New Attacks Broil Over Davis-Bacon Act

By James Earp

The Davis-Bacon Act, which for 50 years has guaranteed workers the right to operate safely, is under attack by powerful labor unions and some employers. The act requires that construction projects in the United States be financed with wages and benefits that are at least equal to those prevailing in the locality. The act is named for its sponsors, Representatives Edwin B. Davis and James L. Bacon of Arkansas.

Some unions have attack the act as an obstruction to growth and development. Others have argued that the act is necessary to protect workers' rights and their families. The act has been under attack by the Carter Administration, which has proposed to cut federal construction contracts by 92 percent.

Marr warned that the Brown administration was in a political bombard if the current proposal results in a deterioration of the current safety program. "The current rapid increase of construction projects in the state, mining and tunneling inspectors are already overloaded," Marr said. "This would be a political suicide for Brown if these cuts were made and then have a major mining or tunneling disaster like the one that occurred at Sylmar." The Sylmar tunnel disaster in 1971 resulted in the death of 17 workers, including four operating engineers.

Key labor officials this month sharply attacked a proposal by the state director of Industrial Safety to make major cuts in the safety inspection programs for mining, tunneling and pressure vessels and shift the responsibility to insurance companies. Under the auspices of the Division of Occupational Safety and Health, there has been an investigation of the mining and safety inspectors currently working in the state. The investigation illustrates the need to maintain a strong safety inspection program.

The act has been in place since 1931 and is intended to ensure that workers are paid a living wage. The act is financed by federal construction contracts to pay agreements. The act has been amended and updated to cover a wider range of federal construction projects and include the payment of fringe benefits as well as straight wages in those localities where such provisions are standard practice in collective bargaining agreements.

The law has worked well. With more than 50 percent of all construction activity in the United States at least partially funded by the federal government, the Davis-Bacon Act has been a major success (Continued on Page 7).

Key Labor Officials Sharply Attack Proposed Cuts in Safety Program

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Building Trades Organizing Drive Rear-End-Encouraging Results In Los Angeles

The non-union segment of America's construction industry is keeping a wary eye on a pilot organizing drive now being conducted by Building Trades unions in Los Angeles. The unions are trying to organize workers in the construction trades and are not encouraging them to union-bust. What the unions see, however, is a different picture.

Launched last March, the coordinated effort of all building trades unions of the AFL-CIO has already reaped encouraging results, particularly in residential construction. Robert A. Georgine, president of the AFL-CIO Building and Construction Trades Department, reported last month, that more than 10,000 new union members have been recruited in the Los Angeles area, adding substantially to the pool of skilled workers employed by organized Tradesmen already employed there.

"This kind of progress is far better than we expected," Georgine said. "We expected a long, protracted battle . . . without this kind of immediate gain." Leaders of the drive are now assessing year-end reports from the individual unions. First reports turned in are good, according to Con O'Shea, coordinator of the drive.

Indications are that Carpenter organizers have been most successful, followed closely by Laborers and Painters. John DeMartini of the Local 149 of the Painters and Allied Tradesmen in Los Angeles said that the campaign has been "a tremendous success," and that the union has been able to recruit a large number of new members.

George Georgine concludes that the LA campaign was bolstered during 1978 by a general construction increase in southern California—a boom that could go bust, however, if the Carter Administration's anti-inflation and dollar-rescue efforts produce a serious economic slowdown in the near future. He contends, however, that the (Continued on Page 9, Column 2)
A Look at The Path of National Legislation

By DALE MARR, Business Manager

Guam (Continued from Page 1)

Contract negotiations remain busy on Guam. The district has signed a new Port Authority of Guam to a contract for office clerical, safety inspectors and marine traffic safety inspectors and marine traffic inspectors.

"We are very pleased with this contract and hope it will be a guideline for other contracts," Wise said. Negotiations are well underway with Atkins, Kroll (Guam) Ltd. Foremost Foods, Inc. negotiations are underway and it looks like an early settlement with some needed improvements.

"Dillingham's contract is coming up and we held a meeting at the Union Hall with the employees and had a very productive meeting," Wise commented. Mobil Petroleum Company, Swinerton & Bel- vor and Anheb Inc. contracts are also coming up and we will be preparing for some meetings in the near future.

"Most of the Companies on the Island are starting to realize that Local 3 is here, as we have been enforcing the agreement and have had a number of grievances filed and have had a few workers start to come out in the union's favor," Wise said. Members on Guam are urged to inform the Union Office if they know of any member who is sick in the hospital so that they might be contacted.
Geothermal Plant Approved

The State Energy Commissions has granted a first-stage approval to PG&E for construction of a geothermal plant at The Geysers by the Sonoma-Lake County Line. The commission, which says it is trying to promote geothermal energy, recently gave a unanimous vote to uphold the utility's notice of intent. The $41 million, 110-megawatt plant would generate power from underground steam for PG&E's Northern and Central California System.

Officials at McClellan AFB have announced plans to construct a $3.7 million wastewater reclamation facility on the base during 1979. Upon completion in 1980, the project will recycle 1.2 million gallons of waste water for non-drinking purposes. McClellan officials said the base's wastewater reclamation project would benefit the Sacramento area, because it would reduce the need for well water, which supplies all of the base's needs. The project involves installing a 2-inch water line and several 8-inch secondary lines from its two treatment plants into a large storage pond located on the northwestern section of the base. Congress has authorized $3.7 million for the project.

Granite Low Bidder

Granite Construction was the low bidder among three companies bidding on a $5.5 million interior domestic sewage treatment plant expansion. The bid was $2.8 million. The total state and federal clean water grant for the project is $2.7 million, which includes money for the rights-of-way, architectural and other fees. Installation and construction of an inverted siphon for a portion of the project was bid earlier and the work is underway.

$200 Million for Eastbay Highways.

The Brown administration has proposed a $6 billion highway construction program which includes more than $200 million for major Eastbay projects. The five-year program calls for the early completion of Oakland's Grove-Shafter Freeway, but omits Richmond's Hoffman Freeway. It also calls for an additional $105 million in construction funds for I-80 between Eden Canyon Road and 167th Ave.

Other major work includes: construction next year of a final, four-lane widening of Highway 4 near Concord for $9.5 million; a start up on a three-year, $62 million first phase rebuilding of Dumbarton Bridge; and nearly $6 million for installation of ramp metering and television traffic surveillance systems on various portions of East Bay freeways.

'Blood Alley' Bid Awarded

An $8.4 million contract for the construction of the U.S. 101 bypass of 'Blood Alley' in the Santa Clara County has finally been awarded to Granite Construction Co. of Watsonville by CalTrans. Granite submitted the low bid in October, but the department held off the award because the Sierra Club and three other plaintiffs filed suit in federal court in an unsuccessful attempt to block construction of the first phase of the 10-mile freeway project.

$7 Million Marina Authorized

Construction of a $7 million, 600-berth marina at Sierra Pt. on the Brisbane waterfront has been authorized. The marina will be financed with a loan from the State Department of Transportation and Development. The redevelopment project, to begin with a loan from the State Department of Navigation and Ocean Development will occupy 20 acres of state tidelands and dry land at the tip of Sierra Pt. Construction should start late this year with completion scheduled for 1980.

Delta Canal Bill

The Peripheral Canal bill, which suffered defeat last year in the state legislature, has been introduced again by state Senator Ruben Ayala. The 43-mile Peripheral Canal around the Sacramento-San Joaquin River delta was proposed 15 years ago as part of the California Water Project. It is designed to carry water from northern California rivers to the cities of the Los Angeles area, but objections by special interest groups have managed to stall the project.

Dumbarton Takes Shape

The first signs of a new Dumbarton Bridge are becoming visible at the east end of the project near Newark. The $100-million project is currently on schedule, with concrete columns and substructures taking shape. The main construction of the 1.6-mile span is scheduled for completion early in 1981, however, the wet winter may cause some delays. Construction on the west end of the project will not begin until a substantial portion of the east end is completed, according to Bruce Gibson, project engineer. The new bridge will provide four moving lanes, a median barrier and a bike lane, with the main span 100 feet above the water.

EPA OK's Kaiser Plant

The Kaiser Cement and Gypsum Corp. has received the green light from the Environmental Protection Agency for the modernization of its largest cement plant, located in Permente near San Jose. Opponents of the project have appealed to the Bay Area Air Quality Management District to revoke the construction permit, as well as a court ruling which held that the modernization is exempt from the need to file an EIR. The modernization will convert the present site from a wet-process plant to a fuel-saving, dry process operation that will greatly reduce emissions. It is scheduled for completion in 1980.

Warms Springs Gets Funds

President Carter has asked Congress to appropriate $46.3 million to continue construction of Warm Springs Dam near Healdsburg during the 1980 fiscal year. It was the largest single spending request for a California water project in the administration's budget. An aide to Congressman Don Clausen said the funds would be sufficient to allow the Army Corps of Engineers to operate "at full construction capability" in the fiscal year which begins Oct. 1.

Other major appropriations included in the budget are $12 million for continued final phase work on New Melones Dam, $13 million for the Cucamonga flood control project and $27.7 million for work on the Central Valley Project—primarily the Tehama-Colusa Canal.

Belt Route Project

Utah Department of Transportation Officials are awaiting final approval from the Federal Highway Administration on plans for the $80 million L-215 Belt Route project in Salt Lake City. The project—involved only grading and slope work on the 3rd East to 7th East segment—is actually two jobs in one, because flood fill from the L-215 job will be hauled directly over to the 21st South widening project that will begin at the same time. The 21st South project is estimated at $3.5 million and the first phase of L-215 is estimated at $2.5 million.
Downtown Oakland Receives Financial Shot in Arm

Downtown Oakland will soon be bustling with all kinds of new developments. Boisterous port berths will be cured for the Port of Oakland is now in progress on the adjoining berth, with construction of another berth underway. "Every shop from the largest to the smallest has the same ability to get shifted to the shop and more outside waiting to get in, " said Brother Richard Glad-Wish of a Bob Cat Loader there for 3 months, said. "We do not get a lot of Santa Rosa brothers."

The Port of Oakland opened its new outer harbor Berth 6 to container operations last month. Construction is under way on Berth 7, with the Port of Oakland's largest expansion of container facilities with more than 40 acres of parking, 18 berths and 16 cranes. There is great optimism that the newly negotiated relations with the People's Republic of China will be a boon to this modern port. Asst. District Rep. Ron Butler reports that work on the shops continues to be great. "Every shop from the largest to the smallest has the same ability to get shifted to the shop and more outside waiting to get in, " said Brother Richard Glad-Wish of a Bob Cat Loader there for 3 months, said. "We do not get a lot of Santa Rosa brothers."

Butler said, "We are currently in negotiations with the Power Division of Peterson Tractor Company and we are looking forward to securing a good agreement for these brothers."
For those Operating Engineers and their wives and friends who like good music and getting together with many old friends, in the town of Eureka, Nevada the Crab Feed is one of the events that is worth traveling to. This time of year rain is the rule and many people who have a long work year need to get out of the barn and do something different, and I know you can possibly do as the man of the house is a hero at home. This year, all of the cracked crab imaginable was at your fingertips. I would recommend a good bottle of red wine, fresh bread and beer and coffee. The music of the night following dinner was that of the 50's and 60's, and for the vast majority of us attending—whether dancing or listening—it certainly was easy to relate to those times. Eureka District Representative Gene Lino, his staff and all of those responsible certainly should be proud of the effort once more, as I know all of the brothers in the Eureka district should be. For me, this has been at least 9 or 10 consecutive trips and 1 job at least 600 to 800 members, wives and friends in saying thanks for a very fine time.

Drilling Negotiations Completed

I'm most happy to report that this past Friday (February 16th), the negotiations in the Drilling negotiations had been successfully concluded. These negotiations, compared to most others, proved to be extremely difficult and nerve-racking for this writer, even though at any good job I'm working on. The District Representatives and their staffs on different contracts, constantly, with almost no time lapses in between. The major obstacle was the Union Health & Welfare Plan which had been in existence in separate contracts with the individual drilling in different areas, and in many cases, the company supervisors and owners as well as office staff. The plan had proved to be, in the overall, a good plan, and had become one of the most surprising and cherished fringe benefits in the oil patch to the members, wives and their children, with fast and sure payments for the day-to-day needs of what could be a physical, dental, hospital, doctors, prescription drugs, eye glasses and many other medical needs—too many to mention. We have a number of attendees who were there, all negotiating sessions to the person, and according to what we had heard, to maintain this plan and improve it, if possible, was a very big plus in the plan. As it turned out in the final analysis, we were able to maintain this plan which is now the new Drilling Contractors Employers Association for another year, at which time it will hopefully be replaced by a permanent and single statewide plan. This single issue was almost the straw that broke the camel's back and caused what could have been a disastrous strike and caused hard and hurt feelings for years to come, as well as serious and lasting financial hardships. "All is well that ends well," and in this settlement Federal Mediator Roger Randall played an important role in the settlement which had already been given up for lost. The plan was a solid settlement of the needs of the company to company, but on the average for the Driller's classification a $3.24 per hour scattered over 3 years was obtained to a = pretty well shut down on the road this time is = 600 to 800 members, wives and friends for C.R. Fedrick.

Other Contracts Coming Up

By the time this article reaches press, I have the highest of hopes that at least 3 more contracts now in progress in different areas and states will have been completed. The largest by far is the Tinto Rio Algom Uranium Mine located just south of Moab, Utah, which expires at midnight on the last day of February. Certainly the over 200 people working at this property (about 1,000 oil, gas and mining folks from both Utah and Nevada) will have concerns and caused hard and hurt feelings for years to come, as well as serious and lasting financial hardships. "All is well that ends well," and in this settlement Federal Mediator Roger Randall played an important role in the settlement which had already been given up for lost. The plan was a solid settlement of the needs of the company to company, but on the average for the Driller's classification a $3.24 per hour scattered over 3 years was obtained to a $125 HP contractor from Salt Lake City, Health Administration requires that is be passed on to the Extraction and Operations, fall in this category. The training should commence on month following the 89 from Richfield to Antelope Island on the Russian River sewer was finished equal. The Company has estimated that the iron pipe is 89 from Richfield to Antelope Island, which is about 17 miles long and has 63,000 tons of asphalt to be laid. Corn Construction, from Grand Junction, Colorado, is the low bid-der on the overlay job on Highway 89 from Richfield to Antelope Island. The job is about 17 miles long and has 63,000 tons of asphalt to be laid. Corn Construction, from Grand Junction, Colorado, is the low bid-der on the overlay job on Highway 89 from Richfield to Antelope Island, which is about 17 miles long and has 63,000 tons of asphalt to be laid. The work for the road is done in three shifts. Each shift is about 12 hours to destination. A grizzley working two shifts at this time. L.A. Young Sons is working their way up the hill. They have a number of good jobs held over from last season along with the job they have already picked up this year. This company has boasted that 1978 was their best in 20 years. There are a number of jobs going on being mostly in the city of Richfield. They are working two shifts at this time.

Soutern Utah

"Old Man Winter still has us pretty well shut down on the road jobs," reports Business Rep. Don Strate. However, this time of year is very busy and advertising and award winning. L.A. Young Sons was low bidder on the overlay job on Highway 89 from Richfield to Antelope Island, which is about 17 miles long and has 63,000 tons of asphalt to be laid. The training should commence about the 89 from Richfield. W.W. Clyde Company's shop in Antelope is really a behive of activity. The mechanics have the work cut out for them to get all the equipment in shape for a very busy 1979.

Grievance Committee

At its regular quarterly meeting Feb. 1, the members of District 3 re-elected the following members to the Grievance Committee for the ensuing year: Laurence Chapman, Lee Dollios and Leroy Howard.

Grievance Committee

By BOB MAYFIELD

Rigging Lines

Work at The Gyers has kept several brothers busy during the last few weeks. The very light winter weather, reports Smith, Unit #12 is about 75 percent complete, with a couple of operators still working the unit. Smith reports that 95 percent done, with several broth- ers working for C.R. Fedrick. Recent rains have been the afterthought as well as steward and doing one fine job. Owen Haskell has Units #14 and #15 going full cycle mostly at #14 which is about 30 to 35 percent complete. The operator working on #14 is related to the slide. Unit #15 will be done April 15th, result will be a well arrivals and we enough rain to shut things down for awhile. Smith comments. P.G.E. plans to put Unit #17 out to bid sometime in March if all goes well, so here is a good dirt job to start the season off right. The project agreement has been signed for the next 26 months this time around so the rest of the existing work, plus Unit #17 and the other new ones coming up, will be done under its terms, including the higher sub pay. Let's hope we can get the plumbers to sign the project agreement quickly so there will be no holdup," Smith com- ments.

Over in Lake County things are very slow but the sprinklers are due to start about mid April so the work will get well going over that way soon.

Napa County has also been slow, with the little work that is going on being mostly in the city of Napa. This area does have a quite a bit coming up in the next month or two. There are no growers, most of whom seem to want Napa County to dry up and die.

The Russian River sewer was bid in late December and the low was by Caputo-Wagner, J.V. Dan Caputo, reports Business Rep. Brad Dalton. The job should be awarded in March, with work to start as soon as the weather per- mits. The bid was for over $1 million and was for pipe and pumping sta- tion. The plant itself will be bid in the next month or so for several million more. This work, plus the almost $12 million starting in the Sonoma Valley, really knocks the underground work off to a good start.

"Don't forget to re-register on the out of work list or before the first day throughout the winter," Datson says. "Nothing hurts more than to get on the list early in the fall, looking forward to going out early in the spring, and find out be- cause you didn't come in to re- register once or twice during the winter, you are off the list. To make sure, personal registration slip which indicates the date registration expires, if it's the time to re-register give Bruce your, dispatcher, a call, or if you are not sure give him a call anyway and he'll let you know."

Strategy

Approval was granted January 31 by the Regional office of the state of Utah, for a training plan for miners which was submitted by the Joint Apprenticeship Committee for Utah in conjunction with the Local 3 Safety Department, reports Safety Rep. Vance Abbott. This training plan will comply with the new Mine Safety and Health Administration requirements for training and retraining of both surface and underground miners who may be exposed to the extraction and processing of materials, including dust and vapor operations, varying, crushing or grading of materi- als, and any other23. As the construction operations, fall in this cate- gory. Structuring the training program to comply with the law and receive approval required a great deal of research and effort. We feel that by being involved in this training program, members will be more likely to receive the type and qual- ity of training that was intended by the law and, consequently, to be on a long way toward preventing acci- dents and injuries in mining op- erations.

The training should commence around the first of March and is de- signed to be on an going program.
The Woodley Island marina project cleared its last hurdle recently, when the State Parks and Waterways Commission approved a $1 million loan for the development of the city of Rio Dell’s Harbor District. The marina will be financed by a $5 million grant from the federal Economic Development Administration (EDA), as well as $3.2 million in loans from the state waterways commission.

Now that the total funding has been secured, the harbor district will purchase 15 to 20 acres to mitigate the environmental impacts of Woodley Island marina as required by the Regional Coastal Commission.

The U.S. Army Corps of Engineers and the U.S. Coast Guard have finalized the permit requirements for the project.

Everyone had a good time at the annual Erauwa crabfeast, including Congressman Don Clausen, who sits as a guest next to the local 3 Business Manager Dale Marr. An estimated 600 to 800 members and wives joined in the festivities this year.

The last portion of the 30-year loan was obtained ‘with no problem’ according to Jack Alderson, executive officer for the harbor district who attended the state commission meeting in Avalon.

When finally built, the marina will provide 228 boat slips with possible expansion to 400 slips. Marina plans also include a restaurant, weather permitting, in the expansion of the city of Rio Dell facility. The prime contractor is the S & Q Corp., of South San Francisco with whom we recently held a pre-job conference. The amount of the grant was approximately $25,000, which is expected to be $1 in E.D.A. At present time several sites are under consideration and of course Coastal Commission approval will be necessary.

This project, when completed, will be able to handle vessels up to 130 feet in length for dry-docking.

Another sewage treatment project that will soon be underway, weather permitting, is the expansion of the city of Rio Dell facility. The prime contractor is the S & Q Corp., of South San Francisco with whom we recently held a pre-job conference. The amount of the grant was approximately $25,000, which is expected to be $1 in E.D.A. At present time several sites are under consideration and of course Coastal Commission approval will be necessary.

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 candidate, in the order of the votes cast in favor of him, and thence in the order of the votes cast in favor of him, and so on, till the list of nominees is exhausted.

ARTICLE XIII
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 ballot. Each member shall be entitled to one (1) vote. The vote shall be cast in accordance with the rules and regulations promulgated by the International Convention of the Union and the 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., 1551 Maple St.
7th Salt Lake City: Engineers Bldg., 5958 W North Temple
8th Reno: Musicians Hall, 134 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-Butterfly Hall
25th Honolulu: Washington School
26th Maunaloa: Kapiolani School, 966 Kilauea Ave.
25th Honolulu: Washington School
19th San Mateo: Electricians Hall, 3008th Ave.
26th Maunaloa: Kapiolani School, 966 Kilauea Ave.
May
5th Bakersfield: Labor Temple, 2102 Almaden Rd.
6th Fresno: Labor Temple, 2102 Almaden Rd.
7th Stockton: Engineers Bldg., 2806 No. Calif. St.
15th Fresno: Engineers Bldg., 3121 E. Olive St.
22nd Sacramento: Woodlake Quality Inn, Hwy.
160 & Canterbury Rd.
factor—along with collective bargaining—in bringing a measure of stability to the construction industry. But, just as Davis-Bacon has preserved decent wages, it has been a constant irritant to a rapidly expanding open shop movement relying on cheap labor for its proliferation.

There is nothing in the law preventing nonunion contractors from competing on construction projects that come under the protection of Davis-Bacon. All that is required is that these firms pay prevailing wages to their employees. However, most nonunion companies, when forced to bid on an even footing with union firms, find they cannot compete.

Having made vast inroads in the residential and commercial construction realm, open shop contractors view the Davis-Bacon Act as their foremost obstacle to breaking into the huge public works construction sector. Against the ill-conceived GAO report, nonunion contractors and their right wing legislators have a host of decent amendments favoring the abolishment of Davis-Bacon.

The Davis-Bacon Act is inflationary, and the claim, forcing wage rates to be artificially high. Furthermore, only 12 construction projects, the GAO report claims that the Davis-Bacon Act costs $2 billion a year. The Labor Department makes determinations on 120,000 projects a year.

A dramatically reduces the Davis-Bacon Act is inflationary, the GAO recently announced ABC's "Operation Watchdog" to keep "surveillance" on the Davis-Bacon Act. It maintains that Davis-Bacon is "unconstitutional law.

The act was enacted in 1931 to prevent nonlocal, transient workers from taking jobs away from the local workforce, he maintains. These "transients" that the government does not pay are "nonunion contractors and their nonunion, transient workers from taking jobs away from the local workforce, he maintains. These "transients," he says, are an issue which is no longer of concern.

The fact is, these and other arguments against Davis-Bacon have been fabricated by the same coalition of business organizations that fought labor law reforms for years. The law is designed to protect working men and women.

In a letter to Elmer Staats, Commissioner of the Department of Labor, President Lyndon B. Johnson signs amendments to the Davis-Bacon Act in 1964. Among the changes were key provisions allowing for the inclusion of fringe benefits as part of prevailing wage determinations. General President James Roosevelt.

However, in many areas such a right-to-work state, where nonunion firms are abundant, the Labor Department often cannot find a majority of workers receiving the same wage rate. In this case, the rate paid the greatest number, provided it comprises at least 30 percent of those employed, becomes the wage determination.

"We cannot afford to have the Davis-Bacon Act enshrined—either on Capitol Hill or by bureaucratic tinkering," Local 3 Business Manager Dale Marr emphasized. "Those who advocate repeal of this law are only demonstrating that they don't know the first thing about the construction industry," he charges. "You cannot hope to reduce construction costs by reinstating cheap labor and giving open shop firms billions of dollars in federally financed construction on a silver platter."

Marr emphasized the need for union members to be aware of moves to repeal the "little Davis-Bacon Acts" in state legislatures. These laws, patterned after the federal law, protect wage rates on construction projects receiving state or municipal funds. Already there are reports that businesses are paying for repeal of the state Davis-Bacon law in Nevada.

With the resounding defeat that labor Law Reform and other vital labor legislation have suffered in the past two years, trade unionists cannot afford to be complacent about preserving the integrity of the Davis-Bacon Act. In these inflationary times, even the most tried and proven government programs can suffer "legislatively executed" in the nascence of fiscal responsibility.

Secretary of Labor Ray Marshall recently rapped the GAO for conducting what he termed a shallow, inaccurate report. In a letter to Elmer Staats, Comptroller General of the United States, Marshall said: "The GAO Draft report states that these Federal laws (Davis-Bacon) have an arbitrary or discriminatory effect. However, the report candidly states that over two-thirds of this estimate is based upon data which have no statistical validity.

Marshall also pointed out the fallacy of GAO's assumption that the money an employer saves by paying lower wages is not necessarily passed on to the government as its share of Davis-Bacon.

Robert Georgine, president of the Building and Construction Trades Dept., AFL-CIO, points out that the construc-

tion industry needs the Davis-Bacon Act. In an industry where product design is fairly standard, the only avenue for trimming costs is to keep wages low. "Among unionized contractors, such practices are constrained by the requirements of collective bargaining agreements," Georgine says. "Among nonunion employers however, there are no restraints—and they pursue their natural inclination towards wage cutting irrespective of its impact on the standard of living and the well being of the workers.

A Washington, D.C. firm of economists and manpower specialists—Ruttenberg, Friedman, Guichess and Assoc.—last year provided a well documented, in depth study on the need for Davis-Bacon Act.

They point out the tremendous costs to society that would occur if the decent wages currently protected by the Davis-Bacon Act were to deteriorate.

"The destruction of decent labor standards in the construction industry would impact adversely on just about every community in the land," they emphasize. "Somewhat less obvious is the impact that such an eventuality would have on the nation's manpower and development training.

"No other sector of American industry devotes as much time and resources to developing workers to become skilled journeymen in a variety of crafts. In an industry such as construction, where relatively few workers are attached permanently to one employer and where there is a very large number of employers, the apprenticeship programs could not survive unless the unions play a central role.

"While anti-union advocates will push for the repeal of Davis-Bacon, they are not likely to receive much help from President Carter. After reviewing the GAO report in a recent advisory meeting—and receiving a warning note from labor—Carter has decided that repeal of the Davis-Bacon Act would have very little positive impact on his inflation program. At the same time, repeal would trigger widespread reaction among building and construction trade union leaders.

The greatest danger to Davis-Bacon Act, at this time lies in attempts to alter the way the law is administered. Carter bureaucrats refer to it as "fine tuning"—an action which would not re quire legislation, but which would have a substantial impact on construction union membership.

The prime target is the "30 percent" clause for determining prevailing wage rates in a locality. Ordinarily, the Labor Department determines prevailing wages in a specific locality according to the wage rate the majority of the workers are receiving. In areas dominated by union contractors, the prevailing wage rate generally becomes the rate negotiated in collective bargaining agreements.

Alabama Case a Grim Example

A dramatic example of how contractors try to alter the administration of the Davis-Bacon Act to suit their own needs occurred recently in Alabama.

On April 1, 1977, the Executive Director of the Alabama Road Builders Association filed a complaint with the Labor Department charging that the wage determination for a major bridge project on I-65 over Mobile Bar was "arbitrary, irrational and did not reflect the area practice for bridge construction." In Alabama highway construction wage rates are only half the rate paid for heavy construction of major steel and concrete structures.

It was obviously the intent of the contractors to slash costs by obtaining the lower highway construction rate for the entire bridge project. The Labor Department, however, held firm in its determination and from more than 40 percent in the 1950's.

At the same time, Turner says, costs of land, materials and interest rates have risen much faster than the rate of inflation. Furthermore, recently negotiated wage increases in the construction industry have averaged less than the rate of inflation—obliterating the argument that prevailing wages are inflationary.

Alleged contractor associations—aided by the state—then appealed to the Wage Appeals Board, which in December 1977, overruled the Labor Department's decision. Through a subsequent statewide survey, the wage rates for heavy construction of bridges were severely cut—in some cases to only half the normal heavy construction rate.
Time Does Not Cool Hamilton Controversy

By John McMahon

The controversy surrounding the acquisition of the Hamilton Air Force Base by Marin County continues with a new attempt by a minority of the Board of Supervisors to withdraw the County's application.

In a narrow 3-2 vote, the Board of Supervisors has voted to withdraw the application to the Federal Aviation Administration, which had previously approved the deal. The withdrawal is expected to delay the sale of the property for at least several months.

The County of Marin had intended to use the property as an airport, but the Federal Aviation Administration has rejected the proposal and stated that the property would not be suitable for that use. The County now plans to use the property for commercial and industrial purposes.

The withdrawal of the application is expected to delay the sale of the property for at least several months. The County had hoped to sell the property for $60 million, but the recent developments may cause the sale to be delayed.

The developer, Marin County, has already spent $20 million on the property and will likely seek to recover those costs if the sale is delayed.

Heavy Highway Schedule for Nevada

The heavy highway and building construction in Nevada is on the upswing, promising a good spring and summer, reports Business Rep. Dave Young. Vasko and Assoc., Inc. and Nielsen-Nichles Co. joint-venture have awarded expansion of the Reno International Airport for $14,899,000.

Jack Parsons, outb. J. W. Vickery of Dixon, Catalonia for construction of a portion of Interstate 80 at Carlin. Low bid was $5.9 million. J. W. Vickery bid just over $6 million. Reno Iron Works picked up a small facility job at the University of Nevada-Reno consisting of fabricating and installing solar panels for $17,827.

Reno Paving was awarded lot parking improvements at the main post office for Reno for $8,445. Robert L. Helms has started construction on the newly awarded Hwy. 395 South job in Reno located near the corner of Mill Street and Hwy. 95. They will be importing Farrow from Hwy. 95 and McCarran Blvd.

Helms also has crews working on the Ring Road and the Southern Pacific Railroad properties at Vista and at the Donner homesite near Lake Tahoe. The Valmy Power Plant has been awarded a $6 million contract, and the University of Nevada-Reno has been awarded a $5 million contract.

Free Undergrouned Pipeline and Cable Service

For information on where underground facilities are located, Call Underground Service Alert toll-free (800) 642-2444 or check for buried electric lines or natural gas lines, before digging.

Every year, workers risk injury or death because they neglect to check for buried lines before digging. A lot of gas lines and electric cables lie harmlessly underground, until someone carelessly digs them up.

On January 18, Local 3 and Duval met after many phone calls and letters to try and get the talks started again to negotiate. Ron Unger, John Hemp, Dale Gibbons, and Mickey Canepa were involved at one time or another in the negotiations.

Ron Unger and John Hemp were working on the contract. Unger said, "We would also like to thank all the people who were on strike for their help on the pickets and their strong will to stay out as long as they did." Young said, "They proved they could do it and not let a company, which is going to make a very substantial profit producing gold, silver, and copper, take benefits and money out of their pockets in the years to come."

"We of Local No. 3 did get a good contract which we can live with for the next 39 months," Young commented. "We got back the full C.O.L.A. with a 30¢ across the board wage increase for the first year, 20¢ for the 2nd and 3rd years, and 30¢ for the last three months."

The first year package will be roughly 85¢. Wages for future years can't be determined because they will be affected by the cost of living increase for the roll-in each year. Talking to the members in the other mines, they were very proud of their Members and Sisters at Duval and are getting ready to start their own pre-negotiation meetings in just a few months so they will have their proposals ready to negotiate in 1980, Young reported.
Safety Cuts Draw Labor's Fire

(Continued from Page 1)

This will force most middle class workers out of the city as their jobs are lost. Although this proposal is not as serious as担心 it shows a growing disregard for the livelihood of the city's middle class workers and tax payers. Assemblingman Agnos proceeded to demand that 50% of the construction jobs at this power plant be filled by local residents of the Potrero Hill area.

(Continued from Page 1)

With the new unit on line, PG&E will be able to put an additional 170,000 kw on the grid, a significant increase over the present capacity. The new unit will have four turbines, each with a capacity of 42,000 kw. This will bring the total capacity of the plant to 282,000 kw, making it one of the largest in the state.

The new unit will be built on the site of the old Potrero Hill Generating Station, which was decommissioned in 1980. The site was chosen because it is close to the main power grid and has easy access to the necessary infrastructure.

The new unit will use natural gas as its fuel source, reducing emissions and improving efficiency. The plant will also be equipped with advanced pollution control technologies to meet strict environmental regulations.

The project is expected to create approximately 700 construction jobs and 300 permanent jobs once the plant is operational. The construction phase is expected to last two years, with the plant scheduled to come online in 2024.

The project is part of PG&E's $12 billion capital investment plan to modernize its power system and meet growing energy demands. The company is committed to investing in clean, renewable energy sources while ensuring reliability and affordability for customers.

The new unit will help meet the growing energy needs of the San Francisco Bay Area, which is experiencing rapid population growth and increased electricity demand. With the new unit on line, PG&E will be better positioned to serve its customers and support the region's economic growth.

The project is also expected to provide benefits to the local community, including job opportunities for local residents and improved infrastructure. PG&E is committed to engaging with community members to ensure the project meets their needs and contributes to their quality of life.

The new unit is part of PG&E's ongoing efforts to modernize its power system and meet the growing energy needs of the region. The company is dedicated to providing reliable, affordable electricity while protecting the environment and supporting the local community.
Insurance Fraud: A Growing Problem Among Elderly

One of the major areas of criticism among consumer groups lately has been within the insurance industry. The problem is not our negotiated Trust Funds but the unethical practices and selling tactics used by some high powered salesmen for individual policies. The solutions to the problem are that agents have been misrepresenting their insurance policies to the public and the elderly. Older Americans spent over 4 billion dollars last year on individual health policies. There are estimates that over 15% of U.S. population which shows your hours, credibility, and the elderly. Older Americans have no natural insurance and even then our Union negotiated the very best in health coverage.

Recently several news articles dealing with insurance fraud have appeared in the local papers, but they may have only found the tip of the iceberg. CBS's "60 Minutes" featured a segment dealing with this rising national problem in January. In their report they interviewed both policyholders and insurance agents, uncovering some startling facts. The prime target for health and life insurance is the sick and elderly; these people are usually non-insurable for bona-fide ethical companies.

Some Dental Facts

- Approximately 67% of U.S. population has dental decay.
- Average 16 year old has 10 untreated, decayed teeth.
- By 35 years old 1/3 of Americans have no natural teeth.
- More than half of U.S. population visited a dentist last year.
- Over 15% of U.S. population has never been to a dentist.
- Untreated dental disease always gets worse.
- A single child today without dental care will lose over 50% of teeth by age 40.

and even then our Union negotiated the very best in wages and working conditions. We were both young and healthy, there was nothing wrong with our health, and we thought we had the world by the tail. In 1953 Local 3 negotiated a Health and Welfare Plan for us. The Plan would cost our employees a few pennies for each hour we worked. Not much by today's standards, but we probably would have preferred to have it on our weekly checks. Instead, the money was put into a Trust Fund for our health care. About that time my friend married and started to raise a family.

Local 3 continued negotiating higher wages, better working conditions and improvements in the Health and Welfare Plan. By 1958 the Pension Trust Fund for Operating Engineers had been established with five percent paid out of the employee's pay. With a growing family, we all could have used that extra nickel. Some engineers questioned the wisdom of the Pension Plan and the Retiree Welfare Plan, they would use them or depend on them as much as we do.

Eventually our children grew up and went off to college or out on their own. Many of us, older now, found ourselves financially unprepared for that leisurely retirement we had wanted. We had been too busy earning a living to plan that far ahead and Social Security benefits had not gone up as fast as the cost of living. That Pension Plan, that we had taken for granted all those years, would provide the financial margin that would allow us to retire. Through the Pensioned Operating Engineers' Health and Welfare Plan, we would be free from worrying about shrinking Medicare coverage.

The reasons for an engineer's retirement can vary. Some engineers are forced to retire because of their health or disability while others choose to leave active employment and relax or maybe pursue another career. Regardless of their reason, the common feeling among our Local 3 retirees is that without the Pension Plan and the Retiree Welfare Plan, they could not afford to be retired.

"You know, Mike," they say, "when I think back over the years how much my family and I used our benefits, I'm a bit embarrassed. I never thought we would use them or depend on them as much as we do. I'm very thankful that Local 3 has the leadership, with enough foresight and determination to negotiate and maintain our Health and Welfare Plans and Pension Plans. I hope everyone appreciates what our Local Union has done and what it has been for us."
Footnotes From the Pacific

By HAROLD LEWIS
Financial Secretary

As we enter the 1979 work season, our members in Hawaii are looking forward to the opening of a number of major highway projects which are due to begin this year. Over $106 million in highway construction and related work is slated, with 19 projects exceeding the $1 million mark. The largest single source of work will be along Interstate Route H1, which will include a $22 million project at the Kapiolani interchange—tentatively set for October. Another good project set for April is the $10 million Honolulu Airport interchange, which will last for the next couple of years.

Other major projects coming on line this year are three airport interchange contracts for a total of $24 million; a Kapolei onramp job for $1.8 million; a Moanalua Road job for $7.6 million; a Fort Waver Road realignment contract for $7.6 million and two other tentative contracts totaling $10 million; a $1.2 million Farrington Highway widening job; a $1.5 million bridge replacement on the H-3; and a $2 million project for the H-1 between the interchange and the Kaaawa City Limits.

The Maui Experiences Building Boom

March 1979

Engineers News Page 11

$60 Million in One Month

Maui Business Rep, Rich Shuff reports that at Kapalua, $60 million worth of construction was being undertaken in October, not counting the start-up of the northern section of Kapalua Highway which will take the highway right into Kapalua. The Bay Club has been open since April, and the Tennis Center has just opened. The golf club will open after the first year. The Golf Villas condominiums will be completed by the middle of 1979. Work on the second golf course has begun. Construction will begin shortly on two luxury condominium projects—the Ironwoods on the Ridge both of which have been sold out for some time.

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Due to Weather

The work picture on Marysville is a slow picture of slow. Due to the weather, reports Business Rep. Dan Mostow, in the mountains area there is still snow on the ground. Butte Creek Rock is at a stand still in the Chester area. In between the rain and the snow J. E. Amis has been working on the Highway. As a result of the slow, Doty & Company, Inc. from California is the low bidder on the sewer construction work awarded by the Butte County Public Utility Dist. in Oroville. Harold J. Younger, Inc. from Sacramento was the low bidder on the Butte County Overpass Project in Oroville—this job should be starting around February 15.

Harold Lewis Elected Head of Liquor Board

Hawaiian Airlines plans to build Ed. Yamashiro Inc., and Haitsuka and another hotel for Maui Surf Hotel was sold recently to Royal Kauaipalaji Joint Venture for $52 million. The principals—Hawaiian Omi Corp. and Kauaipalaji Kat Inc.—plan to build a luxury condominium apartment.

As we enter the 1979 work season, our members in Hawaii are looking forward to the opening of a number of major highway projects which are due to begin this year. Over $106 million in highway construction and related work is slated, with 19 projects exceeding the $1 million mark. The largest single source of work will be along Interstate Route H1, which will include a $22 million project at the Kapiolani interchange—tentatively set for October. Another good project set for April is the $10 million Honolulu Airport interchange, which will last for the next couple of years.
In March and April of most years we can look at the head of a new work season with some confidence in determining a good year or bad year for work opportunities, but somehow the last few years have been weatherwise until even the season can't be counted on. The economy of the nation has been in about the same shape. The money market for projects that are sensitive to the occupation of Surveying has been up and down like a yo-yo.

Last year was especially good for Tech Engineers, but the crystal ball seems foggy for 1979. Some economists are saying that the economy is not deteriorating, but are warning of a shakeout in the glut of several industries. There is a considerable reduction in home building and the automobile business. Some economists say that the economy will improve, particularly in heavy construction. I do not know how and when we will be on the upswing. I don't think we are going to find a recovery in the economy immediately.

The Employers position is the cost of living applies only to the wage earners. The A.G.C. and E.G.C.A. Employer Agreements require that 3E Members save them considerable time and money.

E.G.C.A. Contractors. More and more contractors are finding that a Union No. 3 Union Hall, 3900 Mayette Ave., Santa Rosa, CA; Oakland, California, is an excellent way to save money and time. Employers are in dispute as to how the cost of living will be applied. The A.G.C. and E.G.C.A. Employer Agreements require that 3E Members save them considerable time and money.

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SOSHA Cutbacks Demonstrate Lack of Knowledge, Priorities

by Jack Short, Director of Safety

Business Manager Dale Mars announced this month that Jack Short, a safety representative for Local 3 has been installed as the new Director of Safety and Training for the union. Short replaces Jerry Martin, who was appointed last March as a commissioner on the state Workers' Compensation Appeals Board.

Jack Short has been a member of Local 3 since 1953, when he worked as an operator in Nevada and Utah. In 1963, he was hired by the union to be a safety representative in Nevada and later Utah. In 1979, Short became safety representative for Local 3 and served the members in the Sacramento, Bay East and Northern California areas. During his employment with Local 3, Short also worked on the pre-apprenticeship training program in San Jose.

A proposal this month by the Department of Occupational Health and Safety to make major cuts in the safety program— including a 60 percent reduction in the mining and tunneling inspection staff—is a prime example of how short sighted our government is.

Cal/OSHA has been recognized as one of the best state-run safety program in the nation. And the mining and tunneling inspection unit is one of the hardest working and most cost effective of all the state's safety inspections.

Right now, this staff is 13, comprised of one engineer, seven safety inspectors and five other safety employees. It is our understanding that this staff is partially funded by federal government, costing the state only about $300,000.

We cannot see the motivation in making a drastic reduction in such an important safety inspection unit. It is our understanding that this staff is partially funded by federal government, costing the state only about $300,000 a year. Is it really worth it to risk the lives of the thousands of construction workers employed on these projects just to save $300,000?

If anything, the current staff of 13 should be expanded. Not only is the field work tremendous, so is the administrative responsibilities. This year, hundreds of individuals with blasting licenses will be coming before this staff to renew their licenses.

That administrative load can only be accomplished by taking time away from safety inspections. With a reduced staff under the new proposal, it is clear that thousands of potential violations will go unheeded this year. How many will result in serious injury or death?

We think it would be wise for the director of the state Division of Industrial Safety to take another hard look at the mining and tunneling unit before taking those budget proposals to Governor Brown. The current proposal demonstrates only a lack of knowledge of the industry.

We cannot afford another disaster like the one that occurred at Sylmar in 1971, which took the lives of 17 workers. As it stands now, we have been able to shut projects down that are in violation of safety standards and keep them down until they comply, because we have the necessary enforcement of the state. One recent project in particular was shut down six times in seven months because of safety violations.

If these cuts are made in the mining and tunneling inspections staff, we will not have the kind of enforcement that is needed. We are encouraging our contractors in line and assure our members of a healthy work environment without accidents.

Members are encouraged to send letters protesting these proposed budget cuts to: Art Carter, Director of Industrial Safety, 455 Golden Gate Ave., San Francisco, CA 94101; or Governor Edmund G. Brown, Jr., State Capitol, Sacramento, CA 95814.
Dear Officers & Members of Local #3:
I want to express my deepest thanks for the beautiful Bible, I will cherish it always. I also want to say thanks for all the help and kindness that we received you people were just wonderful. Thank you again from the bottom of my heart.

Mrs. Norma P. Watkins

Dear Sir:
I would like to express my very great appreciation to you for the prompt way you have paid the death benefit to me from my husband Ted R. Strong, and the beautiful white holy Bible. Ted worked hard all of his life and loved to work.

Clara B. Strong
Lamar, Colo.

To all of Local #3:
We wish to express our appreciation for the beautiful Bible in memory of Glenn A. Mccains who passed away on Oct. 4, 1978.

God Bless you all

George & Alice McMain
San Pablo, Cal.

To all of the brothers of my father:
My family and I wish to extend to all of you our deepest and most sincere gratitude for your welcoming gift and we want you to know that it brought us all the comfort that it was meant to.

My father was a member of your union for more than twenty-five years and you all have been an important part of our lives from my earliest memories. He was dedicated to Local #3 and he always led us to understand and appreciated what our union has brought us for all of those years.

Now, in this our time of grief, have even more reasons to be grateful to the wonderful human beings of Local #3 and for this time to thank you on behalf of my family for every thing you have done for us.

In Memory of Joseph P. Martin, with Preparatual Gratitude

Maria Ponsillo
Technician

Dear Mr. & Mrs. Gladby:

We would like to express our sincere appreciation for the donation of the eyes of your husband, Walter Gladby. We hope it may be a comfort to you and your family to know that because of your generosity two people have regained the joy of sight.

On behalf of these two people and everyone here at the North Carolina Transplant Bank, thank you for your generosity and concern.

Sincerely,

Curtis Martin & Family

(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

Baire, Newd (Mother)
1006 Broadway, Burlingame, California
11-30-78

Browne, Thomas (Florence-Wife)
P.O. Box 725, Oakland, California
11-20-78

Cox, Fred (Ken, Reba, Ron & Nelda-Children)
8310 Deervale Rd., Dublin, California
11-16-78

Culp, Francis (Bernice-Wife)
206 Brooklyn, San Jose, California
11-16-78

Dewey, Andrew (Sadie-Wife)
155 Tamal Vista Dr., San Rafael, California
11-20-78

Drennen, Earl (Jazz-Wife)
St. Route, Battle Mountain, Nev.
11-7-78

Dunson, James (Linda Fay-Dir.)
2617-35th Avenue, Oakland, California
11-23-78

Evensizer, Margaret (Wife)
733 N 10th Street, San Jose, California
9-12-78

Enke, Aldo (Junata-Wife)
3815 Dunsament Ave., Danvull, California
11-30-78

Fenske, Aldo (Evelyn-Wife)
5775 E Cloverleaf Dr., Manteca, California
12-10-78

Fenske, Aldo (Wife)
14 The Trees, Concord, California
11-30-78

Hanna, George (Alice-Wife)
743 - 20th Avenue, Honolulu, Hawaii
11-26-78

Hawley, William (Beulah- Wifl)
41026 - 30th Street, West Lancaster, California
12-4-78

Hickey, Eugene (Evelyn- Wife)
1075 Woodland, Woodburn, Oregon
12-4-78

Hill, William (Kate-Wife)
7133 E 3080 South, Sandy, Utah
12-2-78

Hooper, Lewis (Mary-Wife)
1517 Shady Oak Pl, Santa Rosa, California
12-9-78

Jones, Roy (Lucy-Wife)
27 E 6100 South, Murray, Utah
11-22-78

Klein, Frank (Marian-Wife)
6912 Cunnumg Way, Sacramento, California
11-21-78

Leffert, Harry (Inez- Wife)
555 North "K" St., Livermore, California
12-3-78

Marshall, Mel A. (Ora Jean-Wife)
P.O. Box 4146, Santa Rosa, California
12-3-78

McSpadden, Ira (Ruby-Wife)
12-19-78

Morgan, Virginia (Mary-Wife)
39321 Logan Dr., Fremont, California
12-9-78

Navarette, Sam (Esther-Wife)
8105 "B" Street, Winton, California
12-9-78

Oliveiro, Fred (Jennie- Wife)
2320 Jule Ave., Turlock, California
11-22-78

Phillips, Orval K. (Florence- Wife)
10567 S 2200 W, Riverton, Utah
11-22-78

Richardson, Jim N. (Jimell, Opheilia & Van of Iris Daughters)
2954 Graduate Ave., San Jose, California
12-18-78

Schuler, Albert (Dorothy-Wife)
102 Wesley St., Captiolia, California
12-2-78

Schmuck, Verne (La Verne Wilson & Donna Kilby-Daughters)
8510 Durvale Rd., Dublin, California
12-17-78

Shinkovich, Francis (Elvira-Wife)
P.O. Box 651, El Granada, California
11-24-78

Simons, Harvey (Florence-Wife)
407 N. 12th St., San Jose, California
11-24-78

Souza, George C. (Beverly-Wife)
39321 Logan Dr., Fremont, California
12-3-78

Stephens, Jack (Iris-Wife)
9999 Lamier Dr., Elk Grove, California
11-22-78

Thal, Raul (Cruz Mac- Wife)
P.O. Box 257, Fallon, Nevada
11-22-78

Truly, Ruth (Cruz Mac- Wife)
5775 E Cloverleaf Dr., Manteca, California
12-17-78

Trusty, Chris C. (Mabel Brooks-Sister)
St. Rt. 7100 F, Orovil, California
12-24-78

Vann, Harry E. (Jean- Wife)
P.O. Box 102, Orovil, California
12-3-78

Walker, Rue (Audley- Wife)
6753 S 900 E, Midvale, Utah
11-21-78

Ward, Melvin (Judy- Wife)
1596 Leeard Dr., San Jose, California
12-18-78

Weger, James (Diana- Wife)
6455 Tupelo, Citrus Hills, California
11-27-78

Welte, Peter J. (Barbara- Wife)
2665 W Beechwood, Fresno, California
11-8-78

Wente, William C. (Elizabeth Barnett-Dr.)
252 S 2nd St., Dixon, California
11-11-78

Word, Keith (Yvonne- Wife)
11-30-78

Young, Robert (Thelma-Wife)
11-22-78

Zavala, Chester (Jean- Wife)
12-15-78

Zavala, Chester (Jean- Wife)
1833 W Campbell, Campbell, California
12-24-78

Mansfield F. W. Smith, M.D.
Chairman
N. California Transplant Bank
Institute for Medical Research

Mr. Ken Erwin
Managing Editor, Engineers News:

I am very much interested in the story on Open Shop that was in the Engineers News. I was also interested in the reference to the "Buy American Act" which appeared a couple months ago.

I think the time has come when our Union Publications must take the lead in pushing "BUY UNION MADE and BUY AMERICAN."

Thirty years ago a Union man would not even buy a pair of gloves without the Union Label on them. Today a large percentage of the members have a foreign made car, foreign made clothes shoes, etc.

We can help maintain the strength of our Union by helping keep other Unions strong.

At least Put some "BUY UNION MADE" notices in the paper.

Sincerely,

Jack McGuire
Daily City, CA.
FOR SALE 26 "YURON DELTA" Two tone blue & white 32 foot trawler. $55,000. Contact Mark Schnuck, 2950 Portage Bay No. 441, Davis, CA 95616 Reg. No. 1737733. S-79


FOR SALE 1969 White Diesel, 10 yd. dump truck, heavy duty 10000x20 rubber 5 sp. transmission, $2500. W.L. Maddox, 17311 S. Mercy Springs, Los Angeles, Ca. 90049, Reg. No. 1091206. 3-79

FOR SALE: DUNE BUGGY 1975 Cervor, automatic, ready to drive, all new paint, low miles. $2500. Contact Don Logan, 8540 Albion Rd., San Jose, Ca. 95138, Reg. No. 0271424. 2-79

FOR SALE: STARRETT MICROCOMET CALIBER 424-28 set A range 0 to 1 in. has not been machined. Marked to show capacity & fit machine fitting. Excellent condition, new in box. Never been used. Adjustable. Brass box, $114.30. Cathy O’Brien, 5055 Marynnes Dr., San Jose, Ca. 95118 phone 264-0776, Reg. No. 0201427. 2-79


FOR SALE: GOOD & CLEAN Ranchero, green & white, w/hyd reverse gear, 70% completed, price to show capacity & $250. L. John Castro on the death of his wife Joanne. 1/14/79.

FOR SALE: 26’ -YUKON DELTA” 3-79

FOR SALE: 67 BRONCO 4 wheel dr. green & w/white top, white finder skirt, white spoke wheels, new goodyear tracker tires, new tail lights, new bucket seats, big mirrors, perfect. $250. Also one Borg Warner Velvet Drive train. Lyn Langer and his wife on December 12th.

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PERSONAL NOTES
Our best regards are extended to Roy Bell’s wife Inez and Del Hicok also, we announce the birth of a baby daughter to Brother Eugene. 2-79

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FOR SALE: FULL EQUIPMENT good cond. & low hours. $10,000. Mike Kraynick, 408/847-3717. Reg. No. 0654165. 1-79


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March 1979

Moscone Center
(Continued from Page 3)
termed there can be cost savings through re-design or by combining current types of work in a single job package.

No new labor contracts will be made as soon as lease revenue bonds to pay for construction costs are sold. Sale of these bonds has been postponed until the City prevails in litigation initiated by opponents of the project. The City is hoping to receive a final favorable decision from the Appellate Court in March.

Box 24 estimated the project cost at $309.4 million including land, architecture, engineering, legal counsel, construction management and building and furnishing the facility.

The first phase of construction began in July, 1977, with the start of excavation at the 11 acre site in the Yerba Buena redevelopment area of downtown San Francisco. The excavation work for the center, which will be almost entirely underground, is scheduled for completion in March.