Marr Initiates Mail Dispatching

With rising fuel prices and shortages apparen-
tly setting in, a long-term trend, Local 3 Business Manager Dave Marr announced this month that a mail dispatching system is being made available to individuals that are dispatched from job placement centers (dis-
patch halls) in northern California, Nevada, Utah and Hawaii, in an effort to help defray transportation costs.

Already in operation in all the districts, the new procedure will be implemented in many cases for a registrant that is dispatched to travel directly to the jobsite without the necessity of going through a job placement cen-
ter first to pick up his dispatch slip.

Mail dispatching was designed particu-
larly for those living in the larger, remote or rural districts who would have to travel long dis-
tances to pick up their dispatch slips. Marr said he emphasized that any individual on this procedure may still opt to pick up his dis-
patch slip at a job placement center, regardless of the new procedure.

"In fact, we hope that dispatches will continue to be picked up at job placement centers if registrants live nearby or if it is convenient for them to do so in the way to the jobsite," Marr pointed out. "This will help conserve unnecessary mailing costs."

Mail dispatching has been in operation for a limited basis for some time in a few dis-

(Continued on Page 13, Column 2)
Local 3 Scholarship Winners Get New Increases

The Coro Foundation
An Investment in Tomorrow's Leaders

Although it has never been an easy task, running a labor union in these times is fraught with its own set of challenges. The traditional responsibilities of negotiating contracts, servicing the members and organizing are still with us—indeed they will always form the core of good, solid trade unionism.

But we work in a time when those three staples, in and of themselves, are not enough to compete in a labor market that each year sees a greater percentage of workers holding jobs who do not desire or have the benefit of union representation.

Today multinational corporations like Mobil Oil buy full page ads in newspapers with circulations in the millions to expose their particular brand of public opinion or to spunk up their corporate image. Today, legions of 'managers of diversity' are sprouting up in the country and hold high priced seminars that teach executives and middle managers how to keep unions out of their companies.

Today huge manufacturing plants with unionized employees are pulling up stakes and moving to Taiwan or the Philippines or just across the Mexican border. Today garment manufacturers still have sweatshops in big cities and in rural, sunbelt towns—just like 60 and 70 years ago, only now the individuals earning meager wages on a piecework basis are likely to be illegal aliens who don't know any better or who are afraid to listen to the union organizers who come around.

We generally don't hear very much about these things. Maybe it's because today there are fewer competitive newspapers around that are not owned by media-conglomerates. Anyone who expresses doubt that these and other trends are damaging the labor movement will have to explain why there is less than 20 percent of the labor force that belongs to unions, or why a recent poll showed only 36 percent of the public expressing confidence in organized labor.

We live in a media-barraged society where, addition, our union has provided printing services, in and of themselves, are not enough to affect how government could become more responsive to people.

Within five years, the Coro Foundation has fellowship programs in Los Angeles and St. Louis, as well as San Francisco. The foundation has devised a special curriculum with Occidental College in Los Angeles which offers Coro graduates a Masters Degree in Urban Studies when they have completed their internship and written a thesis.

This is not another blue-sky, ivory towered academic group. Coro fellows spend nine months in a carefully scheduled program working for businesses, labor unions, government and civic groups. Coro Fellows tour job sites with business agents. They sit in on contract negotiations and write campaign literature. They research the effect of urban renewal projects on senior citizens. They devise marketing studies for businesses.

And this is where Local 3 comes in. Each year, as participants in the program, our union receives a Coro Fellow for three to four weeks. We feel it is our job to provide a learning experience for the intern that will hopefully give him or her a sense of respect and appreciation for the trade union movement.

Those interns who come to Local 3 will attest to the fact that they work hard and they learn a lot during their brief stay with us. In addition, our union has provided printing services, on occasion for Coro projects which we felt were worthwhile.

"The District Handbook," outlining the concerns and voter behavior of San Francisco's African-American community, is a product of Coro's influence. Coro is perhaps best known for its "Urban Challenges" study that shows how major urban problems could be solved.

We attempt to show them that unions do not exist only to serve their own workers, but that organized labor has helped improve wages and working conditions for all of America's workers.

We try to show them the other side of multinational corporate "progress." The meaning of international trade imbalances and the adverse effects of excess imports have on American made goods and services.

The rewards of this activity are ample. We are surprised and pleased to be a recipient of the 1979 Public Affairs Award by the Coro Foundation for outstanding achievement in public affairs—an award I received on behalf of the officers and members of Local 3.

I regret that Ken Erwin, our Director of Public Relations and Managing Editor of this newspaper was unable to be in attendance on this occasion, due to a heart attack he recently suffered. As a member of the Coro Foundation's Board of Trustees—the only representative from labor—he has been an articulate and forceful spokesman for trade unionism. It has been primarily through his efforts that the Coro Foundation has come to have a closer touch with San Francisco's labor community, and we all look forward to his full recovery.

So, this is one endeavor of your Local union that many members and outsiders are unaware of—something we do in addition to negotiating, servicing and organizing.

Is it a worthwhile investment? Consider the comments of Helen Dewar, reporter for the Washington Post and a former Coro fellow:

"One of my most vivid memories of Coro is that each year sees a growth in the number of unionists becoming involved in Coro. Coro is a learning experience, and the opportunity to choose a program tailored to the individual's needs is unique. As a result, one is challenged to think about the future of labor in America in the light of new knowledge acquired through Coro's coursework and experiential learning experiences."

Jodi Sutton
Greg Stone
Helen Hammerschmidt
Mike Ammon

1979 Local 3 Scholarship Winners Get New Increases

Local 3 Business Manager Dale Marr announced this month that the rank and file Executive Board has approved an increase in operating Engineers Local Union No. 3 scholarship awards offered annually by the union. Winners of the 1979 scholarship competition will receive $1,000—as opposed to the $750 offered last year—and for the first time, first runners up will each receive a $500 scholarship to be used for furthering their college education.

First place honors this year in the female division went to Jodi Leigh Sutton, 17, of Yuba City, Calif. and in the male category, to Gregory Allen Stone, 17, of Vallejo, Calif. Helen Marie Hamme- schmidt of Del Rey, Calif. and Michael Norman Ammon of Salida, Calif. were first runners up, followed by Kimberly Ann Klein and Russell Del Hernandez as second runners up.

The winners and runners up were approved "after careful review of the applications" by the Committee on Undergraduate Scholarships and Honors of the University of California at Berkeley, stated Recording Corresponding Secretary James "Red" Ivy. Jodi Sutton is the daughter of Local 3 member Ernest Sutton, a graduate of Del Rey High School and plans to major in mathematics and attend law school. "As of now, my utmost goal is to attain a law degree, or possibly become some form of an attorney," she states. A straight "A" student throughout her high school years, Jodi has been active in school athletics and choir. During her high school years, she has received academic awards for French (Continued on Page 7, Column 1)
Delay Ridden Sewer Plant Gets Conditional State OK

By John McMahon

In a confusing order, the California State Water Resources Control Board has given partial approval for the construction of the Humboldt Bay Wastewater Treatment plant to be built near Eureka.

Initially proposed in 1975, the sewage-treatment project was held up by various governmental, environmental and citizen action groups. An amended proposal was proposed in January, 1975, the plant was estimated to cost approximately $35 million. Engineers estimated the cost now at over $50 million.

In addition to the treatment plant, the entire Project includes interceptors, pump stations, improvements of the existing plant located on Murray Street in Eureka and outfall pipe into the Pacific Ocean.

The Board's order requires the Humboldt Bay Wastewater Authority (HBWA) to finalize all construction contracts for the interceptors, pump stations and improvements of access roads, an outfall plant by October 1, 1979; award all contracts by January 1, 1980; complete construction and have operational the improved Murray street plant by September 1, 1983.

The Board refused though, to meet all the state and federal wastewater treatment requirements for state and federal funding, and still meet the completion schedule set by the federal government of July 1, 1982.

Despite continued opposition by the Warm Springs Dam Task Force, work on the controversial Warm Springs Dam in Sonoma County continues to make good progress. Begun last summer following four years of litigation, the $220 million project will provide flood control, recreational areas and water supplies for residents in Sonoma and Marin Counties. The project has been the target in recent months of renewed attack by several small no growth groups who claim the project's funding is in violation of the Proposition 13 mandate.

Warm Springs Dam Moves Ahead

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Water Bill Squeezes By

Governor Brown's long delayed $7 billion water bill, SB 200, which includes the Peripheral Canal, has squeaked through a Senate Committee.

The bill (SB 200) by Senator Ruben Ayala, was sent by the Avalanche and Water Resources Committee to the Finance Committee on a 6-vote approval, the day before a legislative deadline for sending bills to the fiscal panel. The measure passed after strong opposition from southern and central water agencies was killed by a list of technical amendments worked out by the Brown administration. The 43-mile, $600 million Peripheral Canal would channel water around the Sacramento-San Joaquin Delta to the Central Valley and Southern California.

Nevada Halts Tahoe Expansion

Governor Robert List of Nevada has signed a law freezing casino expansion at Lake Tahoe, saying, "It serves notice on the State of California, that we in Nevada are not shirking our responsibility." The law is part of a California-Nevada effort to agree on stronger growth controls in the Tahoe basin. But the major drive to revamp the Tahoe Regional Planning Agency has sputtered as the two states argue over the strictness of growth controls. The new law forbids approval of casinos at Lake Tahoe and the development of gambling areas to existing public spaces.

Grove-Shafter Outlook Bright

State transportation officials and minority leaders say they are optimistic they will reach an agreement to resume construction of the Grove-Shafter Freeway in Oakland. Work ground to a halt last month when the Department of Transportation reacted to complaints from local minority leaders that not enough minorities were working on the 37-mile project. A proposal by the group would allow work to resume if blacks are guaranteed a larger percentage of work on the second section of the project, in exchange for a lesser percentage during the current phase.

The project was initially demanded about 40 percent of both the $11 million first phase and the $28 million second phase. Business and Transportation Commissioner Orson Condon, who ordered work halted, stopped on the project, said that although some progress has been made, his agency and the black leaders need to do more work before reaching a final agreement.
Fresno Firm Gets Contract For Canal

A $2.8 million contract for rehabilitation of a twenty-mile stretch of the Delta-Mendota Canal has been awarded by the Central Valley Project to the Perini Corporation in Chico. The work is expected to begin later this month and extend through the winter contract.

The work in the Marysville area is getting off this season to a good start, reports District Rep. Alex Cellini. Ball, Ball & Brosmer is in full swing on reach 8 of the Tehama-Colusa Canal, with most of the good brothers being recalled and working 9 to 10 hours plus a day.

Brother George "Dutch" Genise is the job steward on this project. Harold L. James, Inc., is moving right along with their west end contract, reports District Representative Claude Odom. The U.S. Bureau of Reclamation said the bid by Gentz and cellini was awarded. Estimated cost is approximately $1.1 million.

The Carl Limata Construction side Irrigation System just west of Brother Les Chapman is running 5/100ths of a mile. Perini Corporation has started construction on their tract 99, South of Yuba City. This project runs from Oswald Road to "A" Road. Approximately $1.1 million in Federal funds was awarded to this project.

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Your Treasurer and myself, had the privilege of conducting the Special election meeting at Guam, for the nomination of the Delegates for the Local Union and for the nomination of Candidates for Delegate and Alternate Delegate to the 31st L.U.O. Convention. We appreciated the opportunity to meet the good brothers and sisters who live and work so far away from our San Francisco office.

They gave us the "Red Carpet Treatment," and was more than willing to express their best wishes to all the brothers and sisters who live and work on the mainland.

Many of our brothers and sisters throughout our jurisdiction have asked me about Guam. I feel it would be worthwhile to write this month's column on Guam.

Guam is the largest and most populous of the Micronesian Islands. It is a coral atoll in the Central Pacific Ocean, about 1,500 miles west of Honolulu and about 1,500 miles East of Manila. The area has 294 square miles, population on, 44,892, (1964) excluding military personnel, and today we were told the population is approximately 110,000.

Agauna is the capital and other larger populated villages include Sinajana, Barrigada, Tamuning and Agana Heights. The island is sharpened down to a narrow limestone plateau with a general elevation of about 500 feet, and an area of high volcanic hills to the south. The plateau is covered with a thick growth of jungle, the volcanic hills with sword grass. They rise more than 1,000 feet above sea level and their lower slopes to the east (and also in part to the west) are covered with younger limestone, generally similar to those of the northern limestone plateau. The higher hills are found in the west central and southern parts of the island: Mt. Lamium rises to an elevation of 1,334 feet. Mt. Jumalung Manglo to 1,086 feet, Mt. Bolanos to 1,220 feet and Mt. Sassalaugan to 1,109 feet.

Guam has a pleasant tropical climate. Temperatures range from 20° to 32° C. (70° to 90°F) and are fairly even throughout the year. Average rainfall is about 95 inches, three-fourths of which falls during the wet season, generally starting in May or June and lasting through November. The climate is punctuated by destructive typhoons that occur at irregular intervals.

The native Guamanian is of basic Indonesian stock with an added mixture of Spanish, Filipino or Tagalog—called "Chamorro." The language is a distinct one all its own, although English is the official language of the island and is used almost everywhere. The predominant religion is Roman Catholic, although the Evangelical movement is a large and growing one.

Agana, the chief city, was destroyed completely during World War II, and is the present center of the formerly "Village" oriented structure, and is in most ways a modern and growing city. The people are still "native" at heart—friendly, open and always willing to stop for a feast day—or other celebration day.

It is commonly believed that Guam was discovered by Ferdinand Magellan in 1521, but the Spaniards waited until the 17th Century to conquer it. Guam remained a Spanish possession until 1898 (and the Spanish-American War) when a U.S. Warship came into the Harbor at Agana and the Spanish surrendered. Guam was added to the United States and the other marine islands were sold to Germany in 1899. A governor was appointed by the United States, presided until 1950.

We found the members in Guam to be very warm and friendly, which made us feel very proud to represent them. The District Representative, Paul Wise, and Business Representatives, Tom Long and Joe Cruz, including their staff, are well-respected by the Employers and well- liked by all the members.

The Japanese took over Guam immediately after Pearl Harbor (December 1941). The United States Marvelled, took possession in July, 1944. It was turned into an air and naval base and was a very important key base for the last years of the war for the United States.

The Department and the Inter-Island took over administration of the Island in 1950. The "Organic" act made the Guamanians citizens of the United States, without National Voting privileges.

Within the last few years Guam established its own constitution with the privilege of voting. Last November, Paul M. Calvo was elected Governor by popular vote, and Joseph F. Ada was elected to the office of Lieutenant Governor. The term of their office is four years. We met with Lieutenant Governor, Joseph Ada, while we were in Guam, and he assured us that his office was open to us whenever we needed him. He requested that any future problems we may have to immediately bring to him and he will give its immediate attention.

Most of Guam's imports come from the United States, with a growing number from Japan and Taiwan. The Island is famed commercially for bananas, beans, cabbage, cucumbers, melons, egg plant, green onions, citrus fruits, pumpkins, yams, and tomatoes. There are also limited cattle (mixed breeds) many hogs, and dairy cattle. Goats and deer run wild.

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The size of the pipe runs from 10" to 84" with an average cover of 5 to 10 feet.

Butte Creek Rock is keeping busy in the Chico area on sub-divisions, and their rock and sand plants are also busy. James L. Byrnes Construction is near completion on the sub-division job at Humbolt and Forrest in Chico. Hosp Builders Exchange Company are running close to schedule on the Enlower Hospital in Chico.

Brother Les Chapman is running the tower crane on this project.

"I want to thank all the Tour- neymen and Apprentices for their participation in our recent union meeting," Cellini commented.

Marysville Report
Tehama-Colusa in Full Swing

The work in the Marysville area is getting off this season to a good start, reports District Rep. Alex Cellini. Ball, Ball & Brosmer is in full swing on reach 8 of the Tehama-Colusa Canal, with most of the good brothers being recalled and working 9 to 10 hours plus a day.

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"We are rather busy with negotiations this year," Cellini reports. We are in the process of this time to negotiate a contract with Hydro Conduit Corporation of Oregon. This is a concrete pipe plant." Brother Ralph "Red" Jones is the job steward in this plant. They have been off work the past two months due to a neck operation. He is in still off, but is eager to return to work.

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By HAROLD HUSTON, President

A Personal Note From The President's Pen

The Japanese took over Guam immediately after Pearl Harbor (December 1941). The United States Marvelled, took possession in July, 1944. It was turned into an air and naval base and was a very important key base for the last years of the war for the United States.
Most recently I was contacted by one of the prominent oil, gas and gas engine manufacturers who have worked closely with these past few years. The problem being discussed is one of concern by a State that was in the making involving emissions by local diesel engines (Engines NO X Control). This law, if passed, would have in fact made virtually every diesel engine used in powering all such drilling rigs in this state illegal to operate because they couldn’t meet the emission standards that this law would require.

The domino effect of such a beastly law is that in short order all 100-plus rigs used to drill for oil, natural gas and geothermal wells would come to a grinding halt. This means about 3,000 oil field workers would be out of a job and on relief while seeking work elsewhere, which would for the most part be either members of Local #3, or those in Southern California would be members of Local #7 and especially in the minds of those who would be affected by this this industry and those who work and make a livelihood from it, or even care what effect it might have on this state’s welfare or the nation.

Through the influence and efforts of Local #3 Business Manager Dale Marr, a prompt meeting was arranged with Governor Brown’s Air Resources Board. It was a very pleasant meeting with a very jovial mood. The most important department were not informed of what was actually happening. It is with a great deal of certainty that as a result of the Governor’s visit, it was explained to these owners and ourselves, that this law will never come into being for a long time.

Caterpillar Tractor Company, one of the country’s and the world leader in large diesel engine manufacturing, says what this law is going to cost is impossible to accomplish with what is known about diesel engines omission with all of their known technologies. This is fully the proof of how absurd some things can be, but when it’s considered that this was social engineering and not legitimate constructors, which would come under the same category and likely within one year, we would be shut down due to the same law. If this description sounds harsh and unrealistic to you, it is easy to understand why the workers feel this way.

As a last complication with our present gas and diesel problems now being experienced, not only in California but nationally, what we don’t need is some law being born by some “who-knows-who” to be a damage not only to this industry and those who work and make a livelihood from it, or even care what effect it might have on this state’s welfare or the nation.

In all, existing oil wells now producing and pumping water are not going to stop in a hurry. As a last complication with our present gas and diesel problems now being experienced, not only in California but nationally, what we don’t need is some law being born by some “who-knows-who” to be a damage not only to this industry and those who work and make a livelihood from it, or even care what effect it might have on this state’s welfare or the nation.

The Nevada workload is now at an all time high, reports Business Rep. Robert Helms, who has been with the company for many years in Elko, Hwy. 95 at Oroville, Hwy. 20 and the town of Elko. The most recent improvements, Donner Springs homes and many small private and public buildings are under construction in Valley including a new housing project in Carson City. The project is currently serving several jobs in the Reno-Sparks area and is beginning work on a new hospital in Carson City. They were also the low bidder on grading and paving at Fallon Air Base with a bid of $800,000.

Nevada Paving Rock, Sand, and gravel Co. is running at full speed and it appears that this will continue to be the case throughout the summer and fall. Golden West Paving was recently awarded construction of paved areas by the Departments of the state. The project was $22,000.

All Paving Co. has more small paving and patching jobs than we can cover which seems to be the trend for the present and future seasons. The paving season. Douglas County School District awarded construction, additions, alterations to George Whitlet High School at Zephyr Cove, Lake Tahoe, for the sum of $2,000,000. Amcroco was awarded the completion of the old Mineral and the Silverado Manor for $490,000. The lowest bidder was Nevada Builders at $499,873. The Value Power Plant is in full swing and is presently near the peak requirements for operating engineers. There were several brothers employed at Valmy who will be able to retire upon completion of this project. TheIDings were held in Elko on May 31 for the paving project at Nevada, with Peter Kiewit. This project is approximately seven hours drive from Reno making this a job hard to dispatch to, Young commented.

H. Byars has more local work in the Reno-Carson-Minden area than they have had in the last five years. Their employees there have not had to commute in the past to Placerville and Fallon in order to keep employment. Max Riggs at Fallon, the overall picture for the rest of the employment have subcontracts for small paving and patch jobs than keep employment. Max Riggs at Fallon, the overall picture for the rest of the employment have subcontracts for the paving projects at Jackpot, the fuel crunch, Young reports.

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State Gives Partial Approval for Humboldt Wastewater

(Continued from Page 3)

waters. There are presently eight discharge points of municipal wastewater into the Bay. With the exception of one location, none of the dischargers over the past several years has consistently and completely met state and federal water quality standards and waste discharge requirements issued by the Regional Board.

Major planning efforts to improve wastewater facilities in the area began in the late 1960's. Three major studies were conducted over the past 10 years. All three studies concluded that a regional treatment facility was the best alternative, both in terms of water quality and cost efficiency.

In 1975, the communities surrounding Humboldt Bay joined together to form the Humboldt Bay Wastewater Authority, a joint powers agency. The purpose of the agency was to finance, construct, operate and maintain a regional wastewater treatment works.

Design of the HBWA project was completed in September, 1976, and in October HBWA received state and federal Clean Water Grants for construction, totaling 87% of project costs. The remaining 13% would be funded locally by the sale of revenue bonds.

In the spring of 1977, the City of Arcata proposed an alternative to the HBWA regional project, consisting of a marsh treatment process with discharge into the Bay. Both the regional and State Water Resources Control Boards held hearings on the matter and concluded that Arcata had not sufficiently demonstrated that their proposal would result in enhancement of the receiving water quality as required by the California Bays and Estuaries Policy. Since proposed in early 1977, the work plan for the pilot study has still not been finalized and submitted to the State Board.

Commenting on the seemingly contradictory order, Local 3 Business Manager Dave Marr said that he was disappointed and confused by the Water Board's decision. "Of course we are pleased that the Board has finally ordered part of the project to go forward," Marr said referring to the interceptors, "but we are disappointed and Murray Street improvements.

"Our membership in the Eureka area could use the work," he continued, "but after ten years of studies and hearings, culminating in the joint agreement between all the local entities surrounding Humboldt Bay to construct the HBWA project, I see no reason or advantage in allowing an additional 30 days to develop an alternative proposal."

Marr accused the Board of apparent foot-dragging on the project. "Arcata's idea has been in the works for over two years now. I fail to see what can be achieved from an additional 90 days delay other than to allow opponents to the HBWA plan more time to organize their opposition. It almost looks like the State Board is intentionally trying to torpedo this project."

Local 3's Business Manager also promised the members in the Eureka area that the union would continue to fight for the HBWA plan. "I think this proposal should be judged on its merits. We have an environmentally sound project being built to further upgrade the delicate ecological balance in Humboldt Bay in a manner that meets all the guidelines of the state and federal governments."

Reunion Notice

All former employees of Isbell Construction and their families are invited to a reunion Aug. 24 at 5 p.m. It will be held at Isbell Building at Idlewild Park, Reno, Nevada. Tickets are $7.50 each, which includes dinner. Drinks are not included in ticket price. Tickets can be purchased from Tom Clifford, 3025 Mill Street, Reno, Nevada 89501.

Engineers News

July 1979

State Gives Partial Approval for Humboldt Wastewater

Work in the Stockton district is very strong at this time reports District Representative Jay Victor.

"We are out of several classifications such as finished blade, grade setters and we are getting very low on oilers."

The Stockton office has recently attended hearings on the Highway 4 project between Copperopolis and Angles Camp and has obtained the following information: The State plans a $6.5 million realignment and widening of six miles of Highway 4 over the next four years. The work is expected to begin during the next fiscal year and to be completed in 1982.

State highway funds allocated to Calaveras County will help finance the project as well as funds from the Alpine County allocation. Since Highway 4 provides access to Alpine County, the Alpine funds are being included for use in the third phase of the three-phase project. The work will begin west of Rock Creek Road near Copperopolis and extend eastward for 2.3 miles.

The first phase, which includes realignment and widening of the present highway, is expected to cost $3 million.

The second phase will include realignment and widening of another 2.0 miles at an estimated cost of $2 million to Bear Mountain Ranch.

The third phase still leaves a section of several miles between Bear Mountain Ranch and extend eastward 1.5 mile improvement area at the west end of Angles Camp unimproved. However, the improvements will eliminate the worst portions of the narrow and twisting highway between Copperopolis and Angles Camp.

Cross Town Fwy.

The Stockton Office has also been working on getting approval on the cross-town freeway in the City of Stockton and hopefully this project will be finalized in the near future. The bids that have been let in the Stockton District since the beginning of the month have been quite numerous. Most all of the local contractors and some visiting contractors are starting to work in the area.

"We are working on the Calaveras project which consists of several small reservoirs and tunnels, however, this project has been in the mill for several years and it is difficult to tell if we are getting to finalization or not at this time," Victor said.

"We would like to take this opportunity to let the members know how important it is to become involved in Local, City, County, State, and Federal politics," Victor commented.

Recently we lost several jobs that would have been done by members in this area."

A Pre-Job Conference was held with R.W. Watson on April 30. This job is $3.2 million dollars. Approximately 25 Local 3 members will be employed at the peak of the work load. The job is supposed to be six 10-hour days with only 130 working days in area #2.

Stockton District Gets Low On Some Job Classifications

Photographs on this page were taken at the Markleeville Forest Service road realignment project in the High Sierras. According to Stockton business rep. Bob Blagg, the $3.2 million project contracted to R.D. Watson will provide work for about 15 members throughout the summer.

Local 3's Business Manager promised the members in the Eureka area that the union would continue to fight for the HBWA plan. "I think this proposal should be judged on its merits. We have an environmentally sound project being built to further upgrade the delicate ecological balance in Humboldt Bay in a manner that meets all the guidelines of the state and federal governments."

Twenty-three-year member Doug Sutter picks boulders (above). Pictured right are the bales of hay used on the job to filter stream waters.

Jerry Hudgins runs a compactor on the Markleeville job. Not pictured are operators Jay Logom and Al Sarver.
By Mark Stinchfield

In a heated contest, candidate John Thurman won the District 14 seat in the legislature from both Republican and Democratic voters in all districts.

Modesto was marked by heavy spending of upwards of $800,000 when all the reports are in. This was the most expensive local campaign in the state in recent memory. The race pitted the tough from the west to the urbane Maddy from Fresno against the down-home Thurman from Modesto. It ultimately boiled down to a contest between two politicians who were trying to stay in the District of the same name. Maddy had higher political standing.

Thurman spoke on the issues from the perspective of a moderate, independent, and fiscally conservative Democrat. Maddy addressed his opponents with the potential of having a major, sound, white office, and these days, the GOP is going to have an uphill battle with this type of candidate.

The state political parties took sides in the election, and these days, the price of this type of support. Maddy, if left to his own devices, is basically the same light, Thurman against the boyish good looks of the field of candidates. It was the urbane Maddy from Fresno against the down-home Thurman from Modesto. It ultimately boiled down to a contest between a Thurman who was going to stay in the District and Maddy who has higher political standing.

Besides school, Mike's interests are athletics, machines, and looking at seeing the pleasure from getting their goals has been very rewarding to me.

In commenting about his volunteer work, a group of children, Greed, said: "When these children work so hard in their individual and team competition, you feel that you can achieve their goals that your has been very rewarding to me."

First runner up Helen Ham- schmidt is the daughter of Local 3 member Gerald Hamschmidt. A graduate of Sanger High School, she has been accepted to California State University at Fresno, and plans to major in mathematics and minor in home economics.

The biggest guns the Democrats and Republicans had in the race was needed to hold off the GOP in agricultural background against Thurman. Maddy's vote will also be critical for the 1980 Republican Senate campaign. Democratic voters must have votes shifted around to equalize numbers of voters in all districts.

The Democrats won this race in basically the same light. Thurman was held to a defeat of the GOP in the California Senate. It was also hoped that Thurman would be the one to defeat Maddy for the second time in as many years and put him out of politics. Maddy was the urbane Maddy from Fresno against the down-home Thurman from Modesto. It ultimately boiled down to a contest between two politicians who were trying to stay in the District of the same name. Maddy had higher political standing.

The final major issue was on crime and punishment. The endorsed candidates had to endorse the campaign for the GOP legislative teams.

The Republicans had an attractive candidate with the potential of having a major, sound, white office, and these days, the price of this type of support. Maddy, if left to his own devices, is basically the same light, Thurman against the boyish good looks of the field of candidates. It was the urbane Maddy from Fresno against the down-home Thurman from Modesto. It ultimately boiled down to a contest between two politicians who were trying to stay in the District of the same name. Maddy had higher political standing.

The race pitted the tough from the west to the urbane Maddy from Fresno against the down-home Thurman from Modesto. It ultimately boiled down to a contest between a Thurman who was going to stay in the District and Maddy who has higher political standing.

The Santa Rita Project in northern California is being completed with the Democratic and Republican state parties in the race.

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The race pitted the tough from the west to the urbane Maddy from Fresno against the down-home Thurman from Modesto. It ultimately boiled down to a contest between two politicians who were trying to stay in the District of the same name. Maddy had higher political standing.
Santa Rosa Runs Short On Blade Men, Others

Auburn Constructors, at Warm Springs Dam, are moving right along with two shifts and hours, reports Business Rep. Pat O'Connell. The only problem is the shortage of operators and the out of work list is almost depleted. Most of the other districts are short of blade operators, scraper, paver and screedman.

Caputo-Wagner, JV have started their project on the Russian River which should last a year. Piombo Corp. has a lot of work and should keep a lot of Brothers busy.

Work in Mendocino County has been booming—Parnum Paving, Joe LaMalfa, Lind Ford and Bergland, Inc. just to mention a few are all busy. Remco Hydraulics, Inc. in Willits has a lot of new contracts, keeping all those Brothers busy. Up in Fort Bragg Baxman Gravel has enough work to keep them busy for the rest of the year.

If you are out of work and need a job, please contact your dispatcher in Santa Rosa. “We are looking forward to putting every engineer to work this year,” O'Connell said. Business Rep. Chuck Smith reports work in the area is booming. Up in Mendocino County Roy Ladd, Inc. is working overtime on the Willits job. Parnum Paving is working on various jobs throughout the county, as well as over in Lake County.

McGuire & Hester should be going pretty good on their job North of Ukiah. Valley Engineers are coming along on their job at Lake Mendocino. Over in Lake County Baxman Gravel has enough work to keep them busy for the rest of the year.

The Geysers area is going real well, with Unit #13 completed and Unit #15 nearing completion. Valley Engineers are coming along on their job at Lake Mendocino. Over in Lake County Baxman Gravel has enough work to keep them busy for the rest of the year.

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100-Year Old Banyan Tree Graces New Hawaii Hotel

In Hawaii, they take a 100-year-old banyan tree that's taller than a seven-story building and weigh 30 tons, replant it on the beach, and then they build a hotel around it. At least that's the way the $80 million Hyatt Regency Maui, scheduled to open in May of 1980, is being built, reports Business Rep. Rick Shuff.

Because of the hotel's emphasis on landscaping, it was determined at the outset that something different had to be done in the main building of the hotel, referred to as the Atrium Building.

Landscaping architects suggested a tree, or trees. But it takes so long for young trees to achieve any significant height, even in Hawaii where things grow quite rapidly. What was needed was that majestic monarch of Hawaii's trees, a full-grown banyan.

Richard K. Tong of the Honolulu landscape architects Tong Associates, Inc. began searching the hills of Maui for the right banyan tree. He found it about seven miles from the picturesque and one-time whaling port of Lahaina. In a grove of trees overlooking the ocean stood a 100-year-old banyan tree towering some 150-foot high. Rather than uproot such a venerable giant, Tong gained permission from the property owners, Pionner Mill, to take a branch from it—if you can call something 70-feet high and weighing 30 tons a "branch." Relying on special instruments used in tree surgery, a team of "tree doctors" spent five days separating the 70-foot section of the banyan and digging up its roots.

The enormous tree was then loaded by crane into a "cradle" and onto a truck. The banyan was set into a specially constructed concrete shell, open at the bottom to allow the roots to dig for water, and treated with chemicals, vitamins and continuous "tree doctoring" to guarantee its survival.

At last report the Hyatt Regency Maui's giant banyan tree was alive and well, stretching its arms toward the sky and waiting for the first guests to arrive in 1980.

In other news, the state administration has proposed $33 capital improvement projects, totaling $50.3 million, to be started in Maui County during the next two years. Gov. George Ariyoshi's list of capital improvement projects will be financed through the sale of bonds over the next two years, totaling $35.7 million for 1979-1980 and $14.6 million for 1980-1981.

The administrations proposed capital improvement projects, which do not include the capital improvement projects being proposed by Maui legislators.

Local 3 Welder Uses Skill To Save Contractor Money

Minoru Takaesu, a 14-year member of Local 3 recently completed a welding project for E.E. Black, Ltd. that saved the company a considerable sum of money.

The project included a complete "face lift" on the turn table of a Koehring 505. It was brought into the company's shop due to the turn table being so warped out of proportion that even a power blade operator would have had a difficult time smoothing it out. Normally, in a situation like this, the turn table would have been cut out and replaced with a new one, which would have cost E.E. Black, Ltd. over $5,000.

Luckily, Brother Takaesu was on hand. He had the task of rebuilding the turn table to its original form. This meant a lot of welding to fill the warped areas and grinding to do in the high areas to even out the surface.

Takaesu invented a bracket to hold the grinder in order that grinding both sides of the turn table would come out even.

"Brother Takaesu has to be complimented on an outstanding job for work well done," Shuff remarked.
The primary purpose of any labor organization is to improve the social and medical welfare of its members. Workers belong to Unions hoping for better working conditions and a fair share of the benefits. The distinct advantage of Unions is the membership itself. The strength of any Union comes from actively participating members. These two basic principals are closely related. A successful labor organization, like Local #3, is constantly trying to improve its resources, the membership. Local #3 is the bargaining arm and it is a strong one and so it can make improvements on wages and working conditions through negotiations. But that accomplishes only part of the Union’s duty.

What about social and personal improvements for the membership? It is common to see and hear labor organizations such as ourselves use terms like, “Fraternally, Unity, Respect.” We are a fraternal organization dedicated to the welfare of all our members and their families.

Welfare gives much further in my mind than economic security of wages and working conditions. Your Union is interested in the health and security of its members.

Business Manager Dale Marr has always been concerned with the quantity and quality of life for our members and their families. Recently, we were fortunate in finding and engaging a young man, Bill Delaney, to spearhead a Promotive Health Campaign for us. The idea is to be prepared both physically and emotionally for the challenges of life itself.

Let me give you an introduction to Bill. Bill was an Operating Engineer. As a matter of fact, Bill, his father and his grandfather together have served over 80 years as operating engineers. You can see from his background that Bill would be very understanding and knowledgeable about issues and problems of Operating Engineers and their families.

Bill has impressive academic credentials to go along with his practical knowledge. He has a Ph.D in anthropology and has done extensive research and work in the fields of Occupational Health and Job Stress, Family Health, Retirement Counseling and Promotive Health Care. He has published several technical articles and worked under government grants if these projects. He has been active in a representative capacity since 1972. Bill’s job, with us and for us, will be to develop a positive comprehensive Promotive Health Campaign.

Back in May, Bill was with us at several of the Pre-Retirement Counseling sessions meeting with people and doing some ground work. Already he has developed a program to help our older disabled members by a volunteer corps of able retirees. With the help of Retirement Association Chapters, this and other programs will promote longer, useful and more enjoyable lives. Be sure to read his article on this page.

Dale Marr and your other officers feel they have an obligation to improve the quantity and quality of life for our members and their families. Bill is here to help us ourselves.

We hope that you will take part in the programs and give any assistance whenever possible. What better way to celebrate our country’s birthday than committing ourselves to longer, more enjoyable lives and have a happy and safe 4th of July.

Fringe Benefits Forum

By MIKE KRAYNICK
Director of Fringe Benefits

Question: Would you please explain the optional mail order drug plan?

Answer: Last January the Operating Engineers Health and Welfare Trust Funds in California were first to launch a mail order plan. We expanded the program that was made available to the Fringe Members of the Pre-Retirement Counseling semester and the OSWA members. Each Fringe member has two methods of obtaining prescription drugs, and both are available at all times.

It may be desirable for you to obtain emergency prescription in the usual manner. Take the doctor’s prescription to any pharmacy and pay for the drugs. Have the pharmacist sign a completed drug claim envelope and mail it to the Trust Fund Office. Reimbursement will be made for 100% of the usual and customary drug charge in excess of $5.00 for each covered prescription.

National Pharmacists fills prescription by mail. They require no cash outlay by the member, and there is no deduction from the doctor’s prescription a completed claim envelope and drop it in the mail. The prescription is filled at the National Pharmacists, Johannesburg. You may choose another method of obtaining prescription drugs at any time. A national pharmacy is available at all times. Prescription and prescription envelopes are available at the district offices, the Fringe Benefit Center and the Trust Fund Office.

‘Doctor Knows Best’ Custom Gives Way To New Trends – ‘Promotive Health’

By Bill Delaney

I am very happy to have this opportunity to work with members of Local #3. Business Manager Dale Marr and the Board of Trustees of the Trust Funds will be to assist the Engineers in setting up a series of specific projects that should protect and increase the health and well-being of all of their members, active, retired, and their families.

New Health Awareness

Americans are in the process of changing fundamentally their health attitudes and health practices. In the last ten years, most of us have become much more conscious of nutrition and diet, while jogging, racquetball and other forms of exercise now loom large in many people’s average week. Ideas about the relationship between health and medicine are also changing.

For example, in the past the common wisdom was to leave all health matters to the physician. ‘Doctor knows best’ was the unchallengeable motto for most families. Whereas physicians still play key roles in the fight against illness, a new consumer awareness about hospitals, convalescent homes, doctors and drugs is emerging. The end result is that we need to respect medical science, but also clearly see the limitations under which doctors operate.

The physician as a white-jacketed wizard or miracle worker is giving way to the view of the physician as a hard-working medical craftsman. The patient as a biological entity who is probed and poked, but never talked to, is giving way to a view of the patient as owner of his body and knowledgeable manager of his own health picture. Doctor and patient have been partners in the quest for health, and this has powerful implications.

It means that poor health, in the vast majority of cases, can be traced to personal habits of the individual. Good health, on the other hand, is invariably backed up by positive health practices. Although people often avoid facing the fact, in the long run poor health is self-induced, and good health is self-achieved.

As a health troubleshooter, a big part of my job will be to find unobtrusive, but effective ways of getting Local #3 members and their families to engage in healthy personal habits over hazardous ones.

The Family is Central

A new dimension of the new health awareness is to take into account how families and groups, not simply individuals, defend themselves against illness. Most recent studies reveal that disturbed marital and family relations not only create harsh feelings and ill will, but directly influence the resistance of family members to disease and illness. Open, flexible, balanced family relations are the first defense against illness. Closed, rigid, jaded-edges relations often pave the way for the onset of sickness for one of the family’s members. Keeping a relaxed and stable emotional tone in family affairs is a first priority we all should strive for.

Families that Cannot Relax

The problem is that some families find it hard to relax around one another. An undercurrent of resentment and bitterness pervades the home. The danger with letting such unsatisfying feelings go unchecked is that they subject all family members, children and adults alike, to a background of unhealthy stress. Eventually, it is out of such uncomfortable living that physical illness and unhappiness come.

Relaxation, of course, does not mean the whole family is on a hushed respect for health. Related children are usually loud and playful; relaxed adults often tell animated stories around the kitchen table. The key to a healthy family is that there is a basic acceptance of one another as independent persons, a fundamental respect for each other’s life space, and an ability not to be hurt, but to share feelings, humor and joy.

Aging And Health

Although attitudes about health are changing, many people believe that this is an arena of interest primarily for the young. If you’re past forty, many maintain that your personal habits are too deeply ingrained to be changed. Behind such beliefs is a youth-oriented prejudice that has held sway for decades in America but is now coming under attack.

Each phase of life has its own meaning and positive challenges for the individual and his family. Middle age, early old age and later old age are now being looked at from a fresh perspective. This is only to be expected if we take into consideration the fact that 11 percent of the country’s population is over 65 years of age. As a health educator, a major goal for me is to help members and their families meet the full range of challenges that come with young, middle and late adulthood. A full and rich life cycle, "from womb to the tomb," if you will, is what we must aim for. Work and making a living cannot be the most important, but so is retirement and coping in the later years.

Promotive Health Counseling

We need to take a tougher stand on health issues. In the past there has been entirely too much talk and (Continued on Page 12, Column 1)
in most cases Related Training Classes will remain for those who live nearby and provide a resource to those who get bogged down from time to time. In line time at the gas pump and more dollars remaining in the pocket.

In most cases Related Training Classes will remain for those who live nearby and provide a resource to those who get bogged down from time to time.

NAME/ADDRESS

Coburn, Steve (Mervin-Father)

Balestra, Mario (Margaret- Wife)

Farnum, Louis R. (Minnie-Wife)

Coleman, Vasel (Louise- Wife)

1716 Tierra Buena, Yuba City, California

5-28-79

Kolb, Walter (Gretchen-Daughter)

Hartman, Ernest (Esther-Wife)

Krause, Otto (Alma-Wife) 5-16-79

Mahan, James E. (Virginia Mac Art-Dtr.)

10-5-78

NAME/ADDRESS

3012 Madison Ct., Antioch, California

Box 143, Columbia, California

5600 Carlson Dr., Sacramento, California

Petersboro, Mendon, Utah

5897 Evergreen Lane, Mariposa, California

5-16-79

3368 Elmer Rd., Yuba City, California

Rt. 3 Box 595, Estacada, Oregon

1975 Santa Rosa, Santa Rosa, California

5-29-79

NAME/ADDRESS

3255 Villa Lane #137, Napa, California

Nielsen, Roy A. (Children)

2835 Wpndom #17, Reno, Nevada

5-2-79

Perdock, Dick (Dorothy-Wife)

P.O. Box 279, Clearlake Oaks, California

Robertston, Robert (Muriel-Wife)

5-15-79

3-10-79

NAME/ADDRESS

212 No. 4th East Street, Pocatello, Idaho

Roy, Leslie (Ethel-Wife)

Box 654, Project City, California

Schaefer, Jean A. (Wife)

6000 N. Old Oregon, Redding, California

Self, Stanford L. (Viola-Wife)

6342 No. Glenn, Fresno, California

Sloan, Herbert (Ruth-Wife)

P.O. Box 834, San Joaquin, California

5-28-79

5-25-79

NAME/ADDRESS

6000 N. Old Oregon, Redding, California

Stevenson, Ray O. (Bob-Son)

5-19-79

Urez, Edmond (Marie-Wife)

308 L. Poplar Street, California

1979

NAME/ADDRESS

3125 Cielo Azul, Castroville, California

Rt. 3 Box 595, Estacada, Oregon

305 Mahoney Dr., San Jose, California

5-28-79

5-22-79

NAME/ADDRESS

506 Ferguson St., Broderick, California

3368 Elmer Rd., Yuba City, California

5-16-79

NAME/ADDRESS

5600 Carlson Dr., Sacramento, California

Petersboro, Mendon, Utah

5897 Evergreen Lane, Mariposa, California

5-16-79

NAME/ADDRESS

3061 Camell, Saratoga, California

Gomez, Elle (Laura)

110 Berry Dr. Sp., Pacheco, California

5-28-79

NAME/ADDRESS

P.O. Box 7, Redwood Valley, California

Gray, James (Joan-Wife)

349 Columbus St., San Francisco, California

5-29-79

NAME/ADDRESS

Hartman, Ernest (May-Wife)

4009 Lincoln Way, San Francisco, California

4-25-79

NAME/ADDRESS

Jones, LeRoy (Naomi-Wife)

3368 Elmer Rd., Yuba City, California

5-9-79

NAME/ADDRESS

Kester, Lanta O. (Deloise-Wife)

5-16-79

NAME/ADDRESS

3061 Camell, Saratoga, California

5-29-79

NAME/ADDRESS

3377 Highland Ave, Richmond, California

Lawrence, Frank (Evelyn-Wife)

4-28-79

NAME/ADDRESS

5897 Evergreen Lane, Mariposa, California

Little, I./arm (Mary-Wife)

5-7-79

NAME/ADDRESS

2666 So. Lee, Fresno, California

5-29-79

NAME/ADDRESS

Mahan, James E. (Virginia Mac Art-Dr.) 4-26-79

Rt. 3 Box 595, Estacada, Oregon

Martin, Bertie (William-Husband)

5-10-78

NAME/ADDRESS

2308 Raymond, Stockton, California

5-28-79

NAME/ADDRESS

Marxwell, Clyde S. (Alice Marie-Wife)

Box 393, Penn Valley, California

Muck, Paul (Alta-Wife)

Box 221, Wheatland, California

Navone, Willard (Alice-Wife)

3255 Villa Lane #137, Napa, California

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Petersboro, Mendon, Utah

5897 Evergreen Lane, Mariposa, California

5-16-79
Crescent City Gets Started
On 28-Mile Sewer Project

Business Rep. Jim Johnson repor-
ted that construction work on the J&W Pipeline of San Jose is trying to get started on their 28 mile sewer line. Last month they kept the workers working on the line for two months. At the present time they have 12 employees on this job and two of the brothers working in Fortuna filed a complaint with the Board of Supervisors and they are working two crews and plan to increase this to five main- line crews and two crews laying the lateral work.

At the present time they have 12 employees on this job and two of the brothers working in Fortuna filed a complaint with the Board of Supervisors and they are working two crews and plan to increase this to five main- line crews and two crews laying the lateral work.

North Coast Paving is still wait- ing for the weather to warm up and dry out so they can get back to finishing their overlay project at Kluiwer, where they were supposed to have ahead of them. On May 16 there is an overlay job to be bid which will start in Smith River and go to the Oregon border at various locations, which they hope to get.

Nally & Goodwin has begun work on Hiway 20 at Calpella on a small passing lane job and hope to start on their million dollar street widening project in McKin- keysville.

State Senator Barry Keene’s bill to expedite construction of the Redwood National Park bypass highway by exempting it from a restrictive state regulation passed the California Transportation Commis- sion 5-0 May 1, despite opposi- tion by the State dept. of Transpor- tation.

“...When Congress expanded the Redwood National Park, one of the conditions was that $25 million was set aside for this project,” Keene said.

The idea was to divert lumber trucks and other through traffic from the park and leave the current Highway 101 for tourists, he said.

Now, however, Cal Trans has inter- preted state law to include the highway project, and the Board of Supervisors has decided to move the plant to Flannery Road.

Why Flannery Road? Flann- ery Road is located relatively close to the air base and would almost certainly be torn down by the Federal Aviation Administration due to the 600 foot smoke stack sticking out of the plant.

Work continues at a hectic pace in Solano County, de- fending the capitol against the hot and humid atmosphere in Napa County. Several multi-million dollar projects are in the early stages of planning and construction, promising a busy year until the rains arrive. The District Meeting will be held Thursday July 19th at 8 o’clock at the Fairground Inn. Take the Travis Blvd, turn off, go west one block and then turn left.

More from Utah District

(Continued from Page 7)

Meredith Pushes for Road Funds

(Continued from Page 4)

the Board of Supervisors has pressed Representative Tony Coelho (D) to search for Federal funds to widen the road from Highway 89 to McCles Rimpson. It has an estimated cost of more than $3 mil- lion. Merced has tried successless- fully to secure Federal funds due to the 2,500 Base Per- sonnel living in Merced and travel- ing back and forth each day to work.

The County hopes Coelho will know when he is going to retire and if he is going to run for Congress. If he isn’t, then the Merced Regional Transportation Department will proceed with the planning for the four lane highway. If he is going to retire, then the Merced Regional Transportation Department will proceed with the planning for the four lane highway. If he is going to retire, then the Merced Regional Transportation Department will proceed with the planning for the four lane highway. If he is going to retire, then the Merced Regional Transportation Department will proceed with the planning for the four lane highway. If he is going to retire, then the Merced Regional Transportation Department will proceed with the planning for the four lane highway.

The preliminary planning was authorized because the County wants to be ready to go if Federal funds become available. Bids were opened May 3, 1979 for the Reno State facade Stadium. The low bidder was the Robert G. Fisher Construction Company with a bid in excess of $7 million. Work will get underway in about 30 days, with a completion date of early 1981.

Tom Bills

Treasurer:

Don R. Kincheloe

Auditors:

Dale Beach

Dennis Wright

Conductor:

Robert L. (Bob) Christy

Guard:

Mike Kranyak

District Executive Board Members:

R. B. (Bob) Skidgel

Treasurer:

Don R. Kincheloe

Auditors:

Dale Beach

Dennis Wright

Conductor:

Robert L. (Bob) Christy

Guard:

Mike Kranyak

Treasurer:

David Mott

Auditors:

Dale Beach

Dennis Wright

Conductor:

Robert L. (Bob) Christy

Guard:

Mike Kranyak

Treasurer:

Don R. Kincheloe

Auditors:

Dale Beach

Dennis Wright

Conductor:

Robert L. (Bob) Christy

Guard:

Mike Kranyak

Treasurer:

Don R. Kincheloe

Auditors:

Dale Beach

Dennis Wright

Conductor:

Robert L. (Bob) Christy

Guard:

Mike Kranyak

Treasurer:

Don R. Kincheloe

Auditors:

Dale Beach

Dennis Wright

Conductor:

Robert L. (Bob) Christy

Guard:

Mike Kranyak
The safety advantages of installing rollover protective structures (ROPS) remain compelling. The National Safety Council estimates that every year, there are about 4,500 injuries and 150 deaths in surface mining due to accidents involving loaders and other vehicles. The ROPS provide protection by distributing the force of a rollover over a larger area, thereby reducing the risk of injury or death.

Under the regulations, ROPS are required on new equipment purchased after July 1, 1969, and on used equipment if it was purchased on or after July 1, 1969. However, there are some exemptions for older equipment.

The machine involved in the fatal accident was a barite mining loader equipped with a defective ROPS. The front-end loader involved in the accident was purchased in 1976 and was equipped with a defective ROPS that had been modified by a previous owner. The modification had altered the structural integrity of the ROPS, making it incapable of protecting the operator in the event of a rollover.

The Bureau of Mines is currently directing a research project to develop guidelines for ROPS field maintenance and inspection procedures that will lead to the development of educational materials for operators, inspectors, and others.

Pending results of the research project, the following guidelines are recommended:

1. All ROPS on used equipment may have been improperly modified by a previous owner. Before buying used equipment, have the ROPS carefully inspected to assess its condition.

2. Any ROPS alteration, including but not limited to field cutting and welding, must be performed by a professional engineer. A ROPS alteration that can never be accurately quantified, the ROPS provided on any equipment may be considered acceptable only by a professional engineer—according to the final results for the existing standards for the particular make and model of equipment. Shop drawings should be kept in the employers files.

3. On-premise inspection and licensing of equipment frame strength must be provided in order to validate a ROPS installation.

4. The true margin of safety of structural components of ROPS can never be accurately quantified. ROPS and ROPS installations are mandatory for all mining operations.

5. Pneumatic tires that occur far too often in mining. The design and maintenance of a rollover protective structure on the loader at the Nevada barite mine, the ROPS had been modified by the manufacturer of three-inch spacer boxes beneath the column bases. In addition, the front columns had been cut from their base plates with a cutting torch and rewed to the plates to compensate for the ROPS' rear column base; the right rear column base; and the back column had five holes, and the left rear column base had six holes. The cutting of holes in the rear column bases and sockets had weakened the member and the bolts used to secure the ROPS. The cutting of holes in the rear column bases and sockets had weakened the member and the bolts used to secure the ROPS. The cutting of holes in the rear column bases and sockets had weakened the member and the bolts used to secure the ROPS. The cutting of holes in the rear column bases and sockets had weakened the member and the bolts used to secure the ROPS.

6. If the mounting bolts and nuts are not kept tight, the strength of the attachment of the ROPS to the equipment frame has been compromised.

7. Washing down of the ROPS under high pressure may allow water to get inside structural parts, causing them to burst if the water flow is interrupted.

8. Rust and corrosion of ROPS members obviously can lead to weakening of a structure, making it ineffective.

The flaw detection of the roller protective structure on the loader at the Nevada barite mine, the ROPS has been compromised. The flaw detection of the roller protective structure on the loader at the Nevada barite mine, the ROPS has been compromised. The flaw detection of the roller protective structure on the loader at the Nevada barite mine, the ROPS has been compromised. The flaw detection of the roller protective structure on the loader at the Nevada barite mine, the ROPS has been compromised.
DEPARTED BROTHERS

Business Rep. Bill Dorresteyn reports that Truck Cranes are still doing very well in the East Bay. Bill Crane is moving some cranes in the East Bay, Antioch and also will be in Fairfield. Sherry is very busy also. They have a very good work force and are doing well.

Dorresteyn Crane in Stockton is doing very well with a lot of jobs in the Bay Area. Reliable is in operation under new management and are doing well.

Bigge has their new rigs working and they are very busy. They are in the process of moving to a new yard in Antioch and are doing well.

North Shore Crane is moving some cranes in the San Francisco area.

In a time when many industries are leaving or deciding not to build in California, due to the overly stringent environmental and ecological requirements, high taxation and supposedly high wages, it is refreshing to see at least one industry thriving and requiring much new construction. Reports—Business Rep. Hank Monroe.

Western Contra Costa

This industry—wastewater treatment—has one of the greatest growth records in the state.

Some of the new plants and pumping stations scattered around the bay area are Underwood’s job at the end of Davis Street, San Leandro at $7.5 million, Fred J. Early off Keller Ave., Oakland at $1.5 million, Elmer J. Freehy off Grand Ave. by the Oakland Army Base at $9 million, Union City’s new Wastewater Treatment Plant at $24 million which is being done by C. Norman Peterson, Alvarado-Newark Force Main at $8.4 million by Homer J. Olsen, Freehy again is working on Richmond’s Effluent Treatment Plant for $3.5 million, Dorfman Construction out of Los Angeles has both the Point Richmond Station and the San Pablo Plants under construction at over $12 million and a recent contract to be let is the $3 million Effluent Pumping Station Force Main at Rodeo by Peter Kiewit.

Santa Rosa Going Full Steam

Using unique overhead crane arrangement, work continues to make progress on Guy F. Atkinson’s Dumbarton Bridge job.

Marin in High Gear

Work in Marin County is going full blast, which is resulting in a shortage in many classifications on the Out-of-Work List, reports Asst. District Rep. Harvey Pash. Modern Alloys has been installing guard railing at the Lucas Valley interchange, where Ghilotti Brothers have been doing the grading, paving, and they are about half completed.

Maggiori-Ghilotti was recently awarded flood control work on Tiburon Blvd. They have numerous jobs throughout the county, keeping quite a few Brothers busy.

Mel Weir has been keeping quite a few Brothers busy on their Marin Oaks Park job. Talbot Brothers from Napa have been working on Olive in Novato. There haven’t been too many new jobs in that area for quite some time.

DECEASED DEPENDENTS

APRIL 1979

Brownlie, Kirsten—Deceased March 29, 1979
Step-daughter of Wm Locklin

Clark, Tracy—Deceased February 14, 1979
Step-daughter of Raymond Berg

Golden, Tina Louise—Deceased March 26, 1979
Daughter of Bobby Golden

McCoy, Lucy—Deceased April 11, 1979
Wife of Robert E.

Morr, Lorraine—Deceased April 3, 1979
Wife of Harry

Maxwell, Onida—Deceased April 7, 1979
Wife of Karl C.

O’Hara, Virginia Lee—Deceased April 10, 1979
Wife of Thomas F.

Peterson, Lenore—Deceased December 26, 1978
Wife of Ray

Pratt, Bev—Deceased April 16, 1979
Wife of Willburn

Reyno, Elmo Jr.—Deceased March 30, 1979
Wife of Elma

Schrag, Helen—Deceased April 3, 1979
Wife of Lester

Tavasci, Jeanette—Deceased April 19, 1979
Wife of Clifford

Waters, Ronald—Deceased April 6, 1979
Son of Walter

Waughsle, Leo M.—Deceased January 26, 1979
Wife of Grant L.

July 1979
Attending 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.).

July
- 10th: Eureka: Engineers Bldg., 2806 Broadway
- 11th: Redding: Engineers Bldg., 100 Lake Blvd.
- 12th: Orovile: Prospector's Village, Orovile Dam Blvd.
- 19th: Fairfield: Holiday Inn, 1350 Holiday Lane
- 26th: Sacramento: Washington Square, 1650 S. King St.
- 28th: Hilo: Kapioali School, 966 Kilauea Ave.
- 27th: Maui: Kahului Elementary School, S. Hina Ave., Kahului

August
- 2nd: Oakland: Labor Temple, 22nd and Valdez St.
- 7th: Stockton: Engineers Bldg., 2826 No. California St.
- 14th: Fresno: Engineers Bldg., 3121 E. Olive St.
- 21st: Sacramento: Woodlake Quality Inn, Hwy. 160 and Canterbury Road

September
- 5th: Salt Lake City: Engineers Bldg., 1598 W. No. Temple
- 6th: Reno: Musicians Hall, 124 West Taylor
- 20th: Santa Rosa: Engineers Bldg., 1351 Maple St.
- 27th: San Jose: Labor Temple, 2101 Almaden Rd.

Semi-Annual Meetings
Location: Marine Cooks and Stewards Auditorium, 350 Fremont St., San Francisco
Date: Saturday, July 7, 1979; 1 p.m.

Have You Checked Your Dues?

Dues Schedule for Period 10-1-77 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.)

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.)

Dues are due on the 1st of the month. Please mail your check to the Local Union, or bring it to the Secretary's office. Dues are $90 (Per Qtr.) for all members of Local 3.

Dues Information:
- Joining
- Saving
- Voting
- New Car, Truck, Van or Boat Loan
- Investment Certificate Program
- Monthly Vacation Pay Transfer

NAME

ADDRESS

CITY/STATE ZIP

SOC. SECURITY NO.

TELEPHONE

OPERATING ENGINEERS LOCAL UNION NO. 3
CREDIT UNION P.O. BOX 2082, Dublin, Ca. 94566
(415) 829-4400

IMPORTANT

Deadline completion of this form with all proper entries, postmarked one day before month end, will allow you to avoid delinquent dues for the month of the other important membership data, preprinted on this form. Please fill out completely to avoid delay in processing.

REG. NO. LOCAL UNION NO. SOC. SECURITY NO.

NAME

NEW ADDRESS

CITY & STATE ZIP

For More Information:
Please send me the information I've checked below.
- Joining
- Saving
- Voting
- New Car, Truck, Van or Boat Loan
- Investment Certificate Program
- Monthly Vacation Pay Transfer

NAME

ADDRESS

CITY/STATE ZIP

SOC. SECURITY NO.

TELEPHONE

Dirt Moves on San Felipe

The Young People of America, as exemplified by the Coro Fellows, are the foundation for the continuance of our nation, said Business Manager in his 1979 Coro Foundation award honoring distinguished Northern California citizens for Career Achievement in Public Affairs.

His admiration for the efforts of the young Fellows as hard working people dedicated to national leadership was underscored by mention of a number of current leaders who are Coro graduates, including Mayor—San Francisco's Dianne Feinstein, and California Governor—Tom Fazio.

Marr received his award from Miss Marjorie Coro, President of the Coro Foundation, who has met the Coro Foundation goals of excellence in leadership in public affairs.

The project, in the eyes of the supporters had effectively been delayed for another year. Little did they think the California Legis- lature would be exactly three years before dirt would ever be broken on San Felipe.

In the following months, while the Bureau worked on the supplemental studies, events flared up on the political front. Petitions circulated around the county had placed the San Felipe project on the November 1976 ballot as Proposition "Z." While the vote had no authority on funding the project at a local level, it was generally agreed by opponents and supporters alike that a strong vote in the affirmative would be needed in order for Congress to appropriate any more money.

Electoral Day proved that the majority of San Clara County residents did approve of the San Felipe project. But public sentiment did not deter the opponents.

San Felipe Wins

Just weeks after the election, the trial between the Bureau and the Sierra Club reconvened, only to be rescheduled for February 1977. In this new round of litigation, Local 3 supported the Bureau as "inter- venors." The trial would be six months before Judge Weigle would finally rule in favor of the environmental impact statement. For the project in May 1975, the EPA had several months to respond to the Bureau's draft envi- ronmental impact statement. Now they were requesting changes after the project had entered its final stages, and at the same time the EPA growth opponents were reopening the case.

Bidding Delayed

The immediate effect upon the project was to delay bid openings for a month. The project, in the eyes of the EPA, had several months to respond to the Bureau's draft envi- ronmental impact statement. Now, they were requesting changes after the project had entered its final stages. The EPA growth opponents were reopening the case.

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