pit of your stomach caused by the unknown would be very uncomfortable, and to those many engineers who have been and are doing it regularly you, I'm sure, fully understand exactly what I am saying.

The very big news both to myself and the 180 mining Operating Engineers who have been on strike for 111 long and miserable days at the Duval mine at Battle Mountain, Nevada is that the strike is over and is now a page in history. In my opinion, the strike may have been deliberately strung out for purposes I may never know for certain—such as tax purposes (write-off) to this company and the mother company (PennzOil) or to test the Union and its members to see how strongly they would stick together in the face of a supreme test, which certainly happened. These long and difficult strikes certainly don't produce any winners and in all cases produce miseries and hard times on our membership.

For the just causes over which this strike occurred and the way our members hung together until an honorable settlement was reached, I would certainly be remiss to not say "a job well done" to all. The ratification meeting of the final days' proceedings and ultimate settlement was read to the rank & file membership in a school gym in Battle Mountain, Nevada, and amazingly the exact same number of members attended the ratification meeting and conclusion that attended the meeting 111 days prior to the original meeting when the secret ballot strike vote took place. The interest of this group of miners, if anything, was even greater than before, as quite a few of the brothers in this interim period moved out of state completely in seeking employment.

In the secret ballot vote that followed presentation by reading the proposed contract changes, the membership voted by a margin of 92 to accept vs. 22 to reject and set the wheels in motion for a very quick return to work. These people voted on many changes but S.U.B. (Supplemental Unemployment Benefits), S.D.I., A.D. & D, Pension, working rule upgrades, as well as now hard money and C.O.L.A. adjustments were the focal points of what was voted upon. In terms of pure money over the life of the contract (39 months duration) and figuring a 7% annual cost of living escalation, the average member over this agreement life in wages alone could figure around a total of \$2.20 per hour increase, which as can be seen is around 70¢ to 75¢ for each year of the contract life. My closing comment regarding this settlement is that this agreement certainly could have been reached on the same level 60 days back, if the company would only have offered a serious money package instead of electing to do nothing.

Hopefully by the time I write a column this next month, three negotiations in various stages of progress will be completed. The Cortez Gold Mine in Nevada is open and with the price of gold and silver very high and a small crew working, an

(Continued on Page 11)

Utah District

Bituminous Road Bids Opened

The Utah department of Transportation publicly opened bid on December 19, 1978 for construction of 17.076 miles of Bituminous surfaced roadway in San Juan County, reports Business Rep. Bill Markus. The project is to be completed in 120 days.

Peter Kiewit & Sons was the low bidder at \$2.7 million. A pre-job meeting is tentatively scheduled to take place the last week in January.

A tentative date has been set for the week of February 5 to begin contract negotiations between Operating Engineers and Rio Algom Corporation at their Moab, Utah Uranium Mining and Milling Operation.

The major items to be discussed at the bargaining table will be to initiate a pension program for the brothers in Moab, and to increase H & W insurance benefits. There are some serious classification and wage discrepancies that must be corrected along with contract language changes to insure better training, qualification, and promotion of the employee's in conjunction with the seniority provision.

The cold and snowy weather has brought the work in Southern Utah to a near standstill, reports Business Rep Don Strate.

W.W. Clyde Co. is doing the crushing on their job on Highway 89, South of Levan. This is an overlay project and they will start laying oil as soon as the Spring weather hits. They have started crushing on the overlay job North of Levan to Nephi. There are 10

miles to be layed and here again they will have to wait for Spring.

L.A. Young Construction has started crushing on their I-15 job over Scipio Hill. There is a large amount of old asphalt on the Scipio Hill that is being taken up and stock piled for the overlay job on Highway U50 from Salina to Scipio. This old asphalt is to be recycled with some new oil and gravel added to bring it up to specs.

The Emery Power Plant has slowed down considerably, but hopefully the operators there now can hold on until Spring, when the work picks up again.

There are a lot of overlay projects coming up this Spring in Southern Utah. There are 8.3 miles on U-89 in Garfield County from Hatch to Bryce Junction estimated at \$950,000. On U-163 in San Juan County there are 13 miles from Monticello to Peters Wash estimated at \$1.4 million.

Also on U-163, in Grand County there are 5 miles from the Dead Horse Point Road to the County Airport Road estimated at \$700,000. On U-6 in Millard County there are 12.5 miles of overlay from Milepost 66 to Milepost 78. The estimate is also, \$700,000.

On U-89 in Utah County from American Fork to Lehi, there are 4 miles of overlay, estimated at \$1.2 million. There is also a job on U-265 in Utah County from Utah Technical College to U-189, which is 3.5 miles, and estimated at

\$700,000.00. There is another overlay job in Utah County on U-6 & U-50 at Moark Jct. to Diamond Fork Jct. which is 6 miles and estimated at \$600,000.00.

Geneva Expands

Business Representative Dennis Wright reports that the U.S. Steel Company at Geneva, Utah, has given the go ahead on three blast furnaces—a job that is one year behind schedule. American Bridge was awarded the job in October. At the present time 16 Operating Engineers are working.

Heckett Engineering is working three shifts at the U.S. Steel plant. With many orders to be filled, the continuous operation should carry through the winter months. Larry Lamb, John Bale and Leo Martinez are Stewards on the job.

Work has been exceptionally good at the rock, sand and gravel plants throughout the summer and fall and, at present, it appears the work will continue through the winter. Concrete Products Company, in the Salt Lake City area, is still pouring concrete.

United Concrete Pipe Company in American Fork has slowed down to a one-shift operation. Hopefully the Central Utah Water Project will receive additional money allocation. Ninety percent of United Concrete Pipe Company's business comes from this project.

Mainco Corporation, based out of New York City, is an industrial (Continued on Page 14, Column 3)

Nevada Awaits New Projects

The work picture for 1979 in Nevada looks to equal or better 1978 with many large projects off the drawing boards and ready to go when the weather allows, reports Business Rep. Craig Canepa.

The housing construction industry should boom in an attempt to catch up with the growth of the casino industry, new warehousing and General Motors, and projects like the North Valmy Power Station near Winnemucca. Highway construction will also continue strong with several jobs bid or upcoming on I-80 between Reno and Wendover and on U.S. 395 south between Reno and Carson City.

Recent increases in the value of gold and the emphasis on domestic oil, natural gas, and geothermal energy has caused a flurry of mining and drilling activity throughout the state and could mean much work for our brothers.

Robert L. Helms Construction was low bidder at \$10.7 million for the seven miles of grading and paving on the Elko bypass. Helms also came in low on the next section of U.S. 395 south which is adjacent to the job that Helms completed last summer. The bid was \$4.3 million.

There have been some new developments at the North Valmy Power Plant. Sierra Pacific Power announced that they have entered into a partnership with Idaho Power in the construction and operation of the plant and applied to the Public Service Commission for approval to increase its size from 250 to 500 megawatts. Depending on the availability of water, etc., it is anybody's guess as to how large the project could become. Work at the site should pick up this spring with bids for construction of the cooling ponds and the power line from the site to the Idaho state line due this month.

The political scene is still an uphill battle even though work has been excellent. Washoe County is trying to institute air quality standards more stringent than either the state or federal E.P.A. requirements. The no-growthers are using by-products of recent growth such

as crowded schools and street congestion as ammunition to stop all development instead of urging orderly planned development to relieve these problems.

As if these obstacles aren't enough, the bi-annual meeting of the state legislature goes into session on Jan. 15, 1979. Of most concern is legislation to be introduced to repeal the state prevailing wage laws which guarantee union wages will be paid on projects that receive any type of state funding. There will also be a move to change N.I.C. and unemployment compensation regulations to the detriment of all working men and women in Nevada.

"What this means to Local No. 3 in 1979 is that we will have to attend in force legislative committee meetings and public hearings or let the small special interest groups win out," Canepa said.

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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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 _____

Attend Your Union Meetings

DISTRICT 11 ELECTION

On March 8, 1979, at 8:00 p.m., at the regular quarterly District 11 membership meeting there will be an election for a District 11 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Musicians Hall 124 West Taylor, Reno, Nevada.



Credit Union

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



DALE HANAN
General Manager

Dollars. Almost two million of them.

That's what members earned for borrowing and saving with the Credit Union in 1978.

\$1,561,107 was paid in dividends on qualified members' share (savings) accounts. More than \$800,000 was paid as dividends on January 1, 1979 for the six-month earnings period that closed on December 31, 1978.

As more and more members see the advantages of saving with their Credit Union, the dividend payout steadily increases. Average share balance is now approximately \$1,283 for our 23,964 accounts. This average is up about \$400 per account in three years.

\$177,000 was paid as a Loan Interest Refund. Members with an outstanding loan (other than real estate) received a refund of 10% of all interest they paid in 1978 if they still had an open account as of December 31. The effective interest rate for 12% APR loans in 1978, therefore, was 10.8% APR.

Even though we're in a tight-money, inflationary economy, your Credit Union actually refunded some of the income earned on loans! Why? We had an exceptionally strong year in earnings. And that's how credit unions work: we return our net profits, after paying operating expenses and required reserves, to our members as dividends on their shares and interest refunds on their loans. We do not have outside stockholders to pay; our members are our stockholders.

\$125,000 was paid in interest to members who purchased the \$1,000 Investment Certificate that return 7% annually.

Interest savings. Another way members profited is by borrowing from their Credit Union. There's no way to compute the actual amount of this possible savings, but member's borrowed almost \$15 million in 1978 at one of the lowest or the lowest interest rates available. If these borrowers did not have the Credit Union to use and had to borrow elsewhere at higher rates, they would have spent a lot more money in interest costs during the year.

Now's the time. If you're not getting your share of this \$2 million, now's the time to start thinking of the advantages of borrowing and saving with your Credit Union.

If you're in the neighborhood of Dublin, stop by and see us. If you're not, call or write us for membership materials and a Phone-A-Loan application.

It doesn't make any difference whether you live in San Jose or Salt Lake City, your Credit Union is the best place to do business.

Time Payment Option

If you selected to pay your application fees and service dues by installment via the Time Payment Option plan, your Vacation Pay earnings act as security until your fees are paid in full. They are not available for withdrawal from the Credit Union until you've been officially initiated as a member of Local Union No. 3.

You, of course, have the option to pay your fees by cash at any time and have this restriction on your Vacation Pay earnings cancelled.

To Guy F. Atkinson

San Felipe Project Awarded

District Representative Tom Carter reports that Guy F. Atkinson Co. is low bidder on the San Felipe tunnel project. The bid of \$49 million is for the second reach of tunnel from San Luis Reservoir West through the Pacheco Mountains to the Santa Clara Valley.

The Bureau of Reclamation rejected bids last year because they were 35 percent higher than the engineers' original estimate. The whole project was redesigned to a smaller diameter tunnel and raised 200 feet higher to cut the cost by shortening the tunnel about 3 miles.

When completed, water will be pumped from the existing tunnel to this second reach where it will gravity flow to a series of canals and pipelines to provide water to Santa Clara, San Benito and Monterey Counties.

Asst. District Rep. Jack Bullard and Safety Rep. Sam Coburn report that Granite Construction's main shop in Watsonville has recently obtained a new "Magnaflux" unit which has already been invaluable in spotting structural flaws in their construction equipment in for repair.

When the Magnaflux magnetizes the part to be inspected,

steel dust is sprayed on the part. The dust settles around any crack or defect to locate the fault. The flaws often cannot be seen by the eye.

Recently, Brother Dalton Fisher visually inspected a 650 scraper steering arm, saw no defects. Then Fisher used the Magnaflux; sure enough, there was a flaw! Had the Magnaflux not been used, a cracked steering arm could have caused a steering malfunction, Bullard noted.

Granite has another capability. With the Magnaflux, and with certified welder Brother Dalton Fisher, Granite performs OSHA-approved certified crane boom repair, Sam Coburn explained. Certification of Brother Fisher was performed by Brother Bob Fawthorpe, of testing & Controls, Mountain View. They have an agreement with Local #3.

"We're proud of Carl Serpas' foresight, and Dalton Fisher's certified skills," Bullard said.

Business Rep. Jack Jackson recently encountered a non union contractor from Idaho doing flood control work in Carmel Valley, on Carmel River. Jackson spent a lot of time working on this problem which finally resulted in the con-

For 1978

Sacramento Posts 2,630 Dispatches

District Representative Clem Hoover reports that there were 1,365 journeymen dispatched in 1977 as compared to 2,630 in 1978. This figure (2,630) includes oilers and apprentices.

"This meant many members received paychecks in 1978 that did not receive one or at least received very few in 1977," Hoover said.

The Sugar Pine Dam, which has been on an on again off again status, was finally awarded to Auburn Constructors. This project will require many Operating Engineers as it is an earth fill dam.

"We do not know at this writing whether they will use scrapers or trucks to bring the material to the fill site," Hoover commented. "We will be having a pre-job in the near future and will have that information at such time."

There are also roads and pipelines in addition to the dam itself. This project is located in a very remote area and will require long distance commuting or campers, as it is not known at this time whether they plan to have a work camp.

\$13 Million Hwy. Job

A pre-job will be held in the near future with Teichert Construction on their \$13.7 million I-505 project. This is approximately 11.7 miles of 4-lane freeway with 16 structures from Winters to the Highway 16 overcrossing.

Another project in which a pre-job will be held is at Twin Bridges on Highway 50 in El Dorado County. This project was awarded to Stimpel-Baker & Associates & Baker (JV), Redding, Ca, for \$1.1 million. This will be for a much needed bridge at Twin Bridges and improvements of Highway 50 from Twin Bridges to the job which was completed last year, and will improve a dangerous stretch of Highway 50.

New Power Plant

Business Rep. Bill Marshall reports that work is presently being continued on the Nevada Irrigation

District power project at Rollins Reservoir near Colfax and is scheduled to begin operation early in 1980. According to NID Manager Frederick G. Bandy, workers are nearing the end of excavation work for the power plant foundation.

The builders are also preparing to pour concrete support piers for the inlet tunnel penstock. With the constructions having begun in September, the project is about 15 percent completed.

According to Bandy the project has been the subject of national technical interest because of some unusual aspects. The power plant installation is one of the first small hydro-electric installations placed on an existing dam, and represents a new approach to helping ease the

national energy crunch.

The power plant will use a reconditioned generator, made obsolete by the construction of the New Melones Dam near Sonora. The old Melones turbine-generator is now being rebuilt and is expected to be installed in mid-1979.

The plant will carry an 11-megawatt capacity, using the power of stored Bear River water. Rollins Reservoir is part of NID's Yuba-Bear project and was completed in 1965.

It has been only in the last four years, with the significant increase in the cost of energy, that this type of retrofitting installation has become economical.

NID first began considering the project in 1974, when the district (Continued on Page 13, Column 4)

New Melones Tops Off: Some Clean Up Work Left

The Stockton office reports that new Melones Dam has been topped off and is now down to 87 Operators, mechanics and Apprentices. There are still five months of clean up and repair work to be done. "This has been a good paying job for the members and we hate to see it come to an end," said District Rep. Al McNamara. There is quite a lot of work to be done down stream from Goodwin Dam to Oakdale that will be bid in the near future.

The State, County and City work to be bid in the Stockton/Ceres area for 1979 looks real good. Most of the State Highways in the area will have to have some work done on them. They may not be big jobs, but they still have to have Engineers running the equipment.

The Rock, Sand & Gravel Plants in the area have been going full bore and will probably work all winter to build up their stock piles for the coming year.

In the November 7th election in Calaveras County, Measure "A"

was passed by the voters which will mean a lot of work for the brothers in the next several years with a beginning total of around \$350 million worth of work.

The proposed project calls for the enlargement of Spicer Meadows Dam and Reservoir presently owned by P. G. & E., plus the constructions of three diversion dams, two tunnels, one power plant and an afterbay. The overall plan will provide approximately 192,000 acre-feet of storage and 205 Mg. of capacity.

Alpine County on Highway 4 road job will go to bid in February 1979 at a cost of about \$3 million.

Claude C. Wood Co. moved the dirt and did the sub-grading for the new shopping center on Kettleman Lane and Hutchins St. in Lodi. There are several other small jobs still going on.

Nova-Rados will wind up the I-5 job at Thornton in the early part of the New Year with Kasler Corp finishing the concrete paving before Christmas.



Granite Construction employee Dalton Fisher demonstrates the use of the new Magnaflux unit while Carl Serpa looks on.

idents want out of Kaiser Co.," Fleckenstein said. "The Co. has offered to put in a different road and pay half the cost themselves. They have met with Cal-Trans representatives and all the people necessary to try to resolve the problem. They have also spent a lot of money on studies and EIR reports trying to make everyone happy."

Despite the problem the new plant is finally getting off the ground and the work has gone along fine with no problems so far. Continel Hellyer out of Sacramento is the general contractor

on the job with various subcontractors. R. D. Watson is also doing some work in the quarry hauling out some big boulders for breakwater job that they are doing in Half Moon Bay, where they're keeping a couple of brothers busy out there.

Buzz Haskins Co. is still working on the new Kaiser cement plant and is also doing some slide repair work up in the quarry which should last about 3 months. This has been a good job for them since they have been working six and seven days a week.

Tehama-Colusa Contract for \$17 Million

Work on the West Side is starting to slow down at this time due to the weather, reports Business Rep. George Morgan. However, Reach 8 of the Tehama-Colusa Canal was finally let in the month of December 1978. The low bidder was Ball, Ball and Brosamer at \$17.3 million.

Granite was second with a bid of \$17.7 million. For a project of this size, this was a very close bid, Morgan commented. The job will get underway this spring with most of the Brothers going back on a recall.

B-4 Contractors, working on Reach 6 of the Canal, has slowed down because of the rain and Granite, working on Reach 7, is down to the minimum number of employees. J. W. Vickrey Enterprises, Inc. was just awarded a contract for a roadside rest area just North of Maxwell on Interstate 5 for the amount of \$976,860.00.

C. J. Peterson Construction is trying to finish up the shoulder work on Interstate 5. J. F. Shea is the sub-contractor on this project.

"In the near future, Marysville Office will be calling on you to attend meetings for coal-fired electric generating plants in California," Morgan said. "It is essential that we make every effort to attend these meetings, not only for the amount of Engineers it would put to work, but also because burning low-sulphur coal is a promising new source of electricity for California."

Historically, fuel oil and natural gas have been used to generate

power in California's steam-electric plants because the oil and gas were cheaper. Now oil is no longer cheaper than coal. There are four potential power plant sites that P.G. & E. are considering: Solano, Glenn, Yuba and Butte Counties. When these hearings are scheduled in your area, please try to attend.

On the East Side, the work picture is very slow at this time, reports Business Rep. Dan Mostats. This time off should give everyone a chance to "rest up" for the oncoming year. Yuba County has about a half million dollars in this year's budget for construction work.

According to information the State has put out, the Erle Road overcrossing project will be put out for bid this year. The City of

Marysville will be doing a lot of street improvement work and will also be starting on the Ellis Lake Project. Governor Brown's budget for 1979-80 includes more than \$4.7 million for highway projects in Yuba and Sutter Counties.

Highway funds for Yuba County are budgeted at \$2 million—more than \$1.6 million of that total will go to reconstructing part of Highway 20 East of Marysville from Walnut Avenue to Spring Valley Road. The Sacramento Municipal Utility District is talking of the possibility of two hydroelectric projects in the Yuba-Sutter area.

The possible projects would be at an existing dam on Sly Creek near LaPorte and at Camp Far West Dam south of Wheatland. SMUD is considering moving ahead with the project this year because it feels it cannot meet peak demands in the summer of 1980 without new power sources.

The proposal for the Dam on Sly Creek, owned by the Oroville-Wyandotte Irrigation District, reportedly would be to build a 10,000 kilowatt plant at a cost of \$7.8 million. If construction does get underway this year, the Plant would be completed in 1980 or 1981. At Camp Far West, SMUD is investigating the possibility of building a 4,500 kilowatt plant to be completed by 1980 or 1981.

BLOOD BANK

We would like to thank all those who recently donated blood to our blood bank. We certainly appreciate these donations and would like to remind everyone that our supply is very low and we are badly in need of donations.

Anyone wishing to donate to our blood bank may do so at the following locations: (and please remember to tell them the donation is for the Marysville District, Operating Engineers): CHICO—169 Cohasset Road, every Monday, 3:00-6:00 P.M., every Tuesday, 8:00-11:00 A.M. and 1:00-4:00 P.M., every Friday 8:00-11:00 A.M. MARYSVILLE—Marysville Art Club, 2nd Tuesday of each month 1:00-6:00 P.M. OROVILLE—Thermalito Grange Hall, 479 Plumas Avenue, first Thursday of every month from 1:00-6:00 P.M.

San Francisco Opens Up New Workers Clinic

SAN FRANCISCO —Reacting to a "raging epidemic" of job-related disease, San Francisco General Hospital has announced the opening of its Worker's Clinic staff by professionals specializing in the swift diagnosis of occupational health problems ranging from chemical poisoning to chronic stress.

The Worker's Clinic will be open every Tuesday evening from 6:30 to 8:30 PM, offering consultation, physical exams, lab tests and referrals to all Bay Area workers who suspect their jobs are dangerous to their health.

Dr. Mervyn F. Silverman, Director of the San Francisco Health Department, said in his announcement that "in recent years, we've come to realize that the work people do affects their health, sometimes seriously. The advent of this clinic is welcome and will be beneficial to all San Franciscans."

Dr. Richard Fine, Director of Outpatient Clinics at San Francisco General Hospital, said, "Rising cancer rates have been directly linked to the increasing number of toxic chemicals in the work environment. We've assembled a group of health professionals with the special knowledge it takes to spot and clear up all kinds of occupational hazards."

The staff of the Worker's Clinic includes lawyers, industrial hygienists, and health educators, as well as doctors and nurses prepared to explore with each patient what hazards they might encounter in their work, what immediate steps to take, and where to find treatment and legal aid.

The Worker's Clinic will actively cooperate with State and Federal agencies enforcing occupational health laws. It refers patients to support organizations for help in filing Worker's Compensation claims, and welcomes referrals from other health professionals.

"All the job-related disease we know about—from asbestos, cotton dust, pesticides, benzene—are just the tip of the iceberg," said Dr. Molly Coye, Clinic Chief.

The Clinic opened January 23. For an appointment, call (415) 821-8492.

Negotiating Active on Guam

District Representative Paul Wise reports that Local 3 negotiating teams have been very active in negotiating contracts at the Port Authority of Guam and Atkins Kroll, (Guam) Ltd.

The Port's contract should be signed shortly while the team for the Atkins Kroll negotiations feels that negotiations with that company will continue to be smooth and trouble free.

Foremost Foods, Inc. contract negotiations have been opened and negotiations for wages and health and welfare for Hawaiian Rock Products are scheduled for March, which will keep the local office very busy, Wise said.

The December Stewards' meetings saw the best turnout for a Stewards' meeting in Guam. Wise addressed the meeting informing the Stewards of the reorganization of the Local office and the increased emphasis in stronger contracts, stringent enforcement of agreements, intensified training of Stewards and more vigorous processing of grievances.

He also informed the Stewards that the local office was conducting research into improving health and medical insurance service with local firms.



District Representative Paul Wise addresses a recent stewards' meeting on Guam and discusses new programs the union will be initiating on the island to improve service to the members. Taking note of the proceedings are Local 3 shop stewards.

1978-79 LOCAL 3 SCHOLARSHIP RULES

Two college scholarships of \$750.00 each will be awarded for study at any accredited college or university, one award to a son one to a daughter of members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

Who May Apply:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of:

either: (1) the Fall Semester (beginning in 1978), or: (2) the Spring Semester (beginning in 1979), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the

university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1979, and March 1, 1979.

Awarding Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and a check for \$750.00 will be deposited in each winning student's name at the college or university he plans to attend.

Instructions:

All of the following items must be received by MARCH 1, 1979.

1. *The Application*—to be filled out and returned by the Applicant.

2. *Report on Applicant and Transcript*—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.

3. *Letters of Recommendation*—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.

4. *Photograph*—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the *Engineers News*.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy, Recording-Corresponding Secretary, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103, or to College Scholarships at the address shown above.

Clean Air: How Much

(Continued from Page 1)

ter requirements of California's own "environmental impact report" system. Couple this with the state's seemingly fertile ground for environmental lawyers and activists, and you have a first class no growth environment.

The failure of Dow Chemical to secure permits for a proposed petrochemical plant in 1977 is just one of the many major cases that illustrates the need for a balance between economy and ecology.

At this very time millions of dollars in construction projects hang in the balance as they meander through the process of endless public hearings, lawsuits and permit gathering.

Efforts by PG&E to build a 1,600 megawatt coal fired power plant in Northern California, the public hearings occurring this month for an LNG terminal on the California Coast and proposals for the construction of offshore drilling rigs in Northern California coastal waters are just a few of the projects in which Local 3 has run head on against the federal government's clean air rules.

The irony is that in taking on an adversary role against the EPA, industry and labor also appears to be for "dirty air" in the public eye.

Nothing could be further from the truth. "It is our members and their families who will realize the greatest benefits from the Clean Air Act," notes Robert Georgine, president of the Building and Construction Trades, AFL-CIO. "A working man, after all, is tied to his job. Since he cannot go in search of an environment which suits him, the environment in which he lives and works is of overwhelming importance."

But, Georgine emphasizes, there is a wide gap between the original intent of the clean air act and the methods currently being used to enforce it.

The original intent of the Clean Air Act in 1970 was to protect public health and welfare by requiring industry to clean up specific pollutants known to be harmful in sufficient quantities.

However, it is the "sufficient quantities" that has been the real source of contention over the years. Many of the standards drawn up by the EPA are irrelevant to human health. The standards

were devised in such a way that an "adequate margin of safety" be provided to protect the weakest and most susceptible citizens' health.

What makes this unrealistic demand even more unpalatable is the apparent refusal of the government to submit the EPA regulations to the same kinds of "cost/benefit" formulas that all other government programs and public works projects must conform to.

'No Risk' Fiasco

The Clean Air Act espouses a "no risk" philosophy in which the air must be made so clean that on the one day in the year when it is dirtiest, the most vulnerable portions of the population—people with chronic lung diseases—would remain essentially unaffected.

The economic costs of achieving such a goal were not dealt with in the legislation.

So the question becomes: should the United States spend \$5 to \$6 billion to insure that asthmatics who live in certain cities on certain days will experience only three and not four attacks a day?

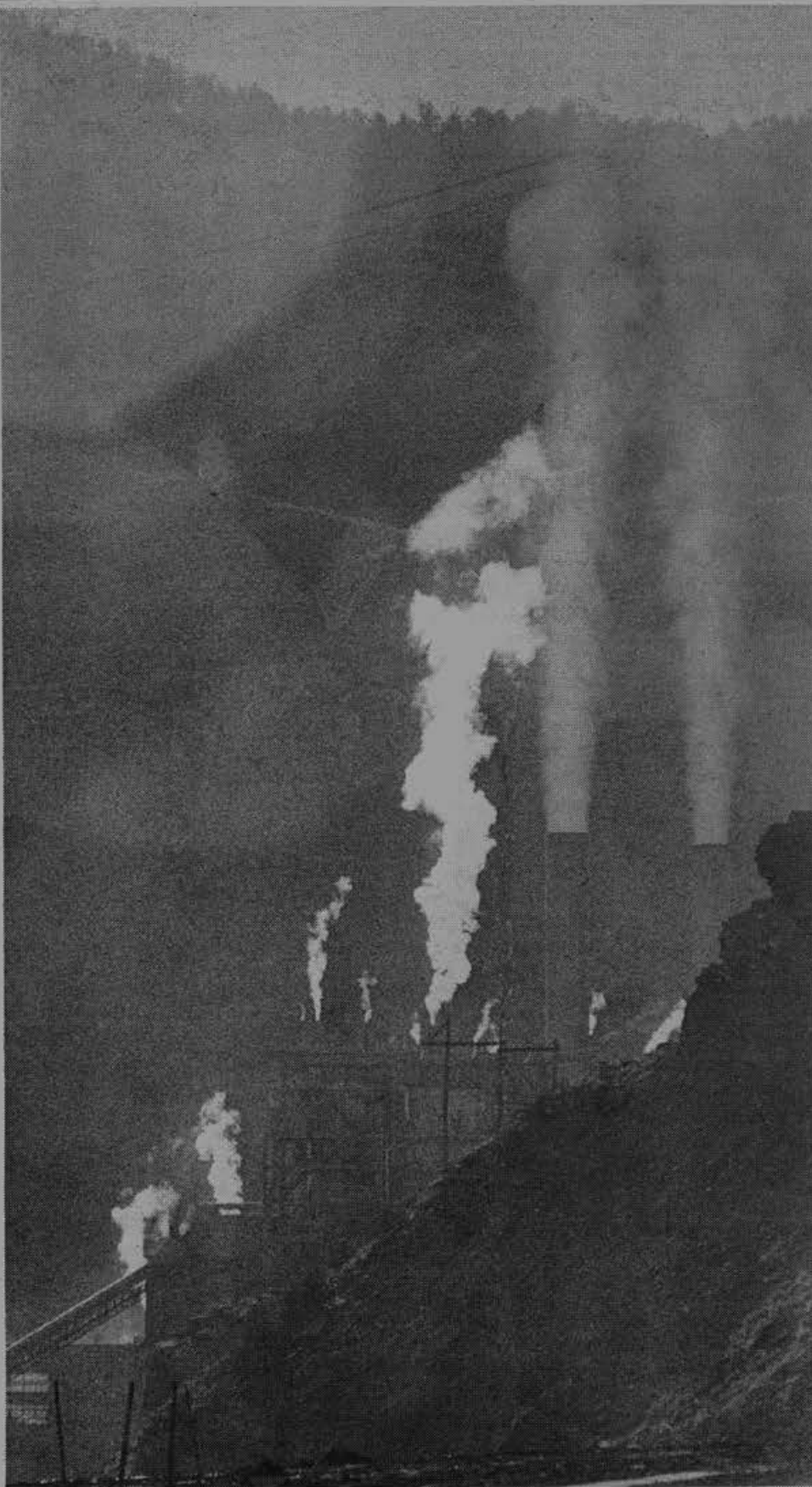
R. Robert Brattain, a 30-year veteran of environmental control work puts it this way:

"A recent calculation shows that the average worker in the United States will work about 2.5 days per year to pay for the stricter limits on exhaust emissions required by the Clean Air Act of 1977. The benefits of these stricter controls were estimated to be one less cough every 3,300 years and one less headache every 1,000 years for the average person.

"The elderly would have one less aggravation of heart/lung disease every 250 years and asthmatics would have one less attack every 2,000 years."

What this example illustrates, Brattain says, is that nothing can be done to clean up the air or any other part of the environment without certain costs to every individual. The costs are only worth it so long as they bring equal benefits. After a certain point, the costs become tremendous and the benefits become minute.

"There are many people in the world who would accept a little more air pollution if better food, clothes and housing came with it," Brattain notes.



Against the backdrop of the Wasatch Mountains, an old coal burning power plant in Utah works to provide electricity for the state's residents.

Additional Standards Needed on Auburn Dam?

After an 18-month study for the state, a panel of dam experts recommended this month that additional earthquake safety standards be imposed on construction of the controversial \$850 million Auburn Dam. Some officials

working on the project concede that if the new standards are accepted, the dam will have to be redesigned.

The huge project has been involved in controversy over potential earthquake danger since 1975

when a temblor jarred Oroville Dam, 50 miles to the northwest. Structural engineers began to question the reliability of the thin-arch, double curvature concrete design planned for Auburn Dam.

The U.S. Bureau of Reclamation, which is in charge of the project, began a new series of earthquake studies. It concluded that the project should be built to withstand a local earthquake with a magnitude of 6.5 on the Richter Scale, with two inches of fault movement at the dam's foundation.

Ronald Robie, State Water Resources Director said that, according to his panel of scientists, the design should be required to withstand harder shaking than the federal standards and five inches of fault movement.

With these upgraded standards, it is doubtful that the present design could be maintained. As reported in earlier issues of *Engineers News*, the Bureau is considering alternate designs, which could include an earthfill dam, rather than a concrete dam.

State officials technically have no authority to block the project or

to force their standards on the design, but Robie emphasized that the threat of the state withdrawing support is "sufficient leverage" to insure that the state's requirements will be met.

So far about \$95 million has been spent on studies and preliminary construction of the dam foundation, but major financing of the project has been put in limbo by Congress and President Carter pending the outcome of earthquake safety questions and a review of the economics of the project.

At one time, Carter included Auburn Dam on his "hit list," but

Congress voted to continue paying for the dam. The Bureau of Reclamation says it does not expect a decision on the final design of Auburn Dam for almost a year. The state will compile another group of experts to review the details of whatever decision is reached.

Besides the dam itself, the project involves \$450 million for construction of the proposed 69-mile Folsom South canal from the American River into the San Joaquin Valley. Water from the canal would be used by the East Bay Municipal Utility District and the Sacramento Municipal Utility District, among others.

New Tax Ruling

Operating Engineers who receive unemployment compensation in 1979 should be aware of federal legislation which went into effect Jan. 1, concerning the taxation of these benefits. *Engineers News* contacted the Internal Revenue Service to gain specific information and received the following example:

For a single return, if income plus benefits exceed \$20,000, one half of the amount over \$20,000 is added to taxable income. Therefore, if an individual received \$18,000 in earnings in 1979 and received an additional \$4,000 in unemployment benefits, total income would be \$22,000. Half of the amount over \$20,000—that is \$1,000—would be added to the individual's earnings of \$18,000, so that taxable income would be \$19,000.

The same ruling applies to joint returns, except that one half the amount over \$25,000 is added to earnings. This ruling does not apply to earnings received in 1978.

This legislation slipped through in the closing days of the last session of Congress during a flurry of legislative action. Efforts are now underway in Washington to repeal this provision. Opponents to the provision include organized labor, various business groups and administrators of state unemployment agencies.

Grievance Committee Elections

At the regular quarterly membership meetings for the 1st quarter held in District Nos. 4, 6 and 7 the following were re-elected District Grievance Committeemen to serve for the ensuing year:

- DISTRICT 4: Joe Biasca, Darrel Robinson and Jay Powers
- DISTRICT 6: James Melton, Richard Bagley and Cy Shephard.
- DISTRICT 7: Larry Sackett, Ben Carvalho and Willie Houghtby.

and at What Price?

It is the ever present cost versus benefits issue that most seriously challenges the value of the current Clean Air laws. Representatives of industry point out that upwards of 95 percent of the pollution from a given source can be eliminated without exorbitant cost. But after that point, the cost of each percent of pollutant eliminated rises astronomically.

Experts in the field of toxicology have proven in extensive studies that the EPA standards for air pollution levels are far stricter than necessary to "protect human health and welfare." Yet, despite the fact that some of the scientists on EPA's own advisory board have pointed this out, the standards remain unchanged.

If the regulations are indeed too strict and the costs of meeting them will wreak havoc on the nation's employment and economic growth, what is the motivation behind the EPA?

EPA—A 'Social' Program

In reviewing the agency's past, it appears there are bureaucrats whose primary intent is not so much to clean up the environment as to institute new and wide ranging social programs that violate the principles of a democratic society.

How else can one explain the kinds of programs being recommended by local and regional governments under the auspices of meeting EPA mandates?

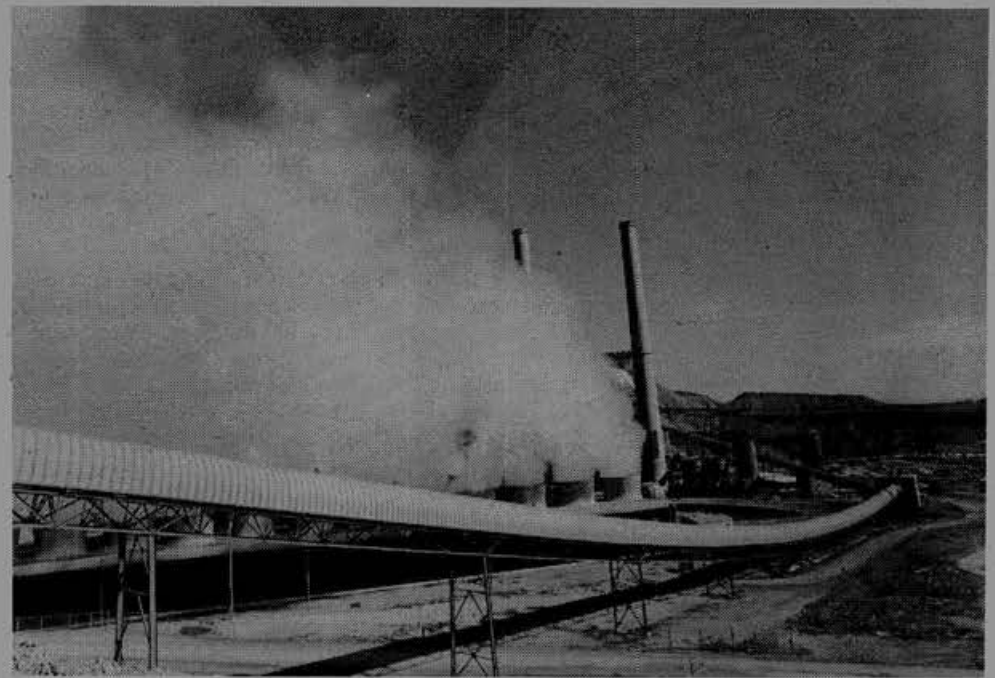
The "environmental management plan" proposed by the Association of Bay Area Governments last year, with its land use programs and extensive revisions in transportation plans appeared to have little bearing cleaning up the air. Rather than dealing with the specific problem of enforcing the use of smog control equipment on factories and automobiles, ABAG proposed instead to institute strict regulations to control the growth of industry and population.

Deadlines Loom

With the approach of July 1 of this year, the EPA threat takes on even greater proportions. Under the 1977 amendments passed by Congress, every state in the nation was required to submit a detailed report outlining the ways in which they planned to meet the federal clean air regulations. Any state judged not in compliance with federal mandates by July 1 may have a federal plan imposed upon it by EPA.

In addition, Washington is empowered to block construction of any new, major industrial or commercial facility in these areas and cut off all funds for sewage, waste treatment, highways and other federal funded public works projects.

With the EPA deadlines rapidly approaching, and with the increasingly



While harmless steam billows from massive cooling towers, hardly a trace of pollutants is being emitted from the nearly completed Huntington power plant in Central Utah.

New regulations going into effect as a result of the 1977 Clean Air amendments is making vitally needed power suppliers like these almost impossible to build.

high cost of energy and the corresponding difficulty in getting new power plants on line, now is the time for individuals as well as business and labor to increase their involvement in all levels of government.

The recent "Proposition 13" mandate by the public demanding that the government cut excessive spending should

be directed at the high cost EPA is imposing on every taxpayer in the enforcement of its regulations.

If labor, business and the rank and file worker do not stand up to the regulations being imposed upon them unwillingly, it won't take much imagination to see what kind of environment we will soon have.

Activity Slows in Mendocino

1978 has come and gone and what a year! Right up to Christmas we have had work, work, work and more work, reports Dist. Representative Bob Wagon. Sewer ponds and plants were built; many miles of new pipe went in the ground under miles of new and renewed streets and roads.

The crew at Remco is going strong and there has been some good hours in Fort Bragg and Ukiah on various jobs, reports Business Rep. Pat O'Connell, but otherwise it is now quiet in the

western part of Mendocino County. "We are looking forward to one or two sections of Hwy 101 going in the near future, according to the CALTRANS new five year plan. The Cloverdale bypass will probably be first and, with just a little luck, will be bid in late 1979, with the section of 101 just above this one going next."

Winter has come to Lake and Mendocino Counties and while there is no snow on the ground, it is winter cold, says Bus. Representative Chuck Smith. The work has

been good up here for the area and more is expected for 1979, with the biggest activity centering at The Geysers, with Units 16 through 19 ready to pop out.

Parnum Paving did not start Hwy 20 at Nice this year, so that one is ready when the weather says "go" in the spring.

Power Plant

(Continued from Page 1)

"offset" regulation which requires companies to clean up existing pollution in a given area before a new pollution producing plant can be built.

The new proposal sets out specific guidelines for allowing new construction and simplifies the permit process, according to Quinn. Under the "banking" idea, a company willing to clean up pollution at its own plant beyond what is required by law can earn credit for the clean up towards an offset package in future construction.

"While some regulations are more effective than others, we must now look towards the idea of economic incentives to ensure industry finds it profitable not to pollute," Quinn emphasized.

Local 3 Business Manager Dale Marr, who sits on an advisory panel to the Air Resources Board greeted the new proposals as a "tentative step in the right direction."

"It remains to be seen if these new policies will provide genuine relief for the utilities and the construction industry, which have suffered considerably from over-ambitious clean air regulations," Marr said.

"While these new policies are positive steps in trying to deal with pollution requirements that are getting stricter every year, it has always been our contention that many of the regulations set forth in the Clean Air Act are unrealistic to begin with."

35 YEARS

At its meeting on January 6 the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by Local #
Oscar J. Berghagen	418290	1 1 5/43 3
Martin W. Casey	303245	1 4/41 3A
Lloyd Damewood	314301	1 8/41 3B
John DeBrum	297553	1 2/41 3
James Upton Gorham	316738	1 8/41 3A
Arthur Greener	399340	1 12/42 3
James E. Hall	429139	1 8/43 3
Phillip Vern Hawkins	330139	(11/41—initiated by 12B (10/43—transferred to 3
George A. Hoffman	429255	1 8/43 3A
Richard F. Hurley	441754	1 1/44 3A
Byron T. Johnson	452475	1 1/44 353
William D. Johnson	429148	1 8/43 3
Charlie McCaffery	289218	1 8/40 3
Joseph W. McFarland	405001	(12/42—initiated by 101B (11/43—transferred to 3B (4/42—initiated by 382 (1/44—transferred to 3 (9/40—initiated by 12 (5/42—transferred to 3
Riley M. Merriott	349194	
Waldo E. Ogan	291554	
Robert C. Rasmussen	439890	1 12/43 3
D. H. Shirts	329521	1 11/41 3A
Raymond Smith	441731	1 1/44 3B
Norman T. Tipton	399445	1 12/42 3

At its meeting on November 12th the Executive Board approved Honorary Memberships for the following Retirees who have had 35 or more years of membership in Local 3:

Name	Reg.No.	Initiated by Local No.
Theo "Ted" Anderson	292559	11/40 3
Curn Burns	328488	(10/41—initiated by 12A (6/42—transferred to 3A
Van Crego	437798	11/43 3
Kenneth B. Downing	387121	(9/42—initiated by 701A (11/43—transferred to 3A
Byron K. Freeman	334875	12/41 3A
Vern C. Coker	437794	11/43 3
Joe Griego	425213	7/43 3A
Peter Haugnes	265456	9/38 45
James I. Knoll	416134	4/43 3
Paul Pete Lukasko	425014	7/43 3
Jack McGuire	286403	(6/40—initiated by 12 (12/40—transferred to 3
Sanford Mills, Sr.	437823	11/43 3
Robert E. Silva	429341	8/43 3A
A. C. Thomsen	429178	8/43 3



Governor Appoints Safety Director To Workers Compensation Board

H. Jerry Martin, director of safety and training for Local 3 was named by Governor Brown this month as one of three new appointees to the State Workers' Compensation Appeals Board. Martin, who served as director of safety for five years is also a member of the labor committee of the National Safety Council and has a broad background as a supervisor of overseas construction projects.

He has served as a business representative for the union.

The seven member board to which he has been appointed holds hearings and makes final rulings in cases involving payment of workers' compensation insurance benefits to employees suffering job-related injuries or disabilities.

Martin replaces Albert Boardman as a public member on the board.

Giving Martin the oath of office is Donald Vial, director of the State Department of Industrial Relations, while Lydia Martin looks on.

A Pre-retirement Counseling Program

One of the most costly errors an Operating Engineer can make is to take his fringe benefits for granted. This can be extremely critical if he is considering retirement. Local 3 boasts one of the nation's finest Pension Plans where a retiree's lifetime benefits could exceed \$80,000. A \$25,000 package of comprehensive Health and Welfare Benefits is also provided at no costs to qualified pensioners. With benefits like these, a simple mistake of fact or lack of knowledge about the Plan could lead to catastrophe for the participant. He would receive less than he anticipated or even end up delaying retirement.

Retirement is a big step and it should be carefully planned for in advance. Although these Plans have been around for many years, there are still Engineers who know very little about their benefits until they actually retire. Recognizing this as a problem, Local 3 instituted Pre-Retirement Counseling last year. The Program was very effective in getting fringe benefit information out to those Operating Engineers considering retirement.

There are approximately 3,400 Senior Members who currently qualify for benefits because they have 10 or more years of pension credit and are over age 55 but have not yet retired. This year's Pre-Retirement Counseling Program is aimed at getting these members and their wives the information about their benefits that they need for an easier transition into retired life. The Program has been expanded to include additional material on Social Security Benefits, Finances, Housing, Legal Affairs, Healthful Living and several other subjects.

Most Operating Engineers checking into retirement have only two questions, "WHAT DO I GET? HOW DO I GET IT?". The Trust Fund Office has prepared an

extensive program that answers these questions on the Pension Plan and Health and Welfare Benefits.

There will also be Union officials and Retiree Association representatives who will present other aspects related to retirement. Engineers and their wives will have an opportunity to meet with these experts and ask specific questions. The Fringe Benefit Center will provide Benefit Booklets, Pamphlets, Claim Forms and some other

bonuses.

Most members do not become familiar enough with their benefits until after their retirement. Last year over 600 Operating Engineers retired and are receiving Pension and Retiree Welfare Benefits. The Pre-Retirement Counseling Program can prepare Senior Members for a better retirement by providing them with information on benefits and the options available before they decide to retire. The idea is to take advantage of these benefits

and options before retirement.

A larger turnout is expected this year because the Program will include much more on Local 3 fringe benefits as well as other new items. Considerable care is being taken in scheduling convenient meeting dates and places. A complete schedule will be published in the next issue of Engineer News. Also, personal reminders will be mailed to all Senior Members from the Fringe Benefit Center.

Considering the size and scope

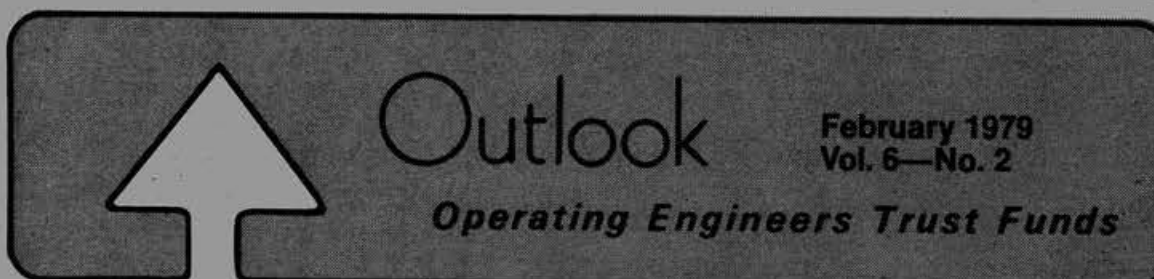
of the benefits provided by the Pension Trust Fund for Operating Engineers and the Pensioned Operating Engineers Health and Welfare Trust Fund, no one can afford to be misinformed or take these Plans for granted, too much is at stake.

Fringe Action

FRINGE ACTION is a monthly feature in Outlook that deals with questions and problems submitted to the Fringe Benefit Center. Names, medical and financial information are always held in strict confidence. Submit your comments, suggestions and inquiries direct to: Fringe Benefit Center, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103.

Question: Last month Outlook had a very interesting article on Social Security. Where can I get more information about my Social Security earnings and benefits?

Answer: Your local Social Security office has a number of free pamphlets available that describe medicare, retirement benefits, disability, survivor benefits, work after retirement, and estimating your monthly benefits. Also, you can request a detailed report of your wages paid by year by employer for your records. If you are nearing retirement age, Social Security will also provide you with an estimate of your monthly benefits. To find the address of the Social Security office in your locality, ask the Post Office or check your telephone directory under Social Security Administration. We hope we've been some help.



THE FOLLOWING IS A LISTING OF THE PRIVILEGES AND BENEFITS AVAILABLE TO OPERATING ENGINEERS LOCAL UNION NO. 3 MEMBERS AND DEPENDENTS

Collective Bargaining
Trust Funds
National, State, Local & Dist.
Representation
Fringe Benefit Center
Safety Department
Credit Union
Strike and Hardship Fund
Good Standing Fund
General Welfare Fund—Public
Relations
Scholarship Program
Apprenticeship Program
Engineer News
Pensioner's Progress
Retiree Associations
Pre-Retirement Counseling
Computer Communications

International Burial Fund
International Strike Fund

Medical \$50,000
Hospital, Surgical, etc 85% UCR
Dental Plan (60% prosthetic) ... 85% UCR
Drug Plan (\$1.50 deductible
or National RX) 100%
Vision Plan (\$7.50 deductible 100%
Medicare Reimbursement 100%
Life Insurance (Member) \$4,000
Accidental Death &
Dismemberment \$2,000
Burial Expense \$1,000
Dependent Life Insurance . up to \$1,000
Hearing Aids 85%
Maximum per device \$400
Vacation Fund
Pension Plan
Death Benefit Protection
Optional Methods of Payment
Retiree Welfare \$25,000
Hospital, Surgical, etc 80% UCR
Drug, Vision, Hearing and
Burial Expense

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



MURPHY'S LAW: If anything can go wrong, it will.
KRAYNICK'S COMMENT ON MURPHY'S LAW: Murphy is an optimist.

We all know guys like Murphy. Everything happens to them. The Murphys gripe loudly and sometimes his complaints are justified. Another way of saying this is that the squeaky wheel gets the most grease. So we will try today to answer the problems encountered most often.

MURPHY: Why does it take so long to pay my claims? They always need more information.

KRAYNICK: Medical claims are normally paid within 2 weeks of their receipt by the Trust Fund Office. There could be several reasons you are experiencing a delay;

- 1) sometimes you submit an incomplete claim form;
- 2) sometimes you submit a bill or statement from your doctor or hospital for a new illness or accident without a claim form;
- 3) sometimes you send us a "Balance Due" statement from your doctor that does not itemize the services; or
- 4) sometimes your dependents may have other coverage.

MURPHY:

KRAYNICK:

MURPHY:

KRAYNICK:

MURPHY:

KRAYNICK:

The Trust Fund Office must have this information in order to pay your claims properly and promptly.

I thought our Health and Welfare Plan covered everything. I've had some claims denied.

The Plan covers charges incurred as a result of accidental injury or illness. The most common non-covered charges include:

Well Baby Care; Routine Physical Examinations; Immunizations, Cosmetic Surgery and charges which will be covered by Workmen's Compensation or are work incurred. Check your booklet for a summary of the benefits covered and not covered.

The Dental Plan is supposed to pay 85% but I'm always getting stuck for more than the remaining 15%.

Our Dental Plan pays 85% of the Usual, Customary and Reasonable charges. I am sorry to say that there are some dentists whose fees exceed the Usual, Customary and Reasonable charges for their services. The Claims Office has a record of charges for all procedures by other dentists in the area of your service and pays accordingly to certain maximums. If you do not receive 85% (60% for prosthetics) you should discuss the charges with your dentist to see if you are getting fair charges for your particular treatment.

I have submitted claims for drugs prescribed by my doctor that were denied.

Our Prescription Drug Program covers pharmaceuticals prescribed for the treatment of illness or injury. Charges that are not covered include: in-hospital drugs, which are covered by your Comprehensive Medical Plan, con-

MURPHY:

KRAYNICK:

MURPHY:

KRAYNICK:

traceptives, drugs legally obtained without a prescription, charges due to an occupational injury or illness, multiple and non-therapeutic vitamins or any unreasonable supply of drugs (over 34 days). Your claim must be filed within 90 days from the date on which your prescription was filled. Again, check your booklet for covered and non-covered charges.

It is a pain in the neck getting prescriptions refilled each month.

Getting to a druggist can be a problem for some. Try using the new prescription drug mail-order service from National RX. All that you have to do is mail your prescription or refill slip to their laboratories and within days you will receive your drugs at no charge. Brochures and claim envelopes are available from the Fringe Benefit Center.

No one can tell me how much I will get when I retire.

That is because it depends on a lot of things, Murph. Like, how much in benefits you have accrued up until now; how much longer you will be working; your age at retirement; and the type of payment option you select. Your best bet is to attend one of the Pre-Retirement Counseling sessions coming up. In the meantime, check your Annual Pension Statement.

As you can see Murphy is like many of us, a little uninformed about his benefits. But he is coming along. He asked several good questions here and, hopefully, we have answered them.

Health and Welfare booklets are always available at your District Office, the Fringe Benefit Center and the Trust Fund Offices.

'Burial Grounds' Issue Will Not Delay Fresno Sewer Project

District Representative Claude Odom reports that the Lloyd J. Rodini & Son job at the Los Banos sewer improvement project will not be delayed because of Indian artifacts and burial grounds found at the site. One of two Indian villages found on a ten acre parcel has fifty-seven housepits and a large circular depression which was probably a ceremonial housepit.

The State Cultural Resource Office said the ancient valley floor was considered a veritable wasteland by most archeologists, but new evidence found in older village areas indicated habitations dating back nine thousand years.

A team of seven archeologists is surveying the three hundred acres that will be leveled. In addition to the two village areas, the archeologists have been sifting through mysterious mound areas in a triangular shaped area. There are at least thirty mounds about three feet high and burials were discovered in five of the mounds.

The two village sites will be fenced off and preserved in their natural state.

In other Fresno news, Lee's Paving Company of Visalia is busy on projects in Visalia and in Kings County on Kansas Avenue.

Granite Construction of Coalinga has several paving projects including Highway 198 from 6th Avenue east of Hanford to Highway 41 at Lemoore at a cost of \$518,175.00.

W. M. Lyles Company is busy on several projects including a HUD Community Development near Lindsay at a cost of \$193,482.00.

Several bids are scheduled to be opened on emergency levee repair in the Corcoran and Alpaugh area including a project in the Laton area in the \$500,000.00 range.

Gentz Construction Company has been awarded a \$350,000.00 job to widen Marks Avenue and build two bridges on Dry Creek between Shaw and Herndon Avenues.

3-D Construction is in the final stages of their sewer project in Northeast Fresno. This has been steady work for the past eight months for about twelve Operating Engineers.

Valley Engineers is also winding up their sewer job that ties on to the 3-D job. Between the two jobs, approximately thirty Operating Engineers have been kept busy all summer.

The Carl Limata Company has started their Street Improvement Project in the vicinity of 3rd and Ventura. This job will last through the winter and into spring keeping

eight to ten Operating Engineers busy.

District Representative Claude Odom reports that the Brothers at B. J. Carney, Edward R. Bacon Co., Gray Lift, Inc., R. H. Gorman and Stuart Radiator deserve thanks for the tremendous support they gave during the negotiations of their contract. "Without their support we could not have gotten such good settlements," Odom remarked.

The Fresno office has also been successful in its efforts to include the rules and rents at the Tule Meadow Trailer Park on Helms Project in the collective bargaining process. A National Labor Relations Board Administrative Law Judge has ruled that trailer space rental rates for Operating Engineers employed by Granite, Ball & Groves at PG&E's Helms Project located at Wishon is subject to collective bargaining.

Judge George Christensen found the Contractor, a joint venture, and the Associated General Contractors of California engaged in unfair labor practices in refusing to bargain with Operating Engineers Local 3 over rental rates charged Local 3 members for spaces at the company trailer park at Tule Meadows.

The dispute started in December 1977 shortly after the park was opened and the Local 3 Members were given rental agreements to sign. The agreements said the renter would be responsible for removing snow from his trailer and would pay \$90.00 per month for his trailer space. Local 3 said the agreement was invalid because rental charges and conditions had not been negotiated with the Union. "We also objected to the lesser rates paid by PG&E employees," Odom said.

This decision will benefit our Members on this project and any similar project in the future.

The Ray N. Bertelsen Co., Inc. of Marysville has been awarded a channel restoration project three miles northwest of Terra Bella in Tulare County.

December and January were

busy months on the Friant-Kern Canal. This is the non-irrigation period and the Bureau of Reclamation uses this time for repairs. At present four companies are going long hours to complete these jobs before the canal is filled on February 1.

The California Department of Transportation is calling for bids in February to widen and pave Highway 198 from Interstate 5 east to Lake Avenue in Fresno County. Bids will be opened February 14 with an engineers estimate of \$4.2 million and 130 working days completion time. Syblon & Reid Co. is working in the Porterville area, Pacific Western Construction is busy near the Stone Corral area, Curley Minnis and his crew are busy northeast of Orosi and Dutra Construction is north of Orange Cove.

Efforts to eliminate the last remaining traffic signals on Hwy. 99 appear to be fruitless at the moment.

The State of California made it clear the lights, located at Livingston (pop. 3,880) will probably not be taken out at least through 1990. The Livingston lights have been called the "worst intersection in the State" by a Merced County official and "without a doubt, the worst in the County" by the California Highway Patrol in Merced.

According to CALTRANS, even if the State had the money, the project would still be at least six years away. It would take three years to draw up an Environmental Impact Report on the project and get it approved and another three years to obtain rights of way. The County will only receive about \$4 million over the next two years for road improvements and the cost of the Livingston project has been estimated at \$17 million.

Since the early part of negotiations for the Technical and Professional Units in Madera County, the Board of Supervisors have refused cost-of-living pay increases. The increases were refused due to a Certification the County signed to the Controller of the State of Cali-

More from Mayfield

(Continued from Page 5)

agreement will soon be completed. A much larger and more complicated task of completing the oil field drilling negotiations is expected with a joint effort of ourselves and Local #12 and also a representative from our International Headquarters making up the Union side of the table. On the Employer side is the newly formed Drilling Employers Contractors Association which has hired the firm of Fortune & Allsweet to act as their spokesman. Many difficult problems at this stage of the game seem to be facing the groups but, hopefully, as the saying goes, "where there's a will there's a way" will bring a successful conclusion soon with these employers, and the new contract brought back to the membership for their approval.

Last, and certainly not least, is the Tinto Rio Algom negotiations to be held in Utah or Colorado to cover Union Employees working on the large underground uranium mine located just south of Moab, Utah. A tentative second meeting is scheduled for early February with company officials and rank & file Stewards, as well as the Business Representatives from the state of Utah.

fornia.

The Certification indicated the County had not provided and would not provide a cost-of-living wage or salary increase in the 1978-79 fiscal year for its employees, nor a cost-of-living increase for any other individual, including AFDC and other welfare recipients, within the meaning of Government Code Section 16280, or to any elected or appointed non-Civil Service Officer within the meaning of Government Code Section 16280.5. The Certification was executed August 15, 1978 by Alfred Ginsburg, Chairman of the Board of Supervisors.

During the many months of negotiations, the Board has refused salary increases due to the signing of this Certification and for fear of losing welfare "buyout" funds from the State.

The Fresno office requested and received a written decision from State Controller Kenneth Cory signed by Elvin L. Mullen, Chief of the Bureau of City and County Financial Reporting. Mr. Mullen explained the County was not eligible to receive State "bailout" payments because of excess general fund reserves.

He also indicated, there is a distinction between "bailout" payments and the welfare "buyout." He further indicated it is the position of the State Controller's Office that salary restriction of Govern-

ment Code Sections 16280 and 16280.5 have no application to the welfare "buyout." A County is entitled to welfare "buyout" without regard to whether it has granted a cost-of-living increase to its employees.

Backed by the letter, the Fresno office continued negotiations, again pointing out the Board's position was in error. As of this date, a 7 percent increase in salary has been negotiated and two ratification meetings have been scheduled.

Personal Notes:

We would like to extend our deepest sympathies to Brother Dee (Gabby) Reynolds on the loss of his wife Carrie. Many of the old timers will remember Gabby and his wife because she was with him on many of his jobs.

Our sincere condolences to the family and friends of Brothers Ira McSpadden and Peter Welter, both retired, who recently passed away.

It is good to see Brother Dave Lopthein up and around after open heart surgery. Brother Art Sturm was up to see us the other day looking "fit as a fiddle" after his rather lengthy illness.

We wish to thank those of you who have made donations to our blood bank. If you are in need of blood replacement, call us at 485-0611.

GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1979. The schedule of such meetings at which the Grievance Committee members will be elected follows: All meetings are at 8:00 p.m. unless otherwise noted.

District	Date	Meeting Place
2 Oakland	Feb. 1st	Labor Temple, 23rd & Valdez Sts., Oakland
3 Stockton	Feb. 13th	Engineers Bldg., 2626 N. California St., Stockton
5 Fresno	Feb. 20th	Engineers Bldg., 3121 E. Olive St., Fresno
8 Sacramento	Feb. 27th	Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
10 Santa Rosa	Mar. 1st	Veterans Bldg., 1351 Maple St., Santa Rosa
12 Salt Lake City	Mar. 7th	Engineers Bldg., 1958 W.N. Temple, Salt Lake City
11 Reno	Mar. 8th	Musicians Hall, 124 West Taylor, Reno
9 San Jose	Mar. 22nd	Labor Temple, 2102 Almaden Rd., San Jose

Pertinent excerpts from Article X of the Local Union By-Laws, Grievance Committees:

Section 1

District and Sub-district Grievance Committee.

- (a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district; one (1) District Representative or Sub-district Representative; and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate;

- (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;
- (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination;
- (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and
- (d) if he is an owner-operator or a contractor.

No Member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

EXECUTIVE BOARD MEMBER ELECTION

At its regular quarterly district meeting on January 18 the District 1 members elected Jim O'Brien District 1 Executive Board Member to serve the balance of a term left vacant by resignation.

DISTRICT 1 GRIEVANCE COMMITTEE

On January 18 the members of District 1, at its regular quarterly district meeting, elected the following brothers to serve on its Grievance Committee for the ensuing year: Ted Wright, John Gilmour and Robert Gilman.

More from Redding

(Continued from Page 4)

Approximately twenty-five percent of the contract amount will be paid out in wages and benefits to the various crafts working on the job.

In addition to the on-going highway jobs in our area—mainly the two Hiway 36 jobs, it looks like the Hiway 97, job at Grass Lake Summit will go to bid this Spring.

This project will probably be let in two simultaneous units and will include some realignment and widening of existing roadway. The project is located between the City of Weed and the City of Dorris on the North-East slope of Mt. Shasta in Siskiyou County at about five thousand feet elevation.

It looks like some serious exploratory drilling for Geo-Thermal steam fields will be started in Siskiyou, Modoc and Lassen Counties this year," Havenhill reports. Some areas of Modoc and Lassen Counties are already producing small amounts of Geo-Thermal steam which is used to heat homes, businesses and in one case a hydro-ponic truck-farm near Alturas.

Gas Pipeline

A meeting was held in Redding in early January by the Bureau of Land Management on the Alaska gas pipeline. The proposed pipeline will follow the existing P.G.&E. gas pipe-line right-of-way from up around Tulelake, California to Pittsburg, Antioch and will require the purchase of an additional thirty-eight feet of right-of-way.

The Bureau of Land Management has determined that the construction of the new line including the additional right-of-way will not be detrimental to any proposed or possible future proposed wilderness area. This means one more obstacle to the construction of the pipeline has been removed.

"Other meetings will be held on the environmental aspects and economic feasibility etc., which we will attend and may request you to attend also for your much needed and valuable assistance," Havenhill said.



Teaching Techs

When Paul Schissler, Director of the Tech Engineers Department was first employed to represent Surveyor members of Operating Engineers Local Union No. 3 his first assignment was to organize a First Aid and Safety Program for Tech Engineers and their families. He has continued the annual event year after year.

Entering the fifth (5th) year we can count 398 American Red Cross—Multi Media First Aid Certificates issued from the Tech Engineers Safety Program. Other Journeymen and Apprentices have gained their certificates from other local sponsoring groups.

The issue is important enough that both the Employer and Union Representatives to the Joint Apprenticeship Committee insist that every person in the Apprenticeship and Training Program shall obtain the First Aid Certificate.

The intent of the effort is quite simple: Hazards exist both at work and off the job that can cause injury. When a person adequately trained in First Aid is present, then the odds are better that a life can be saved, permanent injury avoided, or pain relieved and perhaps all these at the same time. Surveyors work in teams of two or more so that one is generally available to help the other at the time of an emergency. The original thrust was to encourage enough participation to ensure that one person on each crew was an accomplished First Aid Practitioner.

The original premise was of course faulty. One person on the crew is the expert First Aider, is laying flat on his back on a side hill, bleeding away while others are standing around commenting that "he was a good ole' boy—too bad."

It certainly appears that those Tech Engineers that have spent their personal time in order to be prepared to help others, would be aggressively encouraging "Them Other Guys" to get with the program. Fair is Fair—We have got to help each other—it is not a one way street.

Over the years the sessions have developed into a sort of family outing. Not only Tech Engineers have been attending but also wives, children, boy-friends, girl-friends, the boss, operators, staff and a few etcetras.

Not Much Seasonal Slow Down in Oakland

Work in the shops continues at a good pace with very little seasonal slowdown as of this writing, reports Assistant District Representative Ron Butler. Some of the Brothers are still working overtime.

Negotiations have been concluded with WABCO Construction and Mining Equipment Group, securing substantial gains for these Brothers.

Bill Dorresteyn reports that crane rental is still doing good even with a little rain. Sheedy is busy and is working up and down the peninsula and as far north as the

Geyers. The Geyers will be down for a while this winter. They are doing all types of hoisting in the San Francisco area. One of their long time Oilers is reclassing up to journeyman. He is Tom Sanders, son of a long time Engineer. He will make a good operator for Sheedy.

Some of the operators are being put on other company payrolls, Dorresteyn said. These members who work under the Crane Rental Agreement should let him know as there are a few things they should be aware of regarding how it af-

fects wage scales, sub, and other conditions.

Bigge is very busy in San Leandro and also in their Santa Clara yard. They have all crews working and have added a few new faces to their operation. They have received a module job in Sacramento, and also a good job in Alameda. They are doing a lot of work in Local 12's area also.

Reinholm is very busy at the Port of Redwood City, and lots of tilt up work over most of the area.

Winton Jones Crane is doing good. They have had a little work

in a few of the refineries; Lyon, Exxon, and Union, and some general hoisting.

Marin Van and Operated Crane Service out of Marin and Vallejo is doing real good and are just about everywhere as far north as Ukiah.

There's a new crane company called Hielman Crane Enterprises who is in the process of buying some new cranes.

Jake's Crane out of Las Vegas, Nevada is now signatory to a Crane Rental Agreement and will be doing a job in Oakland and also one in Reno.

Norris Casey reports that Morrison Knudsen-Fishbach & Moore have started their \$7.5 million contract to build four multi-story prefabricated structures for installation.

This project is located on Clement Street in Alameda and is being done for Sohio Petroleum Company and has to be finished by June 16, 1979.

Local 3 has the following brothers employed there: George Massey and Oiler Herb Mountain on a 90 ton crane, Bill Adams and Oiler Gary Reese on a 50 ton crane, Cliff Wilkins on a 18 ton centermount, and Tee Zhee Sanders on forklift. George Massey is Steward on this project.

The Port of Oakland is still growing with their container handling. Another expansion is in process now with the Pier 6 extension. The demolition is being done by Iconco, Inc., but the rebuilding will be done by Gallagher & Burk—a near \$2 million paving and lighting project.

The Nimitz Freeway will be revamped from High Street to Hegenberger Road. This is a near \$3 million project, again being done by Gallagher & Burk. R.M. Harris Company will do the rebuilding of the High Street overcrossing. This project will have to be done all at night because of traffic.

Talking To Techs



PAUL SCHISSLER
Gene Machado
Frank Morales

As we have reported in earlier editions of the Engineers News, 1978 was a fantastic year of employment for Tech Engineers. However, in spite of a building boom the Housing Industry in California continues to suffer a critical housing shortage. Vacancy rates for new homes and apartments are at record lows in many areas of the State.

We in Labor blame Government Regulations, no growth advocates, and ill-informed, ill-advised Environmentalists for the unconscionable housing shortage that drives the cost of housing ever higher.

You can be assured if Mike McClosky (The Grand Leader) of the Sierra Club has his way we can look forward to enjoying smog free air and park like surroundings from tents and tree houses.

The past few years has proven that a coalition of Labor and Management has been successful, and will continue to be successful, provided participation of Union Members and their families remains at a high level.

The following are the current wage rates for Journeyman Tech Engineers effective 12/1/78:

	WAGE SCHEDULE 'A'	WAGE SCHEDULE 'B'
Certified Chief	\$12.92	\$8.30
Chief	12.62	8.00
Inspector	12.62	8.00
Instrument Man	11.67	6.75
Soil Tester	11.67	6.75
Senior Tech	10.78	5.80
Chainman/Rodman	10.48	5.50

We would like to notify all of the members currently working under the Testing & Inspection Collective Bargaining Agreement that a meeting will be held to allocate the wage increases that will become effective on March 1, 1979.

This is a very important meeting and we urge you to attend. The meeting will be held February 5, 1979 at 7:30 p.m. at 474 Valencia Street San Francisco, California.

During the quiet winter months ahead, the N.C.S.J.A.C. will once again be sponsoring a series of one day Multi-Media First Aid Classes.

Virtually every Tech Engineer is affected by the law that states "In the absence of an Infirmary, Clinic or Hospital in the near proximity to the work place, which is used for the treatment of all injured employees, a person or persons shall be adequately trained to render first-aid."

Many of you know the importance of this invaluable training. A few hours of your personal time may result in the most important moments to a fellow worker, a close friend, or a loved one.

For your convenience, the following locations, dates and times have been selected:

San Jose	February 24, 1979	8:00 a.m.	Operating Engineers Local Union No. 3 Union Hall 760 Emory Street San Jose, Ca
Santa Rosa	March 3, 1979	8:00 a.m.	Operating Engineers Local Union No. 3 Union Hall 3900 Mayette Santa Rosa, CA
Oakland	March 10, 1979	8:00 a.m.	Holiday Inn Holiday Hall 500 Hegenberger Road Oakland, CA
Sacramento	March 17, 1979	8:00 a.m.	Rancho Murietta Training Center Sloughhouse, CA
Fresno	March 24, 1979	8:00 a.m.	3121 East Olive Street Fresno, CA

As a practical matter, we must know how many persons to provide for. Please notify your District Office at least one week in advance.

For your phone directories, please note the following changes:

Paul Schissler	Office (415) 638-7273	Home (415) 829-5666
Gene Machado	Office (408) 295-8788	Home (408) 637-0120
Frank Morales	Office (916) 383-8480	Home (415) 228-6058

Labor Market Conditions Improve in Hawaii

Labor market conditions improved between 1977 and 1978, as reported by the State of Hawaii in a recent labor-management study. The General Contractors and Workers Association, says Business Rep. Jim Rowland.

Jobless workers decreased to 10,000 people in the year 1977 as compared to 39,000 in the year 1976. Employment increased by 10,000 on an average in the past year according to Labor Department's subarea study combined with reducing the State's unemployment rate. State and Federal funds have financed special programs such as (CETA) an upward increase in training activities and employment locally. Extensive support by Labor Unions attributed by lobbying as a trend towards increased job opportunities for the unemployed.

Government contracts for the State, Federal and County projects in 1978 amounted to \$14.6 million. Highlighting the current list of projects within the State of Hawaii, is the Federal 2,600 housing project for the Military at a cost of \$98 million; Project H-1 interchange freeway at the Airport and Pearl Harbor double decking an estimated cost of \$46 million; the island treatment plant, phase 1 at a cost of \$50 million; The Hawaiian Regent Hotel Complex at Waikiki beach, a twin tower addition adding 652 rooms, a convention facility, at a cost of over \$10 million; and Century Center's 15-story structure housing 296 offices, apartments, and combined business residential condominiums at a total cost of \$29 million.

In Hilo, construction starts of over 421 single family dwellings and 121 multi-family dwellings has shown upward gains in construction activity.

A cumulative total breakdown for 1978 is as follows: State (\$113.6 million) Federal (\$81.5 million) County (\$31.9 mil.)

Phase II of the \$12 million Kahaluu Watershed Project is now in progress, reports Business Rep. Ken Kahoonei. Completion date is earmarked for April 1980. Urban Construction, Inc. is the contractor for this project.

"There are approximately 12 brother members employed at this project and we expect more as the job progresses," Kahoonei said. Presently you will find Brothers Edgar Auld (Foreman), John Liana, Enos Kepoo, Lum Leong, William Kaniho, Alfred Freitas, David Rodrigues, Charles Pia, Ronald Rickard, Gordon Carreira, Edward Borden and William Kanehailua.

The 10-acre lagoon will be expanded into a 20-acre lagoon. This will include a city project to build a \$1.7 million bridge over a widened outlet to the bay. General Construction Company will be the contractor for this project.

Due to numerous floods, property damages and loss of lives over the past years, the Kahaluu Watershed will be a good thing for the residents on the windward side.

Hawaii Loa Project

Hi-Way Transportation & Contracting Co. is nearing completion on the Hawaii Loa sub-division project located out at Hawaii-Kai.



Albert Chiappetta cuts away part of the hillside with his D-9 Dozer, while brothers Patrick Cabral and John Yu operate backhoes in the background. The project is a portion of a road that is being constructed near Hawaii Loa.

They are doing work on all roads and utilities in the area. This job is estimated at \$1.5 million. The entire project will cost \$17 million. There are currently seven brother members employed on this project. They are Patrick Cabral, Albert Chiappetta, James Duvachelle, Thomas Enfield, Blane Suganuma, Herman Waa and John Yu.

Maui Outlook

The prospects for construction next year on Maui look good be-

cause the moratoriums on building are expected to end in the spring, reports Business Rep. Rick Shuff. Whether they will be lifted, however, will depend on water availability. The Board of Water Supply has stopped construction of new subdivisions in Kula, and of projects in Central Maui, West Maui that require larger volumes of water than single-family homes.

The water transmission line from the West Maui mountain source to Makena is scheduled for completion next February. The water moratorium will then be lifted but may be reimposed if shortages recur.

In West Maui, the State is drilling a well at Napili. The volume of water present at this site will determine when volume users can be adequately supplied. Water consumption on Maui has doubled between 1970-1977.

The County has 218 housing units under construction and 527 units in five projects on Maui and Molokai in stages ranging from advanced planning to ready-for-construction. Hawaiian Investment Co. will begin a 100-acre expansion of its Wailuku Heights subdivision next year. A & B Properties has started work on a 200-lot subdivision in Kahului, and is ready to begin development

of the 33-acre second phase of its industrial park.

The Maui Mall will be expanding next year with a Woolworth's addition of 31,000 square feet, and across Kamehameha Avenue from the Mall A&B Properties will develop a small 5½-acre strip shopping center. At Kaahumanu Center, Foodland opened in July, and both anchor stores will be expanding their floor spaces. Liberty House will add 21,000 square feet to the present 40,000 square-foot selling area and renovate the entire store early next year. Sears Roebuck Co., plans to almost double its space next year to 38,000 square feet.

Opening of Maui's two new hotels was delayed because of the five-month statewide construction strike that ended early this year. The Wailea Beach Hotel, part of the Western International Hotel chain, had a good opening and is solidly booked for the rest of the year. The Kaplana Bay Hotel, Maui Land and Pineapple Co.'s first hotel which is managed by Rock Resorts Inc. was filled for the opening and also reported heavy booking for the remainder of the year.

What will be Maui's largest hotel is now under construction at Kaanapali.

ELECTION COMMITTEE

NOTICE OF ELECTION

James R. Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning March 1, 1979 for members of the Election Committee which, in the month of August, will conduct concurrently the election of Officers and Executive Board Members and the election of Delegates and Alternates to the 31st I.U.O.E. Convention. (See Meeting Schedule below). Pertinent excerpts from the By-Laws follow:

ARTICLE XII Section 3

Elections.

- (a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.
- (b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, till the list of nominees is exhausted.

ARTICLE XIII Section 1

International Convention Delegates

- (e) When the International Convention is to occur during the year next following an election of Officers under Article XII of these By-Laws, the nomination and election of Delegates and Alternates to such International Convention shall take place concurrently with the nomination and election of Officers.

Meeting Schedule

March

- 1st Santa Rosa: Veterans Bldg., 1351 Maple St.
- 7th Salt Lake City: Engineers Bldg., 1958 W. North Temple
- 8th Reno: Musicians Hall, 124 West Taylor
- 22nd San Jose: Labor Temple, 2102 Almaden Rd.

April

- 10th Eureka: Engineers Bldg., 2806 Broadway
- 11th Redding: Engineers Bldg., 100 Lake Blvd.
- 12th Marysville: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., Franklin Ave., Yuba City
- 19th San Mateo: Electricians Hall, 300 8th Ave.
- 25th Honolulu: Washington School, 1633 S. King St.
- 26th Hilo: Kapiolani School, 966 Kilauea Ave.

May

- 3rd Oakland: Labor Temple, 23rd & Valdez St.
- 8th Stockton: Engineers Bldg., 2626 No. Calif. St.
- 15th Fresno: Engineers Bldg., 3121 E. Olive St.
- 22nd Sacramento: Woodlake Quality Inn, Hwy. 160 & Canterbury Rd.

More from Sacramento

(Continued from Page 6)

received a feasibility report from Tudor Engineering Company of San Francisco, which eventually designed the Rollins power project, and is now supervising the construction.

Tudor Engineering is now studying or designing about 30 similar projects in the Western U. S.

The cost of the new plant will be about \$8 million, through the joint efforts of the Nielsen-Nickles Company of Sacramento and The Shirley Company of Woodland Hills.

When in operation the plant will operate on existing flow from the dam, not affecting downstream water releases, generating about 70 million kilowatt hours annually. The power will be sold to Pacific Gas and Electric and will serve all the electrical needs of some 7,000 homes.

To generate an equivalent

amount of power from oil would consume about 90,000 barrels a year. The hydro-power plant will produce a negligible amount of pollution.

One unusual part of the project was the need to blast a nine-foot diameter hole through a concrete hole plug, blocking a tunnel under a dam abutment. There was a second tunnel allowing releases from the reservoir, but two tunnels were needed for plant construction. Normal maintenance work was completed last summer, before the main plant construction began. Workers had to use extremely delicate controlled explosives techniques to complete the tunnel.

One effect of the drought was to assist the blasting work. With reservoir levels unusually low, the excavation of the tunnel could be done dry, rather than under the force of 225 feet of water normally held in the dam.

Eureka Office Reports

Marina Project May Be a Reality

District Representative Gene Lake reports that the often delayed and controversial marina project in Eureka appears to be a reality with construction to begin in the spring of 1979. This sorely needed project will take about two years to build at a cost of \$5 million plus.

Other large projects under serious consideration are erosion control at King Salmon and a bank protection on Highway one south of Ocean House. In the Crescent City area is another waste water project costing between \$6 and \$8 million dollars.

The north coast state highway system, which has been neglected for quite some time, has a five-year construction plan under review by local governments.

Under the direction of the Humboldt County Association of Governments (HCAOG), the cities and the county will choose five highway projects for priority in receiving state funding.

Local governments will also choose priorities for highway projects outside of Humboldt County which are considered critical to the local economy.

Recent legislation has strengthened local governments' voice in formulating the state's Transportation Improvement Program—a five-year program of major highway projects costing more than \$200,000.

Major highway projects in Humboldt include proposed improvements to state routes 36, 101 and 255.

Projects to be considered on Route 36 and estimated costs are the Yager Creek Bridge for

\$405,000; South Fork Van Duzen Bridge, \$890,000; west boundary of the Six Rivers National Forest at Lower Mad River Road, \$6.9 million; Van Duzen River bridge six miles east of Carlotta, \$1.2 million.

On Highway 101 from Del Norte County to Trinidad possible projects include the Redwood Park bypass, \$60 million; five miles north of Big Lagoon bridge, \$1.5 million; Big Lagoon bridge, \$5.1 million.

On Hwy. 101 from Trinidad to Rio Dell, potential construction includes the Eureka freeway estimated in 1975 to cost \$31.7 million and the Van Duzen River Bridge south of Alton for which no estimate is available.

Between Rio Dell and the Mendocino County line, a new roadside rest stop is proposed at Deah Creek for \$750,000 and a Richardson Grove bypass for which no estimate has been made.

Star Route 255, Sh3 Mad River Slough bridge, is proposed for replacement at a cost of \$1.4 million.

Highway projects outside of Humboldt County that local governments have been asked to assign priorities include the Cloverdale bypass, Willits bypass, Jedediah Smith bypass and the road stretch from Piercy to Leggett.

HCAGO has asked city councils and the county Board of Supervisors to choose five projects as high priority for submission to the state transportation commissions.

In view of the foregoing there is little doubt as to what needs to be

done to improve the highways on the "forgotten coast."

Business Rep. Jim Johnson reports that the local out-of-work list has grown approximately one hundred in the last month, due to the effects of winter. It seems that the pipeline contractors are not too anxious to get much dirt opened up for fear of rain during the night.

At the present time in the Crescent City area J&W Pipeline, Inc. is just catching up on paving the areas they have laid pipe already.

The weather has turned too wet and cold for the paving companies to continue on any of their major projects, at the present time it seems they are doing some maintenance and cleanup and getting ready to shut down for the winter. Mercer Fraser did get all of the paving done on the W. Jaxon Baker freeway project at Scotia and this new section of freeway is now open to traffic.

This two mile section was the last link of two-lane road between Eureka and Garberville there is still the need for a lot more improvements on Hiway 101, both north and south of Eureka.

At this time Tyler-Engelke has not yet been snowed out at Orleans and they are right on schedule with their water project in that area.



Strange Duty for Santa Claus

'Twas just before Christmas when Santa made an unscheduled stop in Humboldt County at the Louisiana-Pacific Pulp Mill picket line to support the Local Building and Construction Trades Council and Boilermakers Local 6.

When he is not moving dirt, Local 3 member, "Santa Claus" Ardy Lazelle, Jr. spends a good part of his Christmas holidays in shopping centers listening to the Christmas wishes of the little ones. Bob—who doesn't have to bother with padding when he dons his Santa suit—plays Christmas music year around, and enjoys being the star for the children for a month, a star that seems to shine brighter as the days narrow to Christmas.

J&W Pipelines, Inc. and the Joseph Ramos Company are both still going ahead on their respective portions of the Fortuna-Roberville sewer rehabilitation project with most all of their work being done on paved streets which

they are quite thankful for.

The M.C.M. Const Co. is still progressing very well with their bridge project on Hiway 101 south of Garberville. The way it is going it looks as if this project will be completed by this time next year.

Winter Slows Work in Utah

(Continued from Page 5)

cleaning business that supplies huge vacuum cleaners to the large industrial companies to clean stacks, sloughs, belts, etc. The larger users of this company's services are Kennecott Copper, U.S. Steel, Utah Power & Light, etc. Lucky Pruett is Job Steward.

Southern Utah

Business Rep. Don Strate reports that "Old man Winter has us slowed down to a snail's pace in Southern Utah." L.A. Young Sons' Company has about finished the holding pond for Utah Power and Light at the Emery Plant. They are still working two shifts but there are only about a dozen operators left.

L.A. Young has moved most of the equipment and men over to the Clear Creek job on I-70 south of Richfield. They expect to be on this job until the frost gets them, then the largest share of the hands will probably go to a job this contractor has in Southern Nevada (Local #12). L.A. Young Company has moved their crusher in on the Scipio job.

This crew should be crushing most of the winter. They will start on the grade as soon as the frost is gone in the Spring. This contractor has finished their job in Ephraim Canyon where they had about four miles of grade and asphalt.

Jack B. Parson Company has moved off their job on I-70 at Rattlesnake Pass. There is a big problem with the gravel pit the State designated for this project. Hopefully the problem can be worked out before spring so the job can get rolling again. This contractor is still crushing on their I-15 job south of Beaver. The crusher is working two shifts at present.

As soon as possible they will move crusher and crew up on the recycling job on I-15 north of Beaver where there is 236,000

square yards of pavement to be removed, crushed and stockpiled and 27,800 tons of base to be crushed. This job has to be completed by October 15, 1979.

W.W. Clyde Company has about finished their bypass job at Price. They still have their rock trucks working and some odds and ends to finish. This contractor is crushing on the Highway 89 project south of Levan. "I'm sure they will be ready to lay asphalt as soon as the weather permits," Strate predicted.

W. W. Clyde Company was low bidder on the overlay job between Levan and Nephi on Highway 91. There are 10 miles to be completed on this project with 40,000 tons of asphalt. As usual, Clyde's shop in Springville is a busy place this winter. There are about thirty-five mechanics in the shop now.

Geneva Rock Products has cut back about twenty employees due to the winter weather, which is about normal for this time of year. Company officials tell us, however, if the weather would permit, they have work ahead for a year without missing a day.

Neeley Construction has been busy on their Alpine Aqueduct

project in Orem. They have kept about ten Operators on this job.

J. B. Construction has work to finish on the Orem City Water Treatment Plant, but the frost and bad weather will probably have the job down for the rest of the winter.

Rio Algom

Business Rep. Vance Abbott reports that the cooperative efforts of the Rio Algom Corporation, of Moab, Utah, and Local 3's representatives and officers were able to convince M.S.H.A. that a recently issued Withdrawal Order at the Libson Mine was ill advised, causing the Order to be rescinded. If upheld, the Order would have reduced the life and productivity of the mine as well as adversely affecting the workmen's health and safety.

The mining methodology options left to the Company would have created more hazardous working conditions for the miners, as well as unfavorably affecting productivity and curtailing new exploration or development of known ore bodies.

"This is a good example of Labor and Management teaming together to achieve a common goal," Abbott commented.

DEPARTED BROTHERS

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

NAME/ADDRESS	DECEASED
Andrade, Ralph Sr. (Lomita—Wife) 445 Kottinger, Pleasanton, California	10-30-78
Bullock, Frank E. (Elaine—Wife) 20106 Jamestown, Sonora, California	11-1-78
Deitrick, Nials S. (Marion—Wife) Rt. 1 Box 296, W. Sacramento, Cal.	10-27-78
Gifford, Harl (Cora—Wife) 3758 Orange Grove, Oxnard, California	11-4-78
Glasby, Walter (Bonnie—Wife) 2013 Devon Avenue, W. Sacramento, Calif.	11-2-78
Lowe, Parker (Dorothy—Wife) P.O. Box 58, Willard, Utah	11-12-78
McDaniel, J.T. (Lillian—Wife) 38540 Goodrich Way, Piedmont, California	11-8-78
Martin, Frank (Dolores—Wife) 1131 Austin Way, Arcata, California	11-4-78
Martin, Joseph (Rosalie—Wife) 2233 E 21st St., Oakland, California	11-20-78
Miller, Webb J. (Fay—Wife) 403 400 No #1, Bountiful, Utah	10-28-78
Pearson, Terrance (Jenny—Wife) 4093 Mira Loma Way, San Jose, California	11-19-78
Prestridge, George (Mamie—Wife) P.O. Box 26234, Sacramento, California	11-11-78
Reece, Jack L. (Dixie—Wife) Rt 1 Box 576, Wiltonk, California	11-10-78
Rich, Thomas (Clarice—Wife) 38 Sherwood Circle, Cloverdale, California	11-10-78
Riella, Caesar (Flora—Wife) 1327 Lincoln #315, San Rafael, California	11-8-78
Roots, Beuford P.O. Box 204, Ione, California	11-7-78
Sciutto, Henry (Jennie—Wife) 187 Elm Avenue, San Bruno, California	11-8-78
Selleck, William (Dorothy—Wife) P.O. Box 2263, Grass Valley, California	11-17-78
Vance, Floyd M. (Alice—Wife) 10-9-783003 Hualapai #15, Kingman, Arizona	

Eureka Crab Feed

The 18th Annual Eureka Dinner-Dance (Crab Feed) for all Operating Engineers, their wives and guests will be held Saturday, February 17 at the V.F.W. Hall, 10th and H Streets, Eureka.

A no-host social hour will begin at 6:00 P.M. First seating for dinner will be 6:30 P.M. Second seating will be at 8:00 P.M. Dancing will start at 8:30 P.M.

Any person wishing motel reservations for this event will be gratefully handled by the Eureka office (707) 443-7328, by telephoning no later than February 3rd.

Tickets are \$7.50 per person and will be on sale at the Eureka office, 2806 Broadway, Eureka, Calif. 95501. Please make your checks payable to Humboldt Del-Norte Operating Engineers Membership. Please make reservations early, as we are limited to 600 persons.

All tickets will be sold on a pre-sale basis so please contact the Eureka office as soon as possible to avoid disappointment.

Swap Shop: Free Want Ads for Engineers

R SALE: 1971 20'x43' ROYAL MBASSY MOBIL HOME, 2 bdrm., cirting, awnings, shed. \$15,000. Bill Blackard, 3435 MarFargo No. 11, Stockton, CA 95205. 209/466-4495. Reg. No. 020476. 12/78

R SALE: 1976 BROADMORE MOBILE HOME, 12'x70' w/expando, bdrm., 2 full baths, washer & dryer space, cirting, awnings, storage shed. 2 1/2 T. air, upgrade carpet. Tel. 916/362-6478 after 5:00 N. J. Sheeran, 3121 Patriot, Sacramento, CA 95827. Reg. No. 0535417. 2/78

R SALE: 3 AXLE TAG-A-LONG TRAILER w/ramps, length overall 4'x6', 9 ton load, \$3,000.; 1955 Willys jeep, V-8 engine, lots of extras \$2,500. Chip Warren, P.O. Box 54, Clover Valley Rd., Upper Lake, CA 95485. 707/275-4447. Reg. No. 1312819. 12/78

R SALE: 3 1/2 ACRES, Horse Setup, 3 bdrm. home (3 yrs. old), 4 stall barn, out buildings, cyclone fencing, irrigated pasture, fruit trees, assumable loan at 8.5 per cent Int. \$89,500. William Trost, 2831 S. Graton, Denair, CA 95316. 209/883-2836. Reg. No. 0959345. 12/78

R SALE: 1964 Dodge Crew Cab, positrac, new 318 4 barrel engine, new tires, Barden bumper, E-A lift hitch trailer brake & vacuum brake cont. \$1,500; 90 Gallon fuel tank & tool box comb. \$50. Alfred M. Russell, 3844 Mercury Dr., Redding, CA 96001. 916/246-3769. Reg. No. 1181680. 12/78

R SALE: 1970 22' WINNEBAGO, 1,000 mil. p/s, p/b \$8,200, good cond., Vilbur Marshall, r. 1 Box 444-A, Wilton, CA 95693. 916/687-6796 or 687-6494. Reg. No. 0892694. 12/78

R SALE: 326 ACRES in Green Forest, Arkansas \$165,000., owner will carry 8 per cent interest/29 per cent down. P. B. Brown, 4638 Mayfield Dr., Fremont, CA 94536. 415/792-6579. Reg. No. 1355119. 12/78

R SALE: DRILL RIG PGE type /boom & Augers 40'x4' & 8'x12' & 1'x30' of stem winch & 3 cyl I.R. compressor on 1961 GMC 4000, also Hdy track rig. driven Kelly 2/3 finished w/most parts

to finish \$6,500. F. V. Dalton, 299 Oleander Dr., San Rafael, CA 94903. 415/479-5639. Reg. No. 1113026. 12/78

FOR SALE: 2000 ft. of 2"x40' Sure-Rain aluminum irrigation pipe; also 30 rain birds, 6 new aluminum 2" valves, Banjo, misc. pieces \$1,400. or offer. R. D. Scofield,

21 Big Tree Rd., Redwood City, CA 94062. 415/851-7520. Reg. No. 0736406. 12/78
FOR SALE: 1956 CHRIS CRAFT BOAT, 14', classic 40 hp Mercury outboard, fully equip. w/skis, personal floating device, lines, set up for CB or stereo unit, new battery, \$1,200 or best offer. Jerff Pearson, 232 Northup Pl., Santa Cruz, CA 95060. 408/425-1403. Reg. No. 1558170. 12/78

FOR SALE: MONARK BASS BOAT Shoreline Trailer, 25 hp, Evinrude motor, Lowrance depth locator, super guide electric trolling motor, live well, rod box, 2 food boxes, under deck storage compartment. George Hurt, 19142 J. Jacktone Rd., Lockeford, CA 95237. 209/727-3155. Reg. No. 1087414. 12/78

FOR SALE: 1970-14 1/2' Chrysler Trihavl- boat & 55 hp motor; Teardrop Capover 8' camper—reasonable. Rolland Ridgeway, Clearlake Highland. 707/994-5134. Reg. No. 870865. 12/78

FOR SALE: 26" "YUKON DELTA" Travel trailer/boat combination, 7'x10' utility shed, trailer hitch, L/W base pickup side-raises, 4-chrome wheels (5-lug) & 6-ply tires. Bert A. Gilcrease, 134 South St. Sp.14, Cloverdale, CA. 95425 707/894-4357; Reg. No. 0654165. 1-79.

FOR SALE: BOWLING CENTER, thriving family center in L.A. area, recently remodeled profit structure, sell for health reasons full details by sending name & Telephone No. to: Cal. Bowling News Dept. 1190, Box 7128, Burbank, CA. 91510. Reg. No. 276121. 1-79.

FOR SALE: 1959 White Diesel, 10 yd Dump and 1959 Peterbuilt Logging Truck, both 3 dual drive, both need engine repair, white \$1500., Peterbuilt \$2500. 9U-D-6 Caterpillar Jacklayer, w/dozer, winch, canopy. \$2500. or trade for pickup. Raymond N. Robbins, 20043 El Ray Ln, Sonoma, CA. 95370. 209/532-2547. Reg. No. 1181676. 1-79.

FOR SALE: BOBCAT LOADER Model L371, good cond. low hours \$2500. William Smith 340 Old Stage Rd. So., Cave Junction, OR. 97523. Reg. No. 0786642. 1-79.

FOR SALE: MACK No. 401 gas motor parts, rods, pistons, crankshaft, generators, starters, flywheels, heads manifold; International red diamond 450 motor, blocks, piston rods, and cam shaft \$250. L. Mulhair, 97 Southridge Way, Daly City, CA 94014; 415/333-9006. Reg. No. 154371. 1-79.

FOR SALE OR TRADE: 40'x13' Beam Ferro cement sail boat w/40 hp wegterbeke 4-107 w/hyd reverse gear, 70% completed, to put into water \$23,000. Jay Crownbe, 3911 Cayente Way, Sacto. CA 95825; 916/487-3957; Reg. No. 0870831. 1-79

WANTED: ENGLISH SPORTCARS for parts, prefer older models. Mechanical problems, accident damage OK. SF bay-penninsula area only. Write details to Mark Stechbart, 2950 Portage Bay No. 410, Davis, CA 95616. Reg. No. 1737773. 1-79
SALE OR TRADE: BEAUTIFUL SOUTH LAKE TAHOE LOT, all service available \$10,000. Mike Kraynick, 408/266-7502. Reg. No. 595211. 1-79

FOR SALE: DUNE BUGGY 1973 Corvair powered, metal flake body, chrome wheels, removable top, \$1,450. or offer. W.B. Apted, 8520 Kiefer Blvd., Sacto., CA. 95826. 916/381-2336. Reg. No. 0745149. 2-79

FOR SALE: GOOD & CLEAN Ranchero 351 c.i.-PS-A-C-A-T.; 1977 Monte Carlo Landau-loaded, excel. cond. Vernon Voss, P.O. Box 505, Lucerny, CA. 95458. Week-days 523-1248. Reg. No. 0625912. 2-79

FOR SALE: 1-16" black silvered mounted saddle black & white blanket, bridle & bit, spurs and breast strap. Albert N. Regalia, 182 Grand Ave., Oroville, CA. 95965. 534-8591. Reg. No. 1166562. 2-79

WANTED: OLD ELECTRIC TOY TRAINS, will pay fair cash price for old trains by Lionel, American Flyer, etc. Lyn Watson, 723 Barri Dr., San Leandro, CA. 94578. 415/351-9200. Reg. No. 1128392. 2-79

FOR SALE: 1969 MUSTANG 289, 2 dr. hardtop, auto., radio & 8 track. \$2,000. Call

or write Lott, P.O. Box 174, Elko, Nev. 89801, 702/738-4442. 2-79

FOR SALE: Have moved to Minnesota, will sell 2 burial plots, Skyview Memorial Garden, Vallejo, Ca. will sell for half of current cost. Martin Ronning, 407 E. Vasa Fergus Falls, Min. 56537. Call collect 379-2372. Reg. No. 0899450. 2-79

FOR SALE: 1978 GMC 65000.5 to 6 yard dump truck, heavy duty 10000x20 rubber 5 & trans. only, 9500 mi., like new. Joe C. Haslauer, 12864 E. Tokay Colony Rd., Lodi, Ca. 95240, 931-0781. Reg. No. 091408. 2-79

FOR SALE: 67 BRONCO 4 wheel dr. green w/white top, white fender skirt, white spoke wheels, new goodyear tracker tires, new gabriel shocks, top cond. w/289 V8, dual tanks, new bucket seats, big mirrors, positraction. \$2,750. or trade Bronco + cash for late model 4 wheel drive Ford pickup. Write Franklin Callahan, 9380 Woodleaf Star Rt., Oroville, Ca. 95965 or phone 916/589-3663. Reg. No. 1092551. 2-79

FOR SALE: STARRETT MICROMETER CALIPER #224-Set AA, range 0 to 4", set has 4 interchangeable anvils, marked to show capacity & fitted w/adjusting collars suitable wrenches are furnished to make any necessary adjustment, Boxwood box, \$114.50. Casy O'Brien, 5585 Marquette Dr., San Jose, Ca. 95118, phone 264-4027, Reg. No. 1020174. 2-79

FOR SALE: OR SWAP FOR COINS, GUNS OR OLD WATCHES, 1966 Ford Truck engine, 300cc in. 6 cyl & 1974 Ford auto trans. \$200. takes both. Gerry Lamhart, P.O. Box 21427, San Jose, Ca. 95151 or phone 408/226-0729. Reg. No. 1225584. 2-79

WANTED: U.S. & FOREIGN COINS & world paper money, Call or write Gerry Lamhart P.O. Box 21427, San Jose, Ca. 95151, 408/226-0729. Reg. No. 1225584. 2-79

FOR SALE: CABIN CRUISER, 34' 1952 Hunter, twin chry. inboard depth finder, look hailer, compass delta canvass. Roy Toomer, 2931 Long View Rd., Antioch, Ca. 94509, 415/757-5792. Reg. No. 1332623. 2-79

FOR SALE: 4 3/4 ACR. 9 rms, 2 baths, out-buildings retirement paradise-Wiisu, Idaho, hunting & fishing. \$39,900. Chas J. Manzer, 7625 Halliday Ave., Oakland, Ca. 94605,

415/632-8505 or 208/375-1305. Reg. No. 0904717. 2-79

FOR SALE OR TRADE: Used Gray Marine Engine Gas Model 4-52 in working cond., w/Paragon Reverse 2-to-1 value at \$350. Also one Borg Warner Velvet Drive Marine Transmission IS2 to I reduction, new never used, value at \$750. Will sell both for \$500. or trade. A.W. Maxwell, 9396 Argonne Way, Forestville, Ca. 95436, 707/887-2590. Reg. No. 0625884. 2-79

FOR SALE OR TRADE: 4 HOMES w/acreage in central Utah near power plants & coal mines for the same in Sacto. or Lodi area. Owner/agent, Norman Clemens, P.O. Box 188, Spring City, Utah 84662, 801/462-2541. Reg. No. 1238702. 2-79

RULES FOR SUBMITTING ADS

* Any Operating Engineer may advertise in these columns without charge any **PERSONAL PROPERTY** he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.

* **PRINT OR TYPE** the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

* Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

* Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

* Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

* Address all ads to Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

Personal Notes

Santa Rosa

It is with deep regret we report the death of two of our retired brothers—Keith Work and Mel Marshall. Our sincerest condolences are extended to the families and friends of our late Brothers.

Sacramento

Condolences are extended to the families and friends of deceased retired members Jack Hust and Jack Stephens.

Marysville

We extend our sympathy to the families and friends of the following deceased members: Carl D. Mullins, Retired, Verne E. Schmutzler, Retired and Harry Vann, Retired and David Otis on the death of his wife Edith.

Guam

Congratulations are in order for Business Representative Tommy Long and his wife, Gail, on the arrival of their first baby girl, Jessica Marie, on November 10, 1978. After trying so hard and having been visited by the stork with three sons, he finally made it.

San Jose

Sister Robbie Freeman has been an Operating Engineer since 1973, at the Olive Springs Quarry in Soquel. We are saddened that Roberta Swiger, Robbies' Mother, died December 1, 1978. Mrs. Swiger was a native Californian. She was an ardent supporter of the La Fonda Children's Center in Santa Cruz. Robbie herself was hit hard in an auto accident recently. She wears an uncomfortable neck supporting collar while at work and most of the rest of the time too. Let's wish her a better 1979.

Clarence Lavender, a long time member from the Los Gatos area is suffering from a prolonged illness, and would appreciate a visit from one of the brother members. Brother Lavender is at the Beverly Manor on DeSoto St. in Los Gatos.

Nevada

We wish to extend our sympathy to Keith Mooso and his family on the passing of his wife Kathleen on Dec. 25, 1978.

Our condolences also go out to the family and friends of Earl Dren-ien who passed away on Nov. 7, 1978.

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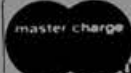
MOST CARS AND TRUCKS (Mud and Snow tires not included)



This is a partial list only.

Because of fluctuating manufacture 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
ER70-14	43.87	2.71
FR70-14	45.68	2.89
GR70-14	47.49	3.03
HR70-14	49.27	3.37
GR70-15	49.24	3.05
HR70-15	53.37	3.27
LR70-15	56.87	3.65

03-100-12064

COMPACT

BLACK WALLS & WHITE WALLS

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

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

560-15	19.60	1.73
600-15	20.60	1.78

*Add \$2.00 for whitewalls

NOTICE: Due to copy deadline, prices appearing in this ad may not be the same as those at the time of purchase.

POLYESTER

4-PLY POLYESTER

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

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

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

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America's Original and Largest Discount Tire Program

BERKELEY (94701) 1770 Fifth St. (415) 524-9120
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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

February

- 1st **Oakland:** Labor Temple, 23rd and Valdez
 13th **Stockton:** Engineers Bldg., 2626 N. California St.
 20th **Fresno:** Engineers Bldg., 3121 E. Olive St.
 27th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Rd.

March

- 1st **Santa Rosa:** Veterans Bldg., 1351 Maple St.
 7th **Salt Lake City:** Engineers Bldg., 1958 W. North Temple
 8th **Reno:** Musicians Hall, 124 West Taylor
 22nd **San Jose:** Labor Temple, 2102 Almaden Rd.

April

- 10th **Eureka:** Engineers Bldg., 2806 Broadway
 11th **Redding:** Engineers Bldg., 100 Lake Blvd.
 12th **Marysville:** Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., Franklin Ave., Yuba City
 19th **San Mateo:** Electricians Hall, 300 8th Ave.
 25th **Honolulu:** Washington School, 1633 S. King St.
 26th **Hilo:** Kapiolani School, 966 Kilauea

Semi-Annual Meetings

- Location:** Marine Cooks and Stewards Auditorium, 350 Fremont St., San Francisco
Dates: Saturday, Jan. 6, 1 p.m.; Saturday, Jul. 7, 1 p.m.

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
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☐ 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

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CITY/STATE _____

ZIP _____

SOC. SECURITY NO. _____

TELEPHONE _____

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.

Working People Provide Key to Strong Economy, Says Jay Turner

(Editors Note: The following editorial is reprinted from **The International Operating Engineer**. In the wake of California's Proposition 13, we've seen widespread reaction to the Carter budget, the Brown budget and the call for a Constitutional Convention in 23 states that would have as its purpose a limit on spending and a balanced budget. We feel General President J. C. Turner's remarks are extremely pertinent and timely now when confusion reigns supreme.)

During the recent midterm conference of the Democratic Party, I had the honor of serving on a panel that examined ways of coming to grips with our economic problems as they relate to our sluggish national rate of growth and the resulting unemployment of some 6 million people.

The discussion of the "Economy—Employment and Growth," provided us with a significant reminder that the relative well-being of the nation cannot be measured by the yardsticks of single, isolated factors, no matter how effective individual programs may be. Employment and economic growth are interlocked; there can be no accounting of one without due consideration of the other.

Simply put, Americans who don't have jobs are relegated, against their will, to the economic liability column. And without a healthy and continuing expansion of the nation's economy, it's senseless to expect real improvement in unemployment or a lessening of inflation.

Without question, on the employment side of the economic picture much has been done in recent months to put America back to work.

With labor providing much of the impetus, we have seen the passage of the Humphrey-Hawkins full-employment bill (which sets a 4 percent unemployment rate goal by 1983), extension of the Comprehensive Employment and Training Act (CETA) and expansion of public works jobs all across America. This represents a strong and laudable beginning. And yet it is only a beginning.

Unfortunately, programs to provide the unemployed with training and jobs are among those being eliminated by the people who determine the budgets of the federal, state and local governments.

Attempts to keep the national budget in manageable proportion has become a question of priorities; of "in order to do this, we're going to have to cut back there." Whether Labor's causes or those championed by others come out on top in the battle of the budget, it is certain that we're all going to feel the effect down the road.

Many segments of our society have been on the losing side of the budget battle for too long. Previous presidential administrations have ignored—in favor of America's wealthy

A POLITICAL ANALYSIS

Art Of The Possible

BY KEN ERWIN



and big business—our poor, our minorities, the sick and the elderly, and the unemployed.

No budget considerations which exclude these Americans most in need can be considered fair when the rich continue to enjoy tax breaks and while corporate America is allowed to avoid taxation while pumping billions of dollars into foreign operations that profit from cheap labor.

What is clearly needed, is a broad federal program to encourage the national economy to grow at an annual rate of about six percent—at a level well above the 4.5 percent growth rate being encouraged by some presidential advisors. Greater economic growth sets in motion a whole chain of developments that spell good news for workers, for industry, and for America.

A growth rate of 6 percent would produce full employment, provide the funds required to carry out necessary social programs, and slice the rate of inflation.

When people are working, they pay taxes. Each drop of one percent in the national unemployment rate means a million more people are working—and paying billions of dollars a year in federal taxes. At the same time, the cost of government, in terms of welfare programs, unemployment compensation and even crime, drops significantly.

When people are working, they become consumers. With their added purchasing power, they induce business to invest in greater production capacity.

Many American plants have been operating at 80 percent of capacity or less for a decade. Increasing production to, say, 90 percent of capacity would lower the unit cost of goods, allowing producers to reduce their prices and slowing the rate of inflation.

Where goods are in short supply, they could be produced in quantity, bringing greater capital investment, more jobs, lower prices and again, cutting inflation.

Today's interlocking problems of unemployment and inflation are the result of too many years of economic laziness. A program generating a growth rate of 6 percent would result in bringing us a return to the vigorous economy of the 1960s, with an acceptably low rate of inflation and a healthy rate of employment.

During the Democratic Party's midterm conference, I was pleased to be elected as a member of the Advance Platform Committee, a group that will study the challenges confronting our nation and make recommendations to the Democratic Platform Committee for the 1980 convention.

Through the Advance Platform Committee, we can bring full consideration to programs that will generate the growth that is so necessary to bring our nation a stable and rewarding future.

The Smithsonian Needs Union Material

After years of petitioning, arguing, cajoling and negotiating, the American trade union movement has convinced the Smithsonian Institution in Washington, D.C. to establish a permanent collection of trade union historical items.

"There has never been a place in the United States where all of the items and artifacts that reveal the dynamic, democratic nature of our unions could be collected and safeguarded," says General President Jay Turner of the Inter-

national Union of Operating Engineers.

In a letter to the local unions, Turner urges, "I hope, on reflection, you will agree that we should attempt to salvage what's left of our physical heritage. Somewhere in the basement of your union hall, or in the attics of your members' homes, there are examples of items that should be in our collection."

A partial list of the items the Smithsonian Institution is looking for are: union membership cards,

dues books, picnic and outing buttons, delegates badges, union emblem cufflinks, watchfob tiepins, etc., notices of meetings, posters and signs carried in picnics, photographs of union members, union shop signs and the list goes on.

If you have an item you think fits the bill, write to the Department of Education, 1125 17th Street N.W., Washington, D.C. 20036 and arrangements will be made to evaluate the items and get them into the collection.

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.



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 Incomplete forms will not be processed.