

Gas Gouging or True Fuel Crunch?

By James Earp

"U.S. Steps Up Probe of Gas Gouging."

"Gas Station Owners Threaten State-wide Shutdown."

"Exxon Posts 37 Percent First Quarter Profits."

"Energy Battle Takes Turn for the Worse."

"Bumpy Road Ahead for Carter's Energy Plan."

"Opec Turns the Screw Tighter."

These and hundreds of headlines like them are bannered the nation's newspapers daily, alerting consumers to a trend they are already feeling in their pocketbooks—that the price of gas is reaching ridiculous proportions.

For operating engineers and other construction workers who must frequently drive

long distances to jobsites, the skyrocketing price of gas poses a real drain on the family budget. Already since Christmas the average price for a gallon of unleaded gasoline, in California has risen an average of 20 cents.

The latest statewide polls taken before *Engineers News* went to press indicate that California motorists are paying an average of 82 cents a gallon for regular and up to 87 cents a gallon for unleaded at brand name stations. Some areas, such as along isolated stretches of the much travelled I-5, stations were gouging for 99.9 cents a gallon.

Motorists, alarmed by these prices are questioning the validity of these increases. For, while oil imports have dropped slightly because of political unrest in Iran and OPEC Nations have increased the price of their oil exports, the fact is none of these developments can account for such swift increases.

In response to growing complaints, the U.S. Department of Energy has established a toll free hotline for motorists to call in on stations posting suspiciously high prices. The number is: 800-424-9246.

How can a motorist tell if a price is excessive? "If the price is above 90 cents a gallon, it's suspicious," declares a spokesman for the Department of Energy.

Complex Regulations

Unfortunately, this simplification does not cover all violations. The federal rules controlling gasoline prices at the pumps are complex—so complex that even many station owners claim they do not understand them.

Under the federal regulations, a dealers' profit margin is frozen at the level of May 15, 1973. This margin varies from dealer to

(Continued on Page 7)

0 0 0

Total Sale

0 0 0 10

Gallons

8 5 10

INSIDE

Union Election Notice

Turn to pages 12-14 for an important notice regarding the upcoming election of Officers and District Executive Board Members and nominations of Delegates and Alternate Delegates to the 31st I.U.O.E. Convention.

Guam Issue Documented

The Labor Department this month published two reports documenting Local 3's efforts to clean up the island's construction industry and concurred with the union's recommendations that a number of decisive actions be taken (see page 2).

Old Photos Of Bay Bridge

They don't look much different than the kind of photographs taken of today's construction projects, but actually they are over 43 years old—a spotlight on one of the world's greatest bridges (see page 4).

Semi-Annual Meeting

Recording-Corresponding Secretary James R. Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, July 7, 1979, at 1:00 p.m. at the Marine Cooks and Stewards Auditorium, 350 Fremont Street, San Francisco, CA.

Two Week Guam Batch Plant Strike Ends in Unprecedented Wage Hike

At press time, Local 3 members employed by Hawaiian Rock Products on Guam ended a two week old strike by overwhelmingly ratifying a new three year agreement containing an unpre-

cedented wage gain in the history of the island's construction industry.

The strike action and contract negotiations—viewed as a major test of the union's efforts to upgrade the wages and working con-

ditions on Guam—were resolved "very favorably for our members on Guam," announced Business Manager Dale Marr.

"After our successful efforts at increasing federal construction

wages scales and initiating a training program, this contract negotiation was viewed by everyone in Guam's construction industry as a major test for the union," Marr added. "I think we showed management and rank and file worker alike what we are willing and able to do for our construction workers on Guam."

After lengthy negotiations centering around wages and health and welfare benefits, the 130 employees of Hawaiian Rock Products—a subsidiary of Dillingham Corporation—voted to go on strike April 8 following the rejection of the firm's final offer.

Worker's complained that their wages were below the minimums set under the federal wage scales for construction, which have been upgraded in increments since 1977 by the Labor Department at the urging of Local 3.

The company had maintained that the adverse wage scales for construction did not apply to batch plant operations.

As a result of the strike, major construction projects on the island ground to a halt as workers from other firms refused to cross the Local 3 picket line and haul material to the jobsites.

Among the projects that came to a standstill was a \$1.2 million road job contracted out to Hawaiian Dredging and Construction, another subsidiary of Dillingham Corporation. The project, originally scheduled for completion Feb. 18 is now under review for a deadline extension.

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Marr Receives President's Safety Award

Citing his long involvement and expertise in construction safety programs, the Golden West Safety Conference awarded Local 3 Business Manager Dale Marr the "President's Safety" award this month at their annual gathering. This is the highest recognition given by the organization.

In Bay Area Counties

New Calendar Outlines Upcoming Work

Despite a lack of cooperation from some government agencies, the recently formed Bay Area Construction Coordinating Committee is making significant strides in its efforts to smooth out supply and demand problems for the upcoming construction season, reports Local 3 Business Manager Dale Marr.

Selected last September as a labor representative on the committee, Marr has been involved in the compilation of the committee's first major project, a "Calendar of Public Construction." Released this month, the calendar is designed to alert contractors when most public works projects are ex-

pected to go to bid this year.

"By putting together this calendar, we can tell contractors to get ready for \$500 million in public works construction alone in the Bay Area this year," Marr declared. "We hope that by doing this, we can avoid some of the materials shortages, skyrocketing prices and manpower problems we ran into during last year's record work season."

"We were happy to see the construction boom last year," Marr added, "but the large number of conflicting bid schedules and the materials shortages and inflationary increases that went with it didn't do anyone any good. Hope-

fully, this public works bid calendar will introduce a little more planning into this upcoming work season, which appears to be as heavy as last year's."

According to Ken Edwards, former building trades leader in the Bay Area and now heading up the coordinating committee, the calendar was issued without the cooperation of some government agencies.

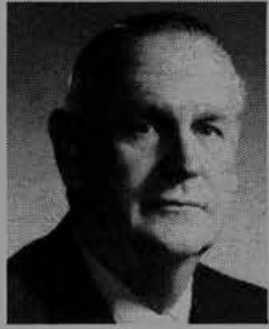
Notably missing from the bid schedule is the Navy's Western division, whose volume of projects in this area is large, but which has to date declined to give the committee the information it needs.

Also missing, but expected to be

included in the next quarterly updated calendar is the Department (Continued on Back Page)

Credit Union Mtg.

The Annual Meeting of the Credit Union membership will be on Saturday, July 7, 1979, following the Operating Engineers Local Union No. 3 Semi-Annual Meeting at the Marine Cooks and Stewards Auditorium, 350 Fremont Street, San Francisco, California.



By DALE MARR, Business Manager

Looking At Labor

Political Action Cornerstone Of Labor

ENGINEERS NEWS

WIPA

ENGINEERS NEWS
(USPS 176-560)DALE MARR
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Anyone who has taken the opportunity to attend his district meeting lately will recall the emphasis I have put on the need for rank and file union members to get involved in political action. Whether it's getting vital construction projects on line or protecting our rights as workers and members of trade unions, political involvement has become a cornerstone of the labor movement.

With the upsurge of corporate involvement in the political process and the recent conservative shift among the voting public, I feel the true meaning of political action has become twisted around somewhat. For the labor movement, political action has primarily meant getting out the vote, educating the rank and file on the issues and attendance at public hearings—in short, participation that can only come from the grass roots level.

In the last two or three years, the corporate powers have created their own version of political action. It's called a PAC: political action committee. In the past four years, the number of federally registered corporate PAC's soared from 89 to more than 800 today. Present law allows corporate political action committees to raise funds through voluntary donations by executives. Contributions for federal PAC's are limited to \$5,000 per candidate for each election, but there is no limit to the number of candidates a fund can support.

In 1978 the 812 corporate PAC's took in \$16.7 million and disbursed \$14.9 million on candidates for election. In federal elections, over \$19 million in corporate and industry association PAC money went to candidates, compared to \$9.4 from labor.

There is no doubt in my mind that the increasing ability of business to buy into political campaigns as if it were purchasing so much stock in a corporate takeover spells trouble for the kind of democratic government that the

labor movement helped to create.

The corporate PAC's of America are not the citizens of America. They reflect the interests of the moneyed class and wielders of economic power. Those interests have rarely been the interests of the working men and women of this nation, as history has so vividly borne out.

There is evidence that political contributions by corporate PAC's are being carefully orchestrated by such groups as the Business Roundtable in such a way as to target money into specific campaigns that are critical to the cause of arch-conservatives. The \$7 million that was funneled into Senator Jesse Helms' campaign in North Carolina comes immediately into mind.

There is no executive who can honestly admit that PAC contributions are made for charitable reasons. The money is given with the implication that the candidate will honor specific legislative goals, which corporate heads ambiguously refer to as the furtherance of "free enterprise." Unfortunately, their interpretation of free enterprise generally includes such goals as the emasculating of our labor laws, the mandating of Right-to-Work laws in every state; the repeal of Davis-Bacon Act and so on.

The purpose of trade unionism in America has always been to generate a balance against the excesses of "free enterprise" and provide a means for the rank and file worker to organize and bargain collectively for his rights. Through this process, the labor movement has initiated many great programs in job safety, education, civil rights, economic welfare and a host of other areas that have contributed to the well being of United States citizens.

An increase in businesses "purchasing power" over our elected candidates can only upset that balance. In recent years, America's corporations are beginning to assume the kind

of dominance in American society that they enjoyed in the late 1800's.

By controlling this country's means of production—increasingly through the tool of the multi-national corporation—the corporate company is wielding enormous economic power. Every American is affected by the discretionary decisions left to corporate officers—what to produce, how much to charge, where to locate, how much to invest in research, health, safety and environment.

As a result of increasing numbers of mergers and acquisitions, their power is concentrated in fewer and fewer hands.

That is why it ought to be clear in the minds of every one of our members that the need for rank and file involvement in the political process is urgent. We are rapidly entering a period when unions will be forced into some kind of "political arms race" against the corporate structure, in order to preserve our rights in the legislative arena.

Hopefully, we will not be jostled into a dollar for dollar PAC race. Strapped with inflationary prices brought on primarily by the excessive profits of corporations, the rank and file union member would be hard pressed to compete with the affluent executive and middle management in political contributions.

Nevertheless, there is a greater need for union oriented political action committees created to protect the interests of the worker. But there is an even greater need to get back to the basics of democracy through participation in the governing of our communities and attendance at public hearings, school board meetings and making our presence felt at the voting booth.

That is our calling if we want to continue to enjoy the rights and privileges we have come to take for granted as members of this union.

Labor Dept. Documents Local 3's Efforts on Guam Alien Issue

By Mark Stechbart

The U.S. Department of Labor this month published two reports documenting Local 3's efforts to clean up Guam's construction industry and concurred with the union's recommendations that a number of decisive actions be taken to resolve continuing labor problems on the island.

The two reports—secured by *Engineers News*—reveal a renewed determination by the Labor Department to clear up immigration and alien contract worker abuses on Guam.

The reports recommend that Guam contractors adopt industrial practices, training programs and wage scales comparable to those of their mainland construction counterparts. (The reports also demand that Guam contractors start hiring US citizens). While this may seem to be common sense to a mainland journeymen working under the protection of a Local 3 contract, it is nothing short of revolutionary to a Guam contractor who has not had to work under apprenticeship manning rules and as recently as 18 months ago paid top equipment operators only \$3.50 an hour.

Specifically the reports recommend:

- a freeze on all importation of alien construction workers as of September 30, 1981, and a gradual deportation of the current 5,000

aliens on Guam as their contracts run out.

- a full scale investigation into the labor conditions on Guam using the Inspector Generals from various DOL departments.

- increases in the number of Justice and DOL department staff on Guam to protect the island's work force from labor law violations.

- all US government contracts on Guam have enforceable provisions for the use of training program trainees or apprentices.

- procedures be initiated to insure that any imported alien construction workers or resident journeymen are indeed journeymen by using a standard work test administered by Federal staff.

The reports note that the Local 3 sponsored construction training program and Local 3 agents on Guam acted to expose and protest the continuing low wages and abuse of construction workers.

This concern for enforcement of fair labor standards brought heated opposition from the islands contractors. DOL officials in San Francisco concede that the "(training) program successes accomplished so far have been in spite of active, concentrated opposition."

The labor law violations the contractors were so intent on covering up not only span 30 years but also touch upon almost every aspect of the construction industry. The reports detail contractor demands that alien general laborers

and helpers be allowed onto Guam because, according to contractor claims, locally available people are not sufficiently trained to work in these job classifications.

Although contractors readily import aliens who cannot read or speak English, know nothing about standard building codes and who have never used a power saw, they seek alien helpers instead of local people.

Many of the contractor's violations are attributable to the wage issue.

Local 3 agents have documented instances where contractors were hiring non-union operating engineers to run eight different pieces of equipment at a wage of \$3.50 an hour. Officials of the Guam Contractors Association have complained about "mounting problems" with a DOL enforced prevailing wage schedule that tops out currently at \$7.00 an hour for equipment operators.

Contractors have attempted to hide behind the 7 percent wage ceiling imposed by the Wage and Price Council, but that was rejected by the DOL at Local 3's urging.

Coupled with the contractors' steadfast refusal to cooperate and pay decent wages is the issue of continuing gross violations of labor standards laws requiring minimum wages and overtime to be paid in a lawful manner. The reports itemize the violations in sec-

(Continued on Back Page)

Guam Report

A contract proposal for Mobil Petroleum Company was presented to the Company and negotiations should begin within the next couple of weeks.

"The Labor outlook on the Island has not been looking very bright in view of the fact that we have not seen any major project being awarded nor have we seen the influx of monies into the Private Sector and from the Federal Government," Long said. "We have managed to place our people on jobs where there are openings, and we are fortunate to have this time approximately 100 percent employment amongst our members."

Pictured here is construction of the new Paceco gantry crane at the Guam Port Authority.



Weather Slows Marysville Construction

Work on Marysville's West Side is still slow, reports Business Rep. George Morgan. There has been a normal amount of rainfall in this area, which has kept the work at a snails pace.

The District Representative and all of the Business Agents at the Marysville Office are continuing to attend the Energy Resources Conservation and Development Commission meetings. "The purpose of these meetings is to try and get a coal-fired power plant constructed somewhere in this area," Morgan said.

There has been some activity in the Willows Area—Jerry Jackson, Inc. is doing some telephone work. C. F. B. Construction is still waiting for the weather to clear on their job in Maxwell; it is the same situation with Harold James, Inc.

Grievance Committee

At its regular quarterly membership meeting on April 11th the members of District 7 elected Danvil Hilbert to fill a vacancy on the Grievance Committee.

There will be several agreements up for negotiations this year. "Please remember that when any meetings are held it is most important that you attend—these are your contracts and your livelihood is at stake," Morgan said.

On the East Side, the work picture is starting to pick up somewhat reports Business Rep. Dan Mostats. Baldwin Contracting in Marysville was the low bidder on the freeway interchange job on Highway 70 at Erle Road, south of Marysville. Baldwin's bid on this job was \$3.2 million. Weather permitting, work is expected to start some time in April 1979.

Yuba County has called for bids on the construction of a grade separation at Pasado Road and the Western Pacific Railroad Tracks in Marysville. This grade separation will be built at the same time the freeway interchange job is being done. Robinson Construction in Oroville has started back to work on the K-Mart shopping center job in Oroville.

Also underway in Oroville is the construction of the Railroad Trus-

sel on Huntoon Street. There are several other jobs going on in the Oroville area at this time. According to reports from Butte County, there will be some good jobs coming up for bid.

Blood Bank

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

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



Marysville Business Rep. Dan Mostats stands next to the 12-foot-high Perini mole, which was used recently at Oroville. The cutting heads have been removed in this picture.

PROJECT

San Felipe Given Backing

The California Water Commission last month voted 6-3 to continue supporting the San Felipe project to supply water to Santa Clara and San Benito counties. The action came following several hours of debate on whether future population growth in the service area justifies construction of the \$360 million water diversion project from San Luis Reservoir near Los Banos. The vote was to support the \$20.88 million allocation already carried in President Carter's fiscal 1980 budget.

A \$49 million tunnel contract has already been awarded to the Guy F. Atkinson Co. to construct the Pacheco Pass Tunnel. Actual construction work is expected to begin in early May. Officials of the state and Santa Clara County maintain that the project is needed to alleviate projected water shortages in the area in the mid-1980's. Water Resources Director Ronald Robie said the San Felipe project should be built as part of a massive integrative system for the whole Bay Area.

Study of Mendota Dam Could Take Two Years

It may take two years to complete a study to determine the best way to prevent flooding of farmland west of Kerman and Mendota following heavy rainstorms. The U.S. Bureau of Reclamation's study includes consideration of constructing a dam and a channel costing an estimated \$14 million. The dam, proposed for construction where Panoche and Silver creeks meet, would cost about \$11 million. A channel running below the dam would cost an additional \$3 million.

Hwy. 152 Project Gains Ground

A proposal to make Highway 152 wider and safer is gaining ground in Santa Clara County. The Board of Supervisors there said the estimated \$6 million safety project is second on a priority list of six highway projects proposed for state and federal funding.

The project still must be viewed by the Metropolitan Transportation Commission and the Association of Bay Area Governments before the list is submitted for funding. The proposed project would extend the present four-lane highway west of the Merced County line to the Pacheco Creek bridge. A concrete median barrier separating east and west traffic flow and two truck escape ramps are included in the plans.

According to the California Highway Patrol, 17 people were killed on the highway from Jan. 1, 1977 to Dec. 31, 1978. During that same period 187 were injured between Highway 101 near Gilroy and the Merced County line near Pacheco Pass.

SF Wastewater Requests Delay

The San Francisco Wastewater Program is requesting the California Coastal Commission to set a date in May to hear the City's application for new sewage and wastewater control facilities to be built on the westside of San Francisco along the Great Highway. The April 3 date originally set for the application hearing did not allow sufficient time for the Wastewater Program staff to analyze a major report, received March 27 on the Ocean Beach erosion problem.

Chances Good for 92/101 Interchange

CalTrans Director Adriana Gianturco believes the 92/101 highway project stands a very good chance of being included in the transportation program within the next six years, but avoided questions regarding actual funding in a meeting with local residents last month. In a speaking engagement before the Peninsula Conservation Society, Gianturco avoided questions on whether she was ready to release bridge replacement funds approximating \$10 million, as partial payment for the project.

I-380 Link Killed by Commission

The State Department of Transportation put to rest the proposed I-380 freeway link between Pacifica and I-280 last month with a unanimous vote by the Transportation Commission. Despite pleas from Assemblyman Lou Papan (D-Daly City) and State Senator John Foran during two hours of public hearings, the nine-member commission rejected any plans for finishing the last link, claiming it would cost too much.

According to CalTrans spokesman Robert Adams, the 4.5-mile stretch of freeway would require \$80 million. As originally proposed, I-380 would have linked Hwy. 101 at San Francisco International Airport with Highway 1 in Pacifica. But only a two-mile segment from 101 to I-280 was ever completed. The commission also directed its staff to sell 62 acres of right of way valued at \$2.6 million. As an alternative, the commission recommended that Sharp Park Road be widened to four lanes near Gypsy Hill at a cost of less than \$8 million.

\$19 Million Stonestown Expansion

The San Francisco Stonestown Shopping Center plans to add 92,500 square feet of new retail space, according to the vice president of the Stonestown Development Corp. The new addition costing an estimated \$19 million would add 30 to 40 new stores. In addition to expansion of the center, plans provide for improved traffic flow at 20th and Winston. A second level of shopping will be created above the present mall with decorative ceiling and large skylights to provide natural

maximum lighting. A second entrance and exit from 19th Ave. has been proposed, providing a north-bound left turn access.

800-Mile Gas Pipeline Proposed

Pacific Gas Transmission Company, a subsidiary of PG&E, plans to build an 800-mile pipeline to bring natural gas from the Rocky Mountain Region to California. The PGT Board last month approved preparation and filing of an application with the Federal Energy Regulation Commission. Projected for operation by the mid-1980's, the new pipeline would provide PG&E and its California Customers with access to new gas supplies being developed in the Rocky Mountains. At a cost of \$500 million, the pipeline route would extend from the central Rockies southwest to PG&E's transmission facilities in southeastern California.

Renewed Support for Flood Project

West Contra Costa Sanitary District directors have renewed their support for the proposed \$21 million flood control project at Wild Cat and San Pablo Creeks. The support was expressed at a regular meeting of the board last month, during which directors also took steps toward determining if the assessment area for the flood control project could be enlarged to reduce costs to individual households. The district's general manager claimed that new commercial and residential construction in the watershed area have reduced the ability of the ground to absorb rain runoff, increasing the tendency of the area to flood. Contra Costa supervisors also voted to seek continued federal funds for the project, despite threatened opposition from landowners.

CalTrans Opens Bids

The California Department of Transportation opened bids this month on a \$3 million highway construction project on Route 82 in San Mateo County. The contract calls for widening an undivided four-lane highway in South San Francisco from Arroyo Drive to Hickey Blvd. into a six-lane divided highway. Piombo Construction of Belmont was apparent low bidder at just under \$3.2 million.

Other bids opened by CalTrans this month include: Route 145 in Fresno, resurface roadway for \$1.1 million; Route 116, resurface roadway bridges from Palm Ave. to Lynch Road in Sebastopol; Route 45 in Glenn County, resurface 12 miles of highway, construct left turn lane, remove railroad track and improve drainage for \$697,000; Route 44 in Shasta County, correct a curve west of Route 89 near Old Station for \$206,000; Route 263 in Siskiyou County, reconstruct the Shasta River Bridge for \$579,000.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Greetings, on this beautiful sun-shiny day!

We hope the mini-drought that was forecast for last winter is over after all the heavy rains we have received. Most of the reservoirs, lakes and dams, are full of water which we are very thankful for.

The most important order of business now is to get the jobs rolling again as soon as possible, so our brother engineers won't lose any more time than they have to. We know the long wet winter has been a real hardship on many families.

Hundreds of representatives of AFL-CIO Unions throughout the state along with your officers attended the annual three day Joint Legislative Conference, March 12 through 14th, in Sacramento, sponsored by the California Labor Federation, AFL-CIO, and the State Building and Construction Trades Council of California.

All members of the California State Legislature were informed prior to the conference that representatives of local unions and central bodies from their own district would be visiting them in their Sacramento offices during the conference. Our aim was to seek support for a broad range of legislation directed at improving the social and economic conditions of the California Labor force. The visits with legislators are an integral part of the legislative conference.

Thirty-six other states and the District of Columbia

now provide their workers with higher unemployment insurance benefits than the \$104 maximum in California. Less than three years ago only fifteen states topped California's maximum.

What's more, twelve jurisdictions, Alaska, Connecticut, District of Columbia, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, Ohio, Pennsylvania, and Rhode Island, make allowances for the number of a worker's dependents in computing their top jobless benefits. California does not.

The California AFL-CIO is also seeking major improvements in the states' worker compensation program during the 1979 session.

A series of bills authored by Senator Bill Greene have already been introduced but no hearings on them have yet been set. These bills include: SB429—To increase payments from 70 percent to 99 percent permanent partial disabilities, based on percentage of disability, commencing at \$90 for 70 percent, and going up to \$177 for 99 percent ratings.

SB530—To increase death benefits to widows from \$50,000 to \$60,000 and widows with dependent children from \$55,000 to \$65,000.

SB531—To increase the maximum weekly benefits for temporary and total permanent disability to \$180.

SB532—To remove the 240 weeks maximum period

for receiving compensation for temporary disability and provide payment as long as the temporary disability continues.

SCR17—To provide for a study by the State Department of Insurance into the methods used in computing workers' compensation insurance premiums.

Assemblywoman Lenora Egeland has introduced a California AFL-CIO backed bill, AB780, to provide major improvements in the state's disability insurance program providing benefits for workers suffering off-the-job disabilities. Among the other things, AB780 would; Boost the maximum weekly benefit to \$154.

Cut the workers' annual contribution to the disability insurance fund by one-half, thereby providing workers with a \$57 refund at the end of the year.

Hike the maximum benefit period from 26 to 39 weeks.

Provide for benefit payments for the first seven days if a disability lasts for 49 days or more, and,

Provide for a straight six-week benefit payment for pregnancy. This would replace the present system of the payment of benefits three weeks before and three weeks after birth.

Your officers will be watching very closely to see how each politician votes on these important bills. We are not interested in what they say, only how they vote!

Old Photos Capture Bay Bridge Construction

If you think these shots were taken of a current bridge job, your eyes may be failing you. The fact is, these shots were taken during construction of the San Francisco-Oakland Bay Bridge, which celebrates its 43rd anniversary this year. If you have really sharp eyes and a little imagination, you might even make out the old vintage automobiles perched atop the Southern Pacific Golden Gate Ferry making a run alongside the bridge.

In the over four decades it has been in service, the Bay Bridge has become a vital element in the economic development of the Bay Area. Its monumental size, staggering traffic volume and outstanding design make it one of the most spectacular bridges in the world.

Huge Traffic Volume

The Bay Bridge today carries in excess of 68 million vehicles a year, and has transported more than 1.5 billion vehicles since

opening day Nov. 12, 1936.

The Department of Transportation, which operates the Bay Bridge maintains a staff of about 80 toll collectors to keep traffic moving through the 17 toll lanes on the Oakland side of the bridge.

More than 45 painters are at work on the never ending job of protecting the 13.5 million square feet of steel from the elements.

The Bay Bridges traffic volume has borne out the vision of state officials who planned its construction during the height of the depression. There were many who said the bridge would be a financial disaster.

After a long period of planning, ground was broken July 9, 1933. The project's cost—over \$76 million—was considered staggering during those depression days, but it would cost about \$400 million to replace the bridge today.

The Impossible Dream

The state of the world was far from ideal

on Nov. 12, 1936, the day the bridge opened to traffic for the first time. The Japanese-Chinese war was in full swing, Franco was closing in on Madrid and Hitler and Mussolini were threatening world peace.

In the Bay Area, however, celebrations lasted long into the night. Conceived of long ago during the Gold Rush days, the bridge had always seemed an engineering and financial impossibility. The Bay's waters were simply too deep and too wide for such a project.

"Emperor Norton," San Francisco's famous eccentric, however, felt otherwise. Standing atop Rincon Hill on a day in 1868 he proclaimed, "The bridge will be built."

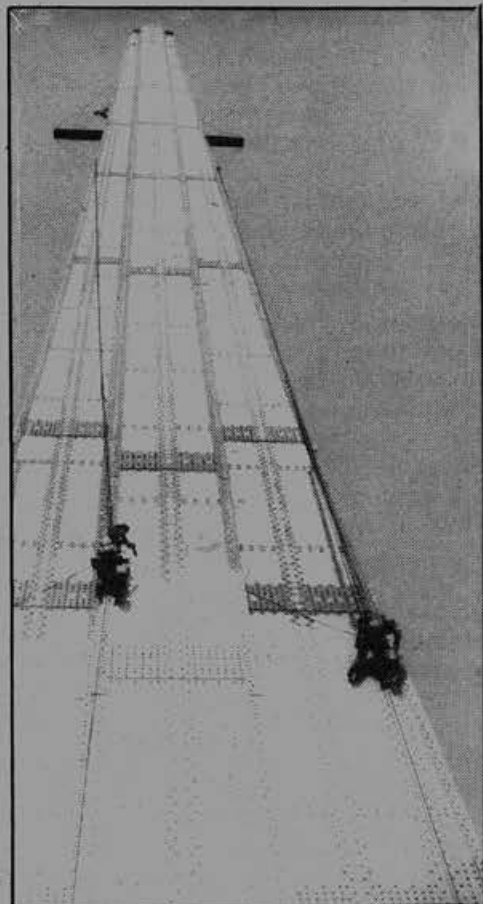
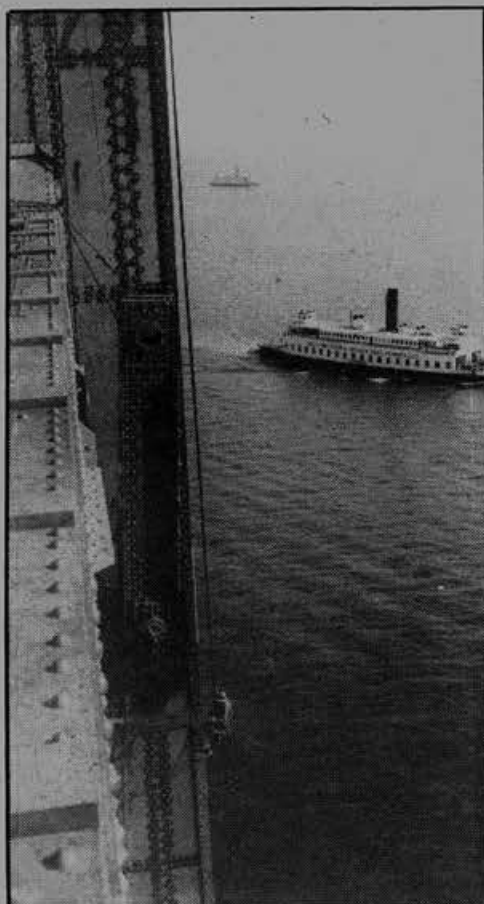
Sixty years later, the first steps toward realization of this dream were undertaken. A policy of public toll bridges was inaugurated by the state legislature and the newly formed Toll Bridge Authority.

The challenges which the engineers and workers faced were stupendous. To begin

with, the only type of bridge suitable for construction over the deep waters between San Francisco and Yerba Buena Island was a suspender type bridge. Yet, two miles of water needed to be spanned, and a two mile single suspension bridge was impossible. Second, even if a two-mile suspension bridge could be successfully designed, finding of a geological survey indicated that the underlying land conditions between San Francisco and Yerba Buena Island, compounded by the extraordinary depth of water would require the development of a totally new technique for placing the bridge foundations. The task looked impossible.

Charles H. Purcell, a young California State Highway Engineer was not to be daunted, however. A single two-mile suspension bridge he admitted was impossible. But what about two separate suspension bridges hooked together. Two bridges could work if a pier big enough and solid enough

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By BOB MAYFIELD
Vice-President

Rigging Lines

This month I'm following up on the main theme of last month's report that I spoke about at some length regarding conveyor belt systems in various spots in Local No. 3 and the significance of the jurisdictional dispute which was being contested by the Millwrights Union that could affect many Operating Engineer jobs now and in the future. Any ending that is successful for the benefit of our dear brothers is a good one, and I would like to take the time to print the letter in this column from the Chairman of the Impartial Jurisdictional Disputes Board in Washington, D. C. by its Chairman, Mr. William E. Naumann.

April 2, 1979

Mr. Dale Marr, Business Manager
Local Union No. 3 - I.U.O.E.
474 Valencia St.
San Francisco, California 94103

Re: Jurisdictional Dispute with the Iron Workers and the Carpenters over the complete installation of a bulk handling conveyor system including idlers, saddles, belt and all mechanical parts at the Warm Springs Dam Project, Geyserville, California; Auburn Constructors, Contractor.

Dear Sir and Brother:

There is enclosed for your information and guidance a copy of the decision rendered in the subject dispute by the Impartial Jurisdictional Disputes Board.

With best regards, I am,

Fraternally yours,

J. C. TURNER
GENERAL PRESIDENT

March 30, 1979

J. C. TURNER, General President
International Union of Operating Engineers
1125 Seventeenth Street, N.W.
Washington, D.C. 20036

JOHN H. LYONS, General President
International Association of Bridge
Structural and Ornamental Iron Workers
1750 New York Avenue, N.W.
Washington, D.C. 20006

WILLIAM SIDELL, General President
United Brotherhood of Carpenters and Joiners
101 Constitution Avenue, N.W.
Washington, D.C. 20001

AUBURN CONSTRUCTORS
Contractor
3333 Skaggs Road
Geyserville, California 95441

Gentlemen:

At its meeting March 29, 1979 the Impartial Jurisdictional Disputes Board considered the jurisdictional dispute involving the United Brotherhood of Carpenters and Joiners, the International Union of Operating Engineers and the International Association of Bridge Structural and Ornamental Iron Workers over complete installation of a bulk handling conveyor system including idlers, saddles, belt and all mechanical parts, Warm Springs Dam project, Geyserville California, Auburn Constructors contractor.

The Board found the work in dispute to be the construction and dismantling of a temporary earth-moving conveyor system to move earth over three thousand feet from the borrow area to the dam site fill area and the distribution of this earth over the surface of the dam by radial stackers and voted that there is no basis to change the contractor's assignment.

This action of the Board was predicated upon particular facts and evidence before it regarding this dispute and shall be effective on this particular job only.

Very truly yours,

WILLIAM E. NAUMANN
Acting Chairman

Also, I would like to take up a little space and time to print a letter from a member presently on withdrawal and living in Oklahoma who maybe tells a story better than anyone on what a union really means. Most of the things in a union contract that all too many times we take for granted are what is missed when you leave the union. Here is the totally unsolicited letter from this oil field drilling hand.

(Continued on Page 9)

For Nevada District

New Work Year Holds Promise

With the start of spring the work picture in Nevada promises to be another good year, reports Business Rep. Mickey Yarbrow. Jack B. Parsons Construction out of Ogden, Utah, picked up two large jobs on I-80 in eastern Nevada at Pilot Peak, which went for \$11.4 million and at Carlin for \$6 million.

Robert L. Helms Construction has started the dirt on the seven-mile Elko bypass and was also low bidder on a fourteen-mile overlay at Oroville. That bid was for just under \$1 million.

Max Riggs Construction of Las Vegas has recalled their hands to what is left of the Wells job and the railroad relocation project at Elko. Riggs was also low bidder at \$5 million on the second phase of the Winnemucca bypass.

"We would like to take this opportunity to congratulate Max Riggs and his people for being selected the Contractor of the Year by

the Nevada Joint Apprenticeship Committee for their efforts in training apprentices," Yarbrow commented.

The Valmy Power Plant, located 35 miles east of Winnemucca, has started into full swing with roughly 45 operators at work for several contractors such as Fehrner Construction, Stone & Webster, Pittsburg Des Moines Steel, and Babcock & Wilcox. Since last month, it was announced by Sierra Pacific Power Co. that they had received the go-ahead on the second unit which they plan to start immediately.

Construction in the Reno-Sparks area continues at a quick pace. Harrah's, M.G.M., and Circus Circus have announced that they will start hotel tower expansions this spring. Also planned is a \$33 million skyscraper civic center project that would be the tallest building in downtown Reno.

General Motors has broken

ground on the 505,000 square foot Sparks parts warehouse facility with Robert L. Helms Construction doing most of the site prep. Earl Games Construction has the demolition and site prep on the Valley Bank Plaza highrise building located close to the Reno Local 3 Union Hall.

Del Webb Corp. is currently working on the expansion of the Reno-Sparks joint sewer treatment plant of which Reno's share is already almost at capacity even before completion. However, the Reno City Council has approved a 4.5 million gallon package sewer plant which will allow the construction of 10,000 housing units and give a boost to the sagging housing industry.

Vasko & Associates picked up the airport expansion which will make the airport four times its present size. Schultz, Hedland Construction, and Robert L. (Continued on Page 6, Column 3)

NLRB Election Scheduled for Union Carbide

An NLRB election is scheduled to be held with the employees at Union Carbide Corporation, a uranium mining operation at LaSal, Utah.

On March 15th an NLRB representative from the Denver Regional office conducted a pre-election hearing with company representatives and Operating Engineers House Counsel Larry Miller and Business Representative Bill Markus at the Mesa County Courthouse in Grand Junction, Colorado.

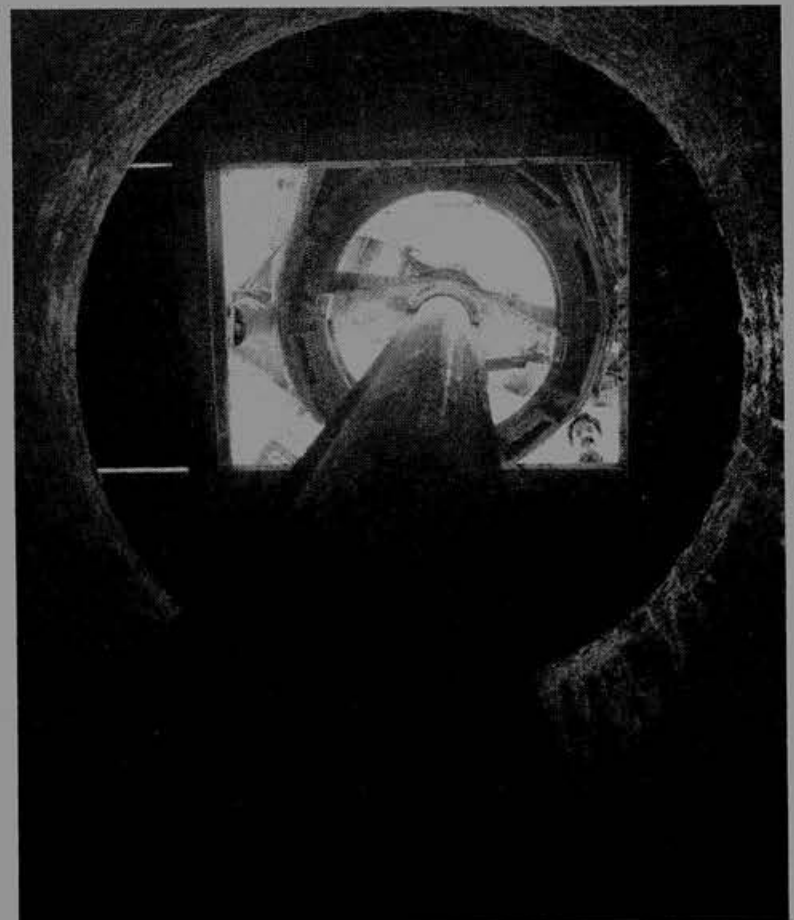
There are 57 employees eligible to vote for or against union representation at the present time. These employees are working in production or maintenance at the Sno-ball and LaSal Incline mines and the Beaver Shaft, all of which are located at the LaSal operation. An additional shaft, approximately 1/2 mile to the northwest, is expected to be in operation by May 1.

For the past year the employees have been working under the promise that everything will soon be much better for them than for the employees at Rio Algom, represented by Local No. 3. However, as is usually the case, promises have been unfulfilled and working conditions have worsened, Markus reports. Now comes the day of reckoning. This month the Union Carbide employees will have an opportunity to decide if they wish to continue on as they have for the past year or to have union representation.

Thanks to the warm sun and the dry weather, work in Southern Utah is starting to pick up, reports Business Rep. Don Strate. It has been a long, wet winter for all.

Local 3 held a pre-job meeting with Pullman-Torkelson Company a short time ago, the contractor on the coal loading facility being constructed west and north of Levan, Utah on the Union Pacific Railroad line. This is a \$3 million job and consists of silos, tanks, conveyors, scales and tunnels. The project is scheduled to get started April 15, and should be completed by the end of this year.

L.A. Young Sons' Company is (Continued on Page 6, Column 3)



The shot above was taken inside a six-foot diameter shaft through solid concrete at the Thiokol Missile site. The rig is owned by Mill Martin's Rat Hole Drilling Co., which recently signed an agreement with Local 3.



Credit Union

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



DALE HANAN
General Manager

IF YOU HAVEN'T JOINED YET—Here's your opportunity. Just clip, complete and return the coupon below and we'll send you all the information and applications you'll need to "get you started" as a member of the Credit Union.

WHY JOIN?—You'll have a source of fast, low-cost credit and a safe place to save at an excellent return. Both mean money in your pocket—where it belongs.

SAVINGS IN, LOANS OUT—That's how your Credit Union works. When you save at your Credit Union, you help build a supply of money that members—including yourself—can depend on for a source of low-cost credit. After paying operating expenses and reserves, income earned on loans is returned to members as dividends on their share (savings) accounts, loan interest refunds, life insurance benefits and other member services. No outside stockholder profits. Members are the stockholders.

TRANSFER YOUR PASSBOOK SAVINGS—You may want to open your membership by transferring your serious savings from your bank or savings and loan passbook account to your new Credit Union share account. Your Credit Union has paid an annual yield of 6.605% on qualified members' share accounts since 1974. That beats the annual yield paid on passbook accounts.

NEW CAR BUYERS BEWARE—The best advice we can offer is: *don't finance through a dealer.* Arrange your own financing if you can. Our loan department has seen interest rates of 20% ANNUAL PERCENTAGE RATE (APR) and over on dealer-financed contracts. A good place to apply for your loan is your Credit Union. *Our rate is 12% APR.* You can apply for terms up to 48 months, and we finance 80% of the purchase price.

PRE-QUALIFY FOR CREDIT—You can even apply for new-car financing *before* you visit the dealer's showroom (if you've already opened a Phone-A-Loan account). Just call and tell us the approximate purchase price and make and model car you're thinking of buying.

QUESTIONS?—Just call or write if you have any questions on joining, saving or borrowing with your Credit Union.

LET'S mail to: Operating Engineers
GET Local Union No. 3 Credit Union
P.O. Box 2082
DUBLIN, CA. 94566

STARTED

Dear Credit Union:

Please send me information on ☐ joining, ☐ saving and ☐ borrowing.

NAME _____ SOC. SEC. NO. _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

In Capitol City

State Embarks on Building Program

Al Swan, assistant district representative reports that the state has embarked on a massive building program in Sacramento which eventually could result in the construction of a dozen new buildings providing more than 1.85 million square feet of office space at a cost of approximately \$120 million.

New office buildings are designed to provide for future growth of state government as well as to reduce the amount of office space now being leased by the state. The state, which rents more than one-third of the space it uses in the Sacramento area (according to a 1977 study), wants to cut this figure to 10 percent by 1987.

The buildings proposed represent a major portion of the projected \$200 million Capitol Area Plan—the state's blueprint for redevelopment of the city's central core area through the year 2000.

The plan also includes the renovation of the Capitol, currently under way at a cost of \$54.7 million, plus the development of a pedestrian mall from 2nd to 15th Streets, new parking facilities, and the construction of nearly 1,000 multi-family units in the area.

Although the plan envisions a construction program stretching over two decades, a significant number of the building projects it proposes are scheduled to be started or finished within the next four years. They include:

- Renovation of the 110-year-old Capitol. It was started in 1977,

but has experienced several delays. The restoration and strengthening of the gold-domed structure was ordered after it was determined that it could not withstand a major earthquake. The project is now expected to be completed in 1981.

(Continued on Page 14, Column 2)

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

Nevada Work Year Looks Promising

(Continued from Page 5)
Helms Construction are the subs. Hood Corp. and Harker & Harker have picked up a lot of work from the local utility companies and can be seen working all over the area. H.M. Byars has two large housing developments at Lakeridge and Mogul.

In the Carson City, Minden, and Lake Tahoe area, Savage Construction has several good projects underway. Gerhardt & Berry and H.M. Byars have a total of 27 miles of sewer line at Gardnerville which should be about a year's work. Del Webb Corp. is working on the Park Tahoe parking garage and may get started on several other projects at the lake if and when the T.R.P.A. grants ap-

proval. Down at Yerington, Frehner Construction with some of Dubach's iron hasn't missed a day this winter covering the leach ponds at the closed Anaconda Copper Mine.

The members that attend the regular monthly meetings for Carlin Gold would like to get all other members to attend the meetings. "We are going over new contract proposals for the upcoming contract and need all the input we can get," Yarbrow said. "It may seem like a long way off but there are only ten meetings left and we have to have everything together."

Duval Corp. is getting ready to start up the new lix plant operation in April with the price of copper

back up to a pretty fair price. The new gold plant is working but it's like any other new plant with certain problems and areas that need to be rebuilt or enlarged to work on a large scale and not the way it did on a small pilot plant.

All members at Duval have really pitched in and put in a fine effort to get things on the road and in production, Yarbrow commented. The company as well as the employees are glad to be back to work with no problems and everyone is putting out a good faith effort in keeping it a good and safe place to work. The Duval record shows it is one of the safest places to work in Nevada. The Battle Mountain property has won the Duval safety trophy again over all the other Duval properties in other states.

National Lead Baroid Co. has built a new warehouse and updated some of their machinery and with barite very much in demand, they are getting all the work they can handle. Battle Mountain, Nevada, is fast becoming the barite capital of the world.

Basic Refractories in Gabbs, Nevada, are getting all the work they want and it seems the loading and milling people are working overtime every day to keep up with orders. The members there are having a good year on safety and we hope each and everyone will continue to pitch in and keep a safe place.

The agents in District 11 and all the officers in Operating Engineers Local 3 would like each of you to keep practicing safe working rules and stay on top of safety. Remember that good housekeeping and safe working conditions keep all of us going home to our families each night after work.

More from Utah

(Continued from Page 5)
starting to stir around on their jobs in Utah. They have called a number of operators out for the job south of Richfield as well as the Scipio job. It will be a blessing to get the Scipio project completed as it has been in limbo for about three years—ever since Industrial Construction left it unfinished. They are presently working two shifts.

L.A. Young Sons' is also starting on the 38-mile overlay job on State Road No. 21, west and south of Delta.

W.W. Clyde Company is starting a stripping job for Brush Wellman Company at Topaz Mountain. There are 4.5 million yards of muck to be moved. W.W. Clyde plans to be on this project for about fifteen months. They will be working two shifts and will use about 35 operators. Brother Skinner Peterson will be the Superintendent.

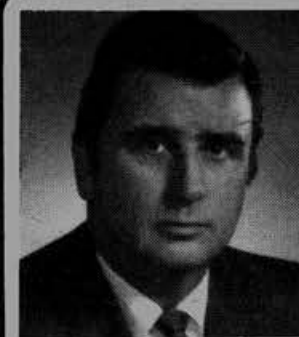
W.W. Clyde Company is employing 10 Operators on their pipeline job for Utah Power & Light at the Emery Plant. The pipeline is about four miles long and runs from the plant, southeast to the holding ponds that were just completed by L.A. Young Sons' Construction. Brother Rodney Bert is the Superintendent; Woody

Winters, the Foreman, and Kent Coates the Job Steward.

Corn Construction has started work on the three overlay jobs in the Price area, which will keep them busy most of the year. Brother Dean Ekker is the Steward and Brother Gary Carmichael is the Safety Committeeman.

Geneva Rock Products in Orem has already called a good percentage of their operators back to work. With the abundance of work they have ahead of them they are hoping for lots of good weather.

"I would like to welcome Chuck Giles aboard as our new Job Steward at Geneva Rock Products' Point of the Mountain operation," Strate said. "Chuck is well thought of by his fellow workers and we are sure he will do a great job as Steward."



Treasurer's Report

By Don Kinchloe

Office Phone: 415/431-1568

Home Phone: 415/837-7418

Recently we have concluded negotiations on several agreements such as: Peterson Power Division (truck shop), Acme Fill (garbage dump), San Ramon National Golf Course in Dublin. The Operating Engineers have many different kinds of agreements and this takes time and many meetings. Regardless of the time and many meetings, it is our job as well as our belief and desire to improve the economic standard of living for the Engineers and their families. When the three contracts were ratified, there were approximately 29 members that voted. Of the 29 votes, 27 voted to accept and 2 voted to reject. To me that's a good percentage as well as a big majority of the Engineers were pleased.

I have been going out into the plants where the members working under Building Material Agreements and the Rock, Sand & Gravel Agreements getting their ideas and wants to be negotiated in the new contract coming up July 1 and July 16, 1979. This way I know better first hand, talking face to face to the Engineers on what their problems are and their wants to be negotiated.

I want to write and something for you to think about regarding and Engineer and/or the Oiler that sometime during their working experience, the Employer has approached the members to work for less wages than the contract calls for, or working overtime for less than the contract provides for. Usually the members are promised a bed of roses which usually the bed of roses turns out to be a bed of thorns. I tell this to you because many members are not all together familiar with the contract they're working under. In all contracts we have and contains a grievance and arbitration clause which provides for disputes, complaints or grievances. In these clauses provides that a member has a dispute, complaint or grievance must contact the union office or the Business Agent in a specific time. Your contracts range from 10 days to 30 days that a member has to file a complaint for wages, overtime or anything else that's in the main body of the Agreement.

When an arbitrator is called in, the first thing that is looked at is the grievance and arbitration clause. If your complaint is filed late, according to the Agreement you lose. So in closing I say to all Engineers, live up to the Agreement, know your Agreement and be sure you receive the right wages, overtime and other conditions that have been negotiated for you. More next month. Don.

Continued from Page 1

dealer, which is why stations in the same block may post different prices. A dealer can pass on to customers increases in the wholesale cost of gasoline, plus increases in rent, labor and other expenses.

The only way to determine whether a station is gouging customers is through a thorough audit of the station's books over the past several years. All stations are required to keep their books available for such audits. In addition, they are required to post in a conspicuous place for customers to see, the maximum legal price they are allowed to charge for their gasoline. This is a requirement that many stations are violating.

The response to rising gas prices has resulted in a barrage of complaints on the toll free number—particularly from California, New York and Florida—areas where violations appear to be the most prominent.

The Department of Energy late this month began sending strike forces into these areas to check on stations that have spawned complaints.

DOE Officials admit that their stepped up enforcement effort designed to curb pricing abuse during the so-called gasoline shortage, is being made despite shortcomings in the price control program. Because of the problems encountered by station operators in complying with the system, the regulations are expected to be drastically overhauled.

Gas Station Shutdown?

If motorists are "mad as hell," so apparently are gas station owners, who resent the sudden onrush of irate customers, federal price enforcers, auditors and cutbacks in fuel allocations by their parent corporations.

Jim Campbell, chairman of the California Independent Service Stations Association announced this month that unless these complex federal regulations are changed soon to allow a 25 percent markup—instead of the current 18 percent—there will be a statewide shutdown.

Local service station owners in the Bay Area polled by *Engineers News* seem to support such a move. Said one owner, "If everyone else closes down, we sure don't want to be the only station open."

Statements like this were made in light of the fact that lines are growing on Fridays and Saturdays particularly, as motorists frantically try to fill up over the weekend.

Yet many stations, despite shorter hours—appear to be experiencing only light patronage during early morning and mid day hours through the work week.

Is Shortage Real?

These trends are prompting the public to ask: Just how serious is the current fuel situation? Are shortages real or contrived? Will gasoline be rationed and how high will prices go? Why isn't the administration doing anything to ease the crunch?

An Associated Press poll taken last month indicates that 68 percent of the public believes the oil shortage is a hoax.

Yet, despite the inherent suspicion of the public against oil corporations, there are several ominous trends that point towards a real crunch in the near future.

To begin with, imports have dropped,

The Fuel Crunch Real or Contrived?



Engineers News Photos

due to Iran's political problems. Output in that country, after several weeks of complete shutdown, has only risen to half the levels before the revolutionary coup. The U.S. was getting about 800,000 barrels a day out of a total need of 20 million barrels a day.

However, despite the loss of Iranian exports, oil company fuel stockpiles are reportedly 200 million to 400 million barrels above the minimum needed to keep the supply network operating.

A Driving 'Binge'

Oil Corporations counter that these stockpiles are needed to supply the country during the expected increase of travel this summer. The spring months are generally used to stockpile oil for the summer months, but oil executives claim that motorists are currently on a "gas binge," which is preventing the usual stockpiling.

The American Petroleum Institute says gasoline inventories are about 11 percent below the 1978 levels. The Energy Depart-

ment warned that the fuel crunch may worsen if Americans go on a driving spree this summer. Gasoline consumption is reported to be 4.5 percent above what it was last spring, a trend that could lead to a very tight gasoline market.

Energy Secretary James Schlesinger, in an appearance before the Senate Energy Committee last month, disclosed that American oil consumption has surged to a record 21 million barrels a day. If this trend continues, he said, mandatory curbs on the use of energy may be necessary.

Not Critical—Yet

At this point, however, most experts agree that while the present fuel crunch is serious, it is not critical. They believe that major short term impact will come from higher prices—a trend we are already experiencing. Over the long run the country faces a period of uneasy balance between supply and demand—making it vulnerable to spot shortages.

One bright note for the construction industry is that construction vehicles will be exempt from a ban on weekend gasoline sales, should that program become a reality.

The current fuel crunch has reinforced the belief that:

- Americans are suspicious about alleged fuel shortages and are therefore not willing to comply with President Carter's request that driving be curbed by at least 15 miles a week.

- While the fuel outlook is serious, most of the effects of the recent OPEC increases, Iranian exports and price increases arising out of Carter's proposed decontrol of domestic oil, will not show up in gas prices for several months. Therefore, many of the sudden increases experienced appear to be the result of opportunistic gas station dealers. This opportunism may reach hysteria-like proportions if most stations join a four-day shutdown in California this month.

- Motorists' best recourse at this point is to become serious about monitoring their own fuel consumption and policing the prices of gas stations they use. A call on the toll free number can initiate an investigation

How to Report Suspicious Gas Prices

The Department of Energy is urging customers to report violations of Federal ceiling prices for gasoline.

Any motorist who has reason to believe that he or she was charged more than the legal price should call DOE's toll-free hotline.

The motorist should note the dealer's name and address, and, if possible, the telephone number, specific information about the grade of gasoline, the posted maximum price, and the price he or she paid for the gasoline.

The petroleum pricing and allocation regulations in effect since 1973 require that the current maximum legal selling price for gasoline be displayed on the pump. That price is determined on the basis of gasoline prices in May 1973, with certain adjustments permitted to reflect increased costs, such as for crude oil.

Failure to display on the pump the current ceiling price, or selling gasoline at a price above the ceiling, could result in civil penalties of up to \$2,500 per violation for each day the violation occurs. In the case of willful violations, the penalty is up to \$10,000 per day for each violation.

DOE TELEPHONE NUMBERS FOR OIL PRICE & SUPPLY QUESTIONS

National toll-free "hotline" for gasoline pricing violations:

800-424-9246

California gasoline pricing violations and questions:

Los Angeles 213-688-4356
San Francisco 415-556-7157

Fuel allocations and supply questions,

Regional Fuels Regulation Division:

415-556-7154

Washington, D.C. Department of Energy

Public Information, Economic Regulatory Administration:

202-634-2170

Region IX DOE information numbers:

(a) San Francisco Energy Information Center

415-556-7328

(b) External Affairs Office

San Francisco 415-556-4953
Los Angeles 213-688-4595
Honolulu 808-546-2184

by Energy Department auditors (see "How to Report Suspicious Gas Prices" this page).

- While consumers pay through the nose for high priced gasoline, gas station owners will not be the only ones to profit. At press time an announcement by Exxon Corporation of 37 percent first quarter profits raises the question of how President Carter can seriously consider decontrolling domestic oil prices—a move that will increase revenues for oil corporations by \$16 billion a year.

As Ellen Berman, the executive director of the Consumer Energy Council of America asserts: "At a time when inflation is raging at 14 percent and the President asks workers to limit their wage increases by seven percent, it is the height of hypocrisy to remove price controls from the oil industry."

Please.
DO NOT
pump your
own gas

For Redding District

Work Season Looks Better Than Ever

The work season for Redding in 1979, from all appearances looks better this season than last year, reports District Representative Ken Green. The paving contractors are starting to load up on work. J. F. Shea and Cal-Ore Constructors have already been successful low bidders on several overlays in District 70.

Bob O'Hair has some jobs to complete as holdovers from last year.

Roy Ladd has both legs of Hiway 36, to complete this coming season—one at Forest Glen and the other at Mineral. The Forest Glen job of Roy Ladd's has had some slides and looks like the Brothers will have some extra work this year removing the extra dirt.

"The first week of April we attended a Birthday Party for Assemblyman Stan Statham," Green commented.

All labor leaders in Northern California were invited to his informal get together and only the Operating Engineers in his Assembly District attended. District Representative Alex Cellini from Marysville and Executive Board Member Bob Christie drove up especially for the event.

"Executive Board Member Willie Houghtby and wife Trilla, Lee Ellison and Sue Ivy, John Melton, Bob Havenhill and my wife Sonnie and myself were very pleased to be able to attend, representing Local 3," Green said.

The regular quarterly meeting was held April 11, at the Engineers office—three special elections were held.

Long time Executive Board Member Joe Ames, who recently retired from active employment from the trade had submitted a letter to the Executive Board that he wished to retire from the Board and have an active member replace him in this capacity.

Brother Willie Houghtby was nominated and elected to replace Joe on the Executive Board at the April 11, District meeting.

Brother Jack Hilbert was nominated and elected to serve on the

Grievance Committee for the 1979 Calendar year.

Brother John Hinote a long time member of District 70, was nominated and elected to the post of Election Committeeman to act as an observer in the upcoming Officers election and International Convention which will be held in 1980. Both elections will be held simultaneously.

Morrison-Knudsen is still having their problems at Island Mountain. The crew lost five feet of forward motion at one point. This Island Mountain job is in very rugged terrain, inaccessible at one portal, and like any tunnel always the thought in the back of your mind of a cave-in.

Business Rep. Bob Havenhill reports that a pre-job Conference was held with Kaiser Engineers on the Mt. Gate Calaveras Cement Plant job April 3. The job will consist of the extensive re-modeling of the old plant and major additions which, when completed will result in more than doubling the current production capacity and will cost \$42 million. Kaiser's capacity as far as this job is concerned will be

that of construction management and coordinator of the several sub-contractors.

This is the second major updating of this plant in the last three years. The existing plant was just recently converted to utilize any one of five fuels, oil, natural gas, coal, wood chips or rice hulls. The present plant was mostly wood-chips and coal.

Almost \$12 million of the total cost is going to insure the plant will meet or exceed all the clean air and water standards of the E.P.A.

Cal-Ore Constructors, Inc., out of Redding has the site preparation work and will probably finish between the 1st and 15th of May. The foundation and erection work will follow, although the contracts of these phases have not yet been let.

Project Manager for Kaiser, Clint Gray has stated that in addition to the normal hoisting equipment to be used on this project there will be two 200 ton No. 4100 Manitowoc Cranes and that several picks will be in excess of 250 ft. The job is expected to employ around 250 Building Tradesmen and will complete around October



Local 3 Vice President Bob Mayfield meets with the members at the district meeting held this month in Redding.

or November of 1980.

Santa Fe Engineering and U.S. Engineers are currently working full bore on the jobs at the Sierra Army Depot at Herlong, California and hope to wind up sometime around November of this year. Brothers Vic Bartow, Wayne Coleman and Joe Fourzon have been working on the job since early February.

The Hiway 97, Grass Lake Proj-

ect (re-alignment and widening) will probably be advertised by Cal-Trans sometime in late May or early June of this year.

The job will tie onto the Deer Mountain Lodge job Piombo completed two years ago and will extend over the Mt. Hebron Summit and will eliminate several long steep grades and narrow winding sections of this major arterial leading to Klamath Falls and Idaho.

Livingston 'Seen the Light too Long'

The 3,380 people in the community of Livingston are about to take courage in hand and fight the State Bureaucracy with soft and harsh words, facts, logic, anger, political clout or whatever it takes, reports District Representative Claude Odom.

Their objective: to rid Livingston of what residents contend is one of the most dangerous sections

of Highway 99 in California. Three miles of curving concrete in the north-south route, split the town in two, spawning years of grinding automobile and truck crashes. Livingston residents want a full freeway bypass for their town, which they say has lived with a dangerous situation long enough. From 1971 to 1978 there were 514 accidents, 150 injuries and 14 deaths. Statistics by the California Highway Patrol show the accident rate on the three mile stretch of highway through town is twice the statewide average of 1.52 accidents per million vehicle mile.

A printed flier headlined "Livingston: a town that's seen the light too long" was distributed to motorists along the highway asking

for support in the campaign. Support already is on the way. Officials at one of the town's leading industries, Foster Farms Chicken plant, have pledged backing.

Assemblyman John Thurman (D) has indicated he will push for the project. The estimated cost of the project at this time is \$26 to \$28 million. It is going to cost the taxpayer a lot more the longer they wait to build it because of inflation and rising costs, Odom commented.

A Pre-job Conference was held with Granite Construction Company of Watsonville for their Westlands Water District Distribution System Project.

The contract calls for approximately 65 miles of various size

pipeline including laterals 11R, 12R, 14R, 16R, 18R, 20R, 21R-0.4 and 22RS and six regulating tanks. Most of these lines will tie into the structure being constructed by C.R. Fredrick Inc. All the work on this project is between Highway 33 in the Three Rocks area and the Huron area on the west side of the San Luis Canal.

This project was awarded to Granite Construction Company in December 1977, but because of their work load in other areas of Local 3 and the Bakersfield area they haven't been able to start construction until now. This job will keep 20 to 25 Engineers busy until early next year at a cost of approximately \$10 million.

(Continued on Page 11, Column 1)

Executive Board

At its regular quarterly membership meeting on the 11th, District 7 members elected Wilfred Houghtby to the office of District 7 Executive Board Member to fill a vacancy left by resignation.

Bay Bridge Construction Recalled by Old Photos

(Continued from Page 5)

to serve as a center anchor connecting the two could be built.

This compound bridge would then connect via a tunnel through Yerba Buena Island to a cantilever type bridge to Oakland, thereby satisfying the need to construct two different types of bridges, each tailored to meet special geological conditions on either side of the Bay.

Construction of the nation's longest and heaviest cantilever span and the world's largest diameter tunnel would be necessary to actualize the project. These challenges could be met if adequate design and construction methods could be developed to merit the confidence of construction firms who would invest their resources in the job.

The dream was taking shape.

In 1933 the consulting services of Daniel E. Moran the nation's foremost deep water construction expert, were enlisted, and on July 9, 1933 construction began.

Three years later, six months ahead of schedule and savings of \$7,500,000, the bridge was opened to traffic. San Francisco went wild. Its restrictive isolation was at an end and the way to progress and development stretched invitingly.

Unforeseen Expansion

By the late 1950's, traffic across the Bay Bridge reached unforeseen proportions.

Each year more than 35 million vehicles were crossing the bridge. The six auto lanes on the upper deck and three truck lanes on the lower were jammed. Change was essential.

To solve the problem, \$49 million was allocated in 1958 to reconstruct the bridge. Plans were to eliminate the interurban two way lanes on the lower deck and convert both levels into five, one way traffic lanes for all types of vehicles. The upper deck was to carry traffic heading west and the lower deck to support traffic heading east.

Additional Improvements

This modification was completed in 1964 and was sufficient for a time. More recently, however, additional innovations became necessary.

In 1971, to facilitate the early morning commute and to encourage the use of carpools and public transportation facilities, toll charges were reduced and priority toll plaza entrance lanes established for buses and carpools westbound on the bridge from the house of 6 to 9 a.m. By 1973, more than half of the 50,000 plus people entering the toll plaza between these hours were using these lanes.

In 1974, duplicate afternoon bus and carpool priority lanes were designated for use serving commuters between the hours of 3 and 6 p.m.

Toll charges on the priority lanes were eliminated in March of 1975.

Metering—An Important Innovation

One of the most important innovations instituted on the Bay Bridge was the installation of a traffic signal metering system designed to regulate traffic flow on the bridge. The system functions through roadway sensors which are linked to a main computer and activate signals which rhythmically merge 15 lanes of traffic into five.

Traffic incidents during commute hours have been reduced 15 percent since installation of the metering system, while travel time for all commuters has been significantly shortened. As many as 8,800 cars currently cross the bridge during the peak commute hours, compared to an average of 8,300 before metering.

Financing

Construction of the San Francisco-Oakland Bay Bridge was financed through a series of bond issues which were paid off in 1955.

Net revenues from the Bay Bridge were then combined with net revenues from the San Mateo-Hayward Bridge and the Dumbarton Bridge into one fund for the purpose of financing the Bay Bridge reconstruction (\$45 million), the new San Mateo-Hayward

Bridge (\$70 million), the BART Transbay Tube (\$180 million) and a new Dumbarton Bridge.

As of March, 1975 each of these projects was completed and all project debt retired, with the exception of the new Dumbarton Bridge for which construction was scheduled to begin in the summer of 1975.

There are longer bridges in the world, but none surpass the Bay Bridge's combination of length, height above water and ingenuity of construction. The bridge's total length of 8.5 miles includes two suspension spans on the San Francisco side, cantilever and truss girder spans on the Oakland side of the world's largest bore vehicular tunnel on Yerba Buena Island.

One of the eastern span piers extends 242 feet below the surface to bedrock—one of the deepest bridge piers in the world. Pier W4—the center anchorage that links the two suspension bridges together—is the largest bridge pier in the world.

Vertical clearance for passing ships ranges up to 227 feet at the center anchorage on the San Francisco side. The tallest suspension span tower is 519 feet high.

When the bridge opened, the basic auto toll was 65 cents. The rapidly increasing traffic volume made it possible within a few years to reduce the toll to a quarter. By 1955, the revenue bonds which financed the bridge were paid off.

Western Dredging Gets Contract For Honolulu Harbor Project

Business Rep. Jim Rowland reports that Western Dredging of Portland, Oregon has been awarded a \$3.6 million contract to dredge Honolulu's harbor and two channels. The Army Corps of Engineers award to the Oregon firm Western Pacific, will deepen the harbor from 36 to 40 feet and channel entrance 41 to 45 feet approximately a million cubic yards will be dredged. Dredging operation will begin in June and should take about 18 months to complete.

The U.S. Army Corps of Engineers has awarded a contract to Healy Tibbits Construction Co. at an estimated cost of \$344,425. The contractor award provides for construction of a 90-foot-long breakwater when the improvements are

completed in May to make navigational protection for boat launching used by Hawaii's boating enthusiasts, at Pohoiki Bay on the Big Island of Hawaii.

The Department of Labor and U.S. OSHA, San Francisco, have programmed a one-day workshop on health and safety for all workers in the State of Hawaii, Maui, Hilo, and Kauai. The oneday hazard awareness workshop is designed to provide workers with relevant information that will help them recognize and identify work place hazards, familiarize the worker as workers with the possible results of exposure to health hazards where more women are getting into nontraditional jobs being exposed to unfamiliar occupational hazards.

City Sports Arena

At a cost of \$6 million, Frank Fasi, Mayor of the City and County of Honolulu has proposed Construction of a sports arena above the city's new bus maintenance and storage facility.

If air rights are leased, the City would pay nothing for the arena, but income would be derived in the form of excise tax for the State of Hawaii and real property taxes for county. A hui Arena Associates, headed by basketball star Wilt Chamberlain, indicated to the Mayor and City Council that the 20,000 seat sport complex with two high-rise towers at the bus facility site, could bring a total of \$1 million in revenue a year, and employment opportunities in the State.

Education Conference

Over 400 representatives of business, educators, government and labor participated at the Ala Moana Americana Hotel, Honolulu to underscore the need for improving Career education in Hawaii's schools for continued education. The conference was designed to make the community more aware of the need to prepare young people for vocational opportunities in stressing interaction of individuals' work and training made available by Labor Unions. The theme for the recent Conference was "Your Role as a Partner in Career Education."

Local 3 Joint Apprenticeship Studies Committee displayed at the exhibits the training program by the Operating Engineers Rancho Murieta Institute of learning and gained recognition within the Community for the Public and Craft Unions.

Coordinator for Hawaii JAC among other exhibitors was Assistance Administrator, Nelson Umiama of Local 3 Apprenticeship programs.

Safety Conference

Hawaii's Safety Conference was recently held at the Hilton Hawaiian Village, Waikiki a follow-up program from 1978. Local 3 was honored at the luncheon-meeting this month for their contribution and expertise as the largest construction union to facilitate their expertise in concepts of crane safety with the Department of Labor, OSHA.

More from Mayfield

(Continued from Page 5)

April 9, 1979

Local Union No. 3

To Whom it May Concern:

My name is Bobby J. Choate, SS# 454-60-2460. I have a withdrawal card from this Union dated October 31, 1977.

I am interested in obtaining another job under this Union but do not know how to locate one. If you can help me I would most appreciate it. I worked under Hunnicutt & Camp in Burns, Oregon in '77. I am interested in working back in Oregon, Idaho or Wyoming, if at all possible, on a drilling rig. If you cannot help me, maybe you can tell me how to locate a job in one of these areas.

I am currently working 7 days a week at \$6.68 per hour; no vacation, holiday, insurance, expense or any other benefit. After being in this Union you see why this is not satisfactory. Please reply as soon as possible or call collect.

Bobby J. Choate
Ringling, Oklahoma

There are no Unions in this state that we know of. Thank you.

In last month's newspaper column the new gas & oil drilling rates were published in the *Engineers News*. These unorganized drillers have virtually no fringe benefits at all, so in effect, between wages, benefits and working conditions (overtime schedules), a person doing an exact same job is reaping about 50 percent of total equity for a worker anywhere in Local #3 doing a like job. If subsistence is included—and I understand in most of Oklahoma little or none is paid by non-union drilling companies—then the economic value is even further reduced.

Dale Beach, Nevada District Representative, and I recently met with officials of Groves Company, upon directions from Business Manager Dale Marr, and concluded a very nice shop agreement with that company, which has purchased property in Sparks, Nevada. This company is a very large company and has many entities and will be a storage area and shipment place, as well as repair shop, for heavy equipment from as far east as Illinois and Texas and then to Canada and to all points west, as a rough area. We hope this venture is successful and grows in magnitude in the next few years.

Santa Rosa Dispatches Rise Twenty Percent

With the work situation as good as it is, the Santa Rosa office is looking forward to keeping everyone busy throughout the season, reports District Representative Bob Wagnon. Looking at the dispatches already written this year, we are running about 20 percent over last year. There still are other jobs coming up in the very near future and the outlook for the next several years is excellent.

The grasshopper watchers are again trying to stop the Warm Springs Dam project, circulating a petition to put the dam back on the November 1979 ballot. Up in Mendocino County the no growers are trying for a moratorium on building so that makes for a battle with that group also.

Work is starting to boom in Lake and Mendocino Counties reports Business Representative Chuck Smith. Nally Const. has started its job on Hwy 20, next to Lake Mendocino. Par-num Paving is about to go full bore on its \$3.7 million job in Lake County. This job includes widening and overlay on approximately 20 miles of Hwy 29 with Middletown being the base of operations. The crusher at Longvale will be set up at Putah Creek as will the new portable hot plant.

The Geysers Project is still keeping quite a few of the Brothers busy, but the start of Unit No. 17 has been delayed until fall instead of the original start date of June. Unit No. 16 still has permits to be obtained, so we are looking at next season on that one," Smith said. "And Unit No. 18 is also on the drawing board." So all in all, the Geysers Project looks good for the next few years. The overall outlook of the projects in that area is an unlimited number of years of work to be done.

District 10 Membership Meeting Changed

The regular quarterly membership meeting scheduled for District 10 on June 14 has been changed to June 4, 1979, 8:00 p.m. Meeting place: Grange Hall, 740 So. State Street, Ukiah.

East Bay Work Season Well Underway

The work in Eastern Contra Costa County is well on its way, reports Business Rep. Chuck Ivie. There are some good sized jobs going with a bunch more to come.

Oliver DeSilva has around three million yards to move for A. D. Seeno Construction Company. Roberts Bros. Improvement say they will be back at Discovery Bay around June with 1.5 million yards to move to begin with and will have approximately four million yards left to do when the developer turns it loose.

Cleveland Wrecking is going full bore on tearing down the old Antioch Bridge.

Peter Kiewit is to start a pipeline job behind West Pittsburg. Two other sections of that pipeline are not let yet, but should be turned loose before long. M.G.M. in Concord is sitting on the end of their chairs hoping to get one or both of these sections.

The Treatment Plant is Pittsburg is supposed to start around June sometime. Brentwood and Oakley have a job coming up for bid on treatment plants. The third phase of the Contra Costa Sanitary project is due any day, also.

Leonard Construction has a shutdown at the Monsanto Plant in Concord and after that they have a big job to do that will be in the millions.

Avon is going to spend over \$20 million in the near future.

U.C.O. has all but been given the green light on building their new refinery on the waterfront in back of Concord at a tune of around \$15 million.

"The grapevine tells me that the state has given Dow Chemical the green light to go ahead and build,"

Ivy commented. "I don't know how definite this is, but it's coming from a good source. Let's keep our fingers crossed. This job is the one we had so much trouble with trying to get it off the drawing board and in the making. This job at that time was up in the hundreds of millions."

Piombo Construction is just about done on the job in Walnut Creek. Travis Long is the foreman on this and doing a great job, but he also has a bunch of good operators

to do the work.

Truck Cranes

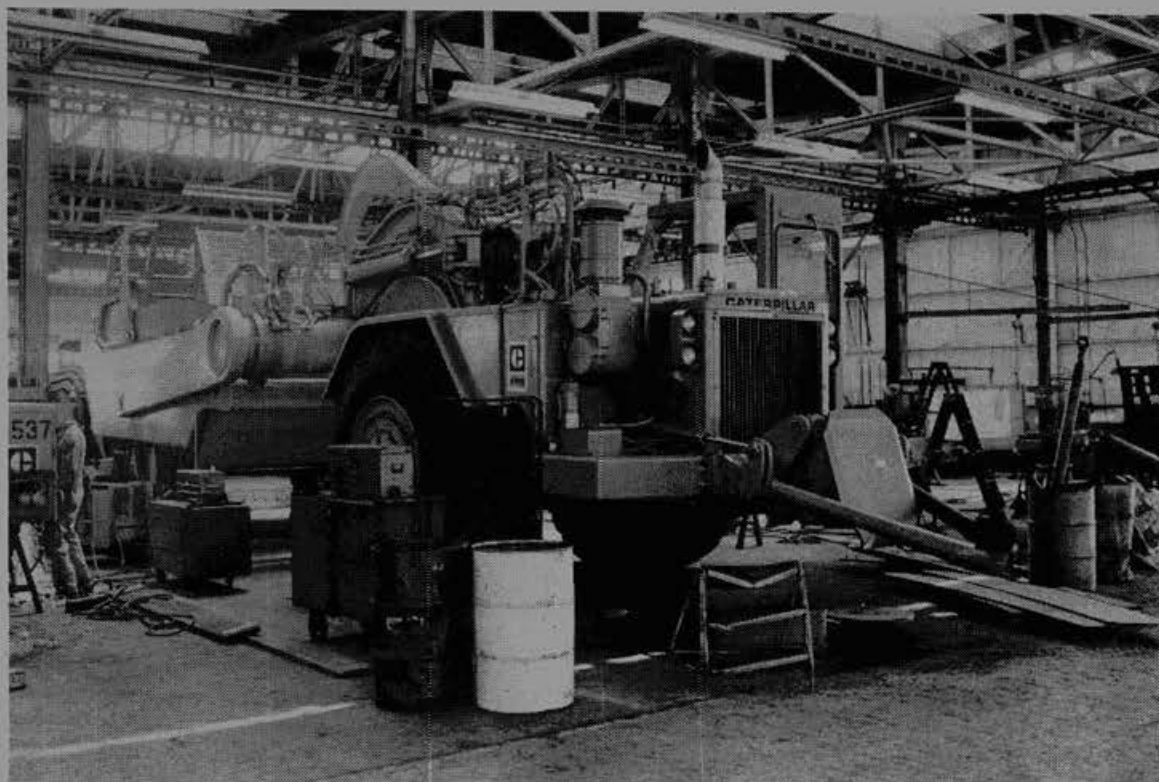
Bill Dorresteyn reports that truck cranes are still busy and will be for awhile all over the state. There is a new rental crane company moving in called Hill Crane Service out of San Diego.

Marin Van and Storage purchased Reliable Crane in Sacramento. The Terminal Manager is Mike Mansfield. Marin now has

three companies and four yards and are currently very busy.

Jake's Crane Service out of Las Vegas is doing a high-rise in Oakland again. This is the third high-rise in Oakland they've done in two years. They had a good high-rise in Reno also.

Reinhold Crane has landed the crane work at the Port of Redwood City and will be there two years or more unloading klinker for Kaiser. (Continued on Page 14, Column 1)



At first glance, this scraper may not look unusual, until you compare its size with the worker standing at left. This mam-

moth rig will soon be working the slopes of Warm Springs Dam.

Great and Getting Better!

A Close Look at Your Health and Welfare

HOW ARE YOU DOING? (The question was asked.)
COMPARED TO WHAT? (Was the answer.)

This may sound a little silly but it is often very true. We all need a reference point to see where we are and how far we have come. Navigators use the stars; drivers use maps; and Engineers use surveys. The same thing holds true when looking at our fringe benefits.

How can we be sure that our benefits are adequate unless we compare them to something. We all seem to take our benefits for granted until we need and use them. Rarely do we find the time to sit down and go over the Plan and make a few comparisons.

Let's take a closer look at the Operating Engineer Health and Welfare Plan this month. For each hour that a Member works in covered employment, \$1.50 is contributed by his employer to provide

Health Care Benefits. A Member remains eligible for coverage each month by continuing to work 90 hours or more.

Hours worked in excess of the required 90 are saved in a "bank" to provide eligibility during periods of unemployment. The Member can make self-payments. The Plan contains a full package of health and welfare coverages for the Member and his eligible dependents.

Suppose we did not have that Health and Welfare Plan. There are some financial considerations we would have to make. No one can afford to be without health care insurance with today's rising medical costs. If an individual tried to buy the same benefits that the Operating Engineers Health and Welfare Plan provides, what would he find?

First off, they would probably have to show proof of their family's good health in order to get any

coverage. Hospital, medical and surgical coverage alone would be very expensive. Group insurance coverage is always less expensive than individual health insurance policies because the risk is being spread out over the group. The larger the group, the cheaper the cost of coverage.

Because of our size, the Operating Engineers can buy health insurance for Members at substantially lower rates. And, there is no proof of good health required; all Members and their eligible dependents have coverage for pre-existing conditions they may have had prior to their coverage under our Plan.

Dental, drug and vision care coverage would be needed in addition to health insurance and these types of benefits are rarely offered to individuals privately. However, if we assume that an individual could find insurance to cover these benefits, the cost would probably

be prohibitive.

There is one final point: fringe benefits are non-taxable. If a Member was going out on his own to buy insurance, out of his own pocket, he would have to earn a little more to cover his taxes. As you can see, group coverage is much more desirable and helps contain costs.

Now let's look at how the Operating Engineers Health and Welfare Plan compares to other labor unions and industry plans. Many such plans provide two types of coverage, Basic Benefits and Major Medical coverage. The Basic Benefits are usually a schedule of allowances that pay for the first treatment of an illness or injury.

Charges that exceed or are not covered by Basic Benefits can be paid under Major Medical after an annual deductible has been met, usually \$100.00 per person. You can see that this is not only complicated but it can also have some shortcomings. A Basic Benefit schedule can easily fall behind due to rising medical costs.

Our Health and Welfare Plan is much more streamlined and very easy to understand. The Plan pays 85% of the usual, customary and reasonable charges. There are no confusing benefit schedules and there are no medical deductibles. We get first dollar coverage and the 85% factor provides some protection against rising medical costs. The Plan has a \$50,000.00 lifetime maximum with \$1,000.00 of used coverage reinstating each year automatically.

Dental, drug and vision care are becoming very popular as an added fringe benefit among labor unions and industry. Operating Engineers have enjoyed these benefits for a number of years. Like our Medical coverage, the Dental Plan has no complicated schedule or deductibles. The Plan pays for 85% of the services and even provides for bridges, partials and complete dentures at 60%.

Prescription Drugs are furnished at no cost through National Pharmacies or they can be purchased locally and the Member reimbursed 100% after the first \$1.50. Complete Vision Care Benefits are provided through California Vision Service's panel of doctors at

Fringe Action

QUESTION: Our Pension Plan has so many options, which one is the best?

ANSWER: That is a very difficult question. The Pension Plan has four optional methods of payments available to members retiring. First, there is the **UNREDUCED MONTHLY BENEFIT** available on all types of retirement. Monthly benefits are guaranteed for the lifetime of the retiree only but no less than 60 payments.

Next, there is the new **TEN YEAR GUARANTEE OPTION** for Early and Regular retirements. Benefits are guaranteed for the life of the retiree but no less than 120 payments will be made. Because the guarantee period is longer, the monthly benefit amount must be slightly reduced.

There is the **HUSBAND & WIFE OPTION** which guarantees benefits for the life of the retiree and with 50% continuing to the spouse for her lifetime in the event of his death. Monthly benefits are actuarially reduced based on the retiree and his spouse's age at retirement to provide the lifetime guarantees.

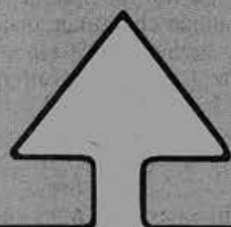
Finally, there is the **LEVEL INCOME OPTION** for members on Early Retirement under age 62. This Option provides an increased monthly benefit for the months before the retiree reaches age 62 and reduced monthly benefits on Social Security are started.

The answer to your questions depends on your own particular circumstances. You need to evaluate your situation regarding health, retirement and financial condition. Then you should compare all the options available to you at retirement. The best option is the one that best meets your own particular requirements.

100% after the first \$7.50.

The bottom line on health and welfare coverage is that you get what you pay for. Local 3 continues to provide top quality benefits because of the size and support of our membership.

HOW ARE WE DOING???
GREAT AND GETTING BETTER!!!



Outlook

May 1979
Vol. 6—NO. 5

Operating Engineers Trust Funds

Revised Pre-Retirement Meetings

In the previous issue of **OUTLOOK**, we announced the schedule of Pre-retirement meetings. The following is a revised meetings schedule. Please note that the Fresno and Auburn meetings as announced last month have been changed to the new times listed below.

Sacramento Wed. May 2,
7:30 P.M.
Holiday Inn South
4390 47th Ave. (Elder
Creek Road)
Sacramento

Fresno Thur. May 10,
7:30 P.M.
Operating Engineers
Bldg.
3121 East Olive St.,
Fresno

San Jose Sat. May 12,
10 A.M.
American Legion Hall
2120 Walsh Ave., Santa
Clara
(Near Memorex Plant)

Redding Tuesday May 15,
7:30 P.M.
Retail Clerks Hall
900 Locust St., Redding

Eureka Wed. May 16,
7:30 P.M.
Operating Engineers
Bldg.
2806 Broadway, Eureka

Marysville Thurs. May 17,
7:30 P.M.
Operating Engineers
Bldg.
1010 "Eye" St.,
Marysville

Oakland-Concord
Sat. May 19, 10 A.M.
Contra Costa Water Dist.
Bldg.
1331 Concord Ave.,
Concord

Watsonville Tuesday May
22,
7:30 P.M.
Elks Lodge No. 1300
121 Martinelli at Eastlake
Shopping Center,
Watsonville

Auburn Friday June 1,
7:30 P.M.
Auburn Recreation
Center
123 Recreation Drive, off
Racetrack Rd.,
Auburn

Fringe Benefits Forum

By **MIKE KRAYNICK**,
Director of Fringe Benefits



For the past ten years Local 3 members have been receiving Pension Statements on a regular basis from the Trust Fund Office each year. The Pension Statement system was originally developed in order to show Active members how many hours were being reported by their employers throughout the year. Also included was the amount of pension credit and benefits.

After several years of Pension Plan rule changes and benefit improvements, the old computer card statement became obsolete. By 1976 it became necessary to revamp the system and completely reprogram the Trust Fund Office computer to provide a more comprehensive Pension Statement to Local 3 members. A

new Annual Pension Statement was introduced at the end of that year. It is larger, easier to read and contains much more information than ever before.

Throughout the year Local 3 members receive interim Statements showing the hours reported by their employers for each month. Late last month, the Annual Pension Statement, for the 1978 Plan Year, was mailed out to 25,000 Operating Engineers participating in the Pension Plan.

This Annual Pension Statement provides the member with an overall view of his Pension Trust Fund record. It shows a monthly breakdown of all hours reported to the Trust by all of his employers during the year. Even prior year hours that were received late are shown. The current Plan Year credit and benefit dollars are calculated and shown along with the total accumulated credits and benefits for all years since 1958. The report also includes a statement of the participant's status in the Plan. If a participant is vested, inactive or has forfeited credit, a message will appear.

Each year Local 3 members should compare the hours shown on their Statement to their own work records. This will assure that they receive credit for all hours worked. A section on the reverse side of the form is provided for any discrepancies or corrections. The Trust Fund Office will respond to any inquiries or corrections in writing that a member may have.

All of the information shown on the Statement

takes into account all of the previous rules of plan as they apply individually. For example, the rates used in calculating benefits prior to 1969 are different depending on a member's contribution rate. Each contribution rate has its own benefit schedule.

The point is that the participant need not become an expert on all the rules and details of the plan. The Annual Pension Statement takes the participant's complete work history from 1958 and applies all of the previous plan rules and produces a statement of the member's credits, benefits and status for his review and verification.

The Statement does not include Past Service Credit. Past Service Credit is pension credit granted for employment prior to a member's contribution date. Past Service Credit is verified through union membership and Social Security earnings records at the time of retirement.

As you can see, your Officers have taken a unique approach to the age old communication problem. The Annual Pension Statement can be as valuable as a monthly checking account or savings account statement.

* * * * *

If you are planning to attend one of the upcoming Pre-Retirement Counseling meetings, please bring your latest Annual Pension Statement. It will help in understanding your Pension Plan benefits.

Economy Won't Cure Itself, Meany Says

Washington—An inflation-sick economy "won't cure itself," but a one-sided system of "voluntary" controls is the wrong medicine, AFL-CIO President

George Meany told a gathering of physicians.

Meany's speech to the Jacobi Society, a Washington area organization of doctors, said wage in-

creases and physician fees both contribute to inflation. So do interest rates and profits and all of the ingredients that go into consumer prices, he stressed.

That's why labor's economic prescription calls for a full but temporary dose of comprehensive economic controls, established by law "on the cost of everything and the income of everybody," Meany said.

As a doctor might put it, Meany said, "it will taste awful but it will be good for you."

To assure fairness, he urged, "control our wages but control your fees as well. Control the prices we both have to pay and make absolutely sure that no one profits from this economic crisis."

Meany stressed labor's concern for the chief victims of inflation, especially "the poor and the sick, the unemployed and the exploited, those on fixed incomes and those with virtually no income."

with a capacity of a 380-foot high, zoned compacted rockfill dam with a reinforced concrete face.

The dam will have a crest length of 1,750 feet and a reservoir capacity of 100,000 acre feet with a surface area of 950 acres.

Power Plant No. I to be located 5.7 miles downstream from the main dam would be connected to the dam by a 28,250 foot long power tunnel 10 feet in diameter and a 1,250 foot long penstock.

Power Plant No. II to be located on the right bank of the Kings River would receive water from Power Plant No. I through a 18,580 foot long 10 foot diameter tunnel and 1,500 foot long penstock.

Pre-Job Scheduled with Granite

(Continued from Page 8)

There are two more Pre-job Conferences scheduled this month with Granite Construction on jobs with bids over \$1 million: Highway 198 between I-5 and Lave Avenue and Highway 145 between Five points and Manning Avenue.

The Kings River Conservation District has made application to the Federal Energy Regulatory Commission for the Dinkey Creek Project No. 2890.

The proposed project would be located on Dinkey Creek, a tributary of the Kings River in Fresno County.

K. R. C. D. proposed to construct a hydro-electrical project

Teaching Techs



By ART PENNEBAKER
Administrator,
Surveyors' JAC

When the first curricula material for Related Training Classes was being written in the nineteen sixties, a format was developed that could be used for class front, individualized instruction or as a correspondence course.



Class front—everyone at the same place, at the same time is the most desirable. Because apprentices are registered at different times during the year and progress at different rates, the NCSJAC adopted the individualized instruction method for the Related Training Classes. It is a sound educational method used in many public school systems today. Up to now the correspondence style of study has been pushed to the back burner as being the least desirable.

10 Classes were established in 7 locations where there was a sufficient number of apprentices to warrant the costs. As the numbers changed, classes were cancelled and/or consolidated and new classes were established in other locations. At this point there are eight (8) classes in six locations and one more will have "bitten the dust" by the time the Engineers News is printed.

The class in Fresno is down to three participants, the same costs prevail and there is no way to consolidate the class with any others because of the great distances involved. This appears to be an excellent chance to determine the worth of correspondence style instruction.

On a trial basis and as a pilot project to discover the costs and logistics encompassed by a correspondence type course the three Fresno apprentices will be shifted over. From the information gained the NCSJAC will consider whether to expand the project to other peripheral locations.

Pat O'Connor, who is one of the instructors of the Santa Rosa Class, will be working with the apprentices and the Administrative Office during the initial stages of development. Pat began with apprenticeship at Topic I—Unit one—completed as a Certified Chief of Party and is now a licensed Land Surveyor. Like all successful people, Pat is as busy as a bird dog but has agreed to spend the necessary time in order to better the Training Program.

The Monday night instructor in San Jose, Jack Jeffrey, has had to resign. Jack is one of the mainstays at McKay & Soms and is clear up to his eyeballs in work. Rather than short the apprentices, Jack felt that another person would be better able to furnish the required time.

Elmer Dunn will be the new instructor for the advanced apprentices in the Monday night class. Elmer is in charge of the Surveyors for Creegan & D'Angelo at their San Jose Office, is licensed in several states, has many years of experience and volunteered his services because he believes the Training Program is of great importance to both the employer and the union members.

One of these days we will give you a rundown on all of the current instructors. They are really quite an impressive lot.

It looks like the new Job Corps program in Sacramento is go. Our experience with graduates from the San Jose Job Corps Center has been first rate. Unfortunately the two programs will only furnish about half the entrants required

during the work season. Other recruiting will have to take place from time to time to fill the needs of the occupation.

The NCSJAC is purposefully estimating conservative numbers in order to not build huge out of work lists of excellent future apprentices with no job opportunities. The whole process of determining how many, what ethnic and where in the 46 County area is like playing a game of chess—when any one element changes then the whole situation must be re-assessed. Consequently, recruiting must take place on an irregular need basis to fulfill requirements of a specific area in the 46 Counties.

BACOP and VACOP are being utilized for most of the regular Job Corps recruiting. They have both Staff and Offices throughout the Bay Area and the Sacramento—San Joaquin Valley Area. The two agencies are furnished with a prescription of so many of these and so many of those—all of whom would meet the mathematics requirements and be physically able to perform the work. Upon passing the entrance test, several hours of indoctrination training are provided that consists of hands on, use the tools and experience the work.

All Surveyor Registered Apprentices please take special note of the following policy:

Talking To Techs



PAUL SCHISSLER
Gene Machado
Frank Morales
Gene Ward

Land Watch Network

As if there aren't enough agencies to cope with, we are about to add one more "choral" group to a list that appears to be endless. This new group is called "Landwatch." Their main objective is to establish a network of homeowners, residents associations, and community groups to press for coherent use of the land. Their theme is "we are on our way to San Jose."

In spite of the existing city, county, state, and federal regulatory agencies that alone have tremendous impact on the economic progress of development such as housing, highway expansion, public works, water conservation programs, etc., we are about to witness the old game of who's on first.

This particular group claims that "they" don't want to be the ones making the rules, they just want to steer it. Everyone has the right to dissent, however, they apparently have forgotten their responsibility to contribute.

Surveying

We would like to compliment Jack Short, Director of Safety, on his fine article in the April issue of the Engineers News. It was very informative and denotes the expertise of this important department.

Jack pointed out several procedures to minimize long-term low-level exposures. We urge everyone to follow the basic guidelines expressed in his article.

Public Works

As of this writing, three hearings were held to determine coverage of prevailing wage rates for surveyors in

35 YEARS

On April 8, the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg.No.	Initiated by	Local No.
William T. Alloway	360511	6/42	3
William A. Cooper Jr.	373007	8/42	3
Victor Dirmeyer	385973	10/42	3
Harmon Duckworth	394886	11/42	3A
Wilbur Leo Durfey	324991	10/41	3
Stan D. Garber	447077	4/44	3B
Gus F. Hotz	259890	(2/38—initiated by 438 (6/40—transferred to 3	
John Owen	340421	(1/41—initiated by 377 (9/43—transferred to 3	
Richard S. Ramirez	399754	12/42	3A
Lewis Redden	506428	(8/39—initiated by 12 (9/40—transferred to 3	
Harold E. Reynolds	313277	7/41	3A
Rex F. Stanbery	395623	11/42	3B
Henry Tonn	447012	4/44	3
Anton Yung Jr.	437845	11/43	3

California. The meetings were held in San Francisco, Sacramento, and Los Angeles.

At all three hearings, the employers representing the non-union element throughout California were attempting to prove that field surveyors (rodman/chainman, instrument man, and chief of party) were highly professional people and should not be covered under the State prevailing wage laws, and subsequently should be paid a much lower wage than you now receive. The position of Local No. 3 and Local No. 12 was that a field surveyor was a highly skilled workman which demands a wage of a highly skilled worker, and by no stretch of the imagination was he/she a professional. A determination will be made by the State Director of Industrial Relations, Donald Vail. We will keep you posted as to the outcome.

Testing & Inspection

Gene Ward has recently been hired by Business Manager, Dale Marr, and assigned to the Technical Engineers Department. Gene's primary function will be to represent the members working in the testing and inspection industry. Gene was formerly with Nuclear Energy Services located in Richmond. In addition to his expertise in the non-destructive testing industry, he is also familiar with visual inspection and various other types of inspection work. We are pleased to have him aboard.

As you are reading this article, we will be well into negotiations with the Non-Destructive Testing Association employer's group. This will be a tough negotiation. We will keep you informed as to our progress.

Jury Service—Discrimination

Under the newly enacted Jury System Improvement Act of 1978, employers are prohibited from discharging, threatening to discharge, intimidating, or coercing any permanent employee by reason of that employee's jury service in any court of the United States. An employer must reinstate an employee following the latter's federal jury service and must treat that employee as though he had been on leave of absence during his jury service. Offending employers may be sued for wages and benefits lost by an employee, may be assessed a civil penalty of not more than \$1,000.00 for each violation, and may be ordered to take other remedial steps, such as reinstating a wrongfully discharged employee with retroactive seniority.



Pictured above is Pete Kalthoff, a 12-year member of Local 3 and job steward for Coleman and Brennan, Civil Engineers.

OFFICIAL ELECTION NOTICE

Recording-Corresponding Secretary James "Red" Ivy has announced the following Eligibility Requirements for Candidates for election to Office or Position under the Local Union By-Laws, Article XII Elections and Article XIII International Convention Delegates, and the rules governing the election of Delegates and Alternate Delegates to the 31st International Convention, as approved by the Local Union Executive Board on April 8, 1979.

(A) DUES PERIOD

Under Article XII, Section 1(a), (b) and (c) and Article XIII, Section 1(a), the first day of the dues period is:

For Quarterly Dues — July 1, 1979
For Monthly Dues — August 1, 1979

(B) NUMBER OF NOMINATORS REQUIRED

Under Article XII, Section 1(a) and (b) and Article XIII, Section 1(a), the minimum number of eligible Nominators required for a Candidate for Officer, Delegate and Alternate Delegate based on the Local Union Membership on February 28, 1979 of 33,462 members is 33.

(C) MEETING ATTENDANCE

Under Article XII, Section 2(g) and Article XIII, Section 1(a), work assignment shall not be considered good cause for Candidates not being in regular attendance at all regularly scheduled Local Union membership meetings (Semi-Annual meeting) and Home District membership meetings held after nominations and before election.

INTERNATIONAL CONVENTION DELEGATES

In addition to the Business Manager, President, Vice President, Recording-Corresponding Secretary, Financial Secretary and Treasurer who are Delegates by virtue of their election to office, there shall be 35 Delegates and 2 Alternate Delegates elected.

The names of the Candidates shall be

arranged in descending order based on the total number of votes received by each of them. The Candidate receiving the highest number of votes shall be at the top of the list, the Candidate receiving the least number of votes at the bottom of the list, and they shall be numbered in descending order, one (1) through the total number nominated and eligible for Delegate and Alternate Delegate.

In the event that two (2) or more Candidates receive the same number of votes, their names shall be arranged in descending order based on the length of membership in Operating Engineers Local Union No. 3. The tied Candidate who has been a member of Operating Engineers Local Union No. 3 for the longest period of time shall be listed above the tied Candidate who has been a member for a shorter period of time, and they shall then be numbered as in this Section provided, and the Candidate with the next highest number of votes shall receive the number next following the number assigned the tied Candidate who has been a

member of Operating Engineers Local Union No. 3 for the shortest period of time.

The Candidates, numbered one (1) through 35 shall be declared elected as Delegates. The Candidates for Alternate Delegates, numbered one (1) through two (2), shall be declared elected as Alternate Delegates.

Each Alternate shall serve as necessary. The Alternate with the highest number first, and the Alternate with the lowest number last.

In the event the average number of members on which the Local Union has paid per capita tax for the year ending September 30, 1979 has increased sufficiently to entitle the Local Union to an additional Delegate, the Alternate with the highest number of votes shall be designated as Delegate, and likewise if the average membership has decreased to the point the Union is entitled to a lesser number of Delegates, the Delegate with the lowest number of votes would become first (1st) Alternate.

SCHEDULE OF NOMINATING MEETINGS — JUNE 1979

SCHEDULE OF NOMINATING MEETINGS — JUNE 1979					
District					
17 (06)—	GUAM	June 1—	Friday	6:00 pm	Engrs. Bldg., Union Hall, Mangilao, Guam
	Specially Called				
17—	HONOLULU	June 1—	Friday	7:00 pm	Washington School, 1633 S. King St.
	Specially Called				
17—	HILO	June 2—	Saturday	7:30 pm	Kapiolani School, 966 Kilauea Ave.
	Specially Called				
10—	UKIAH	June 4—	Monday	8:00 pm	Grange Hall, 740 So. State St.
	Regular				
1—	SAN FRANCISCO	June 4—	Monday	8:00 pm	474 Valencia Street
	Specially Called				
5—	FRESNO	June 4—	Monday	8:00 pm	Engrs. Bldg., 3121 East Olive St.
	Specially Called				
4—	EUREKA	June 5—	Tuesday	8:00 pm	Engrs. Bldg., 2806 Broadway
	Specially Called				
2—	OAKLAND	June 5—	Tuesday	8:00 pm	Labor Temple, 2315 Valdez St.
	Specially Called				
3—	STOCKTON	June 5—	Tuesday	8:00 pm	Engrs. Bldg., 2626 N. California St.
	Specially Called				
7—	REDDING	June 6—	Wednesday	8:00 pm	Engrs. Bldg., 100 Lake Blvd.
	Specially Called				
8—	SACRAMENTO	June 6—	Wednesday	8:00 pm	Laborer's Hall, 6545 Stockton Blvd.
	Specially Called				
12—	PROVO	June 6—	Wednesday	8:00 pm	Provo City Power Bldg., 215 West 800 North
	Regular				
6—	OROVILLE	June 7—	Thursday	8:00 pm	Prospectors Village, 580 Oro Dam Blvd.
	Specially Called				
9—	SAN JOSE	June 7—	Thursday	8:00 pm	Labor Temple, 2102 Almaden Rd.
	Specially Called				
11—	RENO	June 7—	Thursday	8:00 pm	Musicians Hall, 124 West Taylor
	Regular				

THE FOLLOWING ARE PERTINENT EXCERPTS FROM THE LOCAL UNION BY-LAWS, ARTICLE XII, ELECTIONS, AND ARTICLE XIII, INTERNATIONAL CONVENTION DELEGATES.

Article XII ELECTIONS

Section 1 Eligibility.

- (a) *Officers other than the Business Manager:* No Member shall be eligible for election, be elected or hold any Office, unless he shall have been continuously in good standing in the Local Union for one (1) year and continuously a Member of the Local Union for not less than *two (2) years, all next preceding the first day of the dues period in which the election is held, and nominated by at least 1/10th of 1% of the Members of the Local Union and its Sub-divisions (except the Registered Apprentice Sub-division), who are not suspended for nonpayment of dues as of the first nominating meeting, in the manner and form set out in Section 2, Nominations, of this Article. The 1/10th of 1% shall be 1/10th of 1% of the Members shown on the records of the Union as of the last day of February preceding the election (subject to [e] below).
- (b) *Business Manager:* No Member shall be eligible for election, be elected or hold the position of Business Manager unless he shall have been continuously in good standing in the Local Union for a period of *two (2) years, all next preceding the first day of the dues period in which the election is held, and nominated by at least 1/10th

of 1% of the Members of the Local Union and its Sub-divisions (except the Registered Apprentice Sub-division), who are not suspended for nonpayment of dues as of the first nominating meeting, in the manner and form set out in Section 2, Nominations, of this Article. The 1/10th of 1% shall be 1/10th of 1% of the Members shown on the records of the Union as of the last day of February preceding the election (subject to [e] below).

- (c) *District Member of the Executive Board:* No Member shall be eligible for election, be elected or hold the position of District Member unless he shall have been continuously in good standing in the Local Union for one (1) year and continuously a Member of the Local Union for not less than *two (2) years and has maintained a residence in the District he represents or seeks to represent for not less than one (1) year, all next preceding the first day of the dues period in which the election is held (subject to [e] below).
- No Member who is on the full-time payroll of the Local Union may accept a nomination for or be elected to the position of District Member. No District Member shall continue to hold the position of District Member if he accepts employment on the full-time payroll of the Local Union.
- (e) Members of the Registered Apprentice Sub-division and Members who do not meet the age requirements of the International Constitution shall not be eligible for nomination or election to any Office or Position set forth in (a) through (d) above.
- (f) If no Member fulfills the foregoing conditions of eligibility for a particular Office or Position, any

Member currently in good standing in the Local Union, and otherwise eligible, shall, upon the filing of an Affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and Article XII Section 1(a) of these By-Laws be eligible to be nominated for and elected to, and to hold, that Office or Position.

- (g) No Member shall be eligible for election, be elected, or hold any Office or Position, and no person shall be employed who has been convicted of any crime involving moral turpitude, offensive to trade union morality, or who has been found after trial by the Union or by Civil Court to have been false to his trust or misappropriated Union Funds or property or who is commonly known to be a crook or racketeer preying on the labor movement and its good name for corrupt purposes, whether or not previously convicted for such nefarious activities.
- (h) No Member shall be in good standing unless he has paid all current dues to the Local Union within thirty (30) days after they shall have become due and payable, as evidenced by his dues book stamps. No Member whose dues have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to nominate, to vote or be a candidate for Office in the Local Union solely by reason of alleged delay or default in the payment of dues.

*Amended pursuant to revision of International Constitution.

(Continued on Page 13)

ELECTION NOTICE

(Continued from Page 12)

Section 2

Nominations.

- (a) **Nominations:** Nominations shall be made in the month of June at the regularly scheduled District Meetings as directed by the Local Union Executive Board as a special order of business, or at specially called meetings in that month in Districts in which there is no regularly scheduled meeting.
- (b) **Notice:** Notice of the right to nominate, of the form in which the nomination shall be made, the number of nominators required and of the time and place of the regular and specially called District Meetings at which nominations will be made, shall be given by publication in the April edition of the *Engineers News*, and promptly posted in the District and Sub-district Employment Offices or Job Placement Centers.
- (c) **Nomination Committee:** There shall be a Nomination Committee in each District, composed of the District Election Committeeman and not less than two (2) Members from the District appointed by the Presiding Officer just prior to nominations. In the event the District Election Committeeman is absent, the Presiding Officer shall appoint one (1) additional Member from the District to the Committee.
- (d) It shall be the duty of the Nomination Committee to receive the written nomination when delivered by a nominator, count the nominations of each Member nominated for each Office or Position and deliver the nominations prior to the close of each meeting to the Presiding Officer who shall announce the number of nominators nominating each nominee for each Office or Position. The Presiding Officer shall have the responsibility of delivering the nominations to the Recording-Corresponding Secretary who shall cause them to be delivered to the Secretary of the Election Committee.
- (e) Nominations shall be in writing and signed by one or more nominators giving each nominator's Social Security Number and Register Number in the form following:

If by a single nominator:

NOMINATION

I hereby nominate _____,
Register No. _____ For _____

Signature _____

Social Security No. _____

Register No. _____

If by more than one nominator:

NOMINATION

We hereby nominate _____,
Register No. _____ For _____

Signature _____ Social Security No. _____ Register No. _____

- (f) When nominations are called for by the Presiding Officer for a particular Office or Position, if a single nominator, he shall address the Presiding Officer reciting his name and Register Number and the name of the Member and the Office or Position for which he is nominating the Member and deliver his written nomination to the Nomination Committee. If there is more than one nominator, one of the nominators shall address the Presiding Officer reciting his name and Register Number and the names and Register Numbers of the other nominators and the name of the Member and the Office and Position for which he is nominating the Member and deliver the written nomination to the Nomination Committee.
- (g) All Members nominated, otherwise eligible, in order to continue to be eligible shall have filed with the Recording-Corresponding Secretary of the Local Union within ten (10) days after having been notified in writing by the Recording-Corresponding Secretary of his nomination to

Local Union Office, Section 504 of the Labor-Management Reporting and Disclosure Act of 1959 Affidavit, and a written acceptance of his nomination to Office, and in addition, shall have been in regular attendance at all regularly scheduled Local Union Membership Meetings and home District Membership Meetings held after nominations and before election, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, and death in family. Within five (5) days after the nominations have been concluded, the Recording-Corresponding Secretary shall mail to each Member nominated, at his last known home address, notice of his nomination and the Office to which he has been nominated.

DECLINATION OF NOMINEE

The Undersigned states that he declines all nominations:

(Name) _____ (Signature) _____

(Register No.) _____ (Social Security No.) _____

(Date) _____

ACCEPTANCE OF NOMINEE

The Undersigned states that he will accept nomination for _____ (Office or Position)

I desire my name and (if not the incumbent) one occupational classification as set forth in collective bargaining agreement entered into by the Local Union to appear on the ballot as follows:

(Name) (Collective Bargaining Agreement Classification) _____

(Signature) _____

(Register No.) _____ (Social Security No.) _____

(Date) _____ (PRINT Name) _____

In the event no statement is received by the Recording-Corresponding Secretary on or before twenty (20) days from the date of mailing of the notice provided for in Article XII, Section 2(g), the nominee shall be deemed for all purposes to have declined all nominations for the Offices or Positions for which he has been nominated.

- (i) All Members nominated who are more than one hundred (100) miles from San Francisco on the day prior to and the day of the Semi-Annual Meeting in San Francisco are excused from attending for good cause, as are all who are more than one hundred (100) miles from their regular District Meetings the day before and the day of the Meeting. However, a Member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary in writing, by letter or telegram, not later than 5:00 p.m., Local San Francisco Time, within five (5) days after such Meeting.
- (j) **Eligibility of Members to Nominate:** Every Member of the Parent Local Union and its Subdivisions (except the Registered Apprentice Subdivision), who is not suspended for nonpayment of dues preceding the first nominating meeting shall have the right to nominate.
- (k) In the event of the death, between nomination and the time of the last meeting preceding the election, of any Constitutional Officer who has been nominated to Office in the forthcoming election, any Member of the Local Union, who is otherwise eligible, shall be eligible to be nominated and upon his filing with the Recording-Corresponding Secretary of an Affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and his acceptance of such nomination shall be eligible to be elected to, and, if elected, to hold the Office to which the deceased Officer had been nominated. If the death occurs after the last Meeting preceding the election, nomination shall be effected by filing the Affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and a statement of candidacy with the Recording-Corresponding Secretary prior to the election but in no event more than five (5) days after the deceased Officer's death.

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.
- (c) The Election Committee shall determine whether or not each candidate nominated is eligible. Any candidate found not to be eligible shall be declared ineligible by the Election Committee. The Committee's decision shall be promptly communicated to each such ineligible candidate in writing. Unless the Election Committee's decision is reversed on appeal, it shall govern, and the ballots shall be prepared accordingly.
- (d) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the nominees for Business Manager first and the Constitutional Officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for nominees for District Member, listing the incumbent for each Office or Position first and the other nominees for the same Office or Position in alphabetical order by their last name (the candidate's name and one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee Form) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

The Election Committee shall cause a sample ballot to be published in the July edition of the *Engineers News* preceding the election, and to be promptly posted in the District Job Placement Centers.

The Election Committee shall deliver the list of names and last known addresses of eligible voters, and cause the printer to deliver the ballots and envelopes to the nationally known firm of certified public accountants chosen by the Local Union Executive Board, which firm shall rent a post office box to which the ballots shall be returned.

- (e) The certified public accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box for the first and last time on the August 26th next following, at 10 o'clock a.m. of that day. In the event August 26th should be a Sunday or a holiday, the post office box shall be opened by the certified public accountants on the following day, at the same time.

The certified public accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

- (f) The Election Committee shall declare the candidate for each Office and Position receiving a plurality of the votes elected, except that the three (3) candidates receiving the highest number of votes for the Office of Trustee and the Position of Auditor shall be declared elected. The certificate of the certified public accountant shall be published in the September edition of the *Engineers News* following the election.
- (g) The newly elected Officers shall be installed, at a specially called District Meeting in District No. 1, not later than September 15th.

(Continued on Page 14)

In Bay Area

Crane Work Holding Up

(Continued from Page 9)

This was a hard one to land as other ports and contractors were bidding this job.

Bay Cities is doing very good on a shutdown at Standard and Lyon Oil. They have a new 80-ton Grove hydro coming because they need a larger rig.

Bigge Crane is doing very well. They purchased four new truck cranes and two crawlers, and have been doing lots of tilt up, some span deck, ship loading, and a big train tressel job at Garberville. Bigge, Santa Clara is doing very well also. They landed the biggest part of Permanente and will have eight or nine rigs up there.

San Jose Crane finished their steel job in San Francisco and moved their crawler up north by Geyserville. They are also doing a lot of general hoisting in the San Jose area.

Husky Crane is doing well and are looking for some larger cranes. They are putting a new yard in the Contra Costa area.

Valley is still doing well and so is Wilkins Drayage.

Baker is still on small work, but you'll see him most anyplace at all times.

"We are encountering cranes from manufacturers who are rating them down to beat the manning requirements," Dorresteyn reports. "Lorain is one, also American and Drott. If you brothers notice any strange load rating on a new rig, please call me as they're rating at 18 tons, but in the chart they are rating more like 20 tons. These rigs are probably re-rated."

Safety is still a problem as some certifying companies are re-rating cranes down from 60 to 50 tons and are beating not having a load device as basic equipment. This looks very bad and can cause prob-

lems because the rig will still pick 60 tons and the boom capacity is still the same. The rig is generally working past 50 tons capacity as the operator does not know what the pick weighs. "If you run into this, please call me," Dorresteyn urges. Please work safe, and look things over before working.

Job Stewards Activated
From 3/12/79 to 4/13/79

Dist. Member

01 Fred M. Yoelin
02 James F. Willis
03 Jim McGregor
10 Floyd V. Graham
11 James Fristoe
11 William Miller
11 Douglas Price
11 Kenneth Rochester
12 Keith Barney
12 Gaylen Walker
17 William Auueloa
17 John Kuamoo
17 Rinsuke Shimabuku

Agent

R. Helmick
H. Pabel
N. Davidson
B. Datson
D. Beach
F. Townley
D. Beach
D. Beach
D. Strate
W. Markus
J. Prehern
H. Lewis, Jr.
R. Shuff

Safety Committeemen Activated
From 3/12/79 to 4/13/79

Dist. Member

03 Gerald W. Tomacak
12 Gary Charnichael
12 Thomas Cook
12 Neil Greenwood
12 Thomas Keele

Agent

N. Davidson
D. Strate
D. Wright
D. Strate
D. Strate

Construction Toy Does Real Thing

At the controls of this replica of a 58-B Bucyrus Erie is Local 3 member John Graves, who built this scaled down rig as a toy for his grandson. Brother Graves is currently working as a crane operator for Conco.



Sacramento Embarks on Capitol Building Program

(Continued from Page 6)

• Construction of a four-story office building known as Site 1A at 8th and 9th and P and Q Streets which was started last year and is to be finished in September of 1980. It will contain 212,000 square feet and is slated to house the departments of Mental Health and Developmental Services. The cost is \$19.5 million.

• Construction to start in September on another four-story building, called Site 1B, to be located just north of 1A on 9th Street, between O and P Streets. It is to be built at a cost of \$12 million and will have 120,000 square feet. A

500-car parking garage, costing \$3.2 million, will be constructed nearby.

• Construction on Site 1C, still another four-story building. This \$12-million structure is planned between 9th and 10th Streets on O Street, and will have approximately 113,000 square feet. The state Water Resources Agency will be located there. Construction is scheduled to start sometime next year.

• Work to begin next January on a six-story building between N and O and 7th and 8th Streets, known as Site 3. Two levels will be underground beneath a park. They will

extend north under N Street to the main building which will have four stories above ground, highlighted by a south sloping wall of solar collectors. The complex will have approximately 184,000 square feet of office space and cost nearly \$18 million. One of its occupants is expected to be the state Employment Development Department.

While it is not in the central core area, the \$22 million Justice Center, which is being built on a site at the old state fair ground, will add approximately 337,000 square feet of state-owned office space in the Sacramento area. The Justice Center was located outside the Capitol

area because its peculiar needs, including a rambling, two-story design—would have taken up too much land there.

Ground was to be broken this month on the first phase of the justice facilities, a computer center. Work on the second phase, which includes the office facilities, is scheduled to start later this year, with completion set for 1981.

The state Division of Law Enforcement currently is located in a building that once housed a cannery at 33rd and C Streets. The new site also was chosen because it offers the best security for the department's sensitive operations.

ELECTION NOTICE

(Continued from Page 13)

- (h) Every Member who is not suspended for nonpayment of dues as of August 11th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his Employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his Employer to the Local Union.

Eligibility to vote for District Member shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on August 1st prior to the mailing of the ballots, and each Member shall be eligible to vote only for the nominees for District Member for the District in which such address is located.

Section 4

Each candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity. If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity as promptly as possible.

Section 5

- (a) Every Member shall have the right to express his views and opinions with respect to the can-

didates; provided, however, that no Member shall libel or slander the Local Union, its Members, its Officers, District Members, or any candidate, and all Members shall avoid all personalities and indecorous language in any expression of view and opinions with respect to candidates.

- (b) Any Member found guilty of violating Paragraph (a) of this Section 5 shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and if such Member should be a candidate he shall, if found guilty, in addition to any fine, suspension or expulsion, suffer the loss of the Office for which he is a candidate, if elected thereto.

Section 6

The Recording-Corresponding Secretary, upon request of any bona fide candidate for Office, shall distribute such candidate's campaign literature, by mail or otherwise; provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such request shall be honored if made on or after 5:00 p.m., Local Time, the 5th day of August next preceding the mailing of the ballots.

Section 7

Where any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective Offices. Nomination, and Acceptance of

Nomination and election records — including but not limited to the list of eligible voters, the ballots cast and all challenges and challenged ballots, the certificate of the certified public accountants, copies of all requests for distribution of campaign literature with copies thereof, and envelopes in which mailed, if mailed, the record of the cost thereof and the amount received for such work — shall be preserved by the Recording-Corresponding Secretary for a period of at least one (1) year.

ARTICLE XIII
INTERNATIONAL CONVENTION
DELEGATES

Section 1

Delegates and Alternate Delegates to the International Convention other than the President, Vice President, Recording-Corresponding Secretary, Financial Secretary, Treasurer and Business Manager (who shall be Delegates by virtue of their election to Office) shall be nominated and elected in the same manner as provided in Article XII of these By-Laws, except that:

- (a) Eligibility shall be the same as that for a Constitutional Officer other than Business Manager.
- (e) When the International Convention is to occur during the year next following an election of Officers under Article XII of these By-Laws, the nomination and election of Delegates and Alternates to such International Convention shall take place concurrently with the nomination and election of Officers.
- (f) Where there are no more candidates nominated for Delegates and Alternate Delegates than are authorized by the Local Union Executive Board, the secret ballot election shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for all the unopposed candidates for Delegates and Alternate Delegates, who shall then be declared duly elected.

Swap Shop: Free Want Ads for Engineers

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 refig., oven, heater. U1 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

FOR SALE: 1977 TOYOTA, blue, long-bed, 5 sp. pickup, w/Borden rear bumper & camper shell, low mi., \$4000. John M. Gilmore, 1777 Sanchez St., San Francisco, Ca. 94131 415/826-6895. Reg. No. H0549312. 4-79

FOR SALE: AIR COMPRESSOR, tank & 1 H.P. ele. motor \$50.; Voltage regulator for Caterpillar 977 catloader, new for 1/2 price., used tires 825x20, 900x20, 1000x20, 1120x20. \$5-\$10. and up. K5 Drops like new \$25., K-7 Drops \$90. Leslie Mulhair, 97 Southridge Way, Daly City, Ca. 94014. 415/333-9006. Reg. No. 154371. 4-79

FOR SALE: HD-11 EP late model, power shift, 4 shiv power winch, hydraulic angle dozer & young brush rake, canopy Forest Service approved. \$35,000. Brian Hulseman, Rt. 3, Box 3765, Red Bluff, Ca. 96080. 916/527-3747. Reg. No. 0991174. 4-79

WANTED: 4x6 OLD/NEW Military Jeep Utility Trailer. Fred Campbell, 1600 E. Los Altos, Fresno, Ca. 93710. 209/431-6439. Reg. No. 1305582. 4-79

FOR SALE: 2 FURNISHED mobile homes plus over 200 walnut trees in production including all equip., such as storage bldg., dryer, cultivators, tractor etc. all this & more on beautiful 5 acres, near Redding, Ca. \$94,500. Ed Siroshon, 4344 Riverland Dr., Anderson, Ca. 96007. 916/365-2904. Reg. No. 0904458. 4-79

FOR SALE: COMP. BUSINESS FOR SALE, well established (since 1959), Septic

Tank Installation & service includes: 1-1/3 (+ or -) acres w/2 bd. house, 2 bd. mobile home, 30'x40' shop w/office, backhoe, dump truck, drill rig, 1 ton flat bd., tilt bd. trailer, pumper truck, line cleaning van & some equip., plus more \$125,000. Call 209/464-5276 or write 4244 Marfargoa Dr., Stockton, Ca. 95205. Reg. No. 1332729. 4-79

FOR SALE: BEAUTIFUL 1978 FERRARI 308 GTB 1700 mi., bright nuovo fly yellow. John Singleton, 450 E. 1355 S., Springfield, Ut. 84663. 1-801/489-6133. Reg. No. 1402427. 4-79

FOR SALE: ESTABLISHED Backhoe & Crane Service Equip. & Accounts. Lee A. DeSignori, 4201 Crows Landing Rd., Modesto, Ca. 95351. 209/537-6719. Reg. No. 443-09-4612. 4-79

FOR SALE: 21' NoMad Traveltrailer, self contained. Good cond., sleep 4, large 4 burner stove & oven, 2 way refig. lots of cabinet space, double axle elec. brks., sway bar & much more. \$2195. Benjamin F. Edelman, P.O. Box 104-A Elder Dr., Pacheco, Ca. 94553. 685-7969. Reg. No. 0689207. 4-79

FOR SALE: 1979 KENSKILL 32' trailer good cond., stereo \$9,500. or offer. Vernon R. Bonner, 3440 Ramona St. No. 2, Palo Alto, Ca. 94306. 415/494-2267. Reg. No. 1257246. 4-79

FOR SALE: 1973 MANATEE Mobile Home 12x60, 3 bdrm, skirts, awnings, deck, shed. \$15,000, located Clear Creek Mobile Estates, French Gulch, Ca. Space rent \$70. mo. David Kizer, 661 Bonita Ave., San Jose, Ca. 408/294-4955. Reg. No. 1761717. 4-79

FOR SALE: 22' Oasis House Trailer, in-park model, roof cooler, double bed & bathroom \$1,000. Lewis Fitzsimmons, 1025 Portola Dr., Monterey, Ca. 93940. 408/394-9697. Reg. No. 0583575. 4-79

FOR SALE: GRUNDIG tuner-amplifier 800U, sed Rosenthal china for 12, elec. edger, 2 upholstered chairs like new, steel belted radials GR 78x12. Leo Sperber, 4380 Detroit Ave., Oakland, Ca. 94619. 415/531-4988. Reg. No. 795154. 4-79

FOR SALE: OPEN END, Box End 1-5/8", 1-1/2", 1-7/16", 1-5/16", 1-3/4", 1", 10" crescents. Pat Campbell, 415/686-2147. Reg. No. 0484671. 5-79

FOR SALE: D6 9U CAT, a dozer, 3 shank ripper, 8 yd Atco scraper, Ford Jubilee sander, 54 Ford 1 ton flat bed. David L. Johnson, 41841 Rd. 144 Oroqui, Ca. 93647. 209/528-6454 eve. only. Reg. No. 1229853. 5-79

FOR SALE: A220 & AC160 cummins engines to be rebuilt, \$500. ea. transmission, radiators, rear ends, 10x20 & 10x22 tires & wheels, saddle tanks, step tanks, a double drum winch. Rodger Robbins, 209/532-2547 or 209/532-3030 eve. to 9 a.m. Reg. No. 1511009. 5-79

FOR SALE: EXCELLENT TOWING CAR '73 Ford Wagon (white), comp. w/hitch & brake control, \$1973. Uses reg. gas. Wayne Keller, Pac. Hgts. Park, Rt 2 Box 2203 sp. 603, Oroville, Ca. 95965. 916/533-7175. Reg. No. 0802678. 5-79

FOR SALE: AIR CONDITIONER, new 1978 model, window type, 220 plug in. used 2 mo. \$200.; custom made bar- beautiful. black diamond vinyl, 6'x4'x2' \$250. on rollers. Richard Crowell, 2905, Twilley Dr., Sacto., Ca. 95827. 916/366-3718. Reg. No. 1301535. 5-79

FOR SALE: 1964 10x55 Vagabond Mobile Home, carport awnings & patio, must be moved \$5,500.; 1954 Spartan Mobile Home, 8x28 good shape, frig. forced air heater, many extras \$3,200. Wilbur E. Silar,

P.O. Box 1289 Morgan Hill, Ca. 95037. 408/779-7724. Reg. No. 0908637. 5-79

FOR SALE: 1972 Chevy 3/4 pickup \$2,000., 1973 Mansfield camper 10 1/4' w/propane heater, refig., double sinks, 3 way lights, \$1,500.; 1975 Willys Jeep new rubber & engine, rough body \$1,300. Dan Weaner, 1013 Coloma Way, Roseville, Ca. 95678. 916/782-5218. Reg. No. 519684505. 5-79

FOR SALE: 67 Kenworth 27' Beavertail, 3 Axle, 10 sp. 220 turbo, setup for hauling equip. \$6,000 or offer. Frank W. Merrell, 5356 N. Santa Fe, Fresno, Ca. 93711. 209/431-7856. Reg. No. 1781838. 5-79

FOR SALE: 1967 C-50 Chev Water Truck 900 rubber V-8, new 2000 gal tank good cond.; 8x14' truck bed good cond. 4' head board. \$895. Joe C. Haslouer, 12964 E. Tokay Colong Rd., Lodi, Ca. 95240. 931-0781. 5-79

FOR SALE: 1150 Case loader on tracks w/2 yd. bucket & rippers, has dividing valve for backhoe, has knockout clutch Al cond. only 1733 hrs. Jerry L. Swinyer, 1609 Notre Dame Ave., Belmont, Ca. 94002. 591-1157. Reg. No. 0876195. 5-79

FOR SALE: 1962 Inter. bus, 22 passenger, make a good motor home, 4 wheel drive, v/8, 5 sp., low mileage.; 1972 AM Matador, AT, 4 dr. sedan, power steering, power brakes, AC, good engine, & interior, for quick sale. \$795. Albert F. Paulazzo, 915 W. Miner St. No. 16, Yuba, Ca. 96097. 842-2181. Reg. No. 0603448. 5-79

FOR SALE: 1975 Ardon 5 wheel trailer, 40', 2 tip out rms., A/C, stereo, awning's, eye level oven, self contained., like new \$13,500. Frank Wagner, P.O. Box 314, Plymouth, Ca. 95669. 209/274-4333. Reg. No. 1231413. 5-79

FOR SALE: JET BOAT, 18' southwind 545" Chev., special blk, pump, custom tandem trailer, super fast, immaculate. Bob Baron, 2275 Orleans Dr., Pinole, Ca. 94564. 415/758-8144. Reg. No. 1225929. 5-79

FOR SALE: HEAVY DUTY WORK BENCH, 14'x3', has drawers. Write R. J. Sweeney, Box 523, 3228 Hensen St., Riverdale, Ca. 93656 or call 219/837-3513. Reg. No. 425039. 5-79

WANTED: MODEL "A" or "J" parts or comp. cars, preferably 1928 or 1929 sedan. Richard N. Rice, 29 Winter St., Reno, Nev. 89503. Phone 786-0263. Reg. No. 1011189. 5-79

FOR SALE: 2 BURIAL PLOTS LAKEWOOD Memorial Park. \$600.; 1 hospital bed \$35; 1 waler w/brakes \$125; Robert R. Riede, 1302 Tuolumne Blvd., Modesto, Ca. 95351. Ph. 522-0557. Reg. No. 0971440. 5-79

FOR SALE: NEVADA CITY area view property, 20 or 40 acre parcel on paved road, heavy tree cover, saleable timber, several springs, \$1,100 per ac. Rueben G. Lee, Rt. 3 Box 2047-Z-4-X, Grass Valley, Ca. 95945. Ph. 916/272-3987. Reg. No. 0395830. 5-79

FOR SALE: 1975 Boles Aero Travel Trailer, 32', fully self cont., awning. Homer Wynn, 15394 Buttercup Lane, Sonoma, Ca. 95370. Ph. 209/532-5842. Reg. No. 1123517. 5-79

FOR SALE: LAB. PUPS YELLOW A.K.C. born 3-10-79. good hunting background, female \$125., males \$150. F. Stanley, 12254 Woods Rd., Galt, Ca. 95632. Ph. 916/687-6519. Reg. No. 1171873. 5-79

FOR SALE: ORLAND 18 acres, new 3 bdrm. custom built home, appr. 10 acres Almonds, 8 acres Olives, young trees, underground water system, 40 horsepower pump, \$90,000. Joe D. Houglund, P.O. Box

1447, Marysville, Ca. 95901. Ph. 916/743-9887. Reg. No. 1208447. 5-79

FOR SALE: HOME LOT in Calif. City, Kern County, 7 mi from city center. desert climate, n/L.A. but outside smog \$4,000 or terms. P. Cosseboom, 430 Ebken St., Pacifica Ca. 94044 Ph. 415/355-6499. Reg. No. 1733035. 5-79

FOR SALE: ABC TRAILER, 8x36, metal awning & skirting, oil furnace, set up in adult park in Orangevale, Ca. one owner const. man. Patrick Linn, 6132 Main Ave., Orangevale, Ca. 95662. Ph. 916/988-2220. Reg. No. 0325319. 5-79

FOR SALE: LAYTON "SUPERPAVER" D-550 used less than 1 yr. exc. cond. call Ralph Henderickson at 408/438-3120 after 6 p.m. Reg. No. 863757. 5-79

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

Personal Notes

Guam

We hope for a speedy recovery for Brother George Teano of Kaiser Cement & Gypsum who was recently involved in an auto accident.

Sacramento

Our deepest sympathies to the families and friends of our deceased Brothers: William Caldwell, Patrick Clancy, Ralph Brown, Edward Gaebe, Arthur Thomas and Allen Tate.

Heartfelt sympathies go to Arthur Wells on the passing of his wife Arlene; to Edwin Heiser on the passing of his wife Lorene, and to Bob Collins on the passing of his wife Francis.

Reno

Congratulations to our dispatcher Mike Luzier and his wife Bonnie on the birth of their son on 2/16/79.

Congratulations to Jack and Mary Isenberg for their son born on 2/27/79.

Our condolences go to the family and friends of Bob Collins of Verdi whose wife, Francis, passed away on 3/24/79.

We are glad to hear that chief steward George Carioti of Carlin Gold came through his open heart surgery with flying colors and is home doing well. We are hoping to see George back to work soon.

Oakland

We wish to express our deepest sympathy and compassion to the family of Brother Steve Bowen who lost his life in a motorcycle accident. Steve was working as a mechanic at the San Pablo Dam. His hard work and dedication will be missed by Guy F. Atkinson, Local No. 3, and his many friends.

Our sincere condolences to the Steve Deily family on the loss of their new born baby. Steve, Wilma, and daughter Cindy, please accept our genuine sympathy on this very precious loss.

Santa Rosa

Our heartfelt sympathy is extended to Bobby Golden and his wife on the tragic death of their daughter, Tina Louise.

We regret having to report the death of Calvin Cordill, Earle Tepner and T. V. VanWinkle, all retirees, and Jack Row, Honorary Member. Our sincerest condolences are extended to the families and friends of our late Brothers. Also to the family and friends of our late Brother John Hooven.

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
Barkell, Ronald (Susan—Wife) P.O. Box 204, Jackson, California	2-28-79
Birckett, Clarence (Veronica—Wife) 2303 E. Acadia St., Stockton, California	3-18-79
Bongiovanni, Leslie (Lorraine—Wife) 410 Anchorage, Santa Cruz, California	3-16-79
Call, Alton (Joanne—Wife) 1519 Henson Rd., Paradise, California	3-21-79
Carlson, W. E. (Wesley Jr.,—Son) Box 333, Los Molinos, California	3-12-79
Cook, B.D. (Lillie—Wife) 824 Post, Sanger, California	2-18-79
Cordill, Calvin L. (Mildred—Wife) P.O. Box 658, Clearlake Hi, California	3-6-79
Gaebe, Edward (Deloris—Wife) 5637 - 49th St., Sacramento, California	3-15-79

Harnit, William E. (Dorothy—Wife) 648 SE Cedar St., Hillsboro, Oregon	
Hoover, John (Irene—Wife) 712 Wheeler St., Santa Rosa, California	
Hosaka, Tamotsu (Margaret—Wife) 92 539 Akaula St., Ewa Beach, Hawaii	
Hyde, Harry (Flora—Wife) Star Rt. Box 1118, Lakehead, California	
Long, Harry E. (Nettie—Wife) 4414 E. White, Fresno, California	
Mount, Sam (Estate) 2315 - 37th Ave. San Francisco, California	
Mulkins, Earl (Robert—Son) 9192 Maple Street, Atascadero, California	
Ornellas, Joseph (Dwight P.—Son) P.O. Box 695, Kapaa, Hawaii	
Pettis, Earl B. (Annabell—Wife) 1861 Orla Lane, Redding, California	
Row, Jack (Muriel—Wife) 8319 Blue Spruce, Windsor, California	
Stacey, Ray W. (Myrtle—Wife) 209 Reed Circle, Napa, California	
Tannaci, Nick (Muriel—Wife) 40467 Seville, Ct., Fremont, California	

3-13-79	Tepner, Earl K. (Barbara—Wife) 2250 Oak Street, Napa, California	3-27-79
3-8-79	Wilson, Howard (Dorothy—Wife) 5060 Monte Vista, Anderson, California	3-9-79
3-1-79	White, George T. (Mary Freeman, G.—Daughter) 5110 Academy Rd., Concord, California	3-22-79

85 Deceased Members January 1979 thru March 1979
1 Industrial Accident—January 1979 thru March 1979

DECEASED DEPENDENTS MARCH 1979

2-24-79	Branscum, Lucy—Deceased February 18, 1979 Wife of Sherman
3-10-79	Collins, Francis—Deceased March 24, 1979 Wife of Bob
3-16-79	Landrus, Reva Frances—Deceased February 26, 1979 Wife of Lloyd L.
3-21-79	Pier, Emma Jean—Deceased March 11, 1979 Wife of Paul
3-17-79	Ramos, Angelina—Deceased February 23, 1979 Wife of Yoaquin
2-27-79	Ratkay, Louise—Deceased March 6, 1979 Wife of George

Attend Your Union Meetings

All District and subdistrict meetings convene at 8 p.m., with the exception of Honolulu (7 p.m.) and Hilo and Maui (7:30 p.m.).

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.

June

- 4th **Ukiah:** Grange Hall, 740 South State Street
 6th **Provo:** Provo City Power Bldg., 251 West 800 North
 7th **Reno:** Musicians Hall, 124 West Taylor

July

- 10th **Eureka:** Engineers Bldg., 2806 Broadway
 11th **Redding:** Engineers Bldg., 100 Lake Blvd.
 12th **Oroville:** Prospectors Village, Oroville Dam Blvd.
 19th **Fairfield:** Community Center, 1000 Kentucky St.
 25th **Honolulu:** Washington School, 1633 S. King St.
 26th **Hilo:** Kapiolano School, 966 Kilauea Ave.
 27th **Maui:** Kahului Elementary School, S. Hina Ave., Kahului

Semi-Annual Meetings

Location: Marine Cooks and Stewards Auditorium, 350 Fremont St., San Francisco

Date: Saturday, July 7, 1979; 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.

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☐ 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.

IMPORTANT

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

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY & STATE _____

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Clip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103
 Incomplete forms will not be processed

Guam Strike Ends in Wage Hike

(Continued from Page 1)

Guam Public Works Director Jose Guererro said this month that delay of a public works project sometimes results in "stiff liquidation penalties."

During the strike, Guam District Representative Paul Wise told *Engineers News* that the outcome of the contract negotiations would affect the construction industry throughout the island. "Hawaiian Rock is trying to break the union on Guam," he said while the strike was still in progress, "but we are getting a lot of support from the employees and other workers."

Wise noted that drivers for Kaiser Corp.—also represented by Local 3—honored the picket lines and would not haul material for

Hawaiian Rock. About the only trucks going through the picket lines during the course of the strike were those driven by management and scab employees of Black Construction, Wise said.

Under the new contract, employees receive an average 50-55 percent straight wage increase in most classifications over the next three years, with the majority of the wage increase effective April 1.

In addition, health and welfare benefits, which under the old contract received 35 percent funding from employee wages, now will be funded entirely by the employer. Wise noted that the shift of fringe benefits coverage to the employer yields a significant real wage increase over and above the straight wage increases.

The Adverse Wage Rates for construction, which were recently upgraded considerably by the Labor department have generated considerable hostility among most of Guam's contractors. Firms such as Hawaiian Rock, which do little or no actual onsite work—but which are major components of the construction industry—have maintained that they are not required to meet the construction Adverse Wage Rates.

Contention over adverse rates between employees of such firms who are making subsistence wages and management was viewed as one of the major issues in the Hawaiian Rock strike.

While Hawaiian Rock's management was unwilling to admit they had made any major concessions to Local 3 in the new contract, Wise noted that the wage increases obtained for the employees amounted to about 109 percent of the adverse wage rate on Guam.

Another significant gain arising out of the contract negotiations deals with the employment of resident workers over contract aliens. Before the strike, Hawaiian Rock reportedly employed 38 contract aliens in its three batch plan operations on Guam. During the strike, an employee reported to the *Guam Pacific Daily News* that two of these workers had been laid off. Wise told *Engineers News* following the contract ratification that "slowly but surely" more resident workers would be hired to fill openings on contract aliens who are either laid off or whose visas expire.

The employment of resident construction workers on the island has been a major effort in Local 3's drive to upgrade Guam's construction industry.

Bay Construction Calendar

(Continued from Page 1)

of Energy, which has started to supply data.

Not included in the calendar—due to insufficient data—were San Francisco's \$72 million Embarcadero Center, projects by the General Services Administration, and \$33.5 million worth of projects from seven other federal and local government agencies.

The Calendar has also alerted contractors and agencies that May appears to be the busiest month for the Bay Area, with bids expected to be opened soon on \$195.5 million worth of jobs.

Included in that figure are upcoming bids on the \$115 million Moscone Convention Center (Yerba Buena), the San Francisco Wastewater Program and a \$172.1 million clean water project in east Contra Costa County.

Asked by *Engineers News* if he thought the coordinating committee was meeting the challenge it was created for, Director Ken Edwards said he "has no illusions about changing the world, but this bid calendar is giving contractors information they have never had before."

"It's not like we are out to redesign the wheel," Edwards commented, "but we are providing a significant service for the industry by giving them more lead time than they have ever had on work coming down the pike."

Ultimately, the bid calendar is expected to list all public works construction in the Bay Area over the next three years. Already included in this month's calendar is an additional \$700 million in public works projects scheduled for the 1980-82 period.

Labor Dept. Documents Guam Alien Issue

(Continued from Page 2)

tions edited to protect ongoing legal proceedings:

• Officials have received several complaints from Local 3 that Guam contractors hire local workers in a specific craft but subsequently utilize that person in a variety of crafts, at various pay rates and in work gangs. _____, a contractor with aliens, prefers to work its construction employees in gangs. Whenever there is common labor jobs to do, everyone, regardless of craft training, does that work. One source of complaint was a local carpenter hired at the current rate of \$5.80 per hour. After his employment, he spent most of his time digging holes and pouring concrete at a lower pay rate.

• _____ Construction is having another hearing this week at the local office. Last Spring _____ Construction was \$11,000.00 behind in wages. New employees were certified before we were aware of the problem. Now the company has not paid the new employees for three months."

• "A meeting was held with Mr. _____, President of _____ Co.; Mr. Tobilla, Philippine Consul; John Walsh, U.S. Wage & Hour; Felix Torres, INS; and myself. Mr. _____ was presented the charges against his company, including the fact that we were aware that a second set of books existed and that we would like access to the second set of books. Mr. _____ stated that he would meet with us again Tuesday. On Tuesday Mr. _____ said he would give us the second set of books."

• _____, a Korean contractor, was recently found using H-2 workers on an apartment job where there was no H-2 certification. Local No. 3 initiated an investigation by the alien certification officer; as a result twenty-three H-2 workers were deported. Local No. 3 feels that this practice of transferring H-2s is widespread. Contractors point to historically lax enforcement as justification for their haphazard use of H-2s and protest enforcement.

With this evidence in hand, the DOL reports surmise that "because of their lack of market power, (alien) contract workers are preyed upon by unscrupulous employers." However, the contractors persist in protecting their manner of doing business and their continued use of alien construction workers.

The Guam Employers Council, a bastion of anti-union right-to-work advocates, and Mike McClure, the Council's executive director, have activated Senator Jess Helms (R, N.C.) to attack Local 3 and the construction training program.

Senator Helms turned a blind eye to the abuses on Guam and centered his attack on the training program, requesting a General Accounting Office investigation into the program. The DOL reports commented that "this call for an investigation was welcomed by the union's leadership (Dale Marr, Business Manager) who suggested a Grand Jury probe with FBI as-

sistance for a full scale US Senate investigation into the labor conditions on the island."

Since his original charges, however, Senator Helms has apparently discovered the true situation on Guam, and has quietly lost interest in Local 3's offer to bring the total Guam contractor and alien worker scandal to public attention.

From all indications, Ray Marshall, the Secretary of Labor, is fully committed to due process of law. Marshall is fully familiar with mainland abuses of alien labor, but those were outlawed 15 years ago.

Guam, with 5,000 alien construction workers at the mercy of their employers and the thousands of local Guamanians who desire a career in construction, remains the outstanding law enforcement issue facing the current Administration with its human rights commitments.

As one of the DOL reports, entitled "Towards a Free Labor Market in Guam" observes: "It is clear that a change is needed in the way the Federal government does business on Guam. . . . Both the Department of Justice and DOL must increase their protection of workers on Guam."

Guam Meeting Hour Changed

The nominating meeting to be held in the Engineers Building Union Hall in Mangilao, Guam, on Friday, June 1st, will start at 6:00 p.m.