

Lengthy Kaiser Plant Negotiations Finally End in Settlement, Ratification

A 17-day strike at three Kaiser plants in Santa Clara and Monterey counties employing 199 operating engineers was settled this month after weeks of heated contract negotiations.

Results of a mailed ballot sent to 827 employees at Kaiser Permanente in Cupertino, Natividad and Moss Landing were tallied by Commissioner Ruth Carpenter of the Federal Mediation and Conciliation Service, who entered negotiations five days before expiration of the agreement.

According to Asst. District Representative Jack Bullard, who headed up negotiations for the 11 international unions involved, workers at the plant voted to accept a wage proposal which includes an across-the-board increase plus an uncapped cost of living adjustment keyed to the Consumer Price Index.

The elimination of a maximum increase on COLA—a breakthrough for Kaiser employees—means that workers will receive wage increases of \$3.30 an hour or more spread over three years, if the current inflation rate of 12 percent is maintained. If the inflation rate should drop to 10 percent, the total wage increase would reach \$2.92 an hour. An eight percent inflation rate would result in a \$2.56 an hour total increase, and so on.

Bullard stated that the strike was a result of union and management representatives' inability to come to terms over the issue of plant operating hours. The foil manufacturing portion of the Permanente Complex during the negotiations insisted on the right to operate seven days a week, 24 hours per day if they so decided. Employees were to be given the option of devising a shift schedule to meet these requirements.

This issue remained unresolved at the time the company made its final contract offer, prompting the plant employees to go on strike.

Although plant management attempted to fill the production schedule, the effects of the shutdown in cement production were felt immediately in northern Cali-

fornia's construction industry. Kaiser Permanente produces about 55 percent of all the cement in northern California.

"There were hard feelings among some of our members over

the foil plant issue," Bullard commented, "and those feelings may well remain for some time." But, he added, the foil plant would have implemented the new work schedule regardless of the outcome of the

strike. Refusal to accept the company's proposal might have adversely affected the jobs of the plant's employees.

Bullard stated that Kaiser (Continued on Page 2)



OPERATING ENGINEERS
UNION LOCAL 3, AFL-CIO

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Coastal Commission Votes 10-1

State Approves Ocean Beach Sewer Job



Business Manager Dale Marr announced this month that the state Coastal Commission has approved the controversial Westside sewer project—part of San Francisco's \$1.5 billion wastewater treatment project—but has tacked on tough

conditions aimed at preserving the Ocean Beach corridor.

Commissioners voted 10 to 1 in permitting the City to construct the \$110 million sewer transport line along the upper great highway, a \$24 million pump station at the Fleishacker Pool site, a \$280 million sewage treatment plant near the City Zoo and a \$200 million ocean outfall system.

Earlier the North Central Regional Coastal Commission, which last September disapproved of the huge sewer project, voted 4 to 3 in favor of the scaled down project.

The city's revised designs show reduced sizes in the proposed sewage facilities, especially in the proposed two-mile long concrete outfall line, because of a state regional Water Quality Control Board ruling allowing the City to increase yearly untreated sewage overflows into the ocean from one day to eight days.

Coastal Commission action means the City can begin construction on the Ocean Beach project sometime this winter.

Among the 14 conditions the Coastal Commission adopted were relocating the transport line, alter-

(Continued on Page 2)

Southeast Plant Moves Ahead

While San Francisco gears up for the Ocean Beach section of its \$1.5 billion sewage treatment project, work continues on the \$115 million Southeast sewage treatment plant at Hunters Point. Contracted to Huber, Hunt and Nichols Co., the project has been underway since last September, with work slated to last another three years.

Japanese Labor Movement Faces Challenges

By James Earp

BUSINESS MANAGER DALE MARR and the officers of Local 3 got an insight into the Japanese labor movement this month when representatives of the Japanese Confederation of Labor concluded a national tour of American trade unions with a visit to the Local 3 headquarters in San Francisco.

Having been told of Local 3's influence on state and local politics while meeting with international unions in Washington, D.C., the Domei delegation came to the union's office to discuss major problems the labor movement is encountering in Japan and to receive advice on how to improve job opportunities for trade unionists through political involvement.

In the course of a four-hour conference with Marr, Domei delegates discussed their number one problem—high unemployment among senior-aged workers.

Under Japan's wage system, explained Hideo Taira, Chief of Domei's Policy Planning Bureau, a worker is usually paid according to his age. This differs from the American seniority system in that an older

worker will generally receive a higher wage than a younger worker, even if he has not been employed as long with a firm.

Recent statistics show that a Japanese worker 50-54 years of age typically receives twice the monthly wage as a worker 20-24 years of age. This trend—no doubt a remnant of the Japanese custom of respecting society's elderly—has not worked well in an industrialized economy. It has hit older workers particularly hard—despite the initial appearance that older workers in Japan are better off because of higher wages.

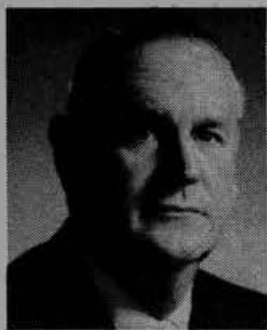
During economic recessions, such as the severe slump Japan experienced following the 1973 Arab oil embargo, many corporations were forced to cut back their workforces.

Older employees, because they were the highest paid and frequently the least productive, were forced into "voluntary retirement" by the hundreds of thousands. With Japan's meager social security system and a retirement assistance which does not begin until 60 to 70 years of age, vast numbers of senior-aged workers were—and continue to be—left on their own devices.

The Domei labor organization—the (Continued on Page 7)



Domei delegates meeting with Local 3 Business Manager Dale Marr this month were (left to right): Katsuyuki Shimada, General Secretary; Hideo Taira, Chief of Policy Planning; Masaru Furukawa, General Secretary; and Takashi Watanabe, General Secretary.



By DALE MARR, Business Manager

Looking At Labor

Cooperation, Commitment, Attitude Led To White Ballot Election

Those of you who read the Official Union Election Notice that appeared in the July *Engineers News* (and appears again on page 12 of this issue) are aware that all candidates for the election of Local 3 Officers, Executive Board Members and Delegates to the 31st I.U.O.E. Convention are unopposed. It is the first time in the history of the union that this degree of democratic support has come from the membership at large. I speak on behalf of all the officers, executive board members and convention delegates when I say we are deeply gratified by the vote of confidence we have received.

I might also add that the white ballot has saved the union considerably in expenses that are normally incurred in a union election. In 1976, it cost approximately \$149,000 to conduct the election of delegates to the I.U.O.E. convention and the election of officers and executive board members. This covered the expenses of the Election Committee, printing of ballots, postage and the election auditing by Price Waterhouse, Inc.

Taking into consideration the nominal expenses this year for the Election Committee, the certification of the election by Price Waterhouse, and the rate of inflation and postage increases, the white ballot will account for a savings well in excess of \$120,000 over what the cost would have been, had there been opposing candidates.

One can't help but ponder over the factors that lead up to a white ballot election. As I have done so, my thoughts keep returning to words like "cooperation," "commitment" and "attitude." In the six years this administration has guided the reins of Local 3, we have made a conscientious effort to upgrade every aspect of the operation—from apprenticeship training to fringe benefit programs to the actual servicing of the member on the job.

You cannot bring about positive changes in an organization this size without the intelligent decision making of the rank and file executive board, the cooperation of the members and a commitment by the officers and staff to serve in your best interests. In large part, I think we have carried out the union's objective to "promote the general welfare of all engineers and their families." I can say without reservation that this administration has sought for and achieved a degree of openness and availability to the membership that has never been experienced in this or most other local unions.

In addition, we have recognized that an organization can only be as good as the people it employs. A local union thrives or declines on the performance of its business representatives, and we stand by the expertise of our agents in the field. We are equally proud of the work performed by our various departments.

In the negotiation and administration of contracts, Local 3 is unequaled by any union in the International. Our recently developed, 400-hour apprenticeship training program—aided by the Rancho Murieta facility—is considered the "Cadillac" of construction training programs. The fringe benefit plans for active and

retired members are the best in the trades, bar none. In connection with the administration of the trust funds, the rate of delinquent payments by employers signatory to our agreements is exceedingly low, thanks to the competence of our Delinquent Employers department under the supervision of Vice President Bob Mayfield.

Few international unions—let alone local unions—place the emphasis we do on public relations and political involvement. This is an area that is becoming increasingly vital as trade unions find it necessary to wage political and media campaigns to obtain construction jobs for their members.

These and many other elements that comprise the internal structure of this union have come out of necessity as much as foresight. As those who have followed this column over the years realize, the forces being exerted against trade unionism are greater than ever.

Our members can testify personally to the effects adverse political and economic trends have had upon their welfare. In the course of the past eight years, we have endured the heaviest recession in three decades. We have seen the winding down of the interstate highway program. We have fought tooth and nail against the "era of limits" philosophy that has beguiled a major segment of our government and society.

We have mobilized the resources of Local 3 to combat such misguided programs as the California Transportation Plan and the Environmental Management plan proposed by the Association of Bay Area Governments. We have opposed such incursions into the building trades as state-run apprenticeship programs. We have had to deal with the increasingly complex web of environmental and growth restricting regulations posed by regulatory agencies at all levels of government.

We have spearheaded public relations campaigns against anti-nuclear initiatives, right-to-work referendums and assaults on the Davis-Bacon Act. We have worked hard to bring about construction projects like New Melones and Warm Springs dams, the Blood Alley highway construction project, Dumbarton Bridge, San Felipe and countless others.

Clearly, this kind of progress has come only through considerable "cooperation," "commitment" and a positive "attitude" on the part of the membership, officers and staff.

I feel it imperative at this time to quell concerns anyone may have that this administration will succumb to the temptation of resting on its laurels following the overwhelming support we have received in this union election.

I can only emphasize there is no room for apathy in this union. I believe the challenges we currently face will continue to exact dedication and commitment from everyone who claims to be a member of this union. We face an open shop movement that is growing by leaps and bounds. We cannot rely on laws like Davis-Bacon to be our shield and protector. While they are essential to a stable industry,

they are no substitute for solid, grass roots organizing.

The very structure of the construction industry is encountering fundamental changes. With the nearing completion of the interstate system, there will be less dirt moving contracts and more highway maintenance and rehabilitation. Water development projects may face even more difficult opposition as they come under the scrutiny of budget conscious legislators and local activists aimed at limiting growth.

Energy continues to pose a dark question mark. Will our nation respond to this crisis as we have to major challenges in the past? What impact will high-priced gas and reduced availability have on construction workers traveling to jobsites, and how will it affect the work schedules of contractors?

How will we resolve our energy problems when a vast portion of the public disapproves of nuclear and coal powered plants? These issues will have a direct impact on the kind of construction work our members will become involved in. Economic issues like international trade imbalances, interest rates and the value of the dollar will have a more direct impact on the living standards of individuals and families. As trade union members with the potential of exerting a real voice politically, we need to become more educated in these areas.

Certainly our emphasis on becoming more involved in the political process will carry more urgency in the years to come than it has already. We cannot sit idly by and wonder if our construction jobs will hold out. Construction will not remain active if we do not become more politically active.

I also hope our members will commit themselves to being involved in the operation of this great union. The democratic process is the cornerstone of trade unionism. In this regard, we invite any of our members who can, to attend the specially called meeting for the installation of officers, August 23, 8 p.m. at the main office in San Francisco. In accordance with the local union bylaws, Recording-Corresponding Secretary James "Red" Ivy will cast one ballot on August 20 for each unopposed candidate.

The installation of officers has traditionally been held within the first two weeks of September. However, our General President, Jay Turner who will be in attendance at an International Executive Board meeting in Lake Tahoe the week of August 20 has expressed a desire to swear in the officers himself. We consider it a privilege to have President Turner perform that function and look forward to this event.

In closing, I think it is clear we have the responsibility to become better informed on the issues that ultimately affect us as trade unionists. And to translate our views into political involvement. Better communication on our part on upcoming election issues, more participation at public hearings, the formation of political action committees to combat the ever increasing number of business PAC's: these are the challenges that we will be dealing with in future issues of this newspaper.

ENGINEERS NEWS

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Kaiser Negotiations Settled, Members Ratify Agreement

(Continued from Page 1)

Aluminum had recently closed down one plant in San Mateo County rather than meet union demands.

Another key issue in the negotiations involved the company's demands to negotiate separate agreements for its Monterey County and Santa Clara County operations. Traditionally, negotiations for Kaiser Aluminum in Monterey County and the Kaiser Permanente plant in Cupertino have

been negotiated as a unit.

After heated debate, the unions challenged Kaiser's demand for separate negotiations and made it a strike issue. Following a prolonged management caucus, the company returned to the bargaining table and conceded the issue, but maintained it would probably pursue it through legal channels during the life of the present agreement.

Bullard emphasized that the agreement was finally accepted in its present form by the membership

because they recognized the value of the new COLA clause.

"In negotiating this issue, I kept visualizing the times in Europe prior to World War I when people were bringing in a wheelbarrel full of money to buy one loaf of bread," Bullard commented. "While we have no reason to fear that kind of inflation now, we can at least be assured that the uncapped COLA will keep our members' wages in line with the cost of living."

Ocean Beach Sewer

(Continued from Page 1)

ing the design of the redevelopment of the Great Highway, requiring the City to dump sand from the sewer excavations onto a specified site on Ocean Beach, rather than all along the pipeline, and providing a bus shuttle during the six-year construction period for workers and recreationists.

The City contends that some of the Coastal Commission's conditions for approving the project are unacceptable and will be too costly to implement.

A spokesman from the San Francisco Wastewater Manage-

ment Department told *Engineers News* at press time that the City has decided it is best to go ahead and bring the proposed project before the San Francisco Board of Supervisors for approval and negotiate with the Coastal Commission on the meantime on their objectionable issues.

So, despite the fact that the project is required to meet federal EPA clean water standards, the Westside portion of San Francisco's sewer project still faces some rough sledding and possible revisions before construction finally begins next year.

Underground Construction Gets \$11 Million Pipeline Job

Work on the west side is moving well, reports Business Rep. George Morgan. Underground Construction was low bidder on the 39 miles of irrigation pipe between Orland and Artois. The bid amounted to \$10.8 million. There is another part of the same irrigation system that will be let this month for about the same amount.

Ray Bertelsen Construction is getting underway on its drainage job on Interstate 5 at Willows. Butte Creek Rock is in full swing at their Hamilton City plant. Murice Herlax is the Plant Engineer on that job. Peter Kiewit & Sons is just starting their bridge job in Colusa. This contract amounts to 2.27 million dollars.

Work in the Marysville area is still going along well, reports Business Rep. Dan Mostats. Baldwin Contracting from Marysville is in full swing on the Erle Road Overcrossing on Highway 70 and the Pasado Road Underpass project.

Easterly Carrion Concrete, Inc., is doing the curb and gutters on the Pasado road job. K. J. McGranahan is near completion of the tennis courts and swimming pools at Yuba College.

Continental-Heller Corporation is still hard at work on the Pave Paw Radar facility at Beale A.F.B. They have also installed five diesel generators to power the radar facility.

Jaeger Construction, from Yuba City, is busy on the storm drain system being installed around Ellis Lake. Aron Building Wrecking Co., from West Sacramento, will be starting on the removal of the Hydrilla problem on the bottom of Ellis Lake. S. N. Phillips and Robert Peachier have started the job of relocating the Western Pacific Railroad and removing a portion of the levee, north of Ellis Lake. Robinson Construction, from Oroville, is still busy with a few jobs scattered around Butte County.



Jaeger Construction of Yuba City is still hard at work on a storm drainage system being installed near Ellis Lake.

PROJECT

EBMUD Unwraps Budget

Proposed budgets of \$78.5 million for the water system and \$16.5 million for the sewage treatment system have been presented to the board of directors of the East Bay Municipal Utility District. The directors are expected to take action on the two budgets this month. Major water system construction includes continuing work on earthquake safety improvements at San Pablo Dam, enlargement of Chabot Dam spillway for better hydraulic safety, filter plant modifications and the addition of distribution reservoirs.

Caltrans Opens Bids

The California Department of Transportation opened bids on 47 highway construction projects this month in northern California, including a contract for \$6.1 million to McKean Construction Co. of Ventura to construct a railroad overpass on Route 17 in San Leandro.

Other projects include: a contract for \$698,000 to repair slide damage on Route 24 in Contra Costa County in Orinda; a contract for \$896,000 to Ghilotti Bros. to improve an interchange on Route 101 at Tiburon; contract for \$763,000 to construct a roadside rest area on Route 70 in Plumas County; contract for \$360,000 to resurface roadway in and near Gilroy on Route 152; contract for \$1.5 million to reconstruct 1.5 miles of highway and add shoulders on Route 20 in Colusa County; contract for \$1.9 million to add shoulder and improve several curves on Route 45 in Glenn and Colusa counties; contract for \$704,000 to construct earthquake restrainer and rehabilitate bridge on Route 80 south of Vallejo; contract for \$1.4 million to reconstruct roadway and shoulders near Bishop on Route 395 in Inyo County; contract for \$688,000 to construct a truck passing lane in Route 101 in Mendocino County; and a \$4.2 million contract to S.J. Groves and Sons to widen Route 395 from two lanes to four lanes in parts of Mono County.

Caltrans has also called for bids on other highway projects in northern California ranging in price up to \$1.1 million. Chief among these projects, in which work is expected to begin within two months, is a contract for constructing roadway, bridge and concrete barriers near Antioch on Route 84. Other projects coming up for bid include the resurfacing of 24 miles of highway on various routes in Butte

County for \$800,000 and the installation of edge drains and seal joints on Route 5 in Shasta County for \$800,000.

Dam Talks Ahead

State officials have finally agreed to sit down with the U.S. Army Corps of Engineers to discuss the future of the Marysville Dam Project. Corps spokesmen express optimism that the state will accept the project. Opposition to the project on the Yuba River by the Brown administration has blocked its construction, although it has been authorized by Congress. Attempts to get the Governor to discuss the project—including pressure from Congressman Harold T. "Bizz" Johnson—had proven futile for many months.

Antioch To Get Chemical Plant

Imperial West Chemical Company plans to spend between \$4 and \$5 million to build a plant in Antioch to produce 15,000 tons a year of hydrochloric acid and other products. A contract for the first engineering work is to be let this month, with the plant scheduled to be on stream by late next year. A year has been spent contacting 32 regulatory agencies to obtain the more than one dozen permits, according to company spokesmen.

Hydrochloric acid is used in steel pickling, food processing and oil well acidizing. Additional products to be made at the plant will include sodium sulfate, used in paper manufacturing and as a replacement for phosphates in household detergents; and sodium acid sulfate, which is used in specialty cleaners.

Jordan Water Plant Expanded

A \$4 million contract for expanding the Jordan Valley Water Purification Plant has been awarded by the Central Water Conservancy District to the Jelco Division of Townsend and Bottom, Inc. of Salt Lake City. The plant is located in Bluffdale and was constructed in 1974 by the district. Construction of the addition is expected to take a year, and the capacity of the plant will be increased from 42 million to 60 million gallons.

Sewer Bond Issues Approved

Voters in two south Salt Lake Valley sewer districts have approved \$3.9 million in bond issues to be used to finance the local portion of a new south valley sewage treatment plant. The total cost of the facility is estimated at \$30 mil-

lion. The Salt Lake County Sewerage Improvement District No. 1, Midvale, West Jordan and two other sewer districts will share in the cost. The new plant to be built in Midvale is needed to meet the demands of rapid growth in the south valley and to meet the more rigid water quality standards required by the Clean Water program.

Provo Utility Eyes Project

In an attempt to provide for future power needs, Provo City Power Co. is investigating the possibility of building a new power plant in Piute County, Utah. The utility has received a proposal from residents of the county regarding a possible power plant site. Should the company decide to go ahead with plans for construction, it would take at least a year for completion of the necessary preliminary studies, not including the permit process and environmental impact statement.

One motivation for the utility company is that its agreement with the Western Area Power Administration for power from the Colorado River expires in 1980.

Housing Starts Total 214,000

The May level of new housing starts in California represents a seasonally adjusted annual rate of 214,000 units, according to the economic department of the Bank of America. This is 9.2 percent higher than the April rate of 196,000 units, but down 4.9 percent from May 1978. For the first five months of 1979, actual housing starts in California totaled 80,180 units—a decrease of 10 percent from the same period a year ago. Bank economists predict a further decline in housing starts in the months to come.

Firm Plans Oakland Complex

This month the Oakland Board of Port Commissioners gave Dormer Corp. exclusive rights to negotiate for a lease to develop a \$93 million hotel and office complex near Jack London Square. The Board has given the firm a three-month period in which to negotiate a lease and lease option with the Port of Oakland in accordance with the Port's guidelines.

The proposal, which would be built in one phase, calls for a 600-room hotel, and a 15-story office complex.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Our personal thanks to all the brothers who attended the Semi-Annual Membership and the Credit Union Annual Shareholder Meeting held on July 7, 1979, at San Francisco. We wish each member would make it his responsibility to attend.

We have 15 members with 50 years or more of service in the Local Union. The highlight of the meeting was when seven of these Retirees at the meeting were presented their 50 year Local 3 watches. May I again, express my personal congratulations to the following 50-plus year members:

50-Year Members

WILLIAM H. BROWN, Initiated April 1916
 PHIL CHAMBERLAIN, Initiated May 1928
 C. W. FOREST, Initiated April 1927
 HARVEY FREELAND, Initiated May 1928
 H. M. GIOVANETTI, Initiated October 1928
 W. C. GODDARD, Initiated April 1927
 A. W. KRUGER, Initiated October 1928
 J. C. MAHAN, Initiated July 1927
 BEN R. PAULSEN, Initiated November 1929
 A. P. PERRY, Initiated July 1923
 GEORGE RICKETT, Initiated June 1928
 WILLIAM ROTAR, Initiated December 1928
 C. W. STEVENS, Initiated September 1928
 WALTER VORPAHL, Initiated July 1929
 H. L. WALKER, Initiated January 1928

Another highlight of the meeting was the presentation of Scholarship awards. We are very proud of the

following Scholarship winners for 1979:

Winners were:

Jodi Leigh Sutton, 333 N. Township Road, Yuba City, CA 95991; Father: Ernest W. Sutton, Reg. No. 295012 and Gregory Allen Stone, 123 Silverview Court, Vallejo, CA 94590; Father: Lorrie Stone, Reg. No. 939949.

First runners up were:

Helen Marie Hammerschmidt, 4453 S. Bethel Avenue, Del Rey, CA 93616; Father: Gerald B. Hammerschmidt, Reg. No. 1072423 and Michael Norman Ammon, P.O. Box 8, Salyer, CA 95563; Father: Charles Ammon, Reg. No. 1192097.

Second runners up were:

Kimberley Ann Klein, 2623 Tam O'Shanter Drive, El Dorado Hills, CA 95630; Father: Joseph J. Klein, Reg. No. 839486 and Russell Del Hernandez, 908 Redbird Dr., San Jose, CA 95125; Father: Abel Hernandez, Jr., Reg. No. 1414057.

The Retirees Association Meetings held at Redding and Gridley were well-attended as usual. The extra effort put forth by our Retirees and their families is appreciated by all the officers! We know if we need you to attend hearings where new projects are being considered for the active members, we can always count on you not to let us down! Thanks again!

The California Labor Federation's proposals for improvement of benefits under the Unemployment Insurance program and the Disability Insurance program both passed the State Assembly by substantial margins and

have been sent to the State Senate for consideration.

Under Assembly Bill 325 by Assemblyman Alister McAlister (D-San Jose) maximum weekly unemployment compensation benefits for jobless California workers would rise from \$104 to \$120 in 1980, go up to \$130 in 1981 and to \$140 in 1982.

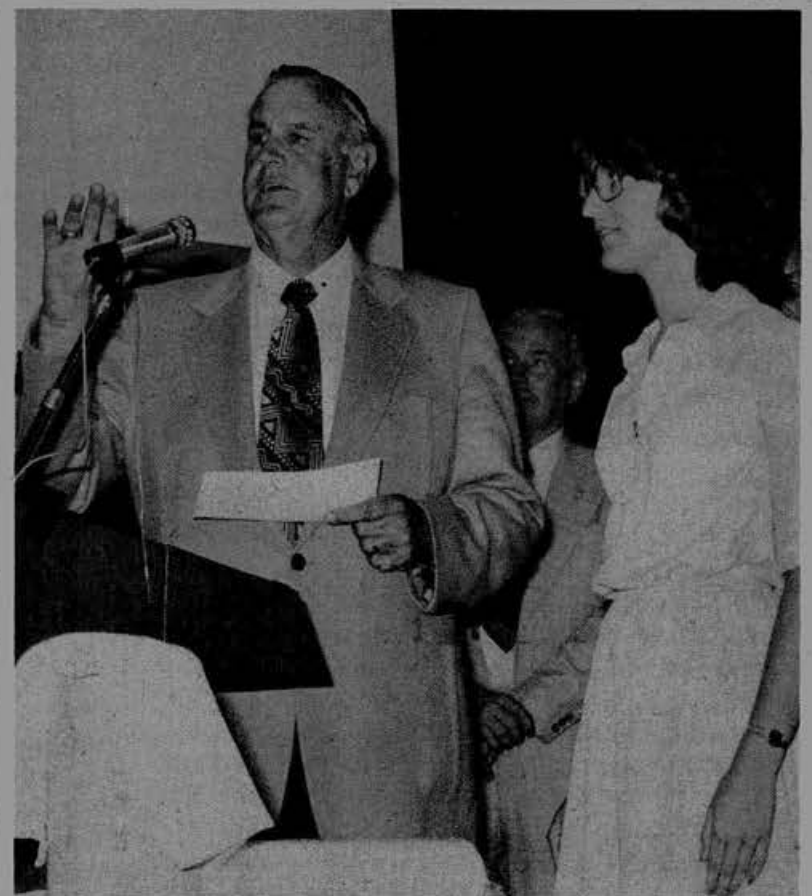
The bill also will raise eligibility requirements from \$750 in the base year at present to \$900 in 1980, to eight weeks of work or \$1,100 in 1981 and to \$1,200 or eight weeks of work the year after that.

AB 325 was adopted on a roll call of 53 to 21.

In Disability Insurance, Assemblywoman, Leona Egeland's AB 780 passed with 73 voting for it and only Assemblyman Patrick Nolan (R-Glendale) voting "No."

AB 780 proposes to increase weekly the D. I. benefit maximum from \$146 to a possible \$180. In addition, it would eliminate the seven days waiting period in cases where the disability extends beyond 49 days and would also increase the maximum numbers of weeks of eligibility from 26 to 39.

On the same day, the Assembly approved on unanimous roll call with only one absentee, AB 298 by Assemblyman McAlister which provides for a refundable credit of 80 percent of worker contributions withheld from a taxpayer in 1979 and paid into the Unemployment Compensation Disability Fund, provided this credit does not exceed \$91. Seventy-nine members of the house voted for AB 298.



Scholarships, Watches Given At Semi-Annual

Three of the 1979 Local 3 Annual Scholarship Winners were in attendance at the Semi-Annual Meeting this month to receive their checks. Pictured above from left to right are Jodi Sutton, Gregory Stone and first runner up Helen Hammerschmidt.

Eight of Local 3's 50 year members were also in attendance at the Meeting to receive engraved watches for their years of service. Pictured on the bottom row with Business Manager Dale Marr are (left to right) A. P. Perry of Santa Clara, George Rickett of San Mateo and Walter Vorpaahl of Alameda.





By BOB MAYFIELD
Vice-President

Rigging Lines

At the outset of this month, I would like to thank the rank and file membership throughout the entire local union for what hopefully is a clear-cut sign and vote of confidence by all of you to all of us in office as a job well done. This thanks is in behalf of the white ballot cast for all incumbent officers and District Executive Board members, as well as 35 delegates to the 1980 International Union Convention, which is held only every 4 years.

Full employment as we now have for the most part in all of the four states which make up Local #3, is never easy and the present situation that is so good has only come about for several good reasons. Under the leadership of our Business Manager Dale Marr with his policies working in conjunction with all of our officers and all other staff and programs, we have waged many successful difficult battles in the pursuit of construction jobs. At any rate, this unprecedented total white ballot is now very much a page in history and not only in behalf of myself, but on behalf of all the officers I would like to thank the best Operating Engineers in the world, the membership of Local #3, for this honor.

This past week (July 16th week), most of the officers of Local #3 met with several counterpart trustees from the management side on the Health & Welfare Trusts to mutually discuss the possibility to substantially improve Health & Welfare benefits for those covered under all California Plans. At this time I'm not at liberty to discuss the proposed changes in detail because all such improvements must be finally approved by the full Board of Trustees from both sides. However, I can say that due to the great work picture, and therefore high overall contributions to the funds, these benefit improvements are almost a certainty. There will be an hourly Health & Welfare increase from the construction package in California, effective November 1, 1979 and it looks as though that is the same probable date these new benefits will become effective because the increase at that time can safely and prudently be purchased.

Since last month, working in conjunction with Paul Schissler (Tech Engineers and Testing & Inspection District Representative) and Gene Ward (Non Destructive Testing Representative), I'm happy to report we jointly have completed negotiations on a contract with the Con-Am N.D.T. (Non Destructive Testing) Company and this contract was overwhelmingly ratified by the rank and file membership involved. Negotiations, as most all are, proved to be difficult, as Tom Powers (Industrial Relations Representative from corporate headquarters in Connecticut) headed up the company committee.

This company has operations in several locations nationally and outside the jurisdiction of Local #3. Some of these are working under union contracts (not necessarily Operating Engineers' Unions) while other locations, as I understand it, are totally non-union. Alone, with this diversification of offices, is the fact that this company has substantial amount of work covered by government contracts. With this, they were at first talking about 7% guide lines they intended to follow in accordance with the President's guide lines. The end product, however, ended up to be a first-year increase for most classifications to be around 18%, plus 2nd and 3rd year increases, respectively, of nearly \$1.00 per hour, plus the standard cost-of-living increases similar to the construction contract in California that we have grown used to in the past two contracts.

Additionally, we in this contract converted from a company pension plan that only less than 1/3 of our membership working there elected to participate in, to a union plan that 100% of the bargaining union members are now under with the entire contribution being paid by the company under the contract. This issue was the last issue resolved and came very close, indeed, to being the issue that would have caused a very serious strike. This contract is drastically different than any that exists in all of Local #3, that I'm aware of. It covers all work wherever in this country, or in the world, these employees might be sent to do non-destructive testing. I'm sure no one until now maybe is aware that right at this hour we have brothers working in Houston, Texas, in Carolina, in Indonesia, in South Africa at times, and virtually dozens of other places in this country and other regions of the world. This contract covers all employees working out of the Richmond, California office of Con-Am, irrespective of where the job might actually be.

This entire industry is growing fast and through Paul's and Gene's efforts we just recently won a National Labor Relations Board election with another testing firm headquartered in Sacramento by the name of MetChem. I would certainly guess by next month's Engineers News edition we should have a signed contract with this firm.

When you realize there exists in Local #3 in all forms of various contracts, including types other than construction, we have almost 3,000. This number exceeds the vast majority of entire memberships of most local unions in all of the International Union. For this very reason several of us spend a lot of our time in nothing but negotiations.

In Utah, we have now completed a renewal 3-year agreement with U.B.B.A. (Utah Builders Bargain unit). This group of contractors primarily constructs buildings of all types and are separated from the grading and paving contractors, different than other master agreements in Northern California, Nevada and Hawaii where they are combined. The financial settlement amounts to \$1.25 for

(Continued on Page 11)

Low Bid \$2.35 Million

Bids Opened on Woodley Island Marina

At long last bids have been opened for the first two contracts on work for the Woodley Island Marina project in Eureka, reports District Representative Gene Lake. A total of four bids for the dredging and site work were received. The lowest bid, of \$2.35 million, came from the R & D Watson Company of San Jose.

The project will include channel dredging, erosion control and site preparation on the island for later development. R & D Watson's proposal includes placing dredge spoil back on Woodley Island.

At this time the project has not been awarded but hopefully it will be shortly so that work can begin. Immediate starting of the project would also help preclude any further delays, law suits, litigation etc. The other bids ranged from \$500,000 to \$600,000 higher.

Shelter Cove

In other news, the proposed Shelter Cove breakwater project is now held up. A group of surfers are protesting, claiming that the project would destroy the quality of the waves. The State Lands Commission is to make the decision regarding the project.

The \$4.5 million Highway 1 repair project has also encountered administrative delays. This job is south of Ocean House on the beach. High tides and winter storms have eroded the western embankment to a point where only one half the roadway exists at many locations.

"It is imperative that this project get underway as soon as possible," Lake commented. "What's left of the road may not survive another winter. Incidentally the Coastal Commission can't be blamed as that body has given its approval of the project."

David R. Wilkins is starting his erosion control project on the Eel River at Singley Hole—a couple of rigs working in a quarry at Bridgeville getting out rock. The price on this one is \$343,000 and is only a "band-aid" remedy to a serious erosion problem to agricultural land in the Eel River Valley.

So far it has been a rather slow year for the Mercer Fraser Co. The overlay projects that were anticipated due to extremely heavy truck traffic this past winter have not materialized. "However, we are now in a new fiscal year so this can change at any time," Lake said. "Usually this time of year Mercer Fraser Company, our largest employer, is going hot and heavy all over the area."

Hwy. 101 Bridge Job

MCM Construction from Sacramento is making record progress on their bridge job on Highway 101 at Smith Point. It appears they will finish the \$5 million plus project well ahead of schedule.

Several small projects in the \$100,000 to \$250,000 range are keeping many of the brothers busy at the present time. These include the smaller underground projects, shopping centers, minor road repair projects, etc.

Crescent City

Business Rep. Jim Johnson reports that the Crescent City area is still the busiest part of the district with C. K. Moseman going strong on their retaining wall and two bridge projects on the South Fork of the Smith River.

Jarrett Drilling of Sacramento is doing all of the drilling on this project and Eastco Construction from Redding is doing the dirt work which includes bridge approaches and a short section of new

road. The two subs should be kept busy for about two more months and Moseman well into next season.

At the present time there are 10 engineers busy on this project. Along with the South Fork job C. K. Moseman just recently picked up a small viaduct job on Highway 199 just south of Gasquet.

The largest job going in the Crescent City area at the present time is the 28-mile sewer project that J&W Pipelines of San Jose is working on. There are presently 27 of the brothers on this job. Currently they have three mainline crews being followed by one lateral and one paving crew.

This project should keep the brothers busy all of this season and possibly into next spring. The job had a very unfortunate setback recently with the death of Brother Charles Billings and the very bad heart attack of Brother Ed Phillips.

These two brothers were both large backhoe operators and will be missed by the crew and company very much, Johnson said.

Harbor Project

Crescent City is still trying to get more work done on its harbor since the U. S. House Appropriations Committee in Washington approved over \$1.8 million for improvements in Crescent City Harbor last week.

The committee set aside \$1.1 million for construction of a mooring area and to deepen the mooring areas, and \$630,000 for ongoing maintenance and channel deepening. Another \$100,000 was set aside for the Corps of Engineers to study solutions to shoaling and sand secretion problems in the harbor.

The legislation must still be (Continued on Page 12)

Pre-Job Held with Lee's Paving Co.

District Representative Claude Odom reports that a pre-job conference was held with Lee's Paving Company for work in Fresno on Chestnut Avenue from Jensen Avenue to Highway 99. The contract calls for the grading, paving and constructing of four lanes. The bid price of \$1,034,000. was the lowest of several. The job is scheduled for completion in October of this year.

Gentz Construction Company of Fresno is the apparent low bidder on the Malaga Community Improvement Project at a low bid of \$835,953—the lowest of five bidders.

Ventures West has been awarded a street improvement project in Tulare at a cost of \$136,125. The contract calls for construction on Inyo Avenue and "O" Street.

Granite Construction Company of Coalinga is the apparent low bidder on pipeline work at the Fresno Sewer Plant at a bid price of \$771,347.

The Terra Bella Irrigation District has announced that they have filed two applications with the Federal Energy Regulatory Commission for preliminary permits to develop hydroelectric power on the San Joaquin River.

One project involves the adding of hydroelectric plants to the existing Friant Dam east of Fresno. The project involves the installation of 12,000 kilowatts of generating capacity at the river outlet, the Friant-Kern Canal outlet and the Madera Canal outlet. The average

annual energy production is estimated to be 40 million kilowatt hours. The second project is to develop the hydroelectric power potential of the Madera County side of the upper San Joaquin River drainage area about Mammoth Pool. This will require the construction of two major dams and reservoirs, tunnels and two power houses with an estimated generating capacity of 200,000 kilowatt hours and an average annual production of about 600 million kilowatt hours. Both projects are in the early stages and feasibility studies are in progress.

Palmo Construction was the low

bidder on two elementary schools at a bid of \$5.6 million. The school sites are located on Valentine Avenue and Butler Avenue. A pre-job conference has been called for on the projects.

Far West Construction was awarded the contract for \$1.9 million for construction of the Starr Elementary School located at 1780 West Sierra Avenue. A pre-job has also been scheduled for this project.

Granite Construction is finishing up the dirt on their 180 & 41 Freeway job. "This has been a pretty good job for the local dirt hands," Odom reports.

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Highway Construction Going Strong in Nevada

Business Rep. Ed Jones reports that highway construction in Nevada is going strong across the state with Jack B. Parson of Ogden, Utah, getting started on a \$11.5 million freeway job on I-80 west of Wendover. This job has about three million yards of dirt to be moved.

Peter Kiewit Sons is getting started on an 18.5-mile job at Jackpot. This \$2 million plus job is to remove and pulverize the existing roadway. They will add CTB and resurface. The Helms Construction dirt moving spread is making good progress on the 7-mile Elko bypass on I-80.

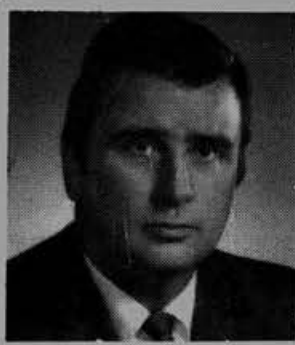
This job had two million plus yards of dirt on it with the crusher being set in at the Hunter Pit west of Elko. Helms is also finishing up a 14.5-mile overlay job at

Orvada and also will be setting up a portable hot plant on the recently awarded 4-mile overlay job on Lakeview Hill at Carson City which was bid at \$1.8 million.

Max Riggs Construction is working on the second phase of the \$4.5 million Winnemucca bypass on I-80 with G. P. Construction subcontracted to move 1.2 million yards of dirt on this job. Nevada Paving is finishing up with 6 miles of road work at Nixon and is paving on the 12-mile overlay job at Hickison Summit. They also recently were awarded an \$824,376 contract at the Fallon Navy Base for asphalt and concrete repair work to the runway and parking area.

Nevada Paving picked up a 10.5-mile overlay job at Denio for

(Continued on Page 11)



Treasurer's Report

By Don Kinchloe
Office Phone: 415/431-1568
Home Phone: 415/837-7418

I have been getting many phone calls at home and have been asked by the Engineers at district meetings regarding the Material Dealers (Concrete Batch Plants) and Rock, Sand and Gravel Agreements negotiations. I am pleased to say both have been completed, negotiations over, and settlements ratified by the members.

For the Material Dealers Agreement the settlement is as follows:

A \$4.53 cent package for three (3) years broken down as follows:

FIRST YEAR \$1.53

Wages 7/1/79—\$1.00 per hour
11/1/79—\$.22 per hour

Fringes 11/1/79

Welfare \$1.10

Pensioned Health and Welfare \$0.06

Pension \$0.15

An additional starting time of 7:00 a.m. to 3:30 p.m. Employers agreed to pay for holidays and vacation hours into fringe benefits with a maximum of 173 hours per month to apply. For pension, payment shall be for all hours worked.

Tool Insurance: Minimum of \$50.00 to a maximum of \$2,500.00.

SECOND YEAR Guaranteed \$1.50 per hour

Wages: 7/1/80—\$1.00 11/1/80—\$.50 per hour

Fringes: To come out of the wage package.

THIRD YEAR \$1.50

Wages: 7/1/81—\$1.00 11/1/81—\$.50 per hour

Fringes: To come out of the wage package.

The Rock, Sand and Gravel settlement is as follows:

Three (3) year Agreement

FIRST YEAR

Wages: 7/16/79 \$1.00 Across The Board

7/16/79 Group Two upgraded to Group Three. (An additional .22½ cents per hour.)

11/1/79 Group One through Group Four—.22 cents per hour wage increase.

11/1/79 Group Five through Group Seven-A—.32 cents per hour wage increase.

Fringes: 11/1/79

Welfare \$1.10 per hour

Pensioned Health and Welfare \$0.06 per hour

Pension \$0.15 per hour

Tool Insurance: Old agreement provided for \$50.00 minimum to a maximum of \$1,500.00. This has been changed to provide for a minimum of \$50.00 to the actual inventory with no maximum to apply.

SECOND YEAR

Wages: 7/16/80—\$1.00 per hour

11/1/80—\$.50 per hour

Fringes: To come out of wages.

THIRD YEAR

Wages: 7/16/81—\$1.00 per hour

11/1/81—Cost of living with a cap of .60 cents working off a base of \$18.44 per hour.

Fringes: To come out of wages.

These two agreements are major agreements in our industry, and actual wage and fringe benefit rates are set forth below. There are still other agreements to be negotiated throughout the areas that apply to Building Material and Rock, Sand and Gravel. So I will be traveling and busy for another two or three months. That is all for now, until next time.

Don Kinchloe

Girders Going Up on Dumbarton

Business Rep. Norris Casey reports that Guy F. Atkinson Company has started putting the girders up on the Dumbarton Bridge job. They have put into operation what they call a "girder erector."

This machine is 150' long and spans from one pillar to the other. The girders are 150' long and weigh about 150 tons. They are hauled in by sections, each 75' long, and are put together on the jobsite by VSL Corporation.

The machine is put in place by truck cranes and can set five girders with each setting. They are picked up on a set of dollies, raised up above the pillars then walked back to position and placed.

Brother Carmello Aviles—job steward on the project—is the operator on this equipment. He was also part of the crew that assembled it.

Work in the shops continues to be good, with many brothers working overtime, reports Asst. District Rep. Ron Butler.

Negotiations have been concluded with the Purdy Company in Hayward and we were able to gain substantial improvements for these brothers.

"We have held the pre-negotiation meeting with members at King-Knight Company in Emeryville and will be starting these negotiations soon," Butler said. Also coming up soon are Allis-Chalmers, Peterson Lift Truck, WABCO and Pacific Resins.

Excavation Completed on Vacaville Industrial Park

Ass't Dist. Rep. Aster Whitaker reports completion of rough excavation on Syan's subcontract from Amos & Andrews \$4.5 million Crocker-Chevron Industrial Park Job. Located northwest of Vacaville's Nut Tree complex, the rest improvement district job should provide work for many years.

K.C.A. of San Francisco has kept several survey crews busy on this project since early spring. Amos & Andrews' crews have started trucking for sewer and water and are looking forward to a full summer's work at this site. Syan is right on schedule on their other large dirt job for preliminary grading on the Solano Mello.

Duback and Huntington Bros. has finally conquered the mud problem on the western approaches to Napa's southern crossing and sub grading is proceeding at the rapid pace. Several state survey crews have been working on the east side. Hopefully Cal Trans will see fit to build the other half in the near future, Whitaker commented.

Business Rep. Stan McNulty reports crews from Teichert, Joe Foster, Roberts Bros., Huntington, Syan and Plymellhard are at work moving dirt on subdivision projects at various locations in Solano County.

Dispatcher Mike Hoover reports continuing demand from all contractors for qualified hands. The total number of dispatches for the year is fast approaching 700, a figure that normally represents two years of work.

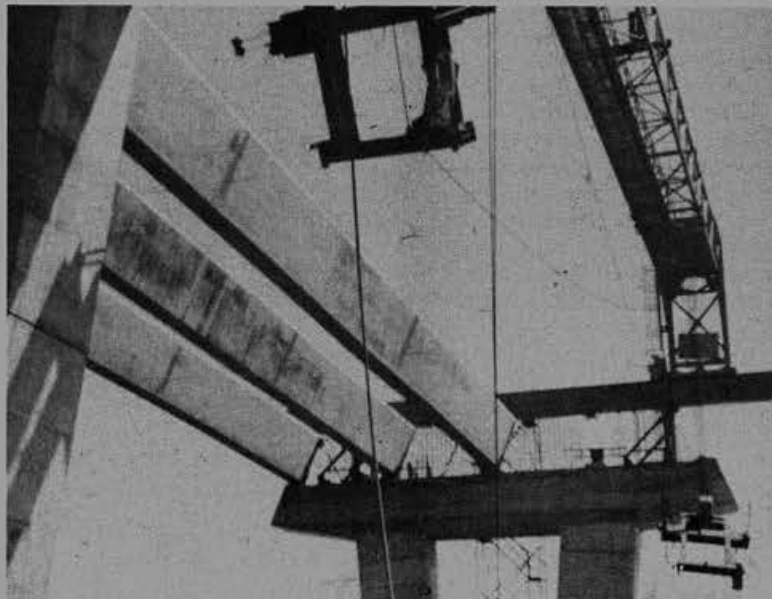
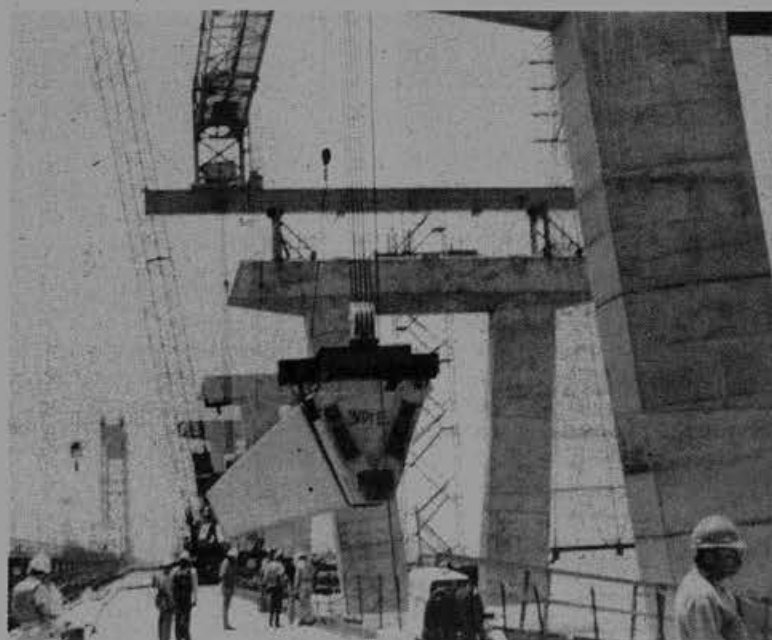
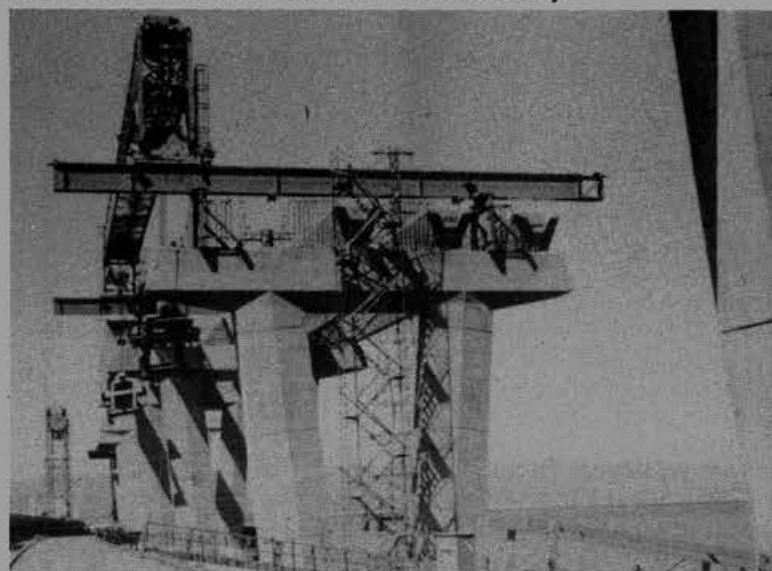
Business Rep. Bill Dorresteyn reports that truck cranes are booming and look very good for the rest of the year.

Sheedy is doing very well in the San Francisco area and on the Peninsula. They completed their job in Oakland. They had a slight problem with one of their handi cranes which ended up on its side. No one was hurt, but it did con-

siderable damage to the rig.

Santa Clara is doing a number of tilt up panel jobs and has a long project going at Kaiser Permanente.

Reinholm is doing very well. They have a new 140 Ton P&H on the way and are doing a lot of panel jobs and also a job at the Port of Redwood City.



Utilizing a unique 'girder erector,' Guy F. Atkinson is making speedy progress on the Dumbarton Bridge. Top picture shows the rig set up. Workers lift the first girder on the second photo and continue until all five are lifted onto span number one.

Continued from page 1

Japanese equivalent to the AFL-CIO—is faced with a heavy challenge to overcome this and other problems. Numbering less than 2.5 million, it lacks the political and economic punch wielded by our AFL-CIO.

They must also work with a society which differs from ours in the way it looks upon employment. In Japan, workers rarely transfer jobs. It is customary for an employee to stay with the firm he started with throughout his or her life.

Loyalty to one's employer is considered of tantamount importance. In November 1978, for instance, Ishikawajima-Harima Heavy Industries, hit by a worldwide slump, told union leaders that a 20 percent cut in personnel costs was essential for the firm's survival. Management suggested voluntary retirement for interested employees, sweetened by extra allowances.

Despite the fact that retirement means heavy individual sacrifices in Japan's low-pension society, 4,600 persons—14 percent of the company's workforce—opted to retire early.

This example reveals another fact that would be disturbing for American trade unionists. In Japan, the union leaders are often used to carry out company policies. The Domei delegation that visited Local 3 put it this way: "We in Japan cooperate more with our employers than American unions." But the fact remains, trade unions so far have not served the same function in Japanese society that they have in America.

In Japan, the overriding emphasis on economic growth since World War II has brought government, business and individual employee together in a system of common goals that has rarely been experienced in any other nation. This undoubtedly has lent to Japan's rapid rise as a world economic leader, yet much of what Japan has gained as a nation has not been shared by the worker.

In a system so geared toward economic growth, investment and sacrifice, there has been little room for the programs espoused by free trade unions. Hence it is no surprise that Japan has practically no social security as we know it here.

In its policy statement, Domei lists "the establishment of a welfare society" as its principle goal. Specifically, it is striving for the "fair distribution of the national income," the "reasonable charge of taxes" and "cooperation among the people;" principles—with the exception of a welfare society—that do not differ substantially from the American trade union movement.

Yet the pursuit of these principles were not apparent in the conversation of the Domei delegates who visited Local 3. Comparative in rank to the executive board of the AFL-CIO, they complained of the high cost of labor in building homes. They appeared opposed to the American Jones Act, which insures that American crews will man American owned ships transporting goods to the United States.

In fact, throughout the entire discussion, it was apparent that the proliferation of Japan's international trade was a primary objective of the Japanese labor movement. This is not a goal that the Japanese government needs labor's help on.

If the Domei is truly interested in gaining ideas from the American trade union movement on how to implement better collective bargaining and social programs, they have their work cut out.

In addition to the problems already mentioned, there are many other obstacles: The Japanese labor market is still geared to a six day, 48-hour week. Attempts by the labor movement to shorten the work week to increase employment have met with stiff opposition from their banking industry and public sector—a drastic departure from our nation.

The retailing industry, still dominated by small family shops, is a long way from reducing the length of its work week or organizing into labor unions. Union workers in the construction industry number less than 10 percent of the workforce.

Indeed, despite its rise as a major economic power, the working men and women of Japan are still below American workers in their living standard. Only the older workers receive incomes which put them at a wage comparable to the average American

Japanese Imports

Can We Meet the Challenge?



Japanese women assemble television sets for import to the United States.

worker, and under the current system, they are constantly faced with the threat of "voluntary retirement."

IN SEPTEMBER 1978, Pacific States Steel and American Forge Company in the East Bay closed up shop after many years in the steel business. The unexpected event displaced hundreds of workers, many of them operating engineers. They comprise only a small percentage of the hundreds of thousands nationwide that are losing their livelihoods to foreign competition in the American Economy.

An AFL-CIO report has estimated recent job losses attributable to imports at 300,000 in the textile and apparel industry, 150,000 in electronics and electrical machinery, 100,000 in steel and other primary metals and 70,000 in shoes. Japanese competition has lent significantly to these figures—particularly in the steel and electronics industries, while Korea, Taiwan and Mexico have undermined America's textile industry.

"Foreign trade is the guerilla warfare of economics—and right now the United States economy is being ambushed," AFL-CIO President George Meany told the federation's convention in December 1977. "Free trade is a joke and a myth. And a government free trade policy predicated on old ideas of free trade is worse than a joke—it is a prescription for disaster."

"The answer to free trade is, do unto others as they do unto us—barrier for barrier—closed door for closed door," he declared.

While it may be a sad statement of affairs, Meany's assessment of free trade rings true.

American politicians—goaded on by classical economists with the unrealistic notion that trade barriers are damaging to our own economy in the long run—have forgotten that "free trade" exists only when "the other guy" believes in it too. That does not happen to be the case in countries like Japan.

While Japan's existence depends on exporting its goods to free trade countries like the U.S., it discourages imports in a wide variety of subtle and no-so-subtle ways.

The maze of administrative delays and red tape involved in setting up exports to Japan is staggering. A case in point: Every American made car imported into Japan must have a few inches of its tailpipe sawed off and a straight extension welded on. The

reason, or so U.S. executives are told, is that the downward turning American tailpipes might deflect sparks onto the road and start grassfires.

This and some 20 other changes tack on another \$1,000 to the price of an American made car shipped to Japan.

The net result of these restrictions is a tremendous trade imbalance between Japan and the U.S.—more than \$2.2 billion in the first six months of 1978 for California alone. Nationwide, America's trade deficit—i.e. the amount of goods it imports compared to the amount it exports—rose from \$9 billion in 1976 to \$31 billion in 1977. On the other hand, Japan built up an \$11 billion trade surplus in 1977, largely because of its import restrictions and tariffs.

In 1974, Congress passed the Trade Act, giving the President authority to represent the United States in international trade negotiations. The act also gave the president a number of weapons to deal with trade problems. If the International Trade Commission finds that import competition has substantially injured a particular industry, the president can institute tariffs, impose import quotas and set up retraining programs for employees who lose their jobs because of imports.

The U.S. has seized this authority on a number of occasions in recent years to combat "dumping" of steel, television sets and other commodities into our economy.

WHAT WILL IT TAKE to meet the Japanese challenge? The jobs of millions of American trade unionists depend on our nation's ability to compete against foreign incursions into the market place.

It is tempting for Americans to excuse our huge trade imbalances with Japan because they supposedly have different work ethics, lower defense expenditures, questionable trade practices, the advantages of having had to rebuild after World War II with America's help, and so on. These kinds of explanations don't create jobs for American workers, though. At best they only provide an excuse for continuing bad performance on our government's part.

The American labor movement has opted for tangible legislation and programs to safeguard American jobs and increase our competitiveness. It has drawn a hard line against "free trade" because, so far, the United States is the only country playing by the rules.

"Negotiations with other nations should be based on the needs of the U.S. economy,

not political expediency," the AFL-CIO Executive Board maintains.

In line with this statement, labor has called for new legislation that will provide import relief provisions designed to safeguard American jobs. Trade with communist countries should be regulated more effectively. Provisions in the 1974 Trade Act allowing over \$3 billion a year in imports without any tariffs at all for many products manufactured by cheap, foreign labor should be repealed.

These are without question "protectionist" mandates. They are not long term solutions. They are necessary because the United States right now is getting the short end of the stick on international trade.

Japan has emerged as a global industrial power because from the beginning—that is, the end of World War II—it developed an intelligent economic policy. Its leaders recognized the importance of competing on a global basis. This is something American businessmen have failed to do. Our domestic economy is so large, it gives the appearance of being able to absorb everything we make.

America lacks international economic planning. We are forced into establishing protectionist programs for our workers against imports because our political representatives have not exercised any foresight on such vital issues as energy, steel production and the importance of establishing programs which will motivate Americans to save more.

Our average level of savings per household—less than seven percent of gross income—is so low that investment by firms for new equipment has slowed to a snail's pace. It is only through capital expenditure that we can increase our productivity and become more competitive.

The so-called "Japanese economic miracle" has been associated in the minds of many Americans with light industry, consumer electronics, cameras, etc. The fact is, Japan's strength came from achieving global superiority in steel. Once Japan achieved superiority in steel, a lot of other things fell into place—ships, automobiles, motorcycles.

The Japanese get into an industry like steel by importing the technology. With the ever-dropping value of the dollar, that technology and know-how can be bought from the United States very cheap. Then they protect that industry during the initial phases until they become competitive.

They begin exporting into third-world countries, something our businessmen ignore. By that means, they achieve a global market share, which enables them to bring their costs down and then come at us head-on in our own domestic markets.

Our failure to deal with this kind of competition by increasing our own productivity will adversely affect American jobs and thus the labor movement.

WHETHER WE RECOGNIZE IT OR NOT, our ability to finance the social programs that labor has fought for over the years comes directly from the productivity of the American workforce. If we continue losing jobs while at the same time increasing our purchase of foreign made goods, where will we get the money to pay for programs like workman's compensation, social security and medicare?

Without the inflow of tax dollars from working Americans, how will we finance occupational safety, the National Labor Relations Act and employment training programs? It is clear that the relationships between government, labor and business will have to improve. Business, for example, cannot point the finger at labor and say high wages are making it too hard to compete against cheap foreign labor.

Working toward specific and achievable economic goals—a difficult thing in a country this size—will have to replace our current tendency to simply react to adverse trade problems.

During their discussion with Dale Marr, Domei delegates were asked what Japan was doing to resolve the problem of nuclear wastes. After a brief interchange with the labor leaders, the interpreter looked up and replied, "We are still groping."

At the present time, that simple statement pretty well summarizes our situation in international trade. We are definitely "still groping."

Work Starts on New 9



Asst. District Representative Wayne Lassiter reports that construction began this month on a segment of the I-215 Belt Route between 300 East and 700 East on 6400 south.

Crews have begun moving in heavy equipment to begin constructing the four-block segment, one of five projects aimed at completing the southeast quadrant of the Belt Route by 1984. The 300 East-to-700 East segment is scheduled for completion by mid-1980, Lassiter said.

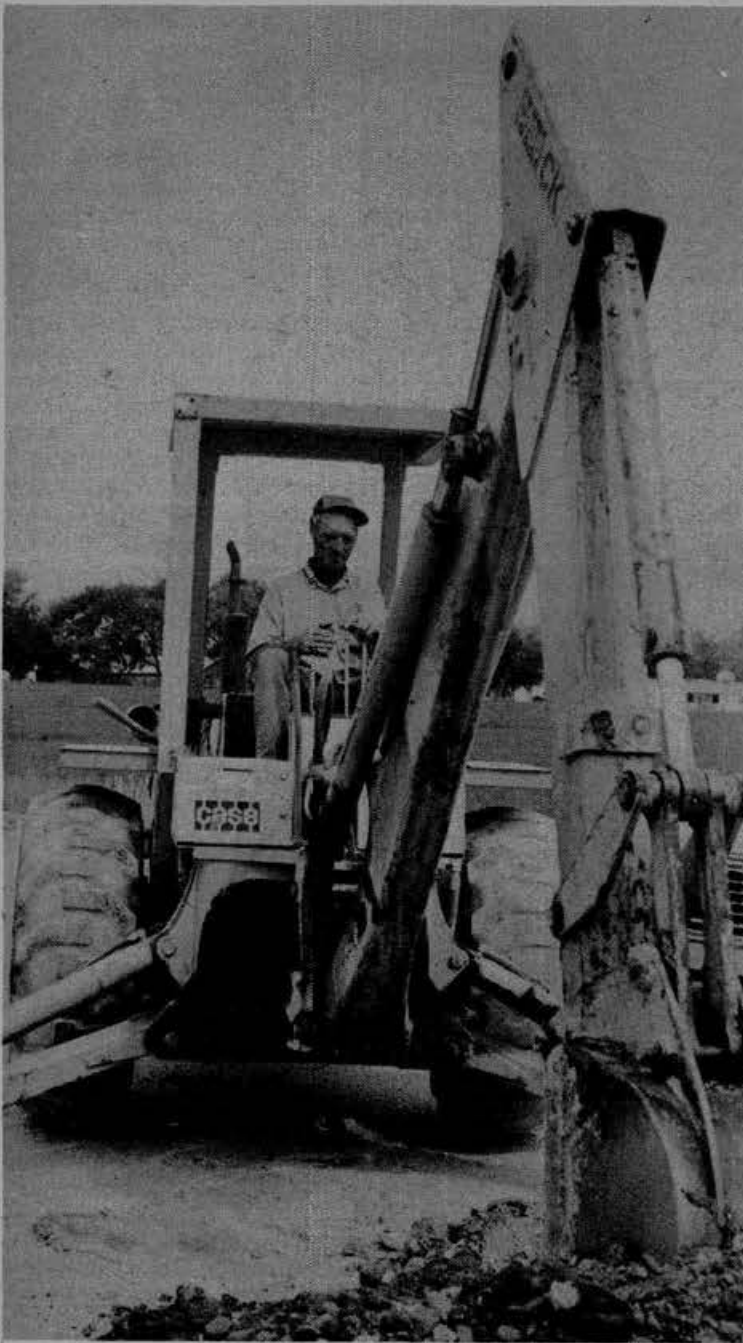
The entire Belt Route project has been challenged in federal court by Cottonwood Inc., a citizen's group which alleges that the freeway is environmentally unsound.

Completion of the southeast quadrant will involve five separate projects which will total between

\$50 and \$100 million, according to Utah transportation department officials. The current rate of inflation pushed highway costs up by 1½ percent a month. Eighty percent of Utah's interstate highway system has already been completed, but completion of the remaining 20 percent—comprised mainly of the Belt Route—will cost more than the already completed portion, due to inflation.

Opponents of the Belt Route maintain that the project violates the president's energy conservation goals. Freeways, they claim, spawn more traffic. Actually the opposite is true. The greatest waste of energy is stop and go traffic, due to congestion.

Studies on the south Salt Lake Valley have revealed a need for more east-west thoroughfares.



Part of the Local 3 crew working for Peter Klewit on the Belt Route are (top left photo) Garth Fuller, Chris Spenser, Neil Olofson and Merrill Peterson. Backhoe operator Carroll Featherstone excavates pipelines for M.H. Cook (pictured above). Alma Kinder runs a compactor for Gibbons and Reed, Stan Adams works loader and Boyd Nelson gives his Paddlewheel a workout. Working a blade on the airport access job is Ron Williams.



Throughout Utah

Lots of Small

Geneva Rock Products is being kept very busy in Utah County this summer, reports Business Rep. Don Strate. There seems to be no end of the asphalt work they have ahead of them for this year. Some of their sand & gravel operations are working two and three shifts as well as the shop is working two shifts.

Rick Jensen Construction Company has started on the job on I-15 at Santaquin Hill. The crusher will start two shifts July 9th. This is an overlay job and it will probably be completed by the middle of August.

W. W. Clyde Company has completed their overlay job on Highway 89, south of Levan. W. W. Clyde Company should be commended on the finished project. There is no comparison in the quality of their work and that of a

Salt Lake I-215 Section

Recent industrial expansion in the Salt Lake Valley has occurred primarily on the west side, creating large traffic flows from the Wasatch front out to the western end of the valley on workdays.

Peter Kiewit and Sons Co. has been awarded the contract for construction of the current section of the Belt Route. Crews have been clearing trees, grading sections of the segment and have begun initial excavation work.

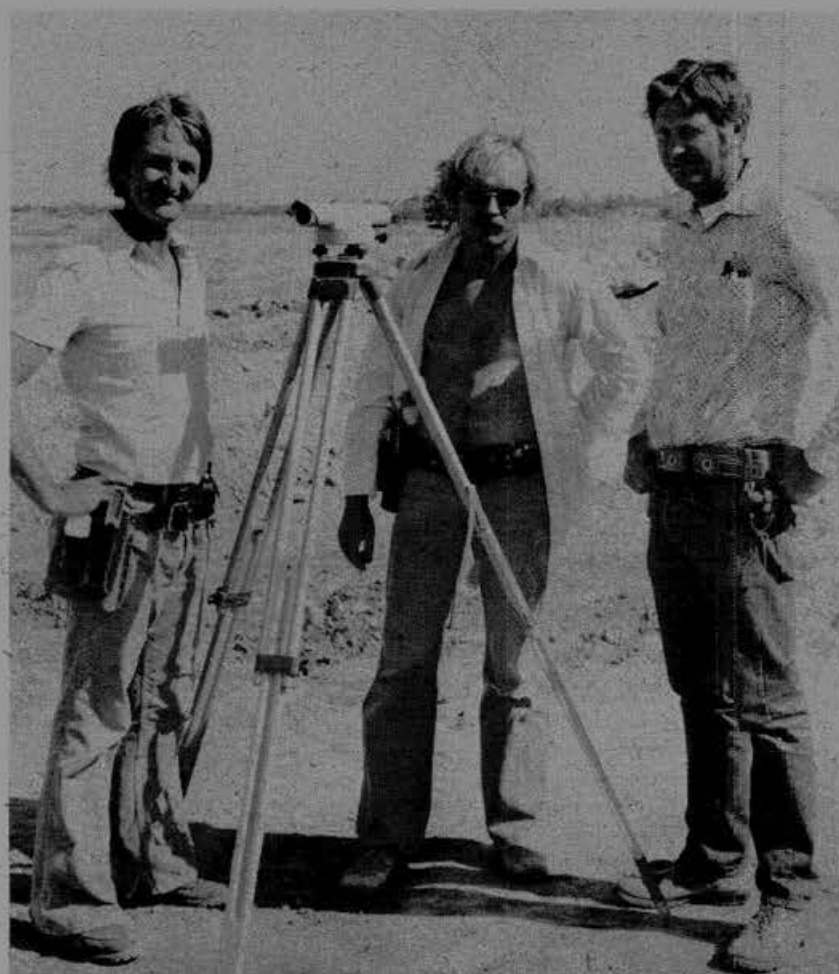
In other news, reports Lassiter, M.H. Cook Pipeline is in full swing, busy putting in gas lines for Mountain Fuel Co. and other "bread and butter" jobs. "Brothers working for this company are highly skilled in the trade and it is a pleasure to watch them operate," Lassiter commented.

Gibbons and Reed has more

work this year than they have in the past 10 years. Not all of their jobs are big ones, but they have a lot of them and they are spread over the entire valley.

Business Rep. Dennis Wright reports that Anaconda is expecting to begin production on its Carr Fork Mine in September. The last two years have been spent in drilling the shafts in preparation for actual mining work.

Wright says he will have a full report on Local 3's members at Anaconda, just as soon as he gets around to going down the shaft to check out working conditions first hand. A true landlubber, Wright says he doesn't relish the thought of taking a service elevator a mile down into the mountain.



Highway Jobs This Year

non-union company just south of Clyde's project, Strate commented.

Pullman Torkelson is making good progress on the coal handling job west of Levan. Most of the excavation is completed and the erection work is just beginning. The project should be finished by the end of this year.

L. A. Young Sons' Company is going full blast on their Scipio & Clear Creek jobs. Both projects are going two shifts. The grade on Scipio is pretty well complete with the base gravel starting to be laid. They are busy making the asphalt aggregate at this time and hope to be started on the laydown by the time this article appears. L. A. Young has completed the overlay job at Garrison on the Utah-Nevada border and the crew has

moved to the overlay job south of Hatch.

The Laborers Local #295 has some of the jobs in Utah shutdown due to no contract. Some of the laborers working at the power plant in Emery County have taken it on themselves to pull a strike on this project and cause a work stoppage.

The contractor is signed to a National Agreement and has agreed in writing to pay any and all increases negotiated retroactively.

"With Brown & Root looking down our necks wanting to build units 3 & 4 at this plant, such action puts the unions in a very serious position as far as Utah Power & Light is concerned," Strate said. "I hope the people taking part in such an action take a second look at what the consequence could be."



Backhoe operator Gerald Louder and oiler Kay Hubbard install concrete pipe (top right) as work on the Salt Lake Belt Route gets underway. Clearing ground for Gibbons and Reed on a warehouse job are blade operator Frank Morrell, a 25-year member and scraper operator Roy Lawson (left).

Surveying for Gibbons and Reed on a \$2.5 million Salt Lake Airport access job are Utah Executive Board member Lynn Barlow, Phil Barlow and Bill Jordan (pictured upper left).

Health Costs Rising, But Are We Healthier?

By Bill Delaney

With the newly announced energy goals on everybody's mind, most agree that National Health Insurance and the health cost crisis will be forgotten for the time being. Too bad, because like energy, the health dilemma will not go away but only get worse if steps aren't taken.

Over \$2.5 Million Paid Out A Month

How much are we paying in medical bills? As a nation, we are paying approximately \$4.25 billion a week. Okay, a huge figure. But hold on to your hat. The Health and Welfare Funds of Local 3 are paying out more than \$500,000 a week, or over \$2.5 million dollars a month! That stings, by anyone's reckoning.

For the nation it is now estimated that medical costs will double every five years. Since the Engineer's health expenditures are above the national average, the same will hold for our Health and Welfare Fund.

'Over-Medicalized'

Speaking about the nation, one health analyst claimed, "We are now in a position to spend the entire national budget on medical tests and procedures." Labor organizations like Local 3 face a similar predicament. As one veteran negotiator put it, "More and more of what we win in negotiations goes out in medical claims. Hell, it's like we're working for the hospitals and doctors." Behind these concerns is the growing realization that America is "over-medicalized."

On the other hand, as the saying goes, you pay for what you get. With Local 3 paying out more in health costs than ever in their history, you would expect that the members are getting healthier. Tentative findings, however, reveal that coronary artery disease is clearly on the increase among members.

And a report from the life insurance carrier states that Engineers on the average are not reaching the life expectancy limits that were projected. This is a paradox. We are paying out more than ever before, yet illness and early mortality are on the increase.

Part of the paradox or contradiction is that what we call health

costs are really illness costs. The medical system in its unswerving quest for a larger and larger chunk of the GNP (reaching 9.1% this year) is organized to treat illness. Granted, many illness they treat more effectively than any medical system on earth. But along with their scientific and humanitarian successes are a number of unbridled profit-seeking and inflationary impulses that threaten to make health care our greatest social illness.

What Can Be Done?

In reviewing the Health and Welfare Fund decisions over the last few years, it certainly cannot be said that Local 3 is miserly about its coverage and concern for maintaining quality care for its members. The Union and Board of Trustees have proven time and again they are committed to the best medical care for the members and their dependents that is available.

What is now an issue to consider, however, is in what ways are we over-paying? In what ways have we been wasteful? And are we as a Nation and Union not being taken for a ride by the hospitals and doctors?

Watching Our Health And Welfare Dollars

Health costs affect the Union and Trust Fund at every level—from the amounts available for pensions to the wage increases squeezed out of negotiations. Keeping before us the goal of true health for the members and their families is not inconsistent with checking more closely how the physicians and hospitals are gobbling up our hard earned wages and Trust Fund contributions. It must always be remembered that wiser use of medical services on each member's part could lead to a larger pension Kitty and higher wages.

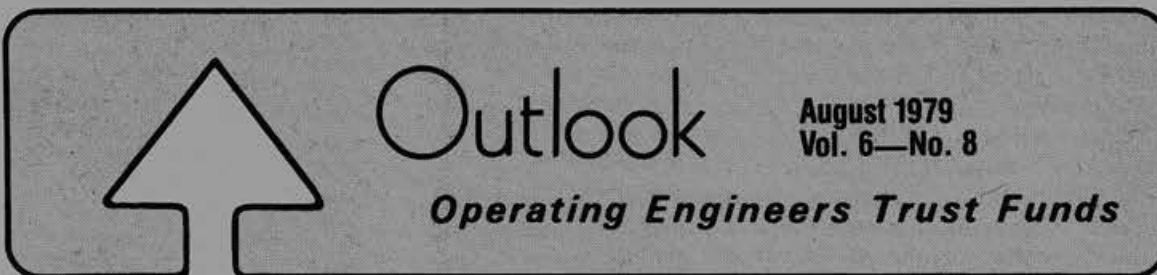
Preventive medicine or promotive health has never gotten off the ground in this country. Why? I claim because one, it is not profitable enough, and two, because physicians have put themselves on such a high pedestal they have lost that personal touch which is the hallmark of health communication.

Deep down we all know that

health stems from a good diet, exercise, no smoking and coping effectively with stress. Organizing

a campaign around these health features, instead of uncritically pouring our money into the gloomy

hospital and doctor's office, is how we can begin to "de-medicalize" our nation, union and families.



Largest Group Policy

Local 3 Featured in New York Life Report

New York Life is the fourth largest insurance company in the United States today with over 17 billion dollars in assets. In 1978 their income was close to four billion dollars while paying out over 1.6 billion dollars in benefits.

Those are pretty impressive figures, but what makes them heart-warming is that New York Life featured Operating Engineers Union Local No. 3 in their 1978 Annual Report to policyowners. The 33 page report contained a section titled "Turning Point in Pensions" which had the accompanying picture that was taken at the Piombo Construction Company job site, Moscone Center in downtown San Francisco.

New York Life's history with Local No. 3 goes way back to 1952 when the Company wrote their third group account for the Operating Engineers working at Pacific States Steel in Fremont. As new and innovative as pension plans were back in the early 50's, that contract provided for monthly benefits upon retirement.

In December of 1955 the contract was expanded to include newly negotiated pension contributions for retirement benefits to all Local No. 3 members.

In 1978, New York Life was holding and managing over 150 million dollars of the Pension Plan keeping Local No. 3 their largest single group client. So large in fact that in 1978 New York Life paid one dollar out of eight in Annuity Benefits to Local No. 3 retirees and beneficiaries.

Considering their history together, it is an appropriate honor

for Operating Engineers Local Union No. 3 to have a place in New York Life's Annual Report.

Mr. Felix Siri, President of Piombo Construction Company, was especially pleased. Mr. Siri

has served for many years as a Trustee on the Pension Trust. Local No. 3 Business Manager, Dale Marr, and Mr. Siri were presented with copies of the picture at the last Board of Trustees meeting.



Brother Glenn Baylard, Jr. operates backhoe while his son, Glenn Baylard III assists at the Moscone Center.

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



Here it is August, the middle of summer and the work picture is great. That would usually mean we might get a brief chance to relax before next month. That is not going to be the case this year. Both the Fringe Benefit Center and the Trust Fund Office have been busier than ever this summer and there is more to come.

The interim Pension Statements of Hours Reports were just recently sent out to all Local 3 members who worked during the months of January through April. These are the "short form" statements which list your hours by month for each of your employers. Be sure to

check your statement against your personal records or check stubs and let us know about any discrepancies by using the reverse side of the form. All discrepancies will be verified by the Trust Fund Office and a written response will be sent out. (Note: Some employers pay wages and report fringe benefits on a weekly basis resulting in some minor report fluctuations from month to month.)

We have just finished mailing out claim envelopes and pamphlets on the optional National RX Drug Benefit. Additional claim envelopes are enclosed with prescriptions as they are filled. Forms and benefit information are always available at your District Office or through the Fringe Benefit Center.

One noteworthy item in connection with the Pension Statements and the Drug mailing is the increasing amount of returned mail with incorrect addresses. If your Local 3 or Trust Fund mail is being forwarded to you from a previous address or if you are not receiving it, please let us know your new address.

Back by Popular Demand

August 6th: Pre-Retirement Counseling in Vallejo, 7:30 p.m. at Carpenter's Hall, 404 Nebraska. Probably the last Northern California appearance for this year.

August 7th: Retiree Association Meeting in Stockton, 2:00 p.m. at Operating Engineers, 2626 No.

California Street. Bill Delaney will be on hand to discuss health and retirement along with a representative from the Trust Fund Office.

Announcements for all Retiree Association Meetings will be sent as soon as a meeting is scheduled in your District. Stay active and attend meetings.

August 11th: Nevada Operating Engineers Annual Barbeque, 11:00 a.m. at Deer Park in Sparks. Thanks to District Representative Dale Beach who provided us with tickets for the Retirees and an invitation.

August 16th: Utah Retiree Association Picnic, 11:00 a.m. to 2:00 p.m. at Murray City Park in Salt Lake City. Thanks to District Representative Tom Bills for arrangements and his invitation.

August 16th: Pre-Retirement Counseling in Ramada Inn, East Room, Adams Ave., Ogden at 8 p.m. and August 18 in Richfield, Power & Light Auditorium, 175 No. Main, 11 a.m. Special announcements are being mailed to senior members and wives. If you are considering retirement in the next few years, this is a must.

I would personally like to offer you my thanks in your support of the Operating Engineers Union Local 3 leadership. I consider it an honor to serve with them in serving you.

More from Nevada

(Continued from Page 6)

\$557,499 and the contract to construct and pave the Sun Valley Drive extension for \$149,600. H. M. Byars is doing the dirt work on this job.

Golden West's paving crew is busy with several jobs around the Reno area including a contract for \$133,333 to repair and construct tennis courts in Reno and a pavement overlay job at the Lovelock Airport for \$238,217. It looks like it is going to be a good season for paving.

A shortage of both sewer allocation and gasoline in the area has caused the residential subdivision work to go at a slower pace. We have H. M. Byars Construction fin-

ishing the first phase of an 80-unit executive home subdivision off of Hunter Lake Drive in southwest Reno and they should get started on the second phase of that project soon.

Helms Construction is doing excavation work for a 400-acre shopping center, townhouse, and single family unit development on the west side of South Virginia Street and Huffaker Lane. Savage Construction is doing the site work for the 208-unit Carville Park apartments on Sutro Street. This project is a federally subsidized housing project for senior citizens on a fixed income. The total cost of the project is \$3.5 million.

Hank Cosio with Hood Corp. is picking up underground work all over the area with crews working in Fernley, Washoe Valley, and Pahrump. Hank also has two cost plus crews working in Carson City and one in Reno in addition to the rodding crew. Hank reports the

work picture looks very good with Nevada Bell due to advertise several large jobs this summer.

Earl Games Construction and Seaberry-Depoali Construction can be seen working crews on small jobs all over the local area.

Downtown Reno work continues at a steady pace with Harrah's starting on a 15-story addition with the R. E. Ferretto Construction excavating crew doing the site work. Valley Bank Plaza, the 12-story building at the corner of South Virginia and Liberty Streets, is taking shape pretty fast with San Jose Crane and Rigging placing the steel.

Webcor & Hertel is the general contractor on this project. When it is completed in the summer of 1980 it will also include another four-story building and a three-level parking garage. Up at Lake Tahoe there is quite a bit of development consisting mostly of housing on the east side.

McKenzie Construction is building a new F.N.B. Bank building which replaces the building that had to be moved to make way for the Park Tahoe project on which Del Webb Corp. has started work on the parking garage.

Corrao Construction has started work on a \$3.1 million pedestrian walkway under Hwy. 50 at South Shore which will connect Harrah's and Harvey's casinos. T. W. Construction is doing the dirt work on this project.

More from Mayfield

(Continued from Page 5)

each of 3 years, for a total of a \$3.75 package. Considering Utah is a right-to-work state and that other crafts had previously settled immediately prior for \$3.00 per hour and less over 3 years, this settlement certainly is excellent. Tom Bills and his staff certainly deserve the full credit for the work involved and should be commended for their effort.

In Nevada, the Sand & Gravel contract with Helms Sand & Gravel Co. was opened for wages only for the last year of what has been a 3-year agreement. District Representative Dale Beach and his agents did an outstanding job of convincing the employers to cough up with \$1.00 per hour wage effective July of this year and another 42¢ effective November of 1979 for a \$1.42 package.

Teaching Techs



By ART PENNEBAKER
Administrator,
Surveyors' JAC

At the beginning of an apprenticeship and at various times throughout the rigorous training, an apprentice sometimes wonders if all the effort is worth it.



The Employer and Union representatives throughout the forty-six northern counties of northern California who conduct their regular affairs during the day and concern themselves with apprenticeship matters at night meetings often ask the same question.

Beyond the time and effort of an apprenticeship it takes a whole lot of concerned persons to operate the excellent N.C.S.-J.A.C. training program in a professional manner.

There are over forty slots filled by Employer and Union representatives on the Trust Fund, J.A.C. and Sub-J.A.C.'s in several districts around northern California. Another sixteen specialists such as Trust Manager, J.A.C. Administrator, Legal Counsel, Secretary, and Instructors participate. The I.U.O.E. places at the disposal of the program the Job Corps Director, Regional Director, staff and instructors, adding another six or so. The Federal B.A.T. and D.A.S. are two more.

There appear to be sixty-four identifiable persons and a number of others whose activities touch the program. We are not trying to mislead you into believing that this number spend full time on the project. Only two are full-time employees of the training program and two others spend full-time with Job Corps Surveyor Trainees. Others involve a substantial number of hours at various times. These persons provide quite an array of talent and expertise for the benefit of the program and, of course, for the apprentice.

From time to time, the Administrative office receives comments concerning the worth of all the activity, time, and effort. For the benefit of all the participants—apprentices, Union, Employer, and most importantly, the journeymen who are ultimately involved in the training project—we would like to share a recent letter that comments on the caliber of the project:

DUFF SURVEY ASSOCIATES, INC.
N.C.S.-J.A.C.
22 BATTERY STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 444-1000
HEADQUARTERS
BRANCH OFFICE 3009 FOURTEENTH STREET, NORTH, SUITE 204, ARLINGTON, VIRGINIA, 22201, TELEPHONE (703) 321-0090

June 29, 1979

Mr. Art Pennebaker Adm.
No. Cal.-Nev. Surveyors J.A.C.
675 Hegenberger Road
Oakland, Calif. 94621

Dear Mr. Pennebaker:

After having watched the birth of the surveyors apprenticeship program many years ago, we have been the recipient of two of these graduate apprentices recently. Both of whom you can be justifiably proud. Not only do they have the basic skills completely mastered but their attitudes, work habits, and attendance records have been excellent.

I am referring to a Mr. Tony Mora, and Mr. Frank Vars. Both came to us as chainmen. Tony volunteered for a heading engineers position, and with only a little instruction, he did an outstanding job. This has to be the toughest slot in the Tech Book to fill because you must always be right and you must have the respect of the tunnel hands. Not many young men could have handled this position as well as Mr. Mora did. Frank came to us as a mountain chainman and has done an outstanding job under very rough terrain conditions. He is quick and appears to have unlimited stamina. Both of these young men are very capable with computations and were more than willing to work sample problems on their own time. Probably what I appreciated most about Tony and Frank was the fact that they kept their minds on the work at all times.

In conclusion Art, I really feel these two men are a real credit to the apprenticeship program and it is sincerely hoped there are a lot more like them in the mill.

Sincerely Yours
Red Davis
Red Davis

We assure Mr. Davis that, as a matter of fact, "there are a lot more of them in the mill."

On August 1, 1979, survey work will again be covered by the State prevailing wage determinations.

Covered survey work provisions in the original determination (approximately 2 years ago) exempted certain types of surveys. After the two years of litigation, hearings, and re-hearings, the coverage has been firmed up and extended to include virtually all survey work on public works.

The opponents of the determination have spent a lot of time and money trying to defeat the issue and have ended up in worse shape than when they started. No one knows what their next action might be but for now the wages provided in the Technical Engineers Master Agreement are insured for all public works surveys in the forty-six counties of northern California.

Because of the high cost and shortage of gasoline, apprentices have been allowed to complete R.T. material at home. The J.A.C. took the action tentatively and are watching the results with great interest. We encourage every apprentice to keep the minimum one-topic-a-week pace. If deficiencies occur, then in all likelihood, the J.A.C. will have to reverse its decision. A little attention to the matter can save a whole lot of dollars in traveling to and from the R.T. classes on a regular basis.

Talking To Techs



PAUL SCHISSLER
Gene Machado
Frank Morales
Gene Ward

Organizing

On July 6, 1979 an election was held in Sacramento for the employees of Met-Chem Engineering Laboratories, Inc. The election was between Operating Engineers Local Union No. 3, Plumbers & Pipe Fitters, and the Employer. We are pleased to report that Operating Engineers Local Union No. 3 won the election with 100 percent of the votes. Met-Chem Engineering is a nondestructive testing firm operating mainly in the Sacramento and Lake County areas. Negotiations are now being scheduled. We will keep you posted as to the outcome. We are pleased to welcome the Employees of Met-Chem to our organization. They are welcomed additions to our Union.

There are several non-union survey and inspection firms that your Tech. Department has focus on. We will be working towards organizing these non-union firms and will keep you informed of any progress we make.

Negotiations

Negotiations and ratification has been concluded for the Nondestructive Testing and Inspection Association and Nuclear Energy Services, Inc. We feel that significant gains were made with this new three year contract. The increases for the first year are in excess of 14 percent. The second and third year have minimum increases with the cost-of-living built in. The Tech Department would like to extend a sincere thanks to Bob Mayfield, Vice President, for his participation in these negotiations. His experience and expertise were invaluable.

Surveyors

The work picture for the remainder of the year appears

to be having a leveling-off trend. The out-of-work list in most areas shows very few journeymen out of work, and at this time appears to be holding stable. The bulk of the work, however, is still in the housing industry and appears to be much the same outlook for the coming year.

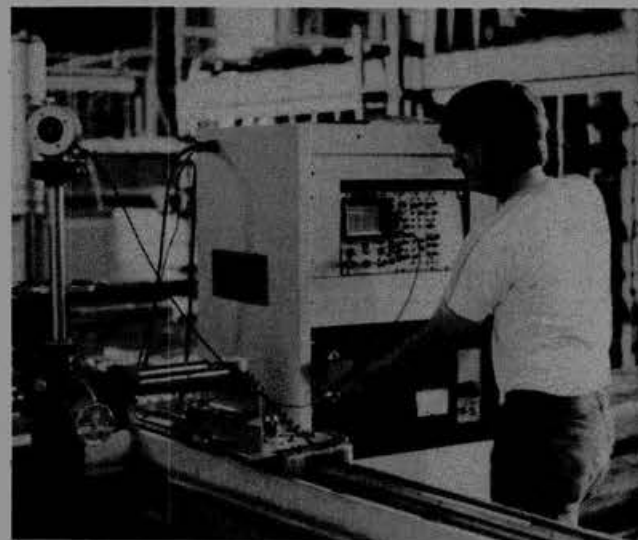
Stewards

We would like to congratulate the following newly appointed Job Stewards. John P. Berry of C & D Surveying in Sacramento; Robert E. Reynaud, MacKay & Soms in Sacramento; and Jim Richardson, Spink Corporation in Sacramento. We would like to inform all the Job Stewards that in the very near future, we plan to have a Job Stewards meeting in their areas.

We would like to thank all the members who have taken time to call in and inform us of the non-union firms working in their various areas. This type of communication is invaluable and we would like you to know it is greatly appreciated.

Personal Note

We would like to express our deepest and sincerest condolences to Local 3 member Dave Ahern whose wife, Barbara, passed away recently.



Jeff Miller of Nuclear Energy Services sets up the ultrasonic equipment to do immersion testing on ring forgings at the firm's Emeryville Facility.



Wayne Patch, Certified Chief of party currently working for Marvin Kinney and Assoc. of Vallejo.

Eureka

(Continued from Page 5)

passed by the full House and Senate and signed into law by the President.

"We've had this in the works for a long time," said Carl Brower, director on the board of harbor commissioners. "It would do a lot of things for us. The harbor needs dredging in the worst way—barges have to come in half loaded now."

Director John Wallace was equally pleased. "Whatever money we can get our hands on we're going to take," said Wallace. "By 1983 I believe we're going to have a new boat basin which can accommodate 150 boats from 50 to 130 feet in length."

Congressman Don Clausen said the money would go a long way into upgrading West Coast ports. "Our continuing objective must be to provide the finest and safest harbors for our established and growing fishing fleets. This is vital to the economic stability of our coastal communities," he said.

The local paving contractors are keeping quite busy with new work that they have picked up this year. The Highways in the area have been taking quite a beating since the train service to the area was halted with the closure of a tunnel south of Eureka, so this is making for some nice overlay projects for the paving contractors.

"Despite the slow-down of the timber industry due to park expansions our equipment dealer shops seem to be keeping very busy," Johnson commented.

District Representative Bob Wagnon reports that the work level in the Santa Rosa district is the highest in a decade—a trend which has helped out considerably in organizing efforts.

Several nonunion companies who have avoided contracts in the past are now signing agreements with Local 3, rather than lose their men to the better pay and working conditions of the fair union employers in the area, Wagnon said. This is also true for several men working for the County of Sonoma and utilities, who have left their public jobs for better work in the private sector.

Negotiations have begun with some of the largest contracts Local 3 has, both in District 10 and within the whole Northern California area. Empire Tractor, Berglund Tractor and Remco Hydraulics, Inc. all come up for renegotiations this summer. These are in various stages of progress now, along with the County of Sonoma disposal site operators, new contract negotiations with Hogue Equipment and the Lake and Mendocino materials suppliers (LAMBAMS).

The Santa Rosa office is also assisting with the Rock, Sand & Gravel and Material Dealers agreements which cover all of Northern California. There is enough negotiating work to keep them going full time, Wagnon says, but they have a very busy work year besides.

"If you find we are not getting to you with service just as fast as we should, please understand and be sure to give us another call if need be," Wagnon urged.

The Russian River area is booming reports Business Representative Pat O'Connell. Kirkwood-Bly, Inc. & Pope Const. have a good start on the sewer treatment plant in Guerneville, also Caputo-Wagner, JV, Tri-Valley and S & H Const. have been busy on the sewer line going from Forestville to Monte Rio.

Healdsburg Sand & Gravel's new plant and yard is in full swing and busy at this time. Also Kaiser Sand & Gravel is real busy and working hours at Warm Springs Dam. Auburn Constructors are going two, 10 hr. shifts on the dirt spread. At the present time they have all seats filled.

Baxman Sand & Gravel at Ft. Bragg has had a good season and it looks good the rest of the year. In Willits, Remco Hydraulic is going strong, two shifts of about 230 men.

The Santa Rosa office currently has a need for almost every classification except roller operator, reports Business Rep. Brad Datson.

This is the first year in a long time that a person young or old, can come in directly as a journeyman if he has the experience to operate well.

On September 27, Thursday at 6:00 p.m., in Santa Rosa, there will be a test for all interested persons of all Ethnic Groups to get on the waiting list for the Apprenticeship program. Any one interested

who lives in the Santa Rosa district should contact the apprentice office by calling (707) 545-1724 and have their name placed on the list indicating they wish to take the test.

OFFICIAL UNION ELECTION NOTICE and SAMPLE BALLOT

Recording-Corresponding Secretary James "Red" Ivy directs the attention of all members of Operating Engineers Local Union No. 3 and all Subdivisions to Article XII, Elections, and Article XIII, International Convention Delegates, Local Union Bylaws, pages 41 through 60.

The Election Committee has found the following candidates for Office or Position in the Local Union and candidates for Delegate and Alternate Delegates to the 31st I.U.O.E. Convention duly nominated and eligible for their respective Office or Position and are unopposed, therefore pursuant to Article XII, Section 7:

"When 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."

and Article XIII, Section 1(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."

The Recording-Corresponding Secretary shall cast one (1) ballot for the following eligible nominees providing they continue to remain eligible:

1979—Election of Officers & District Executive Board Members—

Candidates
Business Manager:
 Dale Marr
President:
 Harold Huston
Vice President:
 Bob Mayfield
Recording-Corresponding Secretary:
 James "Red" Ivy
Financial Secretary:
 Harold K. Lewis
Treasurer:
 Don R. Kinchloe
Trustees:
 Tom Bills
 Kenneth M. Green
 Pat O'Connell
Auditors:
 Dale Beach
 Dick Bell
 Dennis Wright
Conductor:
 Robert S. Skidgel
Guard:
 Mike Kraynick

District Executive Board Members:

Dist. No.
 1 Jim O'Brien
 2 Tee Zhee Sanders
 3 John R. Dorton
 4 John R. Frederickson
 5 Marion (Clet) Whitson
 6 Robert L. (Bob) Christy
 7 Wilfred Houghtby
 8 Charles W. Brashears
 9 Bill L. Dalton
 10 Wesley L. Hay

11 Kenneth E. Jones
 12 Lynn Barlow
 17 Shoichi (Mala) Tamashiro

Delegates to the 31st I.U.O.E. Convention:

Lynn Barlow
 Dale Beach
 Dick Bell
 Tom Bills
 Hugh Bodam
 Charles W. Brashears
 Tom Carter
 A. A. "Alex" Cellini
 Robert L. (Bob) Christy
 Bill L. Dalton
 John R. Dorton
 Tom Eck
 John R. Frederickson
 Kenneth M. Green
 Wesley L. Hay
 Clem A. Hoover
 Wilfred A. Houghtby
 Kenneth E. Jones
 Mike Kraynick
 Gene Lake
 Robert Marr
 Jim O'Brien
 Pat O'Connell
 Claude Odom
 Ed Park
 Tee Zhee Sanders
 Paul Schissler
 Dan F. Senechal
 Robert S. Skidgel
 T. J. "Tom" Stapleton
 Shoichi (Mala) Tamashiro
 Jay O. Victor
 Bob Wagnon
 Marion (Clet) Whitson
 Dennis Wright
Alternate Delegates
 Ron Butler
 Gary Fernandez



MOTHER EARTH CAN BITE BACK TOO.

A lot of power lines lie harmlessly underground. Until someone carelessly digs them up.

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

To make it easier to check, the Underground Service Alert (USA) was organized. One toll-free phone call to 800/642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and PG&E or any of the other 37 sponsors will describe the approximate location of underground facilities.

Or a representative will visit and mark the spots for you.

Currently, this service is available in all central counties (excluding Mendocino, Lake, Colusa, Butte, Sierra and other counties north).

More counties will be added soon. To learn the location of the underground PG&E facilities in other counties, call your local PG&E office.

Remember, dial before you dig.
 After all, your life is on the line.

PG&E



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Utah Accident Demonstrates That ROPS Can Save Lives

Safety Committeemen Inactivated
From 4/14/79 to 5/13/79

Dist. Member

10 Wendell Ling
10 C. Mora
12 David Farrer
12 Lynn Jeppson
12 Leo Mecham
12 James Mullins
12 Orin Hatch
12 William R. Parker
12 Don A. Rose
12 Gary Eugene Smith
12 Donald Clayson
20 Eugene Agnitsch, Jr.
20 Robert Allen
20 Antonio Amaral
20 George Elder
20 George Glennon
20 Theodore R. Gwinn
20 Reo Simpson
20 Louis H. Wright
31 Ronald Brown
31 Stanley McCosker
31 Jackie Waldon

Agent

B. Datson
B. Datson
L. Lassiter
V. Abbott
V. Abbott
T. Bills
T. Bills
V. Abbott
V. Abbott
V. Abbott
V. Abbott
G. Anderson
G. Anderson
G. Anderson
G. Anderson
G. Anderson
G. Anderson
G. Anderson
G. Anderson
R. Morgan
R. Morgan

Safety Committeemen Activated
From 6/14/79 to 7/13/79

Dist. Member

10 Jim Frazier
10 Hans Meier
10 Reiny Peterson
12 Steve Walker
40 B. J. Dennison
40 Doyle Graybill
50 Gene Miller
80 Dale Barker
80 Michael D. Smith

Agent

B. Datson
P. O'Connell
B. Datson
V. Abbott
F. Johnson
F. Johnson
B. Merriott
B. Marshall
A. Swan

Safety Committeemen Inactivated
From 6/14/79 to 7/13/79

Dist. Member

40 Phil Carey
40 John Bradbury

Agent

F. Johnson
F. Johnson

Last month I discussed the dangers of faulty ROPS. This month I assisted Utah safety rep. Vance Abbott in an investigation of an accident at the Utah International Iron Mines near Cedar City, which provided clear proof of the benefits of properly built ROPS. This incident occurred almost simultaneously with another accident at the same site on June 18th.

The first accident occurred when an abandoned conveyor system was being salvaged at the old Iron Mountain site. A section of the conveyor had been stripped of all excess weight and was to be lowered to the ground by two cranes, one attached at either end. When the weight was taken by the cranes, the truss collapsed near the center, striking the bucket boom truck and bending the boom. Brother Bill Barton, who was riding in the bucket and had just finished cutting the last anchor belt, miraculously escaped injury.

A shop splice at the point of collapse is the suspected culprit. Also, approximate weights and engineering studies to determine the best method of removal were not used. Even though

no injuries occurred, two crane booms were damaged and the structure was nearly a total loss.

As the investigation was being completed, we were notified that another accident had just occurred at a different site on the workings. Boyd Fialle, a D-9 operator, was assigned to strip overburden from a steep slick rock area in preparation for blasting. While backing up the slope for another pass, one track lost traction, causing the cat to spin sideways and slide. The downhill track dug in, causing the machine to roll two complete turns, landing on its tracks at the bottom of the slope. Boyd was able to walk the cat out of the pit and summon help. After a thorough examination it was determined that he sustained no serious injuries and was able to return to work.

Both the above accidents could have been prevented with a little planning and good judgment. However we are grateful that no one was injured.

Those familiar with saw mills are aware of the dust and fiber that is produced by the sawing operations and the problem it can be to control. Safety glasses and a respirator must be worn by the operators, and in warm weather these safety devices can become very uncomfortable.

The Manager of the Panguitch Division of Kaibab Industries felt there had to be a better way to protect his employees, and perhaps increase production, which led to the trial use of

the Airstream Antidust Helmet by Ameresco, Inc.

The helmet incorporates a battery pack, fan and motor, coarse and fine filters, a full-face shield, plus a stream of cool air over the face. The device has been so well accepted by the members that more units are on order for other locations. Brother Steel Henry is shown wearing one while operating the gang saw.



Brother Steel Henry displays the new antidust helmet by Ameresco, Inc.



Safety Director Jack Short talks with Job Steward Allen Stone, following the rollover of his D-9.



Pictured above is the conveyor system that collapsed at Utah International's iron mine near Cedar City.

Featuring New Rotisserie

Redding Readies for Annual Picnic

District Representative Ken Green reports that the Seventh Annual V.O.T.E. (Voice of the Engineers) Barbecue will be held at Anderson River Park, Saturday—August 18, 1979, 1:30 P.M.

"Through the years we have

grown in attendance from 125 to 653 people last year," Green said. "Last year we ran short of beef and right then decided to build another rotisserie. The past six months on Saturday and Sunday and evenings we have put together the 'World's Largest Portable Rotisserie.'

"We have begged, borrowed and bought enough transmissions, steel, pulleys, motors what have you to put together our new Barbecue," Green added. Except for the sides and bottom all the steel used in fabricating the trailer and mechanical works is used steel.

Brother Ben (Pineapple) Carvalho from Cottonwood donated an old boat trailer, Willie Houghtby donated some old channel and eye beams. Jerry White and Willie Houghtby did the welding and cutting. Stan Green ground out some of the excessive welds. Lee Ellison made sure the group was kept supplied with Old Milwaukee.

Bill Gregory has in the past and again this year made sure the barbecue has a fat steer—this year feeding out two very fine animals. Hopefully on August 18th, the Barbecue will be finished and ready for its first run. Keep August

18th open and come to the Anderson River Park for Fun - Food and renewal of friendships.

For further information Call 241-0158 and talk to John or Jean.

Work Scene

Since the late fifties and the early and mid sixties when most of the dams, tunnels and major highway work was being constructed, the Redding district has been a rather depressed area as far as work for the Brothers is concerned, comments Business Rep. Bob Havenhill.

Many of the local engineers had to travel out to other districts to get work. The year 1978, saw a complete change in that picture. Redding began to have the kind of work load previously experienced in Utah, Nevada, Hawaii, Oakland, Fresno and San Jose.

"For several consecutive years we were not able to move all the Brothers off our 'Out of Work' list and some years saw us with an unemployment rate of 12 to 15 percent, during the peak of our work season," Havenhill added. "At the present time our 'Out of Work' list numbers less than 30 Engineers

(Continued on Page 15)

Log Picker Anyone?

Lloyd Short, 20-year member of Local 3 gets this Cat 235 log loader ready for service. The machine is equipped with a Young boom and grapples. The cab was modified at Peterson Tractor in Redding to extend it 30 inches for improved visibility. Additional counterweights have also been installed.



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
Billings, Charles (Mary Wife) Rt. 1, Box 395, Bayside, California	6-8-79
Black, Nels C. (Anna—Wife) 385 East State Rd., American Fork, Utah	6-13-79
Byrne, John (Pamela Lloyd—Daughter) 215 2nd Ave., San Mateo, California	6-29-79
Costa, Frank (Evelyn—Wife) 717 Ohio St., Vallejo, California	6-24-79
Dayen, Jack (Mary—Wife) P.O. Box 68, Makelumne Hill, California	6-20-79
Dunlap, Acie (Anna—Wife) 8936 Rosetta Cir., Sacramento, California	6-25-79
Feebeck, Harry (Gladys—Wife) 9579 No. Palm Dr., Delhi, California	6-6-79
Graham, Marion (Marjori—Wife) 957 Stanage, Albany, California	6-14-79
Hamnes, Ray C. (Leonard—Son) 475 Ositos, Sunnyvale, California	6-4-79

Herman, William (Dolores Wolf—Daugh.) 349 1st St., Lodi, California	6-22-79
Higgins, Vaughn (Janet—Wife) 360 E. Angela St., Pleasanton, California	6-12-79
Hill, Samuel (Orlando Jensen—Bth. in law) 1104 E. Grand Ave., Escondido, California	5-28-79
McQuary, Roy E. Jr. (Marilyn—Wife) 1131 - 1 Roxane Ct., Walnut Creek, California	6-17-79
Needham, Charles L. (Francis—Son) 764 Shell Ave. #3, Martinez, California	6-79
Noltamy, Leo (Nellie—Wife) P.O. Box 606, Summit City, California	6-6-79
Nunes, Antone (Loretta—Wife) 11298 Speegle St., Castroville, California	5-29-79
Nye, Ronald (Alta—Wife) 78 W. 800 No., Clearfield, Utah	6-28-79
Pearson, George (Mabel—Wife) 1147 Alberni, E. Palo Alto, California	6-3-79
Pete, Ramirez (Julie—Wife) 8456 Central Ave., Orangevale, California	6-8-79
Rasmussen, Carl (Elizabeth—Wife) 19 Primrose St., Aptos, California	6-26-79
Shelley, Frank (Florine Benda—Sister) Rt. 1, Box 400 #27, Yreka, California	6-2-79
Sorensen, Udell (Beulah—Wife) 17884 Andrea Way, Anderson, California	5-29-79

Vest, Woodrow (Charlette—Wife) 2538 W. Euclid, Stockton, California	6-19-79
98 Deceased Members April 1979 thru June 1979	
2 Industrial Accidents—April 1979 thru June 1979	

DECEASED DEPENDENTS June 1979

Burnett, Claudia—Deceased June 6, 1979 Wife of Fred Burnett—SS# 440 14 5023	6-79
Butler, Carol—Deceased June 11, 1979 Wife of Milton Butler—SS# 442 18 8345	6-6-79
Byrnes, Harriet—Deceased June 16, 1979 Wife of P. W. Byrnes—SS# 530 07 4104	5-29-79
Goble, Cecillia Frances—Deceased June 5, 1979 Wife of Robb Goble—SS# 516 07 2445	6-28-79
Hoh, Connie—Deceased June 30, 1979 Wife of Werner Hoh—SS# 566 04 5938	6-3-79
Hollister, Wilma—Deceased April 4, 1979 Wife of Joe Hollister—SS# 572 14 4790	6-8-79
Lord, Robert—Deceased February 7, 1979 Wife of Robert S—SS# 570 28 1853	6-26-79
Self, Mary—Deceased June 26, 1979 Wife of Lee Self—SS# 570 12 5280	6-2-79
Talbot, Julie—Deceased June 27, 1978 Daughter of Gene Talbot—SS# 548 40 3900	5-29-79

Guam Reaches New Agreement with Mobil Petroleum

Guam Business Rep. Joe Cruz reports that on May 9 Local 3 and Mobil Petroleum Company reached an agreement on a new three year contract. The contract was ratified overwhelmingly by the membership and is the best contract ever negotiated with Mobil.

A membership drive has been launched at the Department of Pub-

lic Work's Solid Waste Section and at the Guam Telephone Authority's Operation Division since Operating Engineers Local Union No. 3 still has exclusive recognition in both areas. Organizing and sign-up meetings have already been started at the Guam Power Authority and petition for exclusive recognition with the Department of Administration should be filed in the month of June. Representation of all mechanics and equipment operators at

the Department of Public Works has already been started. After a couple of organizational meetings, petition for exclusive recognition will be filed.

Local officials are also busy meeting with Senators and Officials of the Executive Branch relative to the training Center and other matters affecting Operating Engineers Local Union No. 3.

On June 11, 1979, Operating Engineers Local Union No. 3 was

granted exclusive recognition by the Governor of Guam for all apprenticeable custodial and maintenance trades at the Department of Public Health and Social Services, reports Guam Business Rep. Joe Cruz.

The Contract between Operating Engineers Local Union No. 3 and the Port Authority of Guam has finally been signed by both the General Manager and the Chairman of the Board after the Port's

negotiating team and Local 3's negotiating team signed the contract back in January. The Contract will be signed by the Governor after the contract returns from San Francisco after all the appropriate offices sign the contract.

A Pre-negotiating meeting was held with Ambyth Incorporated employees and the contract proposal has been delivered to management. Negotiation will begin in the month of July.

Job Stewards Activated From 4/14/79 to 5/13/79

Dist. Member	Agent
02 George W. Bushton	H. Pahel
03 Eugene Anzar	N. Davidson
06 Romualdo Ricarte	T. Long
11 Suzanne Humphrey	D. Beach
12 Tom Anderson	D. Strate
12 George Baker	R. Daugherty
12 James Bayer	R. Daugherty
12 Howard Christiansen	D. Strate
12 Kayle Cummings	W. Lassister
12 Clell Edwards	D. Strate
12 Dean Ekker	D. Strate
12 Dwain Garbett	D. Wright
12 Chuck Giles	D. Strate
12 Ronald Jensen	D. Strate
12 Jim Lilly	D. Strate
12 Richard Trimble	V. Abbott
12 Joseph P. Beals	D. Strate
12 Wayne Hansen	D. Strate
12 Larry Memmott	R. Daugherty
12 John Shaw	R. Daugherty
12 Bruce Worthen	D. Strate
17 Herbert Denning	H. Lewis, Jr.
17 Edward Pestello	K. Kahoonci

Job Stewards Activated From 6/14/79 to 7/13/79

Dist. Member	Agent
10 Luzon V. Barnes	P. O'Connell
10 Donald Chase	B. Datson
10 Jack Smith	C. Smith
10 Gino Tavaaci	P. O'Connell
10 Russell Wigger	C. Smith
11 Billy L. Donowho	D. Beach
12 Boyd Christensen	D. Strate
12 William Dillon	R. Daugherty
12 Malin Erickson	W. Markus
12 Howard Mair	J. Bogle
12 Jay Sulser	J. Bogle
12 Dace Dalton	R. Daugherty
12 M. Jay Eastman	R. Daugherty
12 Gern Haycock	W. Markus
17 Hugh Hurley	W. Crozier
17 Richard Burns, Sr.	R. Shuff
20 Tom Catling	H. Munroe
20 Carmelo Aviles	N. Casey
20 Lloyd Doyle	J. Johnston
20 Robert L. Griffith	G. MacDonald
30 Carl V. Lagrutta	R. Blagg
31 Jose Santos	R. Morgan
40 Phil Carey	F. Johnson
50 Kenneth Felkina	B. Merriott
50 Eldon Hanson	B. Merriott
50 John Skeen	J. Bennett
80 John Amburst	B. Marshall
80 Arthur Gallez	B. Marshall
80 Edward Veliz	A. Swan
80 Fred Loya	B. Marshall

Job Stewards Inactivated From 6/14/79 to 7/13/79

Dist. Member	Agent
12 Julander MacRay	W. Markus
12 Jim Lilly	D. Strate
12 Joe D. Smith	W. Markus
30 Bill Matuska	G. MacDonald
30 David Gantz	R. Blagg
40 Vernon Vickery	F. Johnson
40 John Bradbury	F. Johnson

Tech-Engineers

Job Stewards Activated From 6/14/79 to 7/13/79

Dist. Member	Agent
20 Terry K. Milliken	E. Ward
80 John P. Berry	F. Morales
80 Robert E. Reynaud	F. Morales
80 Jim Richardson	F. Morales

35 YEARS

At its meeting on June 17th 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.
Joseph J. Brown	452029	6/44 3C
A. G. Cantrell	321240	9/41 3
Ralph V. Furlong	302202	4/41 3A
Frank Hassett	360616	6/42 3
John A. Lodin	319230	(8/41 initiated by 701B (12/41 transferred to 3B)
Melvin L. Lorensen	334914	12/41 3B
Ted N. Mason	452050	6/44 3
Earl McCarty	452047	6/44 3
Walter F. Penny	381766	9/42 3
Joseph (Joe) Toscanini	529433	10/41 3A
Fayette Walker	449765	5/44 3B
Merrill Weekley	452062	6/44 3
Hans A. Zuehlsdorff	452161	6/44 3A
Willard C. Gibson	369114	7/42 3

On May 20, 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.
Clayton W. Brooks	361161	6/42 3A
Edwin Burns	307945	6/41 3B
John Cataldo	385943	10/42 3
T. J. Cecil	307920	6/41 3
Obert M. Dickey	399522	12/42 3A
James Elvin Gale	402710	1/43 3A
John Jibson	439871	12/43 3
Harley A. Jolliff	304484	(5/41 initiated by 12A (7/41 transferred to 3A)
Hayes G. Marion	361291	6/42 3A
William Arthur		
Joseph Marlen	351527	4/42 3B
M. L. Nelson	273102	(4/39 initiated by 12B (5/40 transferred to 3)
Henry W. Newell	354942	5/42 3D
H. H. Richardson	429474	8/7/43 3B
Thomas E. Strange	340144	(12/41 initiated by 16B (5/44 transferred to 3)
Clarence E. Tressler	286170	6/40 3

At its meeting on March 11th 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.
Lloyd J. Bosley	281933	1/40 3
T. J. Browning	343214	(2/42—initiated by 819A (12/43—transferred to 3)
Charles O. Busic	437789	11/43 3
William Woodroe Cargile	425062	7/43 3D
Dennis Cash	347096	3/42 3A
Earnest Jay Clay	314228	8/41 3
Walt Crowley	302201	4/41 3A
Robert Lee Hartline	373321	8/42 3A
Tim Hinds	386034	10/42 3
Louis V. Kashka	307969	6/41 3A
E. F. Leaton	386069	10/42 3
Foy G. Mayo	394397	11/42 3
Edward E. McNutt	360668	6/42 3
James Porter	431499	9/43 3
Jess Schneider	431628	9/43 3A
Van W. Strickland	322125	10/41 3D
Francis Stubbs	549479	9/40 353A
Joseph Van Manen	434366	10/43 3
Ira J. Whitney	270570	2/39 354A
A.J. Vercruyssen	239607	11/36 59

At its meeting on February 11th the Executive Board approved Honorary Membership for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by Local No.
Jack H. Besselman	369538	7/42 3A
Nels C. Black	324997	10/41 3
Kenneth Cline	424995	7/43 3
Merle F. Eikenberry	295368	12/40 3
Ervin E. Hadenfeldt	287937	7/40 3
Henry H. Henderson	361246	6/42 3A
Robert Hollender	334812	12/41 3
Harry Mathwig	408096	2/43 3
Melvin B. McDaniels	265794	(8/38—initiated by 16 (9/41—transferred to 3)
Frank B. McDermott	342676	2/42 3A
Don V. Powers	351317	4/42 3
Joseph E. Price	234829	(7/36—initiated by 370 (9/40—transferred to 3)
Ervin A. Rader	396392	(11/42—initiated by 576 (12/43—transferred to 3)
Vern John Sorensen	251990	(8/37—initiated by 428 (9/40—transferred to 3)
E. A. Stephenson	321331	9/41 3A
Peter G. Strebel	445820	12/43 353A
Charles L. Thompson	339894	1/42 3
Leland Ostler	295463	11/40 353A

Swap Shop: Free Want Ads for Engineers

FOR SALE: 22' APPOLLO 1978 V8 Chevy, I.O. cabin, bunks, stove, ice box, potti, C.B. radio, compass, depth finder equipped for fishing or fun like new. Call 415/758-1398. Carl Petters, 2728 Kevin Rd., San Pablo, Ca. 94806. Reg. No. 0795919. 6-79

FOR SALE: SEARS KENMORE 36" Gas Range, nearly new, w/griddle & constant clean oven, harvest gold, excell. cond.; or will trade for refrigerator in same cond. J. Stanley Krantz, 1701 Peggy Court., Petaluma, Ca. 94952. 707/762-7032. Reg. No. 0484618. 6-79

FOR SALE: ORGAN 1978 Thomas Playmate, color G10, rhythm, appogg 10-magic, like new \$750. John Hathaway, 2293 Emerson Pl., Fairfield, CA. 707/429-1603. Reg. No. 1391930. 6-79

FOR SALE: 1971 CASE EXTEN-DAHOE, 30 ton tilt bed equip. trailer, 19 1/2' bed-8 25x15 tires, sharp, 1968 Jeep Trencher, good sharp, 1965 Ford 5' dump., 579 B case hoe, good cond., 9 ton tilt trailer, single axle. Glynn Keeton, 40 Ulrich Lane, El Sobrante, Ca. 94803, 415/223-3340. Reg. No. 0865519. 6-79

FOR SALE: 1971 - 24' Kenskill, self contained travel trailer, one owner, \$3,200. 1970 Traveler 35' tip out, park model \$4,200. Roger McCarthy, 24800 N. Jacktone Rd., Acampo, Ca. 95220. 209/369-6169. Reg. No. 1291266. 6-79

FOR SALE: 1975 TIOGA MOTOR HOME, low mileage, fully self contained, like new, deluxe model. Call 916/589-0854. Charles Hart, 26 Skipper Court, Oroville, Ca. Reg. No. 0434830. 6-79

FOR SALE: 1974 CHEVY. 3/4 ton P.V. w/enclosed utility box, P.S., P.B., A.C., 50 ga. Aux. tank, H.D. suspension & hitch. Vinyl Lindner, 1925 Rockville Rd., Suisun, Ca. 94505 707/864-1057. Reg. No. 1148345. 6-79

FOR SALE: ENGLISH POINTER PUP male born 11/11/78, reg., champion blood lines, \$150. M.C. Mason, 5341 Aileen Way, Sacramento, Ca. 95819. 916/455-5413. Reg. No. 0441707. 6-79

FOR SALE: 1957 FORD COMP. WELDING TRUCK 3500. Can be seen at 1315 Park Ave., Visalia, Ca. 93277 or phone 209/733-5598. Reg. No. 0868782. 6-79

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, Yreka, Ca. 96097. 842-2181. Reg. No. 0603448. 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: 2500 Watt (WINCO) Elec. gen. unit for home, camper, trailer or motor home, run less than 1/2 hr., the unit came on mini home, replaced w/4000 watt, make offer. Earl Hagle, 150 Wright Ave., Morgan Hill, Ca. 95037 408/779-3663. Reg. No. 307911. 7-79

FOR SALE: 18 1/2' OASIS TRAILER, self cont., double bed, shower, gas & elec. refrigerator & 1963 Chrysler towing vehicle all in good cond. \$2,000. O.M. Johnson, 1450 Callecita St., San Jose, Ca. 95125. 408/269-5455. Reg. No. 0408078. 7-79

FOR SALE: DUMP BOXES 13' x 14' w/Garwood Hoists., all in good working shape. 6 cy. Crankshaft for Cummins Motor. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014. 415/333-9006. Reg. No. 154371. 7-79

FOR SALE: 14 city lots in Shpening, Michigan. This is in northern Michigan, all lots for \$15,000. George & Dorothy Fittie, 1900 Salinas Rd., Watsonville, Ca. 95076. Reg. No. 1466965. 7-79

FOR SALE: CAT 46A Doyer & 24 yds scraper \$24,000.; 1977 Transam 5th wheel travel trailer, fully self cont. 32' long \$10,000. Jesse W. Wayne, P.O. Box 2114, Hawthorne, Nev. 89415. 945-5348. Reg. No. 0854205. 7-79

FOR SALE: DEER, antelope, trout 20 ac. live stream, new 3 bds. 2 ba. mobile, dbl. gar. utils, county rd. Warner Mts. \$71,500. A. Charmer, P.O. Box 836, Alturas, CA. 96101. 916/233-2712. Reg. No. 0290354. 7-79

FOR SALE: 76 KENCRAFT 38'x8' travel trailer w/2 tip outs, top of the line, luxury +. \$11,000. see at Wishing Well mobile park, Castro Valley, CA. Inquire. Dennis Wilson, 20200 Forest Ave. No. 8, Castro Valley, Ca. 94546. 415/881-0787. Reg. No. 1181717. 7-79

FOR SALE: 3 bds, 1 1/2 ba. brick home on 12 ac., cellar, 2 car gar. pond 4 1/2 mi from town, all weather rd. Startford, Okla. \$65,000. Jerry Cossey, 681 Gossage Ave., Petaluma, Ca. 94952. 707/763-2849. Reg. No. 1159449. 7-79

FOR SALE: BARBER-GREENE Paver Model No. SA40x206, SA 40 converted to SA 41 w/extend. wings, Layton wheel hooks, new engine, machine recently

gone through, excell. cond. \$18,500. Call 415/938-2558 or write Mike Morgan Dev. Inc., P. Box 5368, Walnut Creek, CA. 94596. Reg. No. 1477900. 7-79

FOR SALE: VAN-73 Chevie, 3/4 ton. good cond., runs good, panel, carpet, bed storage, luggage rack, will consider trade towards trailer. Richard Harris 762 Canterbury Ave., Livermore, Ca. 94550. 415/447-2267. Reg. No. 503303741. 7-79

FOR SALE: 1975 26 1/2' Trailer, good cond., new carpet \$4,000., Ford Backhoe, deisel recently overhauled \$4,000.; 14' glass over wood boat & trailer \$225. Norm Clemmes, 309 S. Main, Ephraim, Ut. 84627. 801/283-4754. Reg. No. 1716809. 7-79

FOR SALE: TH TRAILER HITCH, made in Palo Alto, Ca. \$20., heavy duty-two inch ball. Bolts to frame, adj., hauled 15 ton boat & trailer, Call Casy O'Brien at 408/264-4027 for appointment. Reg. No. 1020174. 7-79

FOR SALE: GOOD LORRAINE TRUCK CRANE: 50' boom 4 out rigger Stands etc., 12' aluminum boat & motors, Uraimium Seritablator & case, like new. J. Basham 223 MacArthur, Pittsburg Ca. 415/439-9056. Reg. No. 0413422. 7-79

FOR SALE: INTERNATIONAL 10 Wheeler Dump Truck - 450 Red Diamond Motor w/heavy duty Garwood Hoist, exter clean dump box etc. \$1,750.; Diamond T Dump Truck - Continental Motor w/ Garwood Hoist, 8-10 yd. dump box, extra clean dump boxes etc.; 2 walking beams for 1974 Ford Dump Truck, reasonable. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014 415/333-9006. Reg. #154371. 8-79

FOR SALE: ON 8 LOTS, hwy. Frontage, nice 2 bd. house, st. 1 sideing, par. basement other blds, bar, sta. fruit trees etc. \$72,000. Must have cash for retirement. Hilton Christison, Box 6, Golconda, Nev. 89414. Reg. #1208686. 8-79

FOR SALE: 1972 PONTIAC, PS-PB, AC, mechanically good, refrigerator \$35; electric typewriter \$75.; Buick hydramatic trans. (400) rebuilt heavy duty bands \$150.00; Richard R. Patteson, 2647 Shamrock Dr., San Pablo, Ca. 94803. 415/758-4659. Reg. #1152744. 8-79

TRADE: LIKE TO LIVE IN NEVADA? Will trade our extra nice new double wide, furnished mobile, on 1/3 acre for like value in Santa Cruz County Area. Price \$57,000 equity \$23,000. If interested contact W.E. Cramer, 940 Vassar St., Cansan City, Nev. 89701. 702/782-7378. Reg. #369067. 8-79

FOR SALE: GRADALL G600 (1964) good cond. 15', 2', 3' & 5' buckets - 4'x8' exten.

Factory equipped for hydraulic attachments. Call after 5 pm. John B. Rose, 944 N. 2nd St., San Jose, Ca. 95112. 408/295-1756. Reg. #0908769. 8-79

FOR SALE: 1973 EXPLORER MOTOR HOME, low mileage, self contained, forced air and heat. Dodge motor very clean. George Hronish, 9066 Tam Oshanter Dr., Stockton, Ca. 95210. Reg. #0754143. 8-79

FOR SALE: 18' SELF CONTAINED APOLLO TRAILER, ele. brakes, thermostat heat stove w/oven, ref. ele. or Butane. Call Harold Keeler, 916/273-2444. Reg. #0429149. 8-79

FOR SALE: LAYTON PAVING BOX w/tow bar. Heated scteed, ele. over hydraulic controls, excell. cond. \$6,500. Jim Grant, 4255 Sonoma Mtn. Rd., Santa Rosa, Ca. 95404. 707/542-0631. Reg. #1123412. 8-79

FOR SALE: PLACER CLAIM, LaPorte, Sierra County, 20 acres, hidden tunnel, lots of white quartz, water, gold now at \$300 an ounce. \$400 an acre, not patented. Call Clarence H. Farr, 916/846-3856, Gridley. Reg. #0947048. 8-79

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in

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

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

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

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

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

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

Personal Notes

Santa Rosa

Congratulations are in order for Ron and Anne Swoveland—they are the proud parents of a beautiful baby boy named Ron. He arrived on June 29, 1979 and weighed in at 8 lbs. 2 oz.

Our sincere condolences go out to the family and friends of our late Brother Rowland Davis, retired.

Reno

Congratulations to Melvin and Carin Simmons for their son born in May and to Michael and Bobie Delaney for their daughter born June 11th.

We wish to extend condolences to the family and friends of retired member Roy Nielsen who passed away on May 21st; also to the family and friends of retired member Robert Vulgamore whose wife, Merle, passed away on May 30th.

King Silva is recuperating at home after open heart surgery on June 20th. He would like to hear from some of the brothers so give him a call.

Guam

Ignacio Mesgnon of Foremost—we'd like to welcome him back to his job after being hospitalized for a short illness.

George Tiano of Kaiser—we'd like to welcome him back to his job after recuperating from an accident.

Eureka

It is with great happiness we announce the birth of a new daughter to Brother Michael Swaner and his wife on May 8, 1979 little Jennifer weighed in at 7 lbs. 13 oz.—20 1/2 inches. We also announce the birth of a new son to Brother Bill Rector and his wife on May 27th little Wil weighed in at 5 lbs.—19 1/2 inches.

We wish a speedy recovery to Brother Ed Phillips who suffered a heart attack in July. We also wish a speedy recovery to Brother Elber "Butch" Cox who was injured on the job in Crescent City.

We extend our condolences to the family and friends of the following Brothers who have passed away; Brother Michael Bott who passed away March 19, 1979. Brother Roscoe Kirkpatrick, retired engineer who passed away April 21, 1979 after a lengthy illness. And Brother Charles Billings who passed away June 8, 1979.

Ignacio

Congratulations to Brother Sil Cervantes and his wife Marilyn on becoming parents of a baby boy born on May 17th—weighing in at 8 lbs. 14 oz. Also to the grandparents, Brother Sil Cervantes and his wife. Sil and Son Sil are owners of S.H. Cervantes & Son. Baby's name: SIL.

Best wishes for a speedy recovery to Brother John West, hospitalized at Ross General for surgery.

Congratulations to Brother Don Verke on his recent marriage to Carla. Brother Jim Pecora who was in an automobile accident about six months ago is coming along nicely, from last report received. He is able to get home between Therapy treatments in Vallejo. Jim worked for Maggiora & Ghilotti.

Brother Yates Hammett paid us a visit recently. He lives in South Carolina and each year he starts out and travels across Country in his Camper visiting his old friends. We don't have to say that Brother Hammett is one of our Retirees. He really is enjoying retirement to the fullest.



Credit Union

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



DALE HANAN
General Manager

"Clout!"

That's what the current advertisement says you have in your wallet when you carry a certain bank credit card.

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That "clout" card (and many other bank and department store credit cards) costs you 18% Annual Percentage Rate on any outstanding balance. That's 50% more interest cost than your Phone-A-Loan's 12% Annual Percentage Rate.

Phone-A-Loan is fast too! Once you've opened your account, all you have to do is call or write and tell us how much you want to borrow. It makes no difference if you need money to buy a new television or a new car. Just call and tell us what you need.

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Of course, you can use your "clout" card and your Phone-A-Loan too. Charge your purchase with your plastic card and then pay off the balance with a Phone-A-Loan cash advance *before* you're charged interest on any outstanding balance.

Interest rates on the outside are soaring. As a result, we're saving members thousands of dollars each day in interest costs. That's money they keep in their pockets instead of somebody else's.

From what we've seen in the last few weeks, a personal loan at a bank could cost you from 13% to 20% Annual Percentage Rate; and at a finance company, up to 30%.

We've seen car contracts from dealers that would have cost our members from 13% to 25% Annual Percentage Rate.

Do yourself a favor. If you have to borrow, call your Credit Union. Our rate is 12% Annual Percentage Rate.

Redding

(Continued from Page 13)

and we have had to call other districts for men."

There are currently jobs going in all parts of the district from Doyle in Lassen County to Island Mountain in Trinity County and from Corning to Hornbrook in Siskiyou County. The jobs consist of just about all types of construction work from hiway construction or tunnel or large bridge, residential and commercial sub-division, industrial parks, schools and waste water treatment facilities; just about everything except dams and there is a possibility the Allen Camp Dam and the Cottonwood Dam will get some funding for next year.

In addition to the above there are several projects in the mill and many of them will be let this Summer; included in this list are two large over-passes and interchanges in Hiway 44, a realignment and widening of Hiway 44 near Lassen Park and a multi-million dollar Justice Center for Shasta County.

ATTEND YOUR UNION MEETINGS

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.).

August

- 2nd **Oakland:** Labor Temple, 23rd and Valdez St.
 7th **Stockton:** Engineers Bldg., 2626 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., 1958 W. No. Temple
 6th **Reno:** Musicians Hall, 124 West Taylor
 20th **Santa Rosa:** Veterans Bldg., 1351 Maple St.
 27th **San Jose:** Labor Temple, 2101 Almaden Rd.

October

- 2nd **Eureka:** Engineers Bldg., 2806 Broadway
 3rd **Redding:** Engineers Bldg., 100 Lake Blvd.
 4th **Marysville:**
 18th **San Rafael:** Painters Hall, 701 Mission Ave.
 24th **Honolulu:** Washington School, 1633 S. King St.
 25th **Hilo:** Kapiolani School, 966 Kilauea Ave.
 26th **Maui:** Kahului Elementary School, S. Hina Ave.

DUES SCHEDULE FOR PERIOD 10/1/79—9/30/80

Local 3	\$102.	(Per Qtr.)	dues rates for the periods as indicated above apply regardless of when payment is made.
Local 3A	\$99.	(Per Qtr.)	
Local 3B	\$99.	(Per Qtr.)	
Local 3C	\$99.	(Per Qtr.)	
Local 3E	\$99.	(Per Qtr.)	
Local 3R	\$99.	(Per Qtr.)	
Local 3D	*Variable by Unit		

*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.

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 Schedule for 3rd Quarter of 1979 is as follows:

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	

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 Incomplete forms will not be processed



Dirt Flies on 'Blood Alley' Job

Work on the first of three sections of the Highway 101 Blood Alley Bypass in southern Santa Clara County is nearing completion. Breaking ground this past spring, Granite's \$8.4 million contract for excavation of 1.5 million cubic yards of dirt and the installation of drainage pipes for the 10.7 mile freeway is winding down rapidly.

A second contract for the project, which includes excavation of an additional 1.5 million yards of dirt is expected to be awarded around January, 1980. Part three calls for the finish work and paving the four lane roadway. Total cost is estimated at around \$40 million.

The freeway link has been under discussion for nearly 25 years. It was opposed by the Sierra Club and other environmental groups on the grounds that the freeway would be "growth inducing by opening south Santa Clara County to housing development."

Advocates for the highway cited the extremely heavy traffic loads the road carry. It has often been referred to as the most dangerous stretch of road in the state, 57 persons have died in auto accidents since 1972. It is that statistic along with the countless other non-fatality accidents that earned the highway the gruesome nickname of "Blood Alley."

Running from Ford Road in San Jose south to Cochran Road in Morgan Hill, the new

freeway will be located approximately ½ mile east of the current site. The freeway section will vary in width from two to three lanes in each direction and is expected to speed traffic flow by 25 percent or more. The federal government will pick up 83 percent of the cost, the remaining 17 percent will be paid for by the state.

Numerous public hearings before various governmental agencies were held on the project. Operating Engineers Local 3 has been one of the most vocal supporters of the project. Representatives of the union attended every hearing to voice approval and support for the construction job. Members of Local 3 also staged letter writing campaigns to public officials in support of the freeway.

State approval of the project came in early 1977 with the inclusion of freeway construction in the California Transportation Department's six year plan. Federal approval came in July, 1978 with the adoption of the environmental impact statement by former Department of Transportation Secretary Brock Adams.

According to CalTrans estimates, the 10.7 mile freeway link should provide 730 man years of work on the site and an additional 1000 man years of off-site employment.



Grease truck operator Spike Moody works on the Blood Alley Job (top) while Joe Isonio runs compactor (right).



Part of Granite Construction's crew on the Highway 101 'Blood Alley' job are (left to right) Pete Paolercio, Jerry Yarr, Paul Amarel, Jack Solus, Dick Barchus, Bert

Dayton, and Lyle Housley. On the front row are Mike Lobbs, foreman Jim Botter, C. Bourkeigh, Eric Clausen, Joe Isonio and Kirk Luba.