

New Attacks Broil Over Davis-Bacon Act

By James Earp

The Davis-Bacon Act, which for 50 years has served as a pillar of strength in helping to preserve decent wage standards for construction workers has come under assault from an unlikely source—bureaucrats employed by the Carter Administration.

Donning the popular wacry: "reduce government spending," the General Accounting Office recently attacked the Davis-Bacon Act as "inflationary" and "unnecessary." Fueled by the GAO report, nonunion advocates like the Asso-

With the resounding defeat that labor law reform and other vital legislation have suffered in the past two years, trade unionists cannot afford to be complacent about preserving the integrity of the Davis-Bacon Act.

ciated Builders and Contractors are jumping on the bandwagon once again, calling for the repeal of a law which has demonstrated its ability to maintain stability in an industry known for its cut-throat competition.

As most construction workers know, the Davis-Bacon Act since 1931 has re-

quired employers receiving federally financed construction contracts to pay prevailing wage rates to workers employed on those projects. The object of the law was to prevent the federal government from being an accomplice in undercutting local wage standards.

Several times since its original pas-

sage, the Davis-Bacon 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 30 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

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Key Labor Officials Sharply Attack Proposed Cuts in Safety Program

Key labor officials this month sharply attacked a proposal by the state director of Industrial Safety to make major staff cuts in the safety inspection programs for mining, tunneling and pressure vessels and shift the responsibility to insurance companies.

Under the auspices of conforming to Proposition 13-style cuts in government spending, director Art Carter of the Division of Occupational Safety and Health has proposed to Governor Brown that the safety inspection staff for mining and tunneling be cut by 60 percent and the inspection staff for pressure vessels be cut by 92 percent.

Local 3 Business Manager Dale Marr warned that the Brown administration could be holding a "political bombshell" if the current proposals result in a deterioration of the current safety program.

"With the current rapid increase of construction projects in the state, mining and tunneling inspectors are already overloaded," Marr said. "It would be 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.

In a press conference last week, Jack Short, director of safety and training for Local 3 emphasized that the safety engineers in the state department of mining and tunneling "do a very effective job," and that "the proposed cuts are asinine" when compared with the human lives that are saved by a strong safety inspection program.

Short pointed out there is more mining and tunneling work currently on line and coming up in Northern California than at any time since BART and the California Water Project were letting contracts simultaneously (see "With Safety in Mind" page 13).

"The staff should be increased rather than cut," Short declared. "As it is now, we have to rely on our own members, our safety and business agents and the state to assure safety on the job."

Short pointed out that tunnels are supposed to be inspected at

least six times annually under state law to check for flooding, integrity of the lining and general safety. There is no way these inspections can be maintained if cuts are made in the tunnel inspection staff, he said.

When contacted by *Engineers*

News, a spokesman for DOSHA maintained that, despite the appearance on paper, the mining and tunneling inspections would not be cut.

Mike Schneider of DOSHA told *Engineers News* that, under the proposed program, inspection of

mines throughout California would be turned over to federal safety inspectors currently numbering 37. Under the Mine Safety and Health Act of 1975, there are no provisions for federal funding for state inspections of mines.

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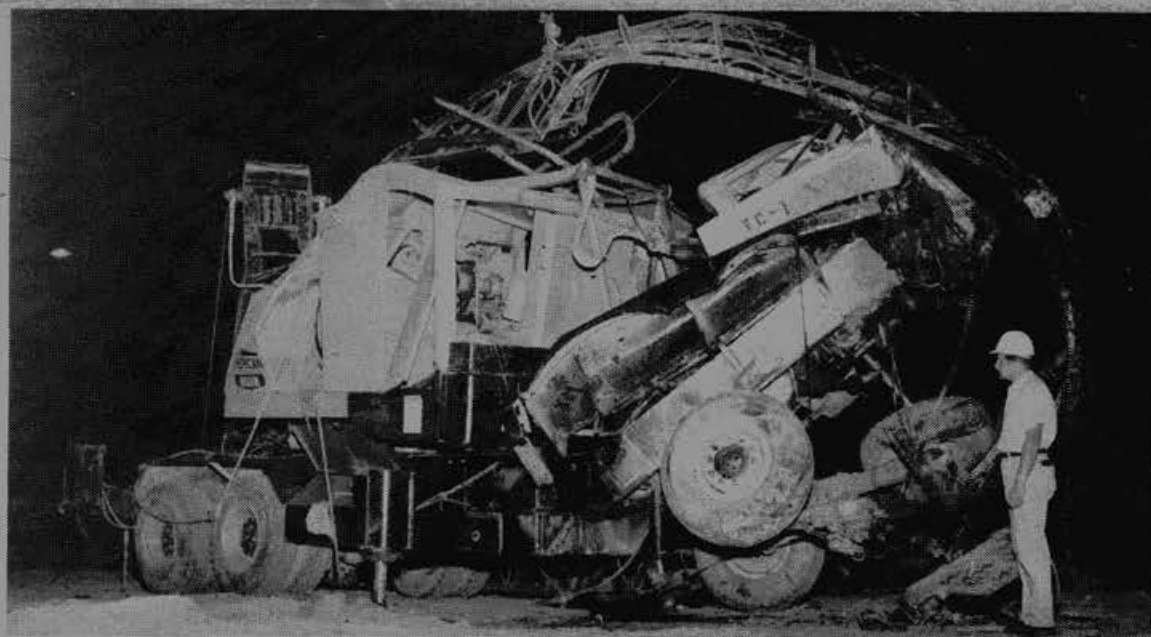
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This demolished American truck crane dramatically illustrates the need to maintain a strong mining and tunneling safety inspection program. The accident occurred during construction of the Oroville Dam in 1965. Workers at-

tempting to widen the shaft miscalculated the explosive charges being used, which caused the crane to tumble into the opening. Fortunately no loss of life or injury resulted from the accident.

Building Trades Organizing Drive Reaps 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. What it sees is not encouraging to its union-busters.

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 ranks of 140,000 union Building 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 Carpenters organizers have been most successful, followed closely by Laborers and other basic trades.

Georgine concedes 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

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INSIDE

PG&E's attempt to upgrade a power plant in San Francisco's Potrero district incurs the wrath of a typical no growth movement—with the help of Assemblyman Art Agnos (see page 9).

Years of raging controversy, local elections and public hearings have yet to resolve the question of what to do with Marin County's Hamilton Air Force Base (see page 8).

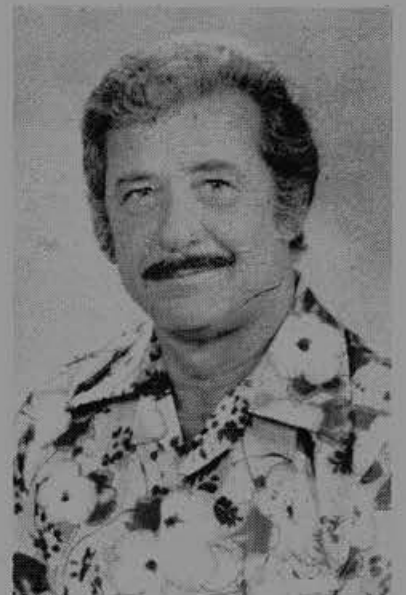
The George Moscone Convention Center receives major contract awards pending current litigation (see page 3).

Wise Elected President of Labor Council

At the January meeting for election of officers, Guam District Representative, Paul Wise, was elected as President of the Labor Council of the Western Pacific. Wise was voted in by a 2 to 1 margin over his closest opponent.

After being sworn in as President, he said, one of his first priorities for the Labor Council of the Western Pacific was for all affiliates to the Council to work more closely and take a more active part in organizing the unorganized. He also instructed the Secty./Treas. to start preliminary plans for a Labor Convention for the Western Pacific Islands.

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Paul Wise

Important Notice

Turn to page 6 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.



By DALE MARR, Business Manager

Looking At Labor

A Look at The Path of National Legislation

ENGINEERS NEWS

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Guam

(Continued from Page 1)

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

"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 much 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 & Belvoir and Ambyth 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 100% turn 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 or in the hospital so that they might be contacted.

Ed's Note: Andrew J. Biemiller has been involved in the legislative process most of his adult life—as a member of the Wisconsin legislature in the 1930s, as a two-term congressman in the 1940s, and for the past quarter-century as organized labor's most prominent lobbyist.

His influence on Capitol Hill stemmed only in part from the job title of AFL-CIO director of legislation. To a Congress whose typical member has about five years of seniority, Biemiller brought an institutional memory and a knowledge of congressional rules and procedures that is almost unmatched.

The following is excerpted from an interview with him in the January 1979 AFL-CIO American Federationist.

Andrew J. Biemiller has been involved in the legislative process most of his adult life—as a member of the Wisconsin legislature in the 1930s, as a two-term congressman in the 1940s, and for the past quarter-century as organized labor's most prominent lobbyist.

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But close as he is to Congress, Andy Biemiller's roots are in the trade union movement—as an organizer and board member of the pre-merger Milwaukee labor council—and he is acutely aware of the limits of legislation.

He has been a part—an important part—of every drive for progressive social legislation in the modern era. But "I don't believe that legislation can cure all social evils, not by a long shot."

The basic impetus for progressive change, "and especially economic change," he says, is "a strong labor movement and effective collective bargaining."

Biemiller is a product of the democratic socialist movement and of Wisconsin's Progressive Party in the time of the LaFollettes. And he is a pragmatic politician who sometimes bemoans the passing of big city machines.

Back in Milwaukee, he will tell you, "we had the damnest organization you ever saw." These days, "only in Chicago."

A few days before his end-of-the-year retirement, Biemiller answered a reporter's questions...

... on lobbying and lobbyists:

A lobbyist who misleads a member of Congress is through. Because they really do rely on us for information. In fact, if you're going to be honest and effective, make sure the person you're talking to knows both sides of the argument. You can't ask someone to go out on the floor of the House or Senate with material that you've given him unless he also knows the arguments he's going to run into.

There's no signoff point on a bill you're interested in until it has been signed by the President.

Sometimes a bill is so rewritten in committee that it is almost unrecognizable when it gets to the floor. You have to know the amendments that will be proposed and you've got to have people on the floor who know the issue and are willing to lead the fight. And sometimes the important decisions are made in a House-Senate conference committee. So there's no time that you don't have to be alert.

And even on bills that don't directly involve your interest, you've always got to be on the lookout for amendments that affect the group you're representing. In the Senate, an amendment doesn't even have to have any connection with the legislation that is being considered. You've got to watch it every single inch of the way.

... on legislative strategy:

Sometimes you have to gamble. Do you accept a token bill that can be passed or do you keep the issue alive for another Congress?

The Medicare bill is a good case in point. We could have had a very modified Medicare bill in 1964 as a rider to a social security bill. But we took a tremendous chance and scuttled the entire bill on the theory that the 1964 election would turn people around on the issue. And it did. Wilbur Mills (then chairman of the House Ways & Means Committee) had been fighting us, but he suddenly became the great advocate of Medicare in 1965.

Valuable as Medicare is, it only meets part of the cost. But we finally got things rolling.

... on issues and whether the labor lobby loses its effectiveness by being concerned with so much legislation:

Sure, the single-interest issues like abortion or gun control will drive any member of the House or Senate crazy. Remember, you've got people feeling just as strongly on both sides. When you get an organized group on somebody, that hurts. And when you

get two or three single-issue groups against you, then you've got problems.

But I don't think we're spread too thin. We're interested in all of the matters that concern our members. We are American citizens as well as members of trade unions. We have a real interest in clean water, clean air and so forth. And we're going to be in these fights.

And there's no one single labor issue. For example, you get into the question of trade. If you go back and talk to the people in the factories whose jobs are being wiped out, they are in revolt. And we could have passed a labor law reform if we could ever have gotten the bill to a vote in the Senate. But we couldn't do it because of Rule 22, which says you need 60 votes to stop a filibuster in the Senate. So that gets us into the legislative fight over changing the Senate rules. It's a tough one.

Now in the last Congress, we added more safety and health inspectors for OSHA. But that's being frozen in the new budget, and that's one of the reasons we're mad at the White House at this time. Now this is going to happen in instance after instance, and it's the type of fights we're going to be having in the Appropriations Committee.

So we've got to be involved in all these things. Now on the tax bill, we had maybe two of our own staff and about five other labor lobbyists who were really working on it, on the whole bill. But you would have 50 or 60 business lobbyists working on just one part of the tax bill. And this makes a real difference.

... on access to members of Congress:

Well, most members of the House are willing to listen to lobbyists, but the job is to get to them. I'm just talking sheer numbers now because, more than ever before, you have to see practically every member of Congress if you are to have any hope of success. And that is a job in itself.

I know people who think the way to lobby is to call a congressman's office and ask some staff person how the congressman is going to vote on a particular bill. But that's not lobbying.

In the House, you've got to talk directly with the member. And in the Senate, preferably with the member but at least with his senior assistants.

The whole picture is getting out of hand because there are now so many lobbyists that sometimes a member has trouble deciding whom he will see next out of so many people knocking on his door.

There has also been an amazing increase in the number of staff people working on Capitol Hill, not just in the number of lobbyists. When I was a member of the House, I had five people on my staff. Now the minimum is 16 and in the Senate, especially if you are a subcommittee chairman and maybe a committee chairman on top of that, the numbers can be much greater.

... on party responsibility:

In some congressional campaigns, you can listen to a candidate and not be sure if he is a Democrat or a Republican. They will talk exactly the same. Some don't even identify themselves in their literature as Republicans or Democrats. It's just "Vote for Brown" or "Vote for Smith." The sense of party loyalty isn't there.

In Congress, party leadership is weaker and I'm not blaming the leaders.

Most members of Congress are relatively new and they have taken the attitude that "we aren't going to have any leadership telling us what to do."

They are not interested in their party's platform. They are interested in how to get re-elected in the 7th District of New York or wherever they may come from.

Each of them is thinking in terms of what will sell in my district, not in national terms.

... on knowing the rules of Congress:

Very few House members understand all the rules and how to use them to get things done, or to keep things from being done. Now I think this is as important as can be. One of the things we will have going for us in the new House is that Dick Bolling will be taking over as chairman of the Rules Committee.

Ironically, some of the reforms Bolling helped bring about made the committee and its chairman less powerful than it once was. But it still has plenty of power. Most people don't realize, for example, that the Rules Committee can seize any bill it wants out of any committee and bring it to the House floor. Now this doesn't often happen. But the power is there.

At times in the past, the Rules Committee has been a very bad traffic cop in terms of getting important legislation to the floor. Now we know that Bolling and the Speaker see the same way on almost everything, and that will make a difference.

... on labor's lobbying techniques:

Very frankly, we have to do a better job of trying to excite the grass roots. I've been asked so many times that I've lost track, "are you sure you are really representing the people back home?"

On a big issue, we can get people to sign cards. But we have to get personal letters.

Now it's very difficult for a worker who comes home from the shop to sit down and write a personal letter to his congressman and maybe a letter to each of his senators. And I've seen workers in a factory who were really fired up on some matter, but it's hard to translate that feeling into communication with Congress.

On the other hand, a Chamber of Commerce businessman just calls in his secretary and says "blah, blah, blah" and that's it.

We have to find a way of cracking this problem.

... on campaign financing:

Federal financing of election campaigns is a difficult thing to work out, but it's the only way I know of stopping the excessive influence of money.

You have this right-wing fund raising operation that brings in all kinds of money for candidates who use it. But even if you had public financing, we don't know any way around the Supreme Court decision that allows candidates to put as much of their own money as they want into their own campaigns. There isn't anything to stop a rich person from throwing money into a campaign.

And these business Political Action Committees have really grown, and there's going to be a lot more of them. I think we've got a real problem on our hands because it takes so much money to run an election campaign. I was talking to a House member who decided not to run for re-election and he said that in his district more than \$500,000 was spent by each candidate this year. Now this is beginning to get out of hand.

... on relations with the White House:

Somebody asked me the other day, "Why are you fellows so mad at Carter and his people in the White House?"

The answer is simple. If there were a Republican in the White House proposing the things that Carter and his aides are now proposing, we would be screaming bloody murder. Now it isn't so surprising that you hear us hollering at Carter and his people.

We're interested in a legislative program. We're not interested in people holding office unless they are with us. And when you get someone you find isn't with you, then your views about him are going to change.

... on the role of states and the use of the initiative and referendum:

It's a myth that states have been the testing ground for progressive legislation. Oh, at one time Wisconsin was to extent. But in terms of social and economic legislation, there isn't much a state can do on its own.

I've always been against the initiative and referendum. I think it's a mistake to try to apply the town meeting concept to a state the size of California. It's ridiculous.

On issues like "right-to-work" we've spent a lot of money and effort just defending our position. Now we usually win these referenda issues because our people get aroused and turn out, but it's such a waste of time and money.

... on progress:

You see, the real secret of labor lobbying is that we never give up. If we are defeated in one Congress, we just come back in the next Congress. It took us quite a few congresses to pass the basic Occupational Safety & Health Act, for example. And after we got rid of Nixon and his stooges, the law is now starting to be intelligently enforced. But we still have to fight for it every step of the way in the appropriations committees.

... on the future:

Oh yes, I definitely have a feeling of satisfaction over what we've accomplished in the past and what we have been trying to do.

In a way, you regret leaving a job but the time has come and there are things I want to do without being tied down to a day-by-day routine.

Anybody whose life has been with Congress since 1944 isn't about to lose interest in what's going on. We've been alerted that our opposition is going to attempt to repeal the Davis-Bacon prevailing wage law in the new Congress. I don't know where we are going to end up with appropriations this year because there will be White House pressure to cut back. The most pressure will be on the people we have depended on in the past to hold the line.

But I think that my successor, Ken Young, is capable of doing a tremendous job. I believe it will work out very well.

Moscone Center Contracts Awarded

SAN FRANCISCO—Construction contracts valued at nearly \$65 million for completion of the George R. Moscone Convention Center have been awarded on a conditional basis, San Francisco's Chief Administrative Officer, Roger Boas told *Engineers News*.

The largest conditional award, totaling \$49.9 million was to Perini Corporation for foundations and structural concrete work. Additional contract awards made to

date are the following:

Heating, ventilating, air conditioning, plumbing and fire protection, totaling \$8.6 million to E. C. Braun Company; electrical work, \$5.2 million to Rosendin Electric Co.; elevators and escalators, \$1.4 million to Westinghouse Elevator Co.; directories and specialty signs, \$524,200 to Thomas-Swan Sign Co. Inc.; radio and television systems \$207,495, to Johnson Controls

Co.

Additional conditional awards totaling more than \$6 million in value will be made over the next two weeks, Boas said.

Construction bids were submitted on the convention center project in late December of last year. There were 51 bids on 21 job packages. Of the total, nine job packages will not be awarded, Boas stated, since it has been de-

(Continued on Page 16, Column 3)



Engineers News Photos by James Earp



Working the backhoe on the Moscone Convention Center are Glen Bayliard, Jr. and

oilier Glen Bayliard, III. Pictured left, Ernie Isip mans the controls on the CAT 983.

PROJECT

Geothermal Plant Approved

The State Energy Commission has granted 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 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 12-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 \$4 million Hollister domestic sewage treatment plant expansion. The bid was \$2.8 million. The total state and federal clean water grant for the project is \$3.7 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 Hwys.

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-580 between Eden Canyon Road and 167th Ave.

Other major work includes: construction next year of a final, mile long, 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. out 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 by the Bay Conservation and Development Commission. The redevelopment project, to be financed 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 farms in the valley and users in 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 a go ahead from the Environmental Protection Agency for the modernization of its largest cement plant, located in Permenite 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 \$49.3 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 \$8 million I-215 Belt Route project in Salt Lake City. The project—to involve only grading and slope work on the 3rd East to 7th East segment—is actually two jobs in one, because fill from the I-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 \$5.5 million and the first phase of I-215 is estimated at \$2.5 million.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

On January 23, I met with Deputy Director, Bob Russell of the President's Council on Wage and Price Stability to discuss with him in detail, President Carter's revised Wage and Price Standards released on December 13, 1978.

Please keep in mind Carter's plan puts a voluntary 7 percent limit on the rise in total compensation—salary, bonuses, and fringe benefits—1979. It does not affect any existing agreement negotiated prior to its effective date.

We know the employers will be happy to enforce the wage standard, but we have found nothing substantive as to how price increases can be monitored and controlled. Also the program does not address itself to many of the prime causes of inflation—namely, profits, dividends, rents, interests, excessive compensation, professional fees, etc.

The following is the revised Wage and Price Standards released on December 13, 1978.

Executive Office of the President
COUNCIL ON WAGE AND PRICE STABILITY
726 Jackson Place N. W.
Washington, D.C. 20506

FACT SHEET

The Council on Wage and Price Stability today issued modifications of the general wage and price standards. They included two significant modifications, as well as a number of minor changes. The two significant revisions tighten the profit margin test and modify the treatment of maintenance of benefits (MOB)—where costs of the benefit program increase but there is no corresponding increase in benefit to the employee.

The Profit Margin Test

Under the previous standard, firms that could not meet the price deceleration test for some compelling reason, such as uncontrollable costs, were allowed to go to the profit margin test. That test required that firms could not exceed the average

profit margin of the best two out of the last three fiscal years.

The new standard retains the old profit margin test but adds an additional test (designed to discourage firms from simply increasing prices at the same rate as costs) to limit actual dollar profit increase to 6.5 percent (the inflation expectation with full compliance with the program) plus any increase in dollar profits resulting from increased physical output.

Maintenance of Benefits

The old standard counted all increased costs of health care and pension benefits against the 7 percent pay standard, even if they provided no increased benefit to the employee.

The new standard would count only the first seven percent of health care cost increases where there are no increases in benefits, although any cost increase resulting from increase in benefits would be counted in full. Similarly, there will be no cost increase in pension benefits counted against the pay standard as long as the increase is required by law or actuarial requirements and as long as there is no increase in benefit to the employee. As in health care, any pension cost increase attributed to increased benefits will be counted in full against the pay standard.

Other Changes

The old standard set a 9.5 percent price increase as the maximum increase allowed under the deceleration standard, but set no floor. The new standard sets a floor of 1.5 percent, so that any firm with a price increase below this is in compliance regardless of its base period experience.

The old standard used a deceleration rate for professional services. The standard sets a 6.5 percent average limit on professional services charged by a firm or individual and a 9.5 percent cap on any single professional service creating a simpler standard that is easier to monitor than deceleration.

The old standard held retailers, wholesalers and food processors to the same price deceleration and profit margin standards as others. The new standard creates an optional limitation on percentage price margins, or markups, for retailers or

wholesalers because many of these firms lack the data to compute a price index. Food processors are provided an optional standard limiting growth in unit margins to 6.5 percent.

Other modifications make nonunion compliance with the

the pay standard more comparable to union compliance; specify exemptions for government mandated labor cost increases such as pension law reform, paid pregnancy leave, and revised regulations on mandatory retirement; and provide a specific exemption for firms that can demonstrate a shortage of some categories of skilled labor.

According to a recent survey, 73 percent of the companies studied have scaled back their pay raises. Those that have reduced their budgets for pay increases have cut the raises from an average of 8.5 percent to about 7.1 percent.

Most of the attention given the guidelines has dealt with their effect on blue-collar workers, many of whom might have to stretch a 7 percent increase to cope with 9 percent inflation—the rate recorded in 1978. A Carter plan that would grant tax relief to workers whose raises fell within the guidelines, but did not cover inflation, is currently being debated by Congress.

The General Accounting Office said that President Carter has no legal authority to deny government contracts to firms that fail to comply with his anti-inflation guidelines. Even if his plan were legal, GAO witnesses told Congress, it would be of little help in fighting inflation.

Careful analysis of the plan to penalize contractors "will lead to the conclusion that it is primarily a psychological device to focus attention on the wage and price spiral," Jerome H. Stolarow, Director of GAO procurement division, testified to the House Government Operations subcommittee on commerce, consumer and monetary affairs.

The membership of Local Union #3 can be very proud of the fact that we have the best agreements in America. Rest assured your officers and representatives will continue to negotiate these kind of agreement in the future.

Downtown Oakland Receives Financial Shot in Arm

Downtown Oakland will soon be bustling with all kinds of new development, reports Business Rep. Norris Casey. A four block area has been purchased and is being razed of its present buildings to be rebuilt into what will be known as "Hong Kong U.S.A."

The area is between 9th and 11th Streets, and Broadway and Webster Streets. At this point all that is going on in the area is demolition. Abdo Allen Co. is taking down the old T&D Theatre and all other buildings in that block. The T&D has been a part of Oakland's history for many years, but like so much else has to make room for progress. The principles behind this development are trying to hurry the City to get their permits to start.

Demolition contractors are all busy in the area. Cleveland Wrecking Company has the contract of stripping the Oakland Tech High School for the purpose of earthquake proofing. The entire interior of the building is being stripped, all pipes, furnishings, everything down to the bare concrete.

Then tests will be made of the structure. If it is found safe, it will be rebuilt. "We do not get a lot of work out of this, but have had

Brother Richard Glad-Wish on a Bob Cat Loader there for 3 months," Casey said.

Oakland Port

The Port of Oakland recorded the greatest growth of export trade of any West Coast Port in the past year with a one-third increase in volume. At the same time import cargo increased 14 percent.

Because of this the Port is in the midst of a \$53 million waterfront building program that will increase Oakland's container handling facilities by 50 percent over the next two years.

Oakland opened its new outer harbor Berth 6 to container operations last month. Construction is now in progress on the adjoining berth, with construction of another pier and parking area already bid. Gallagher & Burk is doing most of this work.

Ground will also be broken for the 48 acre Charles Howard Container Terminal Complex to enter operations on the Oakland Estuary in 1981.

Oakland already offers the West Coast's largest expanse of container facilities with more than 400

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 big boon to this modern port.

Shops

Asst. District Rep. Ron Butler reports that work in the shops continues to be great. The only real problem seems to be a shortage of qualified mechanics.

"Every shop from the largest to the smallest has all the work they can get stuffed in the shop and more outside waiting to get in,"

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."

Grievance Committee

At its regular quarterly meeting on Feb. 1, the District 2 membership re-elected the following brothers to serve on its Grievance Committee for the ensuing year: Hale Mason, Raymond Royer and Donald Robertson.

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
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.

Grievance Committees

At regular quarterly membership meetings held in District 17, Hawaii, the following were re-elected to serve on Grievance Committees for the ensuing year: In Hilo—on January 25, 1979: Brothers Ichiro Matsui, Clifford Britto and David Camacho.

In Honolulu—on January 24, 1979: Brothers John Hoopii, William Kapiko and Richard Lacar.



By BOB MAYFIELD
Vice-President

Rigging Lines

For those Operating Engineers and their wives and friends who like good music and getting together with many old friends, in my opinion the Eureka Crab Feed is one social event that is worth traveling to. This time of year rain is the rule and many people who have had a long work year need to get out of the barn and take the Mrs. someplace different, and the only thing you can possibly do as the man of the house is be a hero at home.

This year, all of the cracked crab imaginable was at your fingertips, along with great homemade spaghetti, salad, french 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 Lake, 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 I join 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 oil, gas and geothermal drilling negotiations were successfully concluded. These negotiations, compared to most others, proved to be extremely difficult and nerve-racking for this writer, even though at any given time I'm working with the District Representatives and their staffs on different contracts constantly, with almost no time lapses in between. The major obstacle in this case was the Union Health & Welfare Plan which had been in existence in separate contracts with the individual drilling employers covering all bargaining unit employees 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 trusted 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 all families, such as dental, hospital, doctors, prescription drugs, eye glasses and many other medical needs—too many to mention at this time. To our rank and file Stewards who attended all negotiating sessions to the person, and according to what we had heard, to maintain this plan and improve it, if possible, was a vital issue—more so than even large pay hikes. As it turned out in the final analysis, we were able to maintain this plan with what is now the new Drilling Contractors Employers Association for another year, at which time it will hopefully be replaced with 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 to all concerned 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 part in the settlement which had already been given up for lost by both parties. The exact settlement varies from 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 low of \$2.83 per hour for the Rotary Helper. This range was from 30% to 37% and doesn't account for substantial increases in all ranges of travel allowances (formerly known as subsistence). All of the above being put into effect immediately is the ratification vote of the rank and file of this industry which we are certain will happen, and are recommending by an overwhelming margin.

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 for the over 200 people working at this property (about 1,000 road miles from our San Francisco headquarters) time is growing somewhat close for a renewal to be completed. However, relations with officials of this company over the past 5 years have been quite good and I would have no reason at this time to not think an honorable and successful conclusion will be reached.

In the state of Nevada, District Representative Dale Beach is primarily handling the Graid Equipment Company negotiations assigned to me, and he tells me prospects for renewal are good. With the price of gold and silver now at all-time record levels, my sessions with Cortez Gold Mine officials should bring that expired agreement to a renewal, and I have high hopes that these record high gold prices will allow that company to open back up to past levels of employment, which at one time had numbers of around 200 people employed instead of the relatively small numbers presently employed.

In closing, I would only say that even though we are getting quite a bit of rain lately and work is slow at present, prospects for an early Spring start and an even better construction work

(Continued on Page 12)

Geysers Keep Members Busy

Work at The Geysers has kept several brothers busy during the last few months, thanks in part to the very light winter weather, reports Business Rep. Chuck Smith. Unit #12 is about 75 percent completed, with a couple of operators still working there. Unit #13 is 50 percent done, with several brothers working for C.R. Fedrick.

Ron Lyons is still on the crew as steward and doing one fine job. Owen Haskell has Units #14 and #15 with several operators still on, mostly at #14 which is about 30 percent complete. Most of the operator work on #14 is related to the slide. Unit #15 will be done about April 15th unless winter finally arrives and we get enough rain to shut things down for awhile, Smith said.

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 just hope we can get the plumbers to sign the project agreement quickly so there will be no holdup," Smith commented.

Over in Lake County things are very slow but there are several jobs due to start about mid April so the work will get going well 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 quite a bit coming up in 1979, despite the 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 Datson. The job should be awarded in March, with work to

start as soon as the weather permits.

The bid was for over \$11 million and was for pipe and pumping stations. 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 kicks the underground work off to a good start.

"Don't forget to re-register on the out of work list on or before the 84th 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 because you didn't come in to re-register once or twice during the winter, you are off the list. To make sure, look at your registration slip which indicates the date registration expires, then if it's 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."

Utah Readies for I-80 Job

Asst. District Rep. Wayne Lassiter reports that S.J. Groves & Sons is just getting started on its gigantic \$45 million I-80 project west of Salt Lake City. Thirteen miles of conveyor belt will be used to transfer 27 million tons of material from Antelope Island in the Great Salt Lake to 5600 West and North Temple, just west of the Salt Lake City International Airport.

This will be the longest conveyor belt ever in operation, Lassiter said. Each section is 3500 ft. long and 72 inches wide and the belt will be operated by a 125 HP electric motor. Utah Power & Light Company will run a power line to the island to provide electric power for the belt. S.J. Groves will pay the cost.

The Company has estimated that from the time the material is loaded on the conveyor, it will take three hours to destination. A grizzly will be set up to remove rocks larger than 12 in. diameter because the belt can't handle them. Marc Dancause, Project Director, has estimated the cost of the conveyor and trucks to place the material at \$16 million.

Before any digging is done on Antelope Island, approximately six inches of top soil will be stockpiled to be replaced, contoured and reseeded after completion of the project.

Gibbons and Reed Company already has a busy schedule for the year. They have a number of jobs held over from last season along with work they have already picked up this year. This company has boasted that 1978 was their best year yet.

Southern Utah

"Old Man Winter still has us pretty well shut down on the road jobs in Southern Utah," reports Business Rep. Don Strate. However, the Department of Transportation is very busy advertising and awarding bids.

L.A. Young Sons was low bid-

Grievance Committee

At its regular quarterly meeting Feb. 13, the members of District 3 re-elected the following brothers to serve on its Grievance Committee for the ensuing year: Laurence Chapman, Lee DuBois and Leroy Howard.

der on the overlay job on Highway 89 from Richfield south to Sevier Junction. 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 bidder on two overlay jobs in the Price area—one at Cat Canyon on Highway 50 & 6, east toward Green River, for \$1. mill on. The second project is an overlay job on Highway #10 going south of Price toward Huntington at \$1.6 million.

Rick Jensen, a new signatory contractor from Salt Lake City, picked up a job in Southern Utah on State Road #59. This project runs north from the Arizona State Line for about 15 miles.

W.W. Clyde Company has started crushing the gravel for their overlay job on Highway #91 between Nephi and Levan. They are working two shifts at this time.

L.A. Young Sons is working their crusher two shifts on the I-15 project going over Scipio Hill. They are also excavating the asphalt on the old highway to be recycled and used on the highway job from Scipio to Salina.

L.A. Young has another crusher set up south of Elsinore to crush 100,000 tons of aggregate for their ready-mix concrete operation in Richfield. They plan to use this same pit for the material on the Highway 89 job south of Richfield.

W.W. Clyde Company's shop in Springville is a beehive of activity.

The mechanics have their work cut out for them to get all the equipment in shape for a very busy 1979.

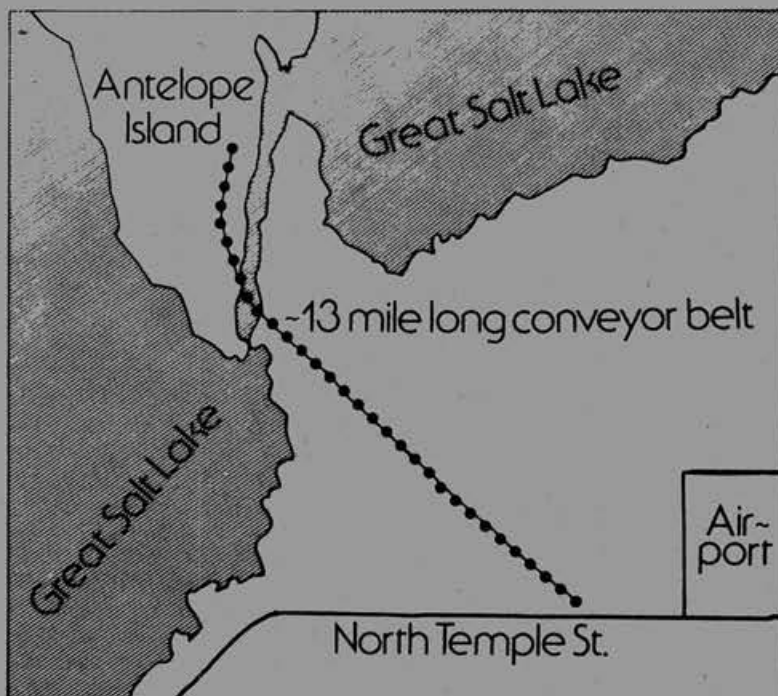
Mine Safety

Approval was granted January 31 by the Regional office of M.S.H.A. 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. All personnel engaged in or exposed to the extraction and processing of materials, including sand and gravel operations, quarrying, crushing or grading of materials for highway or other construction operations, fall in this category.

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 our members are more likely to receive the type and quality of training that was intended by the law and, consequently, will go a long way toward preventing accidents and injuries in mining operations," Abbott said.

The training should commence around the first of March and is designed to be an on going program.



Humbolt Bay Marina Job Clears Final Hurdle

The Woodley Island marina project cleared its last hurdle recently when the state Boating and Waterways Commission approved a final \$1.2 million loan for the development, reports Eureka District Rep. Gene Lake.

Funding for the project now totals \$8.2 million—enough for the marina to be completed.

Dr. James Gast, a member of the Humboldt Bay Harbor, Recreation and Conservation District, said that the project can now get underway.

"I would expect that construction will begin by the latter part of this summer with dredging, preliminary site construction and off-ramp access to the island," Gast

said.

"But we had enough money to get started even without the last part of the loan," he said.

Funding for the marina includes a \$5 million grant from the federal Economic Development Agency and \$3.2 million in loans from the state waterways commission.

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

Recently, the U.S. Army Corps of Engineers and the U.S. Coast Guard granted the final permits required for the project.

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, coffee shop, offices, shops and a service area.

Also in the works is the construction of a boat building and repair facility on Humboldt Bay. This project, so far, has been granted \$1.8 million "start up" money by E.D.A. At present time

several sites are under consideration and of course Coastal Commission approval will be necessary.

This project, when completed, would 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 contract is approximately \$2 million and completion date is set for

January 1980.

"Due to the 'dry winter' we are experiencing, the numerous underground projects in the area are working on a hit and miss basis," Lake commented. "The brothers employed on them are still doing better than unemployment."

Business Rep. Jim Johnson reports that work in Humboldt and Del Norte Counties is almost at a stand still with very few contractors doing anything.

Among the few jobs going most seem to be underground related, with McQuire & Hester putting the finishing touches on their sewer

(Continued on Page 12, Column 1)



Credit Union

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



DALE HANAN
General Manager

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Yes? Then transfer your bank or savings and loan passbook savings to your Credit Union share (savings) account. Consider the following:

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That means you're earning approximately \$5.38 every year for each \$100 you have on deposit in a 5¼% passbook account or \$5.65 for each \$100 you have in a 5½% account.

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Besides transferring money from a passbook account, how else can you save with your Credit Union?

MONTHLY VACATION PAY TRANSFER (if it applies to your employment). Just have your Vacation Pay earnings transferred to the Credit Union from the Trust Fund on a monthly basis. This gives you an automatic savings plan for the rainy season or your future with the maximum opportunity to increase your dividend earnings.

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SAVE-BY-MAIL—Just request some envelopes from your Credit Union and keep them with your monthly bills. Then when you write your checks to pay your bills, write one for deposit to your share account—pay yourself too. Please put your social security number on your check and mark it "for deposit."

LOAN PLUS—If you have a loan with the Credit Union, there's a place on your payment card you can use to indicate you want money deposited in your share account. Just write your monthly check for the amount of your payment plus the amount you want to deposit in your share account and write your deposit amount on your payment card.

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BORROW FROM YOUR CREDIT UNION—You save money when you borrow at the lowest available ANNUAL PERCENTAGE RATE (APR). Your Credit Union has one of the lowest rates available (12% APR) and encourages you to compare our rate with other lenders before you borrow.

Let's say you're buying a new car and the dealer quotes you a 15% APR for financing \$5,000 for 48 months. Your payment would be \$139.15. Finance \$5,000 for 48 months with your Credit Union and your payment would only be \$131.67. By borrowing from your Credit Union in this case you could save \$359.04.

You could also send the Credit Union the \$139.15 instead of the \$131.67. Have it applied against your loan and save even more money in interest costs. Or have the difference between the two payments deposited in your share account and actually save the \$359.04 (plus the dividends you'll earn on the money).

Saving is an essential part of your family's financial security and we are here to help. If you have any questions on saving, call Roy Nord at the Credit Union.



Everyone had a good time at the annual Eureka crabfeed, including Congressman Don Clausen, who sits as a guest next to

Local 3 Business Manager Dale Marr. An estimated 600 to 800 members and wives joined in the festivities this year.

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, til the list of nominees is exhausted.

ARTICLE XIII Section 1

International Convention Delegates
(c) 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.

Bureaucrats, Business Assault Davis-Bacon

(Continued from Page 1)

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 that relies on cheap labor for its proliferation.

There is nothing in the law preventing nonunion contractors from bidding on construction projects that come under the protection of Davis-Bacon. All that is required is that these firms pay prevailing wage rates 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 markets, open shop contractors view the Davis-Bacon Act as their foremost obstacle to breaking into the huge public works construction sector.

Armed with the ill-conceived GAO report, nonunion contractors and their right wing legislators have a host of deceptive arguments favoring the abolishment of Davis-Bacon.

The Davis-Bacon Act is inflationary they claim, by forcing wage rates to be artificially high. Having surveyed only 12 construction projects, the GAO report claims that the Davis-Bacon Act costs the taxpayer \$715 million a year. The Labor Department makes determinations on 120,000 projects a year.

The president of ABC, who recently announced ABC's "Operation Watchdog" to keep "surveillance" on the Davis-Bacon Act, maintains that Davis-Bacon is an "antiquated law." The act was enacted in 1931 to prevent non local, transient workers from taking jobs away from the local workforce, he asserts, 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 reform, situs-picketing and any other law designed to protect working men and women.

General President Jay Turner of the International Union of Operating Engineers, counters charges that the Davis-Bacon Act is inflationary:

"Wages have not been responsible for the rising cost of construction," he explains. "Not even the economists on the right wing of the economic spectrum have made that claim. Labor receives just 16 percent of the cost of building a house, down from 17.3 percent in 1970 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, recent negotiated wage increases in the construction industry have averaged less than the rate of inflation—obliterating the argument that prevailing wage rates are inflationary.

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 wrote:

"The GAO Draft report states that these Federal laws (Davis-Bacon) have an inflationary impact of \$715 million. 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



An Historic Moment

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

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

training 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 require legislation, but which would have a substantial impact on construction union members.

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.

Hunter P. Wharton of the International Union of Operating Engineers stands immediately behind Representative James Roosevelt.

However, in many areas such a right-to-work states, 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 emasculated—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 pushing 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 "legislative execution" in the name of fiscal responsibility.

Labor Secretary Ray Marshall warns that the toleration of faulty information like the GAO report "will raise the specter among American workers that, in the good name of the fight against inflation, there will be an open season on the protective labor legislation for which they have fought for half a century."

As General President Jay Turner declares, "The humane theory behind the prevailing wage legislation—that competitors for contracts involving tax dollars shall not compete on the basis of human suffering—is as valid today as ever."

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 Bay 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 con-

tractors to slash costs by obtaining the lower highway construction rate for the entire bridge project. The Labor Department, however, held firm in its contention that construction of the bridge spans over navigable waters constitutes heavy construction.

The contractor association—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 was 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 beat back an attempt by newly elected Supervisor Gail Wilhelm to force the county into withdrawing its application.

The abandoned Air Force Base, occupying 1,300 acres of prime land in northern Marin County was declared surplus by the Department of Defense in 1974. Since that time, the County has been studying various proposals for the future development of the site.

Under the Federal Airport Act of 1944, the federal government, through the General Services Administration, must offer surplus property to local government at no cost. The only provision is that the locality must agree to continue to allow aviation use of the base.

Under the County's plan, Marin will transfer all of the properties to be developed for business and commercial purposes to a private developer. The developer will assume the financial responsibility for the cost of the development, including utilities, roads, new accesses and sewer line replacement.

Economic consultants for the County estimate that development of Hamilton will result in several thousand direct jobs at the base and several thousand indirect jobs off-site, depending on the final construction plan. Tenants of the Base

will pay the various local agencies an estimated \$4.5 million in property taxes and another \$1.5 million in sales taxes annually.

Alternative construction plans for the site under the County's application plan include a large shopping center mall, warehouse facilities for several large companies located in the Bay Area, other types of light industry and the airport operation.

Coupled with County takeover of Hamilton, the Marin County Airport located at Gness Field will be closed. Besides being too small to allow any additional tie down spots for private small planes, Gness Field is also subject to severe cross winds. Because Hamilton has an air control tower, instrument landing will be possible. Gness Field has no such facilities.

Opposition to the takeover is led by newly elected Supervisor Gail Wilhelm. Elected last fall, Wilhelm campaigned on the promise to stop the acquisition. Her main objection seems to be the use of the airport. According to her and Supervisor Barbara Boxer, another opponent, agreeing to the GSA requirement of an airport will open the door to possible commercial use by the airlines.

However, both the General Services Administration and the Federal Aviation Administration have told the County, verbally and in writing that the federal government cannot tell the county how big an airport it must operate at Hamilton. They only say that if the County wants the land for free, it must operate an airport.



An aerial view of the Hamilton Air Force Base

Engineers News Photo by John McMahon

The prospect of landing commercial jets, the size of a Boeing 707 or larger is remote. The County has set a 38,000 pound limit on the size of plane allowed to land. They also plan on shortening the 8000 foot runway by 2000 feet.

The latest development oc-

curred last month when the City Council of Sausalito voted 5-0 in favor of the County continuing in their quest to obtain the Base. Other Councils will be considering the matter in the near future.

In other matters, the federal government is currently preparing

an Environmental Impact Statement on the land transfer. It is expected to be completed by June, 1979. Following completion of the document, public hearings will be held, and barring any additional delay, a final decision may be made.

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-ventured and were

awarded expansion of the Reno International Airport for \$14,899,000.

Jack Parsons outbid J.W. Vickery of Dixon, California 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 fabrication job at the University of Nevada-Reno consisting of fabricating and installing solar panels for \$17,827.

Nevada Paving was awarded parking lot improvements at the main post office in 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. 395. They will be importing borrow from Hwy. 395 and McCarran Blvd.

Helms also has crews working on the Ring Road and the Southern Pacific Railroad properties at Vista and at the Donner home sites near Rattlesnake Mountain.

Valmy Power Plant

The Valmy Power Plant is beginning to show signs of turning into a construction project. Stone & Webster have approximately eight surveyors and six equipment operators. Frehner Construction presently has seven operators constructing the railroad right of way which should be completed soon.

Phase I of this project should take five years to complete. Frehner is also presently crushing materials for the State and making ballast for the Valmy power project at their location near Battle Mountain.

Throughout District 11 the construction of houses and apartments is booming with new construction on every corner making this winter the most productive ever in Nevada. "We are beginning to suffer some work stoppages resulting from the E.P.A. air quality controls which are expected to become more frequent due to public pressure," Young commented. "We will need your support in the form of your presence at meetings in the near future to help preserve our work. We will also be calling

upon your support at our state legislative meetings where our wages, working conditions and unemployment benefits will be under fire by various employer agencies and anti-labor groups."

Duval Mine

After 111 days, the longest strike in Duval's history is over. On January 18, Local 3 and Duval met after many phone calls and letters to try and get the talks started again to negotiate. Bob Mayfield, Dale Beach, Mickey Yarbrow, Craig Canepa, Ed Jones, Ron Unger, John Hemp, Dale Gibbons, and Mickey Kauzlarich were involved at one time or another in the negotiations.

Ron Unger and John Hemp were on the committee for the last contract. All four chief stewards performed an outstanding job and we appreciate their help very much. "We would also like to thank all the people who were out 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 no cap along with an increase in health and welfare, pension, and other benefits, and a 30% across the board wage increase for the 1st year, 20% for the 2nd and 3rd years, and 8% 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 the Brothers 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.

FREE-MARK AND LOCATE SERVICE FOR UNDERGROUND PIPELINES AND CABLES.

Call Underground Service Alert toll-free (800) 642-2444 for information on where underground facilities are located.

A lot of gas lines and electric cables lie harmlessly underground. Until someone carelessly digs them up.

Every year, workers risk injury or death because they neglect to check for buried electric lines or natural gas lines, before digging.

To make it easier to check, the Underground Service Alert (USA) was organized. Through its services, available in all central counties (excluding Mendocino, Lake, Colusa, Butte, Sierra and other counties north), one toll-free phone call to (800) 642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and then PG&E or any of the other 37 sponsors will tell you whether or not they have facilities in the area and if so approximately where they are located, or a representative will visit and mark the spot for you.

Remember, dial before you dig.

After all, your life could be on the line. **PG&E**



Organizing Drive Reaps Encouraging Results

(Continued from Page 1)

Los Angeles drive has demonstrated sufficient potential to warrant expansion of the organizing program on a sustaining basis during 1979 and the years thereafter.

"The whole idea is to impede the growth of the open shop," he told Building Trades editors last month. "We are showing that we can do that in Los Angeles."

The California city was chosen for the pilot drive because it is traditionally a good "union town" even though it is vulnerable to open-shop attacks by anti-union contractor groups.

Drive Coordinator O'Shea reports that approximately half of the new union recruits formerly worked on open-shop jobs.

"We feel that the open shoppers have been slowed down substantially by our organizing efforts," O'Shea says.

Evidence that his statement is true came from John L. Fielder, president of the Southern California Chapter of the Associated Builders and Contractors (ABC). During a recent interview with a staff writer of The Washington Post, Fielder conceded that some workers on open-shop projects may have been recruited into the

unions and that there are "problems."

Open shop contractors have contended in the past that their jobs are finished on time because they are

free of "labor unrest." Drive organizers have been able to combat this open-shop myth. Coordinator O'Shea says that enough key workers dropped off one nonunion

apartment project in Los Angeles recently that it was only half built by the time it was scheduled for completion.

fighting the Building Trades drive

with advertisements and propaganda, but it is mapping a counter-offensive which will attempt to woo more contractors and subcontractors into the open-shop camp.

"We're approaching this drive in a little different fashion than we ever did before," O'Shea told an industry publication recently.

Instead of picketing, as in the typical organizing drive (which is what O'Shea means by "top-down organizing") LA organizers are visiting job sites and discussing with them the advantages of trade union membership.

There is, however, much picketing, as well. Retirees have been recruited to assist regular organizers and journeymen in the picketing effort.

Organizers are checking open-shop handling of governmental jobs which require the payment of Davis-Bacon and state prevailing wages. Infractions are being reported, and employees under such working conditions are having the fringe benefits of union membership explained to them. The organizing committee is also noting "flagrant violations of state and federal laws in the payment of cash" without appropriate state or federal deductions.

Safety Cuts Draw Labor's Fire

(Continued from Page 1)

Therefore, Schneider said, it was felt that "duel enforcement" is currently being carried out with both state and federal mine safety inspectors visiting the same mines. Schneider maintained, however, that there would be no cutbacks in the tunneling inspection staff.

In the area of pressure vessel inspections, George Dorsey of the California League of Engineering and Technical Employees, AFL-CIO noted at last week's press conference that the premise for the proposed 92 percent cutback in the pressure vessel inspection staff is that these functions can be performed more efficiently by private enterprise and at less cost to the state.

But in fact, he said, the proposal to turn pressure vessel inspections over to private insurance companies would be inflationary. Ac-

cording to a 28-page study the union had prepared, a program by insurance inspectors would cost \$84 million over the next five years, as compared to a current annual cost of only \$1 million.

Paul Carosella, principle engineer for the state's Pressure Vessel Unit, said that if the proposed cutbacks are carried out, "our presence will no longer be there (on the jobsites) and that's what gives you safety—the presence of our people on the field."

"Insurance men can only write recommendations," Carosella pointed out, "but the state can enforce regulations. The state is not thinking these cuts out."

Under the current program, Carosella said, 60 percent of all pressure vessel inspections are performed by a state staff of approximately 50 inspectors, while the other 40 percent performed by in-

surance companies require a staff of over 200.

"We find this proposed cutback very appalling," declared Jim Lunsford, business representative of Local 39 of the International Union of Operating Engineers.

He cited a problem recently where a new hotel was ready to open up, even though its boilers where found to be "white hot." The insurance company involved in covering the hotel made no move to clear the problem up, and it was only through extensive coordination between Local 39 and the state that the boilers were required to be replaced.

"The end result of this instance very possibly could have been a great risk to the life and safety of the members we represent and to the general public," Lunsford charged.

Power Plant Up Against Typical No Growth Attack

By Mark Stechbart

Although the San Francisco waterfront has been the city's industrial center for the past 200 years, PG&E has run up against the characteristic no-growther attack in its efforts to build a 414 kilowatt electrical generating plant in the Potrero Hill area.

In what is turning into a classic battle between no-growthers and the energy needs of Northern California consumers, PG&E is attempting to retire two 48-year-old units with a modern facility and has to contend with proposals by neighborhood residents to turn the entire water front into a city park.

The issue that hangs in the balance is whether the energy needs of 450,000 central California households can be met by this new plant or can a small, highly organized San Francisco group defeat efforts to upgrade the plant.

PG&E's proposal is straightforward. In replacing two old units with a single new one, they will still realize a 63 percent net generating gain.

The new unit will have four turbine generators with a total rating of 282 KW, plus an additional 132 KW steam turbine unit. The steam turbine will scavenge heat from the four turbines for the additional capacity and ensure efficient utilization of the fuel and generated heat.

The plant will consist of a new turbine building and a 108,000 barrel fuel storage tank to be built on PG&E property inside their power plant complex on the SF waterfront. The building and tank are designed to be low profile and will be virtually indistinguishable from other industrial buildings in the area.

Employment on this \$200 million dollar job will be spread over two years, average 180 workers, and peak at 320 early in 1981.

"While this job is not one of the larger ones we have pushed for in San Francisco, it will provide some good hoisting jobs for a couple of years," commented Business Manager Dale Marr.

"But what really concerns me about this power plant is that it will provide baseload power for 450,000 homes in Central California and it is under heavy attack by the no-growthers."

"There are larger issues involved, like a firm power base for central California, keeping industry and jobs on the waterfront and maintaining jobs for Local 3 members that go way beyond the narrow self-interest of a few San Francisco groups," said Dale Marr.

There are significant questions of public policy involved when PG&E cannot replace older units with more efficient units and still have a net generating gain. Energy projections indicate that even with current conservation efforts, power demand is increasing to the point of possible brown-outs and black-outs in the mid-1980's if additional generating capacity is not built.

With a construction lead time on generating plants of 4-5 years, time is growing short and no-growther inspired delays become extremely damaging.

As might be expected, these concerns were shrugged off by the Sierra Club and several Potrero Hill groups. Their demands centered on detailed objections to air quality standards and noise levels. Although federal air quality standards have not yet been established and are still under review, the Sierra Club demanded that PG&E, in effect, be able to design the new installation to meet standards that are not even in existence.

Various community groups, led and organized by Assemblyman Art Agnos, demanded that the industrial zoning for the waterfront be rolled back and that the area be turned into a park. This would mean the dismantling of Bethlehem Shipyard and AAA shipyard, stripping San Francisco of its last major industrial jobs base and forcing the remaining homeowners to shoulder an increased share of the city property taxes.

This will force most middle class workers out of the city as their jobs are lost. Although this proposal is not taken seriously, it shows a growing disregard for the livelihood of the city's middle class workers and tax payers.

Assemblyman Agnos proceeded to demand that 50% of the con-

struction jobs at this power plant be filled by local residents of the Potrero Hill area.

Overlooking the employment needs of building tradesmen in the rest of San Francisco and the Bay area, Assemblyman Agnos stated "It's my judgement that those jobs will be highly skilled construction jobs for people who are already overemployed."

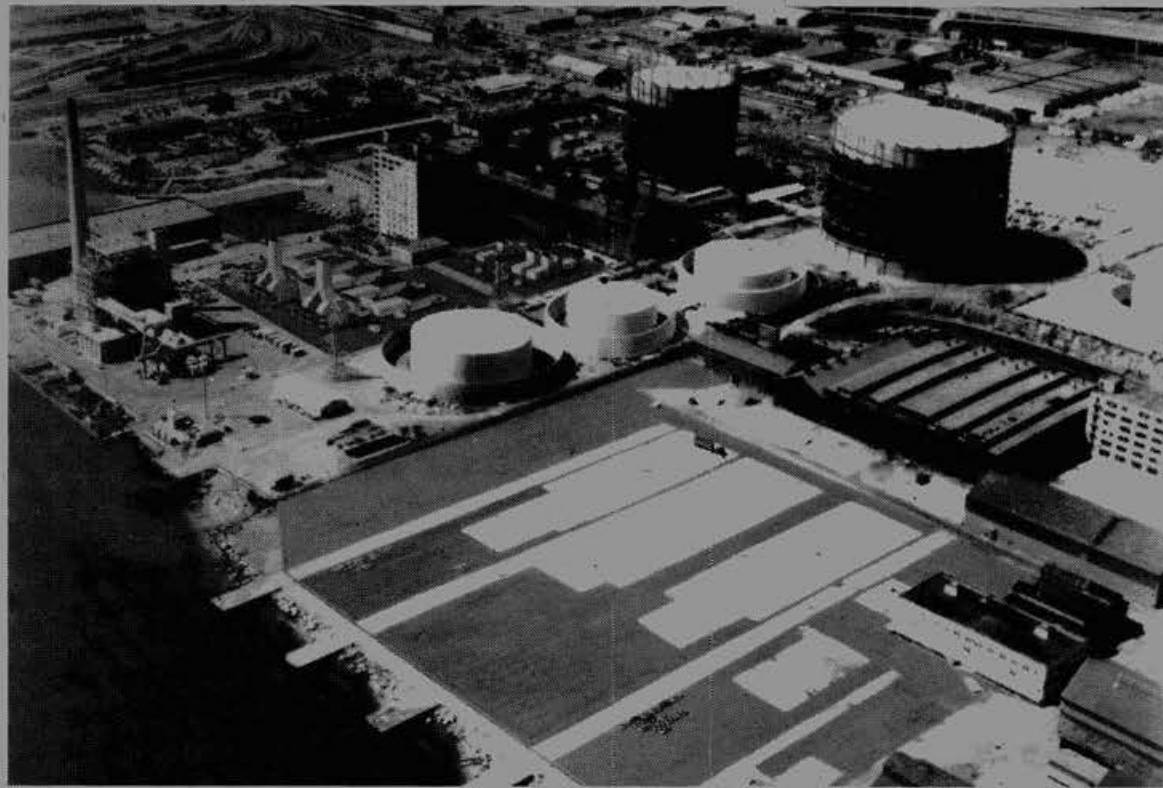
However, if 50 percent of the construction jobs were given to local residents of this small part of San Francisco, Agnos maintained

and we have supported him in those instances, but on this fundamental growth issue, he is listening to the wrong people and Local will oppose him."

Environmental groups have correctly identified energy use and access to energy as absolutely key to both continued growth and the standard of living the California middle class desires. This strategy accounts for the multitude of delaying tactics used against nuclear, coal and oil fired generating plants.

If energy use is reduced to the

levels of the 1900's all else will follow and the standard of living will never be the same. In the case of the PG&E Potrero generating plant, energy policy for central California is being manipulated by a highly organized group living in no more than twenty square blocks of San Francisco.



The Aerial View of PG&E's Potrero power plant is shown here with the artist's conception of the proposed new facilities

sketched in (includes three tanks and facilities to the immediate upper left of white tanks).

PG&E Photo

Insurance Fraud: A Growing Problem Among Elderly

One of the major areas of criticism among consumer groups lately has been 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 spreading problem is that some agents have been misrepresenting their insurance policies to the sick and the elderly. Older Americans spent over 4 billion dollars last year on individual health policies. There are estimates that one quarter of this cost was for worthless policies or for duplications of 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 coverage or would be required to pay the highest legal premiums. The sales tactics employed by insurance salesmen are often fear and intimidation. The average client is usually no match for the agent and the results often mean catastrophe for a policyholder.

Almost all insurance agents work on a commission basis pocketing as much as 100% of the first years'

premiums for each new policy they sell. Quick money being their motive, it has been stated that unscrupulous agents often stretch the truth to make their sale. The idea is to make the new policy as attractive as possible regardless of the cost on the premise that older people or those who are ill need insurance coverage the most. Their premiums are usually high because of these conditions. The tragedy is, that these people on limited or fixed incomes are coerced into replacing an individual worthwhile policy with a more expensive one that provides less coverage.

These high pressure salesmen are trained to find a prospective client's weakness and exploit it. Often they prey on the financial fear of death or illness. They usually have a sharp answer for any objection to purchasing their policy. The client is warned about inflation, rising medical costs and the need to keep ahead of shrinking

medicare coverage. However, what they sell can be duplicate coverage that only pays after all other sources of insurance have been exhausted.

Often, the first hint that the new insurance policy is not all that it was promised to be occurs when a claim for benefits is filed and denied. The agent may have failed to inform the policyholder about the pre-existing condition clause which excludes coverage for medical conditions that existed prior to purchasing the policy. The policyholder may find that benefits are payable only after a very large deductible is met or that the "million dollar coverage" is for major surgery only and does not provide for the day to day medical care most often needed.

Life insurance is another area where innocent people fall victims to unscrupulous insurance agents. The most common problem is that the cash value of a policy is much

less than promised. The policyholder finds that most of the money paid in was used to purchase minimal death benefit protection.

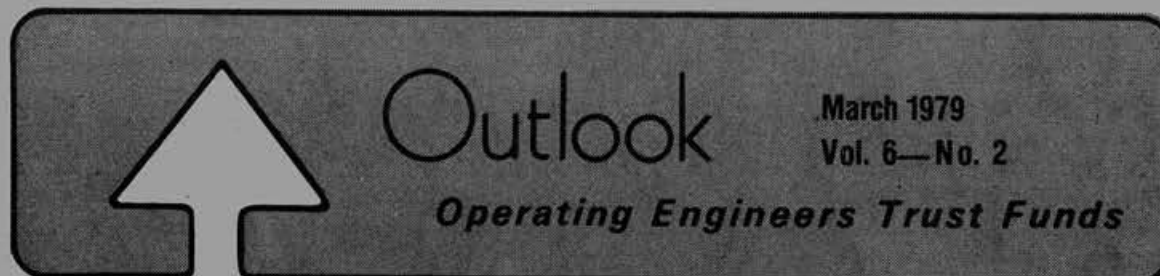
The problem has become so widespread that it is getting national attention. The larger insurance companies are pressing the government for help in tightening up regulations. They do not want their entire industry to suffer as a result of the actions of a few unethical companies.

In the meantime, the public should become aware of the problem. Tragedy can be avoided by following a few simple rules of common sense.

- Take time out to study all of your insurance policies. Know what is covered and what is not.
- Purchase proper insurance to satisfy your needs. Don't buy insurance out of fear.
- Know your insurance agent or representative. Deal with only

qualified agents and reputable companies.

- Carefully check any new policies you are considering. If in doubt about anything, ask questions and get valid answers.
- Be very sure of what you are doing before cancelling any existing policies.
- Remember, most health insurance policies will coordinate payment of benefits with your other insurance. It is extremely unlikely and sometimes illegal to be paid twice for an illness or accident.



Your Health and Welfare Benefit Dollar Where it Goes



4¢ Drug Vision Accident Maternity Dental Illness Burial

Some Dental Facts

- Approximately 97% of U.S. population has dental decay
- Average 16 year old has 10 untreated, decayed teeth
- By 35 years of age, 1/3 of Americans have no natural teeth
- Less 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
- Average child today without dental care will lose over 50% of teeth by age 40

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



A few years ago we titled our fringe benefit page "Outlook." The dictionary defines the word outlook as a point of view; and, lately I find that definition very appropriate for both our retirees and younger active members. Let me tell you why.

For the past two months, we have been studying the first round of Retiree Association meetings in each of the district offices. Every meeting I always look around the room and find several familiar faces from the old days. When the meeting is over and all the business is finished, I get a chance to visit with old friends. Whether it is a fellow engineer I worked with or a widow of one of our members, the conversation is pretty much the same. The story goes like this.

We started out with Local 3 back in the 40's or 50's

and even then our Union negotiated the very best in wages and working conditions. We were both young and healthy, construction was booming throughout the state 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 to pay 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 cents per hour being contributed by our employers. With a growing family, we all could have used that extra nickel. Some engineers questioned the wisdom of a long range pension plan. After all, we were strong, young and healthy, Social Security would take care of our retirement.

As time went by, we all found the Health and Welfare Plan very convenient. It paid for the birth of many of our children, visits to the doctor, the little emergencies and accidents that came up and even an operation or two. All in all, it became a financial lifesaver for many of us. When the Pensioned Operating Engineers' Health and Welfare Plan was started in 1962, we were a bit more tolerant. It gave us, the active members, a chance to add something towards retirement.

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 members 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 reasons for retiring, the most 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 we have."

"Well," I answer, "it all depends on their point of view."

Fringe Action

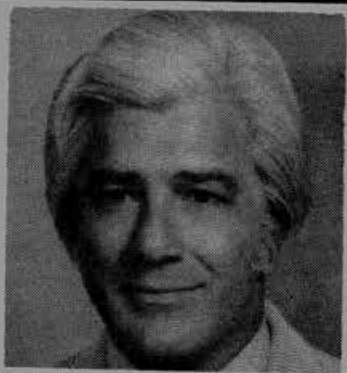
FRINGE ACTION is a monthly feature in Outlook that deals with questions and problems submitted to the Fringe Benefit Center. Names, medical and financial information are always held in strict confidence. Submit your comments, suggestions and inquiries direct to: Fringe Benefit Center, Operating Engineers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

Question: When are Pension Statements sent out?

Answer: In order to keep all plan participants informed about their benefits, your Board of Trustees has directed the Trust Fund Office to produce and distribute Pension Statements periodically throughout the year. Late in June you will receive an Interim Pension Statement that reflects your hours worked from January through April. Late in October you will receive another statement that shows your hours from January through August. In late April you will receive your Annual Pension Statement which shows your hours, credits and benefits for the full year along with messages about your status in the Plan. We hope this clears up any confusion.

Footnotes From the Pacific

By HAROLD LEWIS
Financial Secretary



As we enter the 1979 work season, our members in Hawaii are looking forward to 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 amounts of work will be along Interstate Route H1, which will include a \$22 million project at the Keehi 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 other airport interchange contracts for a total of \$24 million; a Kapiolani onramp job for \$1.8 million; a Moanalua Road job for \$7.6 million; a Fort Weaver Road realignment contract for \$7.6 million and two other tentative contracts totaling \$10 million; a \$3.2 million Farrington Highway widening job; a \$1.5 million bridge replacement on the Hawaii Belt Route; and millions of dollars in smaller highway jobs that should keep a good number of our brother members busy this coming year.

In other news, the Metal Trades Council, AFL-CIO and affiliated unions recently participated in a one day training seminar on arbitration and grievance procedures. Two representatives from our office attended this worthwhile event, which was co-sponsored by the Hawaii Center for Labor Studies. The conference was designed for job stewards from a number of disciplines to learn the arbitration process, so they can become better equipped to settle disputes on the job and represent our union members.

Another important conference coming up in April will be sponsored by the Federal OSHA and will cover health risks on the job. This of course, is of vital concern to all our members working on construction jobs and in shipyards. This conference will emphasize the problems of machinery noise, asbestos, inhalation of gases or uses of chemical substances and explain what the workers can do about getting recognized hazards corrected.

In closing, I would like to encourage all the brother members to be aware of the next round of Hawaii district meetings coming up in April (See page 16 for dates and places).

Due to Weather

Marysville Work Slows

The work picture on Marysville's East Side is still slow, due to the weather, reports Business Rep. Dan Mostats. In the mountain areas 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. McAmis has been working on the Highway 49 job. Robert G. Fisher Company, Inc. is still working on the Butte County Administration Building in Oroville.

Dig-it Engineering Construction Company, Inc. from Nevada City was the low bidder on the sewer construction work awarded by the North Burbank Public Utility District in Oroville. Harold J. Younger, Inc. from Sacramento was the low bidder on the Huntoon Overpass Project in Oroville—this job should be starting around February 15.

Business Rep. George Morgan
(Continued on Page 14, Column 1)

\$60 Million in One Month

Maui Experiences Building Boom

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 Honapiilani Highway which will take the highway right into Kapaula.

The Bay Club has been open since April, and the Tennis Center has just opened. The golf clubhouse 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 started. Construction will begin shortly on two luxury condominium projects—the Ironwoods on the Ridge both of which have been sold out for some months.

Work is proceeding on a master plan for the renovation of what was the plantation village. The same general architecture will be retained, and the old buildings that can be saved will be refurbished. There will be a commercial area, and a residential area of townhouses and single-family dwellings.

In addition to the construction of the Hyatt hotel and expansion of the Maui Sheraton, activity at Kaanapali Beach Resort includes the renovation and conversion of the old golf clubhouse into a restaurant. Completion is expected by the end of the year. The facility has been leased to the operator of the Quail Lodge in Carmel, California. Next to the Hyatt hotel site, Amfac Communities has a 15-acre waterfront lot for another hotel for which discussions have been held but no agreement is in sight.

An eight-acre lot sandwiched between the hotel parcel and the Maui Surf Hotel was sold recently to Royal Kaanapali Joint Venture for \$9 million. The principals—Hawaii Omori Corp. and Kaanapali Kai Inc.—plan to build a luxury condominium apartment.

Hawaiian Airlines plans to build a new airport at Kaanapali. It is negotiating with Amfac for the

lease of 70 acres of land two miles inland from the present airstrip. It will build a 4,100-foot runway and a terminal for scheduled daily service. Other air carriers who meet Federal Aviation Administration standards for that airport will be allowed to use it, but jet and general aviation aircraft will not be allowed there.

Hawaiian will use 30-passenger SD-330 aircraft, and service is scheduled to begin late in 1979. Relocation of airstrip will make coastal land presently zoned for hotels and condominium apartments more accessible for future development.

The Wailea Resorts community now has 905 hotel rooms with the opening of the Wailea Beach Hotel in September. Wailea Land Co., joint Venter developer of the vast area, is now planning the third

hotel which will be built on 15 acres of water frontage at the south end of Wailea Beach.

The new golf clubhouse was opened in January and the second golf course opened a month later. The old clubhouse was converted into a steakhouse restaurant. Under construction now is the 148-unit Ekolu Condominium which was sold out in a drawing earlier in the year for a total purchase price of \$25 million. Completion is scheduled for next spring.

The third phase of 66-unit Elua Condominium will be ready for construction later this year, and will take a year to complete. Being planned now is a new subdivision at the entrance to the resort that will have 232 condominium units.

(Continued on Page 14, Column 1)

Harold Lewis Elected Head of Liquor Board

Harold K. Lewis, Financial Secretary of Local 3 has been elected Chairman of the Honolulu City and County Liquor Commission, reports Business Rep. James Rowland. Lewis, who was reappointed to a second five-year term by Honorable Mayor Frank Fasi a year ago and confirmed by the City Council members, has been active in Community affairs in the State.

Honolulu dispatcher, Joseph Trehern has been promoted to Business Agent. His assignment will commence the first Monday, February 5, 1979. He has been a dispatcher since 1973 servicing the membership and the Honolulu Office's. His assignment and area will include: (Trucking Industry) Doi Hauling Cont., H.P. Enterprises, S. Higashi Trucking, Hirahara, Hironaka Trucking, Kuhn Trucking, R.S. Lee Trucking Inc., Warren Equipment Corp., Ed. Yamashiro Inc., and Haisuka Brothers Trucking. (Active Employers). Included, is the inactive,

such as: Malunio Equipment Rental, Modern Trucking, Pacific Truckers Assoc., Pikake Trucking, Santiago Trucking and lastly, Souza Trucking Inc. (Freight Haulers) American Trucking, and Kam's Express., (Industrial Companies, Oahu, H.I.) Grace Brothers Ltd., Hawaii-Kai Community Services, Hawaiian Equipment, Inter-Island Equipment (Clerical Employees and Small Equipment) and Pacific Machinery, a subsidiary of T.H. Davis Ltd. (Concrete Industry) Laie Concrete Aggregates, Mini-Mix Inc., (Hawaii Demolition) Lee Kuwasaki, C.S. Onaga Trucking and Tajiri Lumber, Ltd. (Laboratory Testing) Ahsing & Associates, (House Movers) Transportation and Dynamic Inc.

Brother Trehern, replacement will be William Lindsey, assigned to Dispatching at the new office building, 1432 Middle Street, Honolulu, Oahu.

35 YEARS

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

Name	Reg.No.	Initiated by	Local No.
Lewis Beal	439854	12/43	3
Raymond Walter			
Butterfield	250394	7/37	59A
Donald Leander Cook	321297	9/41	3A
Frank A. Femons	325544	(10/41 initiated by 12 (5/42 transferred to 3	
John Franco	252751	8/7/37	842
Nathen Leroy Frazer	354713	5/42	3A
S. Glen Fullmer	318542	9/42	3
Alvin H. Kahler	371064	(8/42 initiated by 9 (11/43 transferred to 3	
Albert B. Sharits	354790	5/42	3A
Clarence E. Stubbs	442583	11/43	353
Robert J. Sweeney	425039	7/43	3
Jack Tucker	325040	10/41	3
Herman James Beck	418349	5/43	3A
E. D. Gregston	299906	(3/41 initiated by 12 (8/42 transferred to 3A	



Member Herman Waa mans his CAT 631-C Scraper and works his way up the Hawaii Loa Ridge access road project. Other Local

3 members on the job are Pat Cabral, John Yu, Thomas Enfield, Albert Cheappetta and Henry Akuna.

Eureka

(Continued from Page 6)

rehabilitation project in Crescent City. This job has kept four of the local Brothers working all through the winter.

Also in Crescent City, Monterey Mechanical Company out of Oakland has lost no time this winter on the expansion of the sewage treatment facility there.

J&W Pipeline, Inc. has shut down their sewer project in Crescent City and are planning on starting again in April with three crews working. At the present time they are concentrating on finishing their Fortuna sewer project which at this time looks like it will be completed in April. Also, in Fortuna Joe Ramos has not missed any work this winter and they should be winding up their project about the same time as J&W.

In Garberville M.C.M. Cons't Co. is going very well on their bridge job and also because of the dry winter they have not lost any time. This project should be completed late next fall.

In the Smith River canyon, out of Crescent City, C.K. Moseman is in process of getting started again on their bridge and road project after a short winter shut-down. At the present time there are three Engineers on Moseman's crew. Myhren Drilling out of Sacramento is doing the drilling on this job and they currently have two Engineers working. This project looks as if it will be going for a couple of seasons yet.



Teaching Techs

By ART PENNEBAKER
Administrator,
Surveyors' JAC

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 dinged up 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 a bit foggy for 1979. Some economic experts say "another spectacular", some say "more normal than usual", and some say "the start of the long slide downward". Everyone can hear whatever they want to hear. With all these uncertainties leaping around, one fact is constant. A substantial number of Tech Engineers understand that in good times and bad, we all play the odds. The person who is best prepared and is the best producer is the most likely to have the job and make the most bucks throughout the year in good times and bad.

Every year—going on nineteen years—Local No. 3 Technical Engineers Journeyman have consistently made up over two thirds of the participants in the N.C.S.J.A.C. Training Program. This is a particularly important equation because the participation has been voluntary on the part of the participants. A very responsible attitude by Tech Engineers members of Local Union No. 3.

During the first part of February 1979 a study was made concerning the rate of progress through the Related Training Material maintained by the 5th through 8th Period Registered Apprentices (Journeyman).

Certain specific portions of the Related Training Material are allocated to each period of Training and advancement is denied until the specified portion has been completed. There is an average of less than one (1) topic to be completed each scheduled three hour session.

The study has revealed that only 42.3% of all 5th through 8th Period Registered Apprentices were at the correct level of Topic completion or ahead. All the rest or 57.7% were deficient. Over 20% were deficient by more than 30 topics. A bit of further research revealed that absenteeism at Related Training Classes is above a 30% average.

Obviously, something is out of mesh and the Joint Apprenticeship

Committee will be considering the matter at its meeting in March. Perhaps the style of person is somehow different now than before, or maybe the nature of the occupation is changing to the degree that a different approach is necessitated. It could be a change in the weather pattern or the tilt of the earth as it rotates about its axis. Whatever the cause, it appears that changes are forthcoming. A 57.7% deficiency rate (20% more than 30 Topics) and a 30% absenteeism rate demand some major attention by the Joint Apprenticeship Committee.

The Job Corps Program in San Jose is again filling up its training position in the special Surveyor course. Along about May another batch should be completed and ready to enter the Apprenticeship Program.

A new Instructor is on board and some structural changes made to the training. Wally Schissler is a long time Tech Engineer and his dad Henry before him. Wally is conducting the hands on training at a Santa Clara Co. park area in the Santa Cruz Mountains with lots of up and down and enough poison oak to break the newcomer in to some of the realities of the occupation.

Not everyone makes it in the Job Corps special Surveyors Training Program. Some find out that the wood doesn't get in the ground by magic. Attitude is measured by the use of the basic tool of the occupation—the sledge hammer. Those who appear to fit are encouraged and those who seem to not fit are returned to the Job Corps pool to try another occupation.

The new Audiovisual Safety Presentation has been completed, tried on the Annual Meeting of the Bay Counties Civil Engineers and Land Surveyors Association, Inc. and is ready for showing. This one is jazzed up a bit, more real than the last and a lot easier to sit through. We think you will enjoy it.

We would like some quick reaction to the proposition of a modified correspondence course for 5th through 8th Period Registered Apprentices. Most of the Related Training work at home and attend one Saturday class session a month for six hours. Does that fit your personal situation better than 3 hours, one night a week for 50 weeks a year?

A post card, a letter, a phone call or tell your friendly Tech Rep Paul, Gene or Frank. The work season is near, if not here, already. We need your comments now.

Talking To Techs



PAUL SCHISSLER
Gene Machado
Frank Morales

Organizing

In the past few months the Tech Department has been extremely busy organizing. Emphasis has been placed in areas South of San Jose and North of the Vallejo and Benicia area. These efforts have been rewarded with the following firms signed. Lemke & Associates, Marin County; Simpkins & Associates, Corte Madera; Steadman & Associates, Contra Costa County and M. Kinny & Associates, Benicia.

Negotiations

We are currently in negotiations with Blue Sky Surveys located in Fresno, and Monterey County Surveyors located in Salinas.

Testing & Inspection

In 1978 there was an extremely high increase in *New Memberships* within the Testing & Inspection Industry. This was largely due to the wages and fringe benefits enjoyed by the members working under Local 3 Agreements. A meeting was held in San Francisco on February 5, 1979 for members working under the Testing and Inspection Agreement. The purpose of the meeting was to allocate increases as provided for under Section 17.02.05 of their collective Bargaining Agreement.

We are happy to report that the meeting was well attended by a broad representation of firms ranging from the thirteen Bay Counties. The final result was unanimous to allocate twenty-five Cents to health and welfare and two cents on pensioned health and welfare, with the balance going to wages. The contract provided for a hard eighty cents with a cost of living built in.

The cost of living amounted to a 9.1%. Currently, the union and the employer are in dispute as to how the cost of living will be applied. The Unions position is that the cost of living speaks to the total wage package. The Employers position is the cost of living applies only to the wage rates. A meeting has been scheduled to resolve this dispute.

Surveying has been changing from year to year so fast that it is difficult for one to stay up on the new changes and the new equipment. Crews are substantially smaller, (2 man crews), and only through organizing, attrition, and the increase in work has the work force stayed stable, and in fact, increased.

Survey crews are producing more work than ever before. Production is up each year because of our members upgrading their skills through journeyman and apprenticeship courses.

There are a number of surveyors each year moving into heavy construction work, as grade checkers, and surveyors for A.G.C. and E.G.C.A. Contractors. More and more contractors are finding that a good Party Chief is an invaluable employee and on a construction site can save them considerable time and money.

Heavy construction has been on the increase in the last few years and the need for more and more of these classifications have increased. A.G.C. and E.G.C.A. Employer Agreements require that 3E Members reclass their cards to the parent local within eight days. We urge you to consider reclassification at this time.

For your convenience, the following locations, dates and times have been selected for the American Red Cross Multi-Media First Aid Training Classes:

Santa Rosa, March 3, 1979, 8:00 a.m., Operating Engineers Local

Fresno Prepares for Negotiations

"At present we are preparing for pre-negotiations with Kabo-Karr Corporation of Visalia and Wheeler Properties, formerly Atlas Asbestos Company of Colalinga," reports District Representative Claude Odom.

Kabo-Karr's contract expires May 1, 1979 and Wheeler Properties will be up in June. R.H. Gorman has wages and fringes open in August with one year left of their three year agreement. Kabo-Karr Corporation has approximately 80 members employed at present and are looking forward to a good year ahead.

Wheeler Properties have about 20 employees back to work after a slow summer last year. A contract of \$200,000.00 has been awarded to the Hilfiker Company of Eureka, CA to reconstruct existing

roadway and embankment near Midpines in Mariposa County.

The L. Rodini and Son Company has shut down at the Los Banos Sewer Plant because of rain. Erickson Equipment Rental Company has shut the dirt down at the Merced Sewer Plant, but three engineers are working through the rains and Monterey Mechanical has kept four engineers working.

The extension of Freeway 41 from Bullard Avenue to Herndon Avenue is being urged by the Fresno City Council, which expects some "long overdue" discussion of the matter during an upcoming public hearing on proposed changes related to the freeway in the Woodward Park Community Plan.

The council authorized a letter to the Council of Fresno County

Governments urging extension of 41 from Bullard to Herndon, with an environmental study of the area as far north as the river. The letter also urges the closing of the Freeway 180 loop in the downtown area.

In a related action, the council agreed to a staff recommendation to initiate changes in the Woodward Park Community Plan regarding the realignment and circulation of 41, Nees Avenue, Alluvial Avenue and Friant Road.

A Public hearing on the amendment to the Woodward Park plan will be set by the council in a couple of weeks and no changes would be made until after the hearing.

Councilwoman Linda Mack said she expects the hearing could produce some "long overdue" community discussion on the issue of extension of the freeway as far north as the San Joaquin River.

"The real question is whether the taxpayers of this community are going to put it in at local expense," Mrs. Mack said of the extension of 41 to the Madera County line.

The public hearing would include a review of all aspects of the Woodward Park Plan and the Hoover Community Plan, the council indicated.

Both the 41 extension and the 180 project are not included in the state's five-year transportation improvement program. The current plan and funding for the \$23 million Freeway 41 project ends at Bullard Avenue, but concerns about the capacity of the two-lane roadway to carry traffic generated from the freeway have brought discussion about extending 41 to Herndon or the river.

The work would be done between 1981 and 1983 and would cost an estimated \$38.7 million at today's rates, according to a report

(Continued on Page 13, Column 1)

More from Mayfield

(Continued from Page 5)

year than the near record year of 1978, appear eminent. Many very large jobs have recently been let and more to be let are only around the corner. In talking recently with District #01 Representative, Hugh Bodam, I was shown a bid list in the City that between now and early 1981 that must have almost 1½ billion dollars put out and bid. These jobs are, of course, all very heavy Operating Engineer oriented.

I would also like to remind any and everyone interested that the first week of March will signal the reopening of the Rancho Murieta Training Center. For training or retraining, the opportunities here are unlimited, but as in any training program one is only going to get out of it what he or she is willing to put into it.

Union No. 3 Union Hall, 3900 Mayette Ave., 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 Murieta Training Center, Sloughhouse, CA; Fresno, March 24, 1979, 8:00 a.m., Operating Engineers Local Union No. 3 Union Hall, 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.

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



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

DOSHA Cutbacks Demonstrate Lack of Knowledge, Priorities

Think Safety Work and Play Safely

Job Stewards Activated
From 1/10/79 - 2/11/79

Dist. Member	Agent
01 J. Gahagan	C. Snyder
03 Ladd Smith	N. Davidson
12 John L. Chadwick	W. Markus
12 Clark Evans	L. Lassiter
12 Curtis Hagen	R. Daughert
12 Mack Hunter	R. Daughert
12 Trevor Lees	W. Markus
12 Buddy Richardson	D. Strate
40 Charles K. Thomas	E. Lake
40 Vernon Vickery	E. Lake
50 Don Clark	C. Odum
80 Richard Powell	J. Brown
80 Audel Ford	W. Reed
90 Gary Hill	R. Fleckens
90 Harry W. Waddell	J. Bullard
90 Daniel Waters	R. Fleckens

Job Stewards Inactivated
From 1/10/79 - 2/11/79

Dist. Member	Agent
01 J. Gahagan	C. Snyder
02 Francis Butterworth	H. Pahel
12 Garth Anderson	L. Lassiter
17 Revalation Alo	H. Lewis, Jr.
17 Harold Fujii	W. Crozier
17 David Kama	W. Crozier
17 Akira Watanabe	R. Blagg
30 Duane G. Johnson	R. Blagg
30 Donald Liggett	R. Blagg
30 Robert Westphal	E. Lake
40 Shannon Kelly	E. Lake
40 Ed Knapp	E. Lake
40 Ronald Laplace	E. Lake
40 E. A. Nicholas (Deceased)	E. Lake
40 John Schuchman	E. Lake
40 James Stevens	E. Lake
40 Charles K. Thomas	E. Lake
40 Robert Wendt	E. Lake
80 Terry Wells	J. Brown
90 Gerald Denny	R. Fleckenstein
90 Robert F. Lindstrand	J. Bullard

Safety Committeemen Activated
From 1/10/79 - 2/11/79

Dist. Member	Agent
12 Vern Tucker	V. Abbott
80 Lewis Perrin	W. Reed

Safety Committeemen Inactivated
From 1/10/79 - 2/11/79

Dist. Member	Agent
40 Manuel Alves	E. Lake
40 Danny Bradbury	E. Lake
40 Charles H. Center	E. Lake
40 Melvin Collier	E. Lake
40 James Frasier	E. Lake
40 Vernon Harlin	E. Lake
40 Robert Gary Wagnon	E. Lake
40 John H. Willis	E. Lake

Business Manager Dale Marr 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 month as a commissioner on the state Workers' Compensation Appeals Board.

Jack Short has been a member of Local 3 since 1955, when he worked as an operator in Nevada and Utah. In 1963, he was hired by the union to be a business representative for Nevada and later Utah. In 1973, Short became a safety representative for Local 3, and served the members in the Sacramento, East Bay and Northern California areas. During his employment with Local 3, Short also worked on the pre-apprenticeship training program in Santa Rosa.

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 bureaucrats can get their priorities messed up.

Cal/OSHA has been recognized as the best state-run safety program in the nation. And the mining and tunneling inspection unit, with a staff of only 13, is undoubtedly one of the hardest working and most cost effective of all the the state's safety inspection units.

Right now, this staff of 13, comprised of one principle engineer, two senior engineers, and 10 safety engineers is responsible for seeing that 66 underground mines, over 200 surface mines and numerous major tunnel projects throughout the state are kept safe for the men and women working on site. That's a big job, to say the least. Yet, there is now a proposal before Gov-

ernor Brown to slash this staff down to only five inspectors.

We are currently experiencing the most active period in years for underground and tunnel work. A brief list of major tunnel projects either on line or coming up includes:

- The Helms Pumped Storage Project, comprising over 25,000 feet of tunnels at a cost of \$380 million and employing 500 workers.

- Kerckhoff Pumped Storage Project, comprising five miles of tunnels and employing an average of 300 workers.

- The Pacheco Tunnel, part of the San Felipe water development project, requiring a 5.3-mile long tunnel, 11 feet in diameter.

- The Hetch Hetchy Aqueduct, requiring annual inspection and maintenance of 34 miles of underground pipeline.

- New Melones Dam, which includes a 3,900-foot tunnel, a 433-foot deep 60 foot diameter shaft and two 300-foot penstocks, and many other projects, such as the Wards Ferry and Clavey Power Project, Miners Ranch, Island Mountain railroad tunnel, Warm Springs Dam and a host of tunnels owned by PG&E.

The obvious question is, how can five state safety inspectors police all these projects, as well as the mines and Rock, Sand and Gravel plants that are far too numerous to mention? The answer is equally obvious—they cannot.

As you brother members know, safety on the job is worth more than money. It entails the value of our own lives and health, and the well being of our families who depend on us to make a living.

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 \$300.00 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 field 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 from 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 that kind of enforcement to keep unscrupulous contractors in line and assure our members of a healthy work environment while working underground.

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.

Redding Report

Jobs are Down as Rains Set In

Redding District Representative Ken Green reports that rain has set in and most of the jobs are down. Peterson Tractor has been going all season with a full complement of Brothers working.

Gene Beaudoin "Frenchie" as he is known by his fellow workers is Job Steward for the shop and has been for several years. Recently there was an Antique Car show at the Mt. Shasta Mall and Frenchie had his 1939 Dodge touring on display for all to see. Frenchie has several old cars he enters in parades and has recently completed restoring a model 10, 1910, Buick.

The Island Mountain, Morrison-Knudsen job looks like it will take longer to complete than was first estimated. As it stands now—in early Summer the tunnel may be finished. One very serious problem is the distance to travel from the cave-in at the west portal to the dumpsite.

The material is loaded by a 988 Loader and then backed out of the tunnel across a 600 foot railroad trestle and dumped in the stockpile. Dave Field, Superintendent on the job has to travel from one Portal to the next to make sure all is running on schedule (this is an hour and a half trip one way).

On the Alderpoint side of the tunnel, the muck is being loaded by Bob Cat Loaders and an Imco Mucker into railroad cars and then

the train is pulled to the Portal and dumped. All in all the process is very slow. Morrison-Knudsen has set up a camp on both ends of the job and the living facilities are very good and the food is excellent, Green commented.

Calaveras Cement Plant north of

Redding is in the process of letting out bids on upgrading the old plant. An Oakland based firm has the management of the new construction and as it stands now they will be letting bids on all sub-contractors for the estimated \$20 million dollar plant.

Retiree Marks 50th Anniversary

Alis and Freeman Ringer of Redding recently celebrated their 50th wedding anniversary. Freeman has been a member of Local 3 since 1948—working 12 years for J.F. Shea Company. The couple were married in Purcell, Oklahoma in 1929. They have three daughters, seven grandchildren and two great grandchildren.



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

CLIP AND MAIL

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

Please send me:

☐ A membership card for the Magic Kingdom Club

My name is: _____
(please print all information)

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

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

More from Fresno

(Continued from Page 12)
to the council by James L. Martin Public Works Director. That includes nearly \$11 million for an environmental impact report, right of way acquisition and construction on the 41 extension and about \$27 million for right of way and construction of the 180 completion.

He recommended the council urge the state to use discretionary highway funds to complete the two projects.

Under the current five-year plan, 180 would be completed to

Freeway 99 for better distribution of traffic.

The Council of Fresno County Governments is currently studying a draft of the state transportation plan. The City Council must work through COG to include the freeways in the state plan. The State Highway Commission could delete the freeway plans when it sends the final state transportation plan to the legislature.

If they are left out by the commission, the city can work through the Legislature to have them reinstated in the plan.

Letters From The Members



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. McMains who passed away on Oct. 4, 1978.

God Bless you all.

George & Alice McMains
San Pablo, Ca.

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 well-come 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 I take 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 Prepetual Gratitude.

Curtis Martin & Family
Oakland, Ca.

(Editor's Note: The following letter was received by the wife of a recently deceased member of Local 3.)

Mrs. Walter E. Glasby
2013 Devon St.
West Sacramento, CA. 95619
Dear Mrs. Glasby:

We would like to express our sincere appreciation for the donation of the eyes of your husband, Walter Glasby. 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 Northern California Transplant Bank, thank you for your generosity and concern.

Sincerely,

Maria Ponsillo
Technician

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
Daly City, CA.

Hawaii

(Continued from Page 11)

to be built in three phases, and a fourth increment of 103 single-family lots. The company's long-range development plan now is marked around 250 units annually-150 condominium units and 100 single-family lots.

Seibu Hawaii Inc. started in May on its Robert Trent Jones-designed golf course, the first project in the development of its 500-acre Makena resort. The clubhouse plans are going through the regulatory process for approvals. Design work on a six-story, 300-room hotel has also started.

The Sheraton Molokai is the first development on the 6,762 acres of land in West Molokai owned by Kalua Koi Corp. The next development will be the Paniolo Hale, a 77-unit luxury condominium in two-story Hawaiian ranch-style buildings.

Kalua Koi is planning to subdivide 1,600 acres on both sides of the road leading from the highway to the hotel into 34 agricultural lots ranging in size from 25 to 100 acres.

Marysville

(Continued from Page 11)

reports that work on the west side is also at a stand still at this time. Presently, bids are being sought for the widening project on Clark Road at Paradise. The Public Works Director has urged the board to issue the call for bids on the first phase of this widening project—this would call for clearing trees from the right-of-way.

The total amount of this project will run around \$1.4 million. There is a need to push on organizing the non-Union underground contractors that are doing so much work for Ma Bell, Morgan commented.

At the present time the Laborers' Union has a picket on C.M. Simmons Construction in downtown Marysville. Butte Creek Rock Company was low bidder on the Chico River Road and Bridge over M & T Canal project in the amount of \$159,879.00.

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
Baird, Newman (Mother) 1060 Broadway, Burlingame, California	11-30-78
Browne, Thomas (Florence—Wife) P.O. Box 726, Oakley, California	12-10-78
Campbell, Edward J. (Vieva—Wife) 2527 Moscano Way, Rancho Cordova, Cal.	11-23-78
Cox, Fred (Ken, Reba, Ron & Nelda—Children) 8510 Durvale Rd., Dublin, California	11-16-78
Culp, Francis (Bernice—Wife) 206 Brooklyn, San Jose, Calif.	12-5-78
Dewey, Andrew (Sadie—Wife) 155 Tamal Vista Dr., San Rafael, California	12-16-78
Drennen, Earl J. (Hazel—Wife) Star Route, Battle Mountain, Nev.	11-7-78
Dunson, James (Linda Fay—Dtr.) 2617—35th Avenue, Oakland, California	12-16-78
Evansizer, Earl (Margaret—Wife) 373 N 10th Street, San Jose, California	9-12-78
Fenske, Aldo (Juanita—Wife) 5815 Dunsmuir Ave., Dunsmuir, California	11-30-78
Flynn, Robert (Thelma—Wife) 14 The Trees, Concord, California	12-10-78
Handa, George (Alice—Wife) 743—20th Avenue, Honolulu, Hawaii	11-26-78
Hawley, William (Beulah—Wife) 41506—30th Street, West Lancaster, California	11-9-78
Hickey, Eugene (Evelyn—Wife) 1075 Woodland, Woodburn, Oregon	12-4-78
Hill, William (Kate—Wife) 1733 E 8080 South, Sandy, Utah	12-2-78
Hooper, Lewis (Mary—Wife) 1317 Shady Oak Pl, Santa Rosa, Calif.	12-19-78
Jones, Roy (Lucy—Wife) 27 East 6100 South, Murray, Utah	11-22-78
Klein, Frank (Marian—Wife) 6912 Cunningham Way, Sacramento, Calif.	11-21-78
Lefever, Harry (Irene—Wife) 855 North "K" St., Livermore, California	12-3-78
Marshall, Mel A. (Ora Jean—Wife) P.O. Box 4146, Santa Rosa, California	12-3-78
Mc Spadden, Ira (Ruby—Wife) 1630 Marthella, Merced, Calif.	11-24-78
Navarrette, Sam (Esther—Wife) 3020 Garden Avenue, San Jose, Calif.	12-7-78
Oliveiro, Fred (Jennie—Wife) 2320 Julie Ave., Turlock, Calif.	12-24-78
Phelps, Orval K. (Florence—Wife) 10567 S 2200 W, Riverton, Utah	11-22-78

Richardson, Jim N. (Jimell, Ophelia & Vanessa—Daughters) 2954 Graden Ave., San Jose, Calif.	12-18-78
Schlueter, Albert (Dorothy—Wife) 102 Wesley St., Capitola, Calif.	12-2-78
Schmutzler, Verne (La Verne Wilson & Donna Kilby—Daughters) Rt. 2 Box 413, Gridley, Calif.	12-7-78
Scott, Charles M. (Lucille—Wife) P.O. Box 267, Fallon, Nevada	11-8-78
Shinkovich, Francis (Elvira—Wife) P.O. Box 651, El Granada, Calif.	12-9-78
Simons, Hervey (Florence—Wife) 407 N. 12th St., San Jose, Calif.	12-17-78
Souza, George C. (Beverly—Wife) 39321 Logan Dr., Fremont, Calif.	11-24-78
Stephens, Jack (Iris—Wife) 9699 Lanuez Dr., Elk Grove, Calif.	12-20-78
Trull, Burl (Clara Mae—Wife) 5775 E Cloverleaf Dr., Manteca, Calif.	11-22-78
Trusty, Chris C. (Mabel Brooks—Sister) St Rt. Box 7180 F, Oroville, Calif.	11-24-78
Vann, Harry E. (Irene—Wife) P.O. Box 102, Oroville, Calif.	12-3-78
Walker, Ruel (Audrey—Wife) 6753 So 900 E., Midvale, Utah	12-11-78
Ward, Melvin (Judy—Wife) 1596 Leeward Dr., San Jose, Calif.	12-18-78
Weger, James (Diana—Wife) 6455 Tupelo, Citrus Heights, Cal.	11-27-78
Welter, Peter J. (Barbara—Wife) 2685 W Beechwood, Fresno, Calif.	11-8-78
Wentworth, William C. (Elizabeth Barnett—Dtr.) 252 S 2nd St., Dixon, California	11-27-78
Word, Keith (Yvonne—Wife) 8105 "B" Street, Windsor, California	11-30-78
Yasukawa, Chester (Jean—Wife) 1833 W Campbell, Campbell, California	12-15-78

112 Deceased Members October 1978 thru December 1978
6 Industrial Accidents — October 1978 thru December 1978

DECEASED DEPENDENTS

December 1978

Adams, Avril—Deceased December 6, 1978 Wife of Oakley Adams	
Aune, Loren—Deceased November 13, 1978 Son of Irv Aune	
Gahagan, Helen—Deceased December 4, 1978 Wife of J. J. Gahagan	
MacDonald, Gertrude—Deceased November 15, 1978 Wife of Sam MacDonald	
Parkinson, Leonara—Deceased December 6, 1978 Wife of Joseph Parkinson	
Whitfield, Dorothy—Deceased November 19, 1978 Wife of Raymond Whitfield	

Swap Shop: Free Want Ads for Engineers

FOR SALE: 26' "YUKON DELTA" Travel trailer/boat combination, 7'x10' utility shed, trailer hitch, L/W base pick-up side-rails, 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 Peterbilt Logging Truck, both 3 duel drive, both need engine repair, white \$1500., Peterbilt \$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 wegerbeke 4-107 w/hyd reverse gear, 70% completed, to put into water \$23,000. Jay Crownble, 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-peninsula 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, removeable 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. P.S.A.C.A.T.; 1977 Monte Carlo Landau-loaded, excel. cond. Vernon Voss, P.O. Box 505, Lucerne, 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. Has-

lauer, 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, position. \$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 Lambert, 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 Lambert 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, oak huller, 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-Wislu, 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 152 to 1 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.

FOR SALE or TRADE: 61 Corvair Rampside PV recent motor work, collectors item. Carle Criss, 623 Almond St., Corning, Ca. 96021. 916/824-5208. Reg. No. 0798176. 3-79.

FOR SALE: HEIL DUMPBODY 13' long, Twin Hoist (Sisor's type) very clean \$800; 12,000 lb Tusia Winch cable type for low bed trailer \$200; 2,000 gal gas or diesel tank (round) \$400. Henry P. Sand Jr., 6643 Woodward, Manteca, Ca. 95336. Reg. No. 1101983. 3-79.

FOR SALE: WISCONSIN 7 1/2-12 hp engine twin V. belt drive Mag. ignitor, comp. overhauled, adaptable for pumps, compressor, generator \$250 or best offer. George H. Kerr, 4800 Auburn Folsom Rd., Loomis, Ca. Reg. No. 0586484. 3-79.

FOR SALE: 32 ACRES on SH 63 in Kiamichi Valley n/Quachita National Forest East of Muse, Or. New modern log cabin, good water, small pond, garden fenced ideal for overnite camper park, plenty of firewood. Morvin Jaques, Box 35, Muse, Or. 74949. 918/651-3378. Reg. No. 1091206. 3-79.

FOR SALE: 10 DONNER LAKE view lots, cash or terms \$7,500. C. Villemain, P.O. Box 2624, Carson City, Nev. 89701 Reg. No. 1018617. 3-79.

FOR SALE: FULL EQUIP. good cond. & clean 1972 Wildness 17 1/2' travel trailer. Lic. No. JJ7599 \$2,600. Sleep 6, elec. or propane 2 way refrig., oven, heater, J1 Bae, 2069 Nottoway Ave., San Jose, Ca. 95116, 408/923-1574 after 5 p.m. Reg. No. 1750461. 3-79.

FOR SALE: 1968 BUCYRUS ERIE, hydraulic crane, 25 ton, 45-C w/job, 105' reach. Wayne Patterson, 3440 Lupine Dr., Redding, Ca. 96001, 916/241-5427. Reg. No. 1273380. 3-79.

FOR SALE: BOAT 30' Trojan, powered by a pair of 292 Ford Engines, full canvas, well equipped and very clean. Alexander Graham, 2400 Kennedy Way, Antioch, Ca. 94509, 415/754-2445. Reg. No. 0738738. 3-79.

FOR SALE: 12' Gregor Aluminum cartop boat. \$400.; 8 1/2' aluminum camper shell w/racks for cartop boat. Fits stepside P.U. \$100./offer. Marvin J. White, 400 San Juan-Hollister Road, San Juan Bautista, Ca. 95045, 408/623-4264. Reg. No. 0769457. 3-79.

FOR SALE: 1 FARMALL M. TRACTOR \$975.; 2 Farmall H. tractors, \$875. & \$775. W.L. Maddox, 17311 S. Mercy Springs, Los Banos, Ca. 93635, 209/826-0684. Reg. No. 1043556. 3-79.

FOR SALE: LANDSCAPING & equip. rental business on 1.112 acres, located Lake County. Metal bldg. w/office, zoned for mobile home. Phone 707/275-2447 or write P.O. Box 54, Upper Lake, Ca. 95485. Reg. No. 1312819. 3-19.

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

Nevada

Our congratulations to the new parents this month. Mike and Janee Willsey, a boy born on 1/19/79; William and Jody Deller, a boy born on 1/14/79.

Our condolences go out to the family and friends of Richard Hardy who passed away on 1/4/79.

Our wishes for a speedy recovery go out to long-time member and retiree Lou Peck who is recuperating at his home in Fallon after two heart attacks.

Marysville

We extend our sympathy to the families and friends of the following deceased members: James A. Brewer and Howard F. Baker, Retired and John Castro on the death of his wife Joanne.

Utah

The Utah District Office extends condolences to Ione Strate, who passed away February 5 in Salt Lake City. Ione was the wife of retired member Paul Strate.

Eureka

It is with great happiness we announce the birth of a new son to Brother Tom Sanders and his wife in December 1978.

Also, we announce the birth of a baby daughter to Brother Eugene Langer and his wife on December 12th.

Sacramento

Our sympathies are extended to the families and friends of departed brothers James Cunningham and Gene Galindo who were killed in an automobile accident on February 7, 1979.

Our best regards are extended to Roy Bell's wife Inez and Del Hicok who are being hospitalized.

Condolences go out to the families and friends of deceased members Eugene Ross, Myrle Gardner, William Simpson, and William Hobart Simpson.

Santa Rosa

It is with regret we report the recent death of Frank Black. Our sincere condolences are extended to the family and friends of our late Brother.

Buy Union Made Buy American

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!

Wheel Warranty!

Shock Warranty!

Battery Warra

*FREE Mounting

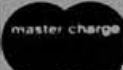
MOST CARS AND TRUCKS (Mud and Snow tires not included)



This is a partial list only.

Because of fluctuating manufacturers costs, our prices are subject to change without notice.

for OPERATING ENGINEERS LOCAL 3



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



RADIALS

78 SERIES RADIAL

35,000-MILE TREADWEAR WARRANTY

Whitewalls. The soft riding radial tire that you can afford. Lifetime road hazard, workmanship and materials warranties.

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

WIDE 70 SERIES STEEL RADIAL

40,000-MILE TREADWEAR WARRANTY

Whitewalls. Two steel belts with polyester cord body. Lifetime road hazard, workmanship and materials warranties.

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

03-100-12064

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

CAPITOL TIRE SALES / WAREHOUSES, INC.

America's Original and Largest Discount Tire Program

BERKELEY (94701) 1770 Fifth St. (415) 524-9120	SAN FRANCISCO (94103) 101 S. Van Ness Ave. (415) 621-2336	SAN LEANDRO (94577) 2059 Williams St. (415) 351-8434
CONCORD (94520) 2465-J Vista Del Monte (415) 825-2072	SAN JOSE (95112) 1760 Rogers Ave. (408) 287-9112	SAN MATEO (94402) 733 So. Claremont (415) 344-5732

COMPACT

BLACK WALLS & WHITE WALLS

25,000-MILE TREADWEAR WARRANTY

Tubeless blackwalls and whitewalls. Lifetime road hazard, workmanship and materials warranties.

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

*Add \$2.00 for whitewalls

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

Attend Your Union Meetings

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

May

3rd **Oakland:** Labor Temple, 23rd and Valdez.
 8th **Stockton:** Engineers Bldg., 2626 N. California St.
 15th **Fresno:** Engineers Bldg., 3121 E. Olive St.
 17th **Watsonville:** Veterans Bldg., 215 East Beach.
 22nd **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Road.

Date: Saturday, July 7, 1979; 1 p.m.

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
- ☐ New/Used Mobile Home Loan
- ☐ New/Used Boat/Motor/Trailer Loan
- ☐ Travel Trailer/Camper Loan
- ☐ Share/Investment Certificate Secured Loan
- ☐ Assistance in Refinancing Automobile Loan
- ☐ Temporary Disability Insurance
- ☐ Share Insurance Protection on Share Deposits

NAME _____

ADDRESS _____

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.

Uncontrolled, Dull, Chaotic, Energetic: All Describe Recent Democratic Meet

(Editors Note: The following column by Stan Smith, Executive Secretary of the San Francisco Building and Construction Trades Council is reprinted with permission from Organized Labor, official publication of that group. As Chairperson of the Resolution Committee let me say Brother Smith was right on target on the number and craziness of the resolutions submitted. Most of these ill-timed, ill-informed and ill-prepared resolutions were submitted by "new wave democrats" who flew in the windows when the party opened the process to caucus elected delegates, most of whom have special agendas that are not open to the democratic process. I will say, however, that all those new labor delegates, many who were attending a State Democratic Convention for the first time, provided a balance that kept the convention from becoming an outright farce. They were knowledgeable, tough and not led down any "primrose paths" by the "new activists.")

A Wild Convention . . .

Uncontrolled, dull, wild, chaotic, orderly, energetic are all adjectives that could be used, at one time or another, to describe the bi-annual California Democratic Convention held in Sacramento last January 19, 20 and 21.

The convention was both disrespectful to L—yet venerate with—the State's top Democrat, Governor Jerry Brown. When he spoke the Governor received boos and catcalls when he told of the cuts in the social program in his proposed budget, yet swayed the audience during the question-and-answer period when he cast most of the blame for all of our problems on the State and National Legislative bodies and the Carter Administration.

The Party leadership seems to have shifted to Speaker of the Assembly, Leo McCarthy of San Francisco. He was given a standing ovation when he addressed the delegates at lunch. Speaker McCarthy seems to have grasped the mood of the Party and its commitment to the underprivileged and working class of California.

For the first time the Convention had a Labor caucus. The caucus was formed by Ken Erwin and John McMahon, both of Operating Engineers Local 3. The two dedicated Trade Unionists worked continuously for the last eight months to increase Organized Labor's influence in the Party. Their efforts were well rewarded when 240 Labor delegates attended the first California Democratic Party Labor Caucus on Jan. 19 to elect the first full set of officers. The results were:

Chairman Jim McDermott
 SEIU Los Angeles
 Vice-Chairman John McMahon
 Operating Engineers
 No. 3, San Francisco
 Recording Secty. Connie Lemon
 Communications Workers of America,
 Local 1509, La Mesa
 Treasurer Stan Smith
 S.F. Bldg. & Constr. Trades Council

Labor officials from throughout the State were encouraged by the caucus, not only by the large delegation, but the enthusiasm and the feeling of unity among all segments of Labor. All of the officers, in their acceptance talks, expressed the need for a united Labor Movement and vowed to work to that end.

Moscone Center

(Continued from Page 3)

terminated there can be cost savings through re-design or by combining similar types of work in a single job package.

Formal contract awards 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 May.

Boas estimated the project cost at \$109.4 million including land, architecture, engineering, legal counsel, construction management and building and furnishing

the facility.

The first phase of construction began in August of last year, with 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.

A POLITICAL ANALYSIS

Art Of The Possible

BY KEN ERWIN



The Convention had over 130 resolutions submitted, everything from "Free Patty Hearst" to "Normalization of Relations between the United States and China," but one resolution in particular, "Railways," is worth discussion, not only the content of the resolution, but the person who submitted the resolution, Sue Hestor.

Railways

I. RIGHTS OF WAY

- (1) All existing railroad trackage is a public resource in critically short supply.
- (2) Acquisition of inter-city and intra-county railroad rights-of-way, with a view to the restoration of California's railway network circa 1935, should be the highest priority of governmental expenditure for transportation.

II. TRANSPORTATION TECHNOLOGY

- (3) Until a pleasanter, simpler, cheaper, cleaner and universally more efficient means of transport than rail traction arrives, governmental policies and subventions should focus on restoring this means to the public.
- (4) Ensuring superior maintenance of existing and newly-built railway lines throughout the State of California shall be the first thought and action of public transportation management.

III. EDUCATION, CRAFTS & LABOR

- (5) Railway access, directions, knowledge and crafts shall be the primary purposes of public monies spent for public engineering, safety, education or employment related to land transportation.
- (6) The State of California shall do its utmost for the next eight years to see that at least one half of all railway construction and maintenance completed annually is performed by convict labor under safe, secure and compensatory conditions.
- (7) The State of California shall, for the next 16 years, be mindful of the need for extraordinary business-employment and retraining-opportunity assistance to teamsters and all others primarily employed or educated in the motorcar, motor truck and highway trades.

Sue Hestor is from San Francisco and is a political activist who has, in the past, managed to convince some Unions she is not anti-Labor. Ms. Hestor is a member of the Board of Directors of San Francisco Tomorrow and Chairperson of its Zoning Committee.

San Francisco Tomorrow just happens to be the no-growth organization which is now forming a ballot initiative for the November election to limit construction in San Francisco. Maybe if it was suggested to San Francisco Tomorrow to use 50% convict labor, they would agree to withdraw their initiative.

Sue Hestor, an attorney for the S.F. Board of Education, has appeared time after time before the San Francisco Planning Commission to oppose construction projects, at taxpayers expense, as these meetings are held during normal work hours.

The convict labor resolution and the initiative for the November ballot expresses the true mentality of Sue Hestor and San Francisco Tomorrow.

Perhaps they could use the slogan "Use A Gun and Get a Job" . . .

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