

# GovGuam Kicks in \$1.1 Million For Local 3's Training Program

The Operating Engineers Local 3 received a major vote of confidence in its new Guam training program this month when a \$1.1 million grant in CETA funds was signed over to the union by the Governor of Guam.

Governor Ricardo Bordallo executed the allocation of Title I CETA funds, which will finance the program through September 1979. Bordallo's investment in the program follows closely in the footsteps of Local 3's and the U.S. Department of Labor's execution last May of a training program designed to provide construction skills for Guam workers, who have suffered a long history of exploitation, low pay and unfair labor practices.

Local 3 Business Manager Dale Marr hailed Bordallo's action as an "indication of his commitment to the working people of Guam." "The allocation of an additional \$1.1 million will insure that the training program will have a chance to establish itself firmly into the Guam construction industry," Marr commented. "We have fought an uphill battle every inch of the way, and GovGuam's investment in our program means we have nearly made it to the top."

Marr emphasized that, though the union has "won the big battles," there is still a significant amount of work to be done before the training program becomes fully operational.

"Right now we are teaching about 70 trainees in the program in the classroom on construction skills," Marr explained. "The \$1.1 million will insure that the training program will have a chance to establish itself firmly into the Guam construction industry," Marr commented. "We have fought an uphill battle every inch of the way, and GovGuam's investment in our program means we have nearly made it to the top."

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## ENGINEERS NEWS

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES

Jurisdiction: N. California, N. Nevada, Utah, Hawaii & Mid-Pacific Islands

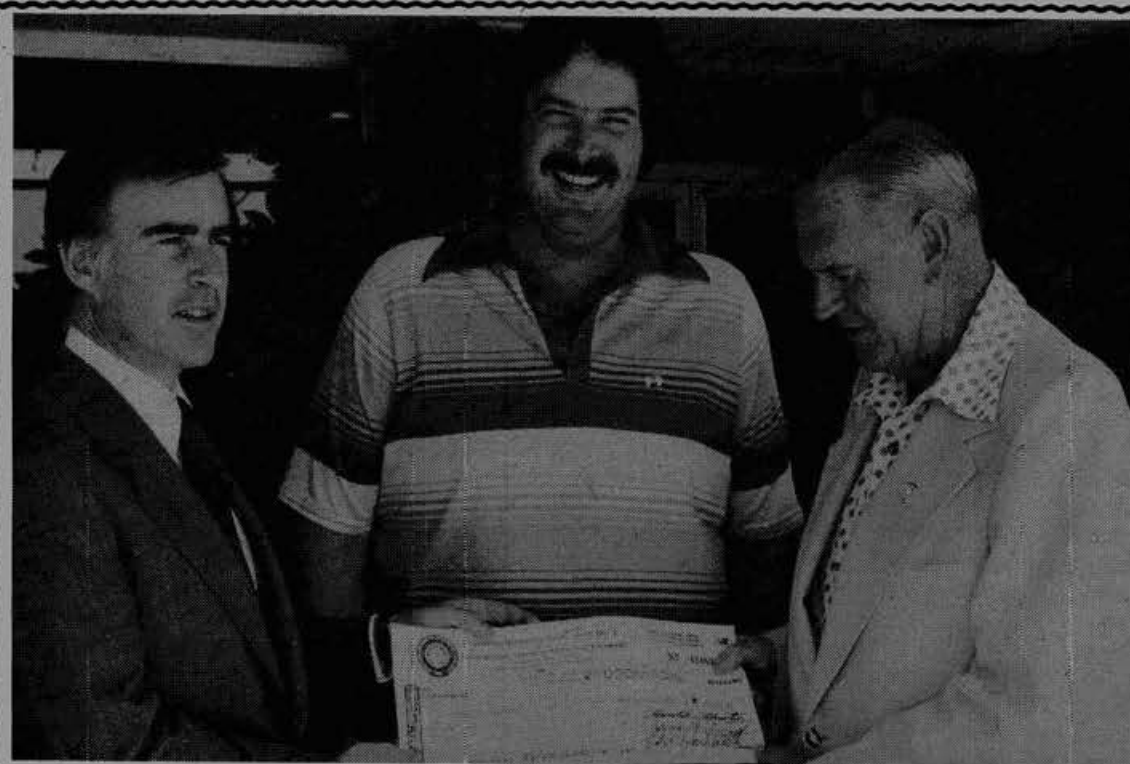
OPERATING ENGINEERS  
UNION LOCAL 3 AFL-CIO

Vol. 37—No. 9 San Francisco, Calif.



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September 1978



### A Big Check!

IT TOOK THE COMBINED EFFORT of Governor Edmund G. Brown, Jr. (left) Business Manager Dale Marr (right) and Research Director Robert P. Marr (center) to hold up the big check from Local 3—a \$25,000 contribution to the 'Californians for Brown' campaign. "This check has already paid for itself many times over in construction projects that we've gained the Governor's support on in the last four years," Marr commented. "But we like to think we'll earn a little interest as well in the four years to come."

## Jackhammer Kicks Off Yerba Buena

After 15 years, it was certainly an overdue but nevertheless exuberant groundbreaking ceremony that kicked off the \$100 million Yerba Buena Center urban renewal project in San Francisco.

Wielding a jackhammer, triumphant Mayor George Moscone, Board of Supervisor's President Dianne Feinstein and Chief Administrative Officer Roger Boas cut through the blacktop of the parking lot that will eventually house the giant convention center. Hundreds of people were in attendance, including members of the Citizens Committee on the Yerba Buena Center, who were successful in delaying the project on numerous occasions.

While the vast majority of those present looked on approvingly at the groundbreaking, the project's dissenters handed out flyers announcing their intention to file yet another legal action against the project.

The ceremonies, however, represented a victory for Local 3 and a host of other labor unions and citizens groups that fought long and hard for the urban renewal project which will provide a much needed face lift for the south of Market area of San Francisco's financial district.

Initial contracts for the big center were let just prior to the groundbreaking. Piombo construction is doing the excavation, Malcolm Drilling has the shoring and Tudor-Saliba

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# Marr to Take Bridge Issue Up with Governor

A \$30 million allocation for an old wooden interchange and a much needed approach for the San Mateo-Hayward Bridge may be just around the corner—provided some key language makes it through the U.S. Senate and Governor Brown comes in with stateside help.

Congressman Leo Ryan's (D-San Mateo) field representative, Joe Holsinger told *Engineers News* this month that landmark language changes in the annual multi-billion dollar federal transportation bill have thus far survived Congressional scrutiny and should open up the way for approval of the necessary funds for reconstruction of the temporary wooden piers on the Hwy. 92/101 interchange in San Mateo, as well as completion of the freeway between the interchange and the San Mateo Bridge.

What is needed now, Holsinger emphasized, is for the state to give its support by providing the necessary matching funds and passing "complimentary" legislation. "The state kind of promised they would support this project if we could eliminate the roadblocks on a federal level," Holsinger stated. "They didn't think we could do it, but we have."

Acting on a request by Leo

Ryan's office, Local 3 Business Manager Dale Marr declared he would "take the issue up personally with the Governor."

"We've experienced a give and take relationship with Jerry Brown

during his four years in office, and I think this is one project he can afford to give a little on," Marr stated. "If the legislation introduced by Congressman Ryan makes it through the Senate, the

cost to the state—and the number of excuses for not approving this project—will be minimal."

Specifically, the measure introduced by Ryan changed the federal definition of bridges to in-

clude some structures over highways and railroads as well as water. It also increases the funding authorized for bridge replacement to \$2 billion nationwide.

Labor unions and residents of San Mateo have had difficulty in receiving state support for the \$30 million project, since under existing federal law, California would have to come up with all the money. The changes in the highway legislation introduced by Ryan would enable the federal government to provide 90 percent of the \$30 million needed for the work.

A second key language change in the bill authorizes the use of tolls from the Bay Bridge and presumably the San Mateo-Hayward Bridge for "new approaches to the San Mateo-Hayward Bridge."

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PICTURED ABOVE is part of the temporary wood piling supporting the Rt 92/101 interchange.

## DISTRICT 1 ELECTION

On October 18, 1978, at 8:00 p.m., at the regular quarterly District 1 membership meeting there will be an election for a District 1 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at Nave Lanes in Ignacio, CA.





By DALE MARR, Business Manager

# Looking At Labor

**"In his accessibility and willingness to listen we have seen great personal growth in Governor Brown and great benefits for the working people of the State of California."**

Accessibility, dialogue and problem solving in that order are the hall marks of good leadership. Successful executives, labor leaders, politicians, generals, kings and queens have had these traits in varying degrees throughout all history.

Add to the above the ability to be a good listener; confidence in one's own ability; a sense of destiny; a willingness to grow in the discipline and life role you have chosen and you have delineated the basic qualities of greatness. Yes, even so-called genius.

It is the degree of these qualities that each of us have and the opportunity to exercise them that makes some leaders. It is also the willingness and discipline to make personal sacrifices that moves some ahead of others in the game of life.

Pride in self, making the best use of one's own talents and a properly leavened charity casts us in the role of the "wise" not the "foolish virgins."

In our five years of association and confrontation with Governor Edmund G. Brown, Jr. we have found much more than a fair share of this leadership criteria. In his accessibility and willingness to listen we have seen great personal growth in Governor Brown and great benefits for the working people of the State of California.

His innate toughness, even stubbornness, if you will, has forced us back to the old drawing board on many occasions, to justify with hard facts the need for highway construction and maintenance programs; water storage facilities and hard core energy programs. When we have been right, Governor Brown has been with us, but we had to prove our case. When we did, he went out and fought as hard for the trades as any partisan labor leader would have. We didn't get lip service, we got action. When we were wrong, we got the same, forceful and dedicated opposition.

In those very tough questions of no-growth versus jobs, homes and a pay check, it was the problem solving ability of Jerry Brown that put together the rocky coalitions that finally agreed to support a dam, highways, and new construction along with a just farm labor bill that protected the craft trades by law. It was also the same Governor Brown who joined with Speaker McCarthy to make sure that the law protected apprenticeable trades in new public employee organizing legis-

lation.

As a twelve to sixteen hour-a-day working chief executive in the nation's most populous state, with a budget larger than most foreign countries, Governor Brown has sought fiscal conservatism. A bloated surplus and demanding special interest groups have made his effort to govern all but impossible.

Still, he has rolled up his sleeves and gone about a tough job in a fair, impartial and just way. He has made order out of chaos and fiscal sense out of legislative log rolling and pork barreling, despite the bad mouthing and special interest unpopularity that many of these decisions have produced.

Governor Brown has brought "excellence" to an office where "good," "fair" and "acceptable" were always considered reelectable accolades. He has been, and we believe he will remain a sincere champion of the working men and women of this great state.

We are aware that some of our own members have focused on peripheral issues such as controversial appointments. Environmental favoritism. Reverse discrimination in the appointment of minorities and women. Jerry's alleged swinging life style. Ad nauseam. Not only is most of this media hype and pure bunk, it becomes ridiculous in contrast, since 'depending on whose ox is gored' the Governor is defined on one day as a fiscal conservative and the next as a big spender. In the eyes of the environmentalist he is a "captive of labor and the construction industry" on Monday, and then condemned as a "secret no-growther and environmentalist" by Labor and industry on Tuesday. By Wednesday some media wag exposes the Governor's "secret love life" with whatever starlet or country singer is current news. On Thursday, Jerry Brown's preoccupation with some religious sect is examined and by Friday he is attacked for not adhering to that sect's "real mystic." Saturday and Sunday the media political experts are busy dropping tidbits in columns about Brown's political ambitions and Kennedy's and Carter's fears that they might be true. On and on the media merry-go-round turns. Such is the nature of the new visual politics. We can only praise the Lord the Governor doesn't waste the taxpayer's dollar by spending any time in answering or denying all these busy media persons.

We think from our standpoint the statistical "proof is the pudding." Business and its profits have never been better. There is a construction and maintenance boom that has emptied our hiring halls, swollen new apps, and allowed us to push new training, upgrade skills to meet unprecedented demands and keep everyone with a craft skill working. We can't give Governor Brown all the credit for this boom, but we can tell you that he has been the most helpful and cooperative governor this state has had in our 35 years of experience.

Elsewhere in your *Engineers News* you will find a story on the Brown labor record. We think it is a good record and your rank-and-file executive board and the officers of this union have endorsed Governor Brown for a second term, and approved a donation of \$25,000 to his campaign for reelection. Sounds like a lot of money at first blush, but think of it in the simple terms of the over a billion dollars in sewage modernization in San Francisco alone that Governor Brown pushed ahead by a year or more in cutting both federal and state red tape. Additional billions were legislated into the state's housing industry. He was the forceful leader and advocate that made it happen.

In this and many other dedicated efforts we think Governor Edmund G. Brown, Jr. has earned our support. We sincerely believe that you and your families and friends should support and vote for Governor Brown's reelection in November. We even have hope that the good union contractor who has been traditionally on the other side will see the error of his ways and support the candidate rather than the party. He will, if his memory isn't shortsighted and he recalls the bad eight years in the industry that preceded Governor Brown.

We are proud of the candidates we have helped to elect to office in all our jurisdiction. We are pleased with their performances for their constituencies and ours. Some few may, on occasion, forget we must also run for office every three years and that their cooperation and understanding could well determine our own fate. Most, however, know this and make every effort to hear us out and support us on valid issues. This is all we have ever asked of any good person, friend or politician. We could never in good conscience ask more.

## ENGINEERS NEWS

WIPA

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Publication No. 176560

Advertising Rates Available  
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The *Engineers News* is published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia Street, San Francisco, CA 94103 (No. California, No. Nevada, Utah, Hawaii and Guam). Subscription price \$30.00 per year. Second class postage paid at San Francisco, California.

## Asphalt Breaking, Dirt Moving on Yerba Buena

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According to Holsinger, "complementary legislation" is also needed at the state level, that is, legislation which would call on the state to force open funding and expedite the project. Such a bill (SB 1934) was authored by Senator Arlen Gregario of San Mateo and passed the Senate with a 34-0 vote in the last session of the Legislature.

The bill is now making its way through the Assembly, where it is receiving the support of Speaker Leo McCarthy (D-San Francisco), and Assemblymen Louis Papan (D-Daly City) and Dixon Arnett (R-Redwood City).

A spokesman for Gregario told *Engineers News* at press time that no problems are foreseen in the bill continuing on to the desk of Governor Brown. The California Dept. of Transportation has made

no opposition to the legislation.

The spokesman added that there is no reason for the Governor not to sign the bill, since the bill merely provides an option for the use of bridge toll funds, not a mandate.

Brown by now is well aware of the Hwy. 101/Route 92 interchange and the traffic conjection near the San Mateo-Hayward Bridge. In a recent League of California Cities meeting, the Governor was approached by Foster City Mayor Peter Gilbert during a question and answer session, in which the Mayor sought to enlist the Governor's support for the project.

In the course of their discussion, he promised to examine the proposed project personally.

Business Manager Dale Marr noted that if the state and federal

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## Guam Training Program

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million signed over to the program this month will enable us to accept several hundred applicants as we enter the next fiscal year."

Local 3 has continued to receive constant harassment from various members of the Guam Contractor Association, who maintain that they should have a right to establish their own training program—or at least to manage the existing program instead of Local 3. Lawsuits against the union have been filed and then abruptly dropped in an apparent attempt to stall the program.

Governor Bordallo, in a recent address to the Guam Contractors Association, criticized opponents for their lack of cooperation and called on the association to lend its full support to the training program.

He cited a recent instance of an employer who laid off four local construction workers, but kept

his alien workers—who under the law are to be employed only when there is a lack of local skilled help.

"This is a violation of the spirit and intent of the H-2 (alien immigration) program," Bordallo

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GOVERNOR RICARDO BORDALLO signs a \$1.1 million CETA grant to the Guam construction training program being managed by Local 3. Also present at the signing are from left to right Diane Pierce, Dept. of Labor Training Specialist; Jose Cruz, GovGuam CETA Director and Mark Stechbart, director of the training program.



## Yerba Buena Kicks Off

(Continued from Page 1)  
is carrying out the dewatering. The construction manager is the San Francisco office of Turner Construction. Turner officials say the city hopes to open bids on the balance of the project this November.

The underground center is expected to give a powerful boost to San Francisco's standing as a national center for conventions. Its biggest competitor is Atlanta, Georgia, which has recently undergone its own massive urban renewal. The Yerba Buena project was approved by voters in 1976 and is tentatively slated for completion in 1981.

The center is being built on San Francisco Redevelopment Agency land. It will encompass 650,000 square feet—275,000 square feet of which will be utilized by the largest column-free exhibit hall in the world. Thirty-two separate meeting rooms will comprise the remainder of the floor space.

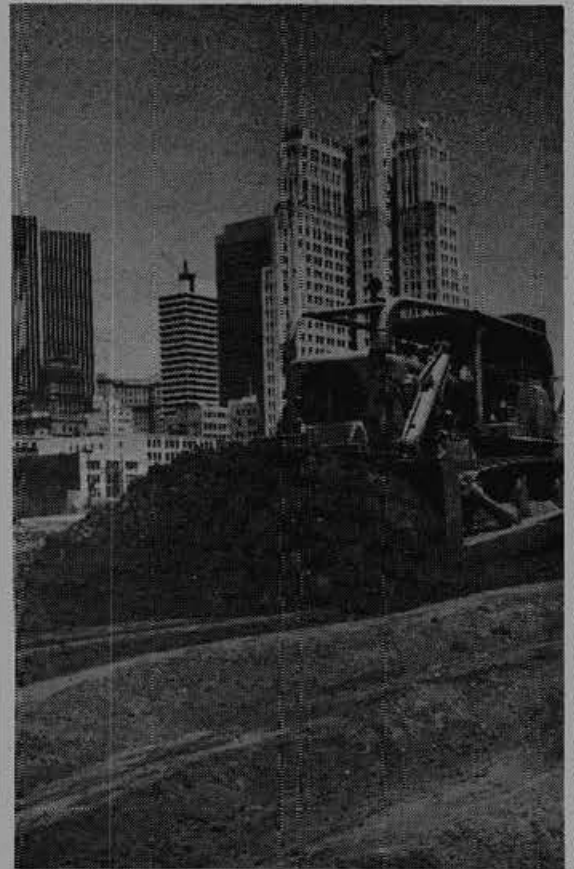
The convention business is a major source of revenue to San Francisco, which provides a scenic location for major conventions. According to studies, many organizations and trade shows have passed the city up in the past for lack of a large, first class convention facility.

Financial advisors say the new convention attracted by the center will spend from \$26 million to \$50 million in the city each year, generating 3,000 new jobs.

Filling one large city block, the Yerba Buena project is only one of eight square blocks of land owned by the Redevelopment Agency which should eventually be up for urban renewal. Much of the rest of the vacant land is expected to be financed by private firms which are awaiting the completion of the Yerba Buena project before making substantial investments.



TAKING PART in the Yerba Buena ground breaking ceremonies are Supervisor Dianne Feinstein, Mayor George Moscone and Chief Administrative Officer Roger Boas.



WITH THE SAN FRANCISCO skyline as a backdrop, an operating engineer starts moving dirt.

## PROJECT

### Bureau of Reclamation to Issue

#### \$149 Million in Bid Calls

More than \$149 million in construction and equipment bid invitations are expected to be issued by the Bureau of Reclamation during August, September and October, a department spokesman has announced. Among the major projects which will go to bid are the 5.3 mile-long Pacheco Tunnel for the San Felipe project in Santa Clara and Merced counties; the Sugar Pine Dam near Foresthill and the construction of another 14.2 miles of the Tehama-Colusa Canal. These projects are all part of the federally funded Central Valley Project.

Also to be issued in September is a bid invitation for construction of the Vat Diversion Dam and feeder pipeline, which is part of the Central Utah Project in Wasatch County. This invitation requires construction of four miles of pipeline and an earthfill dam on the West Fork of the Duchesne River.

### Sewer Project Gets Underway

Construction has begun on the \$24 million Alvarado sewage plant in Union City. The wastewater treatment plant is part of the \$123 million "Super Sewer" project in the East Bay. Directors of the Union Sanitary District recently announced that the cost of the "Super Sewer" project has dropped by \$49 million from its original estimate of \$172 million. District General Manager Nat Daniels explained that almost all construction bids have come in lower than expected and that redesign of some sections resulted in additional savings.

### Caltrans Opens Highway Bids

The California Department of Transportation has opened bids this month on 24 highway projects in Northern California. Chief among the projects is a \$2 million contract to place freeway roadways on Hwy. 87 to Route 280 in San Jose. Apparent low bidder for the project was Raisch Construction Company of Mountain View.

Parnum Paving, Inc. of Ukiah was apparent low bidder on a \$600,000 contract to resurface 5½ miles of Hwy. 1 in Mendocino County. Smith Electric Supply of Stanton was apparent low bidder on a \$723,000 contract to rehabilitate concrete pavement on Hwy. 5 in Siskiyou and Shasta Counties.

### Bids Called on Highway Projects

The California Department of Transportation has called for bids on 28 highway construction projects in California. Among the major projects going to bid in Northern California are: improvement of Lucas Valley Road Interchange in San Rafael on Hwy. 101 at an estimated cost of \$1.3 million; resurfacing of seven miles of freeway from Grass Valley to Nevada City at an estimated cost of \$680,000; removal of the old Antioch bridge on Hwy. 4 at an estimated cost of \$1.1 million; resurfacing of Route 29 from Napa County Line to Lower Lake and the construction of left turn lanes on Route 20 at an estimated cost of \$2.2 million; resurfacing of 13 miles of highway 680 near Benicia at an estimated cost of \$1.1 million.

### Utah Earmarks \$1 Million for Road Repair

The Utah Department of Transportation has programmed \$1,070,000 for improvements of high hazard areas on Utah highways. A department spokesman said that 90 percent of the cost would be covered by federal funds. The money will be spent as follows: \$125,000 for improvements on 56th West in South Salt Lake County; \$345,000 for nine locations in Salt Lake City; \$35,000 in Ogden on Riverdale Road. The rest of the funds will be used primarily for improvements of traffic signals on hazardous intersections.

### \$17 Million Sewer Awarded in Reno

The Del Webb Corp. of Phoenix, Arizona has been awarded the contract by the State of Nevada for the 10-million gallon expansion of the Reno-Sparks sewage treatment plant. The construction division of the resort corporation came in with a bid of \$17.4 million—\$1 million below the city engineer's estimate. The bid was one of three opened last month in the Reno City Council Chambers.

The project, which could be under way in early September if necessary federal funds are processed, is scheduled to be operational by late 1979 or early 1980. The project will be paid for with a 75 percent federal sewer grant and proceeds from the \$6 million bond issue approved by voters in November 1976.

### New Interchange for Peninsula?

Four alternative designs for the extension of Delaware Street through Bay Meadows Racetrack

to relieve one of the Peninsula's worst traffic spots are currently under study. The various proposals range in price from \$4.2 to \$6.9 million. However, a study prepared by Alan M. Voorhees and Assoc. of Berkeley recommends that the \$5.57 proposal for a two-lane elevated structure be chosen for construction. The city of San Mateo has levied a 25 cent surcharge on race track admission to help pay for the local share of the proposed project. The interchange, which is proposed for construction in the late 1980's would be capable of absorbing an estimated 10,000 additional daily automobile trips.

### Galt Readies for New Sewer Plant

The city of Galt near Sacramento has forwarded its proposed plans for upgrading its wastewater treatment facilities to the state of California for review. Depending upon the alternative chosen, the project is estimated at \$1.9 to \$2.6 million. One proposal is to move the existing plant to a new location on Twin Cities Road and have the plant operate under a six month storage and disposal plan. Another alternative passed on to the state is to have a year-round operational plant. Once the state reviews the proposals, a public hearing will be held in Galt to obtain the views of the local citizens.

### Folsom Lake Sewer Plan Stalls

A proposed plan to close sewage treatment facilities in the Folsom Lake area and to pipe the waste to Roseville has failed to gain the support of state water quality officials who fear the project will be "growth inducing." Placer County, Roseville and the local utility district are seeking Clean Water Grant money to help finance the \$11 million project. Approving a grant for the wastewater transport project would encourage growth in the Folsom Lake area, declared Ray Walsh, assistant division chief for the State Water Resources Control Board. The state water board has maintained it will fund a sewer treatment system that meets certain requirements—mainly a more localized plan at a slightly lower cost.

The county supervisors, however, are holding firm on the present plan under the contention that the state has no authority to involve itself in attempting to control local population in Placer County.

# UPDATE





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

May I take this opportunity to personally thank all the brother and sister Engineers employed under the East Bay Equipment Dealers Agreement, West Bay Equipment Dealers Agreement, and Independents who took time out to fill out the questionnaire mailed to you listing your preference on the allocation of \$1.00 increase plus C.O.L.A. where applicable, effective September 1, 1978.

Your Officers recommended to the Union Executive Board the money be allocated in Wage and Fringe Benefit increases exactly as you instructed us in the survey.

This gave each member their democratic right to express to us your feeling.

The following is the East Bay Equipment Dealers Wage and Fringe Benefit increases — effective September 1, 1978:

### EAST BAY EQUIPMENT DEALERS

Wage and Fringe Benefit Increases—Effective 9/1/78

(Allocation of \$1.00 increase plus C.O.L.A. where applicable)

Classifications

Classifications:	Wages	C.O.L.A.	Total Wage Increase	New Wage Rates Effective 9/1/78
Heavy Duty Repairman				
Foreman	\$.75	\$.08	\$.83	<b>\$12.31</b>
Heavy Duty Repairman	.75	.01	.76	<b>11.31</b>
Heavy Duty Repairman				
Helper	.75	—0—	.75	<b>10.18</b>
Welder	.75	.01	.76	<b>11.31</b>
Production Welder	.75	—0—	.75	<b>10.77</b>
Journeyman Partsman	.75	—0—	.75	<b>10.77</b>
Partsman	.75	—0—	.75	<b>9.94</b>
Utilityman	.75	—0—	.75	<b>8.42</b>

### Fringe Benefits

Health and Welfare:	
\$1.1 cents per hour increase or \$1.10 per hour Effective 9/1/78	
Pension:	
\$1.10 cents per hour increase or \$2.10 per hour Effective 9/1/78	
Pensioned Health and Welfare:	
\$.04 cents per hour increase or \$.27 cents per hour Effective 9/1/78	

### Affirmative Action:

—0—cents per hour increase or \$.05 cents per hour Effective 9/1/78

We are also happy to report your Negotiating Committee have concluded Negotiations with Williams & Lane, Inc. and their new two-year agreement was ratified by the members at a special-called meeting held in Oakland on August 16, 1978. This is a good agreement which will be enjoyed by the brothers and their families.

The recent round of Retiree Association meetings were well-attended as usual. It's always nice to attend these meetings and listen to your words of wisdom. As I stated to you at the meetings, we appreciate your kind words along with your constructive criticism.

Your Officers continue to try and make your Golden Years of Retirement your best of your life!

Please continue to let us know of your problems or any suggestions you may have!

# Weather Hot, Dirt Flying in the Silver State

The weather is hot and the dirt is still flying in the Silver State, reports Business Rep. Paul Wise. Hawthorne and the surrounding area is still moving with Porter, Inc. making material and Belmont Engineering keeping the steel moving at the Del Mil site. Baxter Equipment has found a home on the site as they have been there for about 3 years and can't see the finish in sight.

Helms Construction has moved most of the Hwy. 395 Topaz crew up to Spooner so that they will finish on time and then everyone will go back to Topaz. Helms will be feeding the Spooner job from their plants in Gardnerville and Carson City with a fleet of 45 doubles.

Schultz Construction worked seven 12's to finish the Loop Road at Stateline to pacify the "environmentalists" so they could open the Park Tahoe. Their Eagle Nest job at Parr Blvd. is starting to take shape with Brunzell Construction as the prime and West-

ern Crane and Rigging handling all the steel and concrete.

With any luck, this job will last anywhere from two to five years. Construction Supply has started the shopping center complex in Carson City under the able direction of Ken Jones. They also were low bidder on the Interlaken project. Hunt Company has subbed out the dirt and underground to Byars Construction on the Carson Catalina project in Carson City.

Zoecon, Inc. is keeping busy at the Incline Hwy. 28 job. They have the plans drawn up and are having hearings on the Liquefied Natural Gas Plant in Dayton for Southwest Gas at a cost of \$19 million plus. This should start in the fall or early next year.

### Lahontan Dam

The Bureau of Recreation has allotted \$5 million for improvements at Lahontan Dam. Bids should be out soon. Helms Construction is still working the Ring

Road job and Harrah's Auto World in conjunction with each other. Corrao has started the El Dorado job with Gerhardt and Berry as the subs for site prep and utilities. Corrao is also ahead of schedule on their Sands job. H. M. Byars has moved back and started another phase of Lake-ridge Hill. This is convenient for them as they also have the Lake-side job at the bottom of Lake-ridge. Ray Ferretto Company has a number of subdivision jobs scattered from Sparks to Reno. McKenzie Construction is in the final stages of the 9-story Circus parking structure.

### Nevada Paving

Nevada Paving has been awarded five projects including reconstruction of the airport taxiway at Truckee Tahoe Airport. These jobs amount to \$649,314. Helms was awarded a \$538,090 resurface job on selected streets in the City of Reno, and construction of a multi-lane facility on McCarran Blvd. on which they bid \$1,081,063.

Helms has also nearly removed the small mountain near Rattlesnake Mountain and made fill for the Donner Homes project. Barlow & Peek have several employees working on Jannan home projects throughout Reno, Hidden Valley, and Fernley.

Gerhardt & Berry was awarded construction of the Panther Valley Sanitary Sewer System for \$868,513. Construction Supply outbid non-union employer W.E.S. Construction on construction of the sanitary sewer extension at Interlaken Park of Reno. Nevada Paving has done well with their hot plant located on Glendale near Rock Blvd. This plant is working under a vertical agreement, therefore, we not only man the plant but also have all other forms of labor involved.

Good news around Elko is the bidding of the first phase of the railroad track relocation. This project should mean much work

for Brothers in the eastern part of the state not only on the relocation itself, but on the downtown redevelopment of land vacated by the railroad.

Elsewhere around the eastern

part of the state, Parsons Construction out of Utah has started the concrete paving at Wendover as well as the asphalt at Cherry Creek. Max Riggs has moved

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### RESOLUTION APPROVED BY MEMBERSHIP

The following resolution was approved by the membership at the Semi-Annual General Membership Meeting held in San Francisco on July 8, 1978.

### RESOLUTION

#### TO AMEND ARTICLE V—INITIATION FEE—OF THE LOCAL UNION BY-LAWS

WHEREAS, the purpose of the initiation fee into Operating Engineers Local Union No. 3 has historically and traditionally been to instill pride in joining and actively participating in the trade union movement; and

WHEREAS, the initiation fees for Operating Engineers Local Union No. 3 have not been increased since October 1960; and

WHEREAS, the wage package negotiated into the collective bargaining agreements between the employer and the Local Union have increased by as much as 350% since the initiation fee was last increased;

THEREFORE, BE IT RESOLVED that Article V, Section 1 of the By-Laws of Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, AFL-CIO, shall be amended as follows:

#### Section 1

#### Delete

"The initiation fee of each applicant for membership in the Parent Local and all Sub-divisions except Sub-division D shall be:

Parent Local	\$200.00 plus \$ 40.00 Int'l Tax
Sub-division A	\$150.00 plus \$ 30.00 Int'l Tax
Sub-division B	\$175.00 plus \$ 35.00 Int'l Tax
Sub-division C	\$150.00 plus \$ 30.00 Int'l Tax
Sub-division E	\$150.00 plus \$ 30.00 Int'l Tax
Registered Apprentice	\$200.00 plus \$ 40.00 Int'l Tax

The initiation fee of each applicant for membership in Sub-division D shall be \$25.00 plus \$5.00 International Tax."

and insert in lieu thereof the following:

"The initiation fee of each applicant for membership in the Parent Local and all Sub-divisions shall be:

Parent Local	\$500.00 plus \$100.00 Int'l Tax
Sub-division A	\$375.00 plus \$ 75.00 Int'l Tax
Sub-division B	\$435.00 plus \$ 87.00 Int'l Tax
Sub-division C	\$375.00 plus \$ 75.00 Int'l Tax
Sub-division D	\$ 60.00 plus \$ 12.00 Int'l Tax
Sub-division E	\$375.00 plus \$ 75.00 Int'l Tax
Registered Apprentice	\$500.00 plus \$100.00 Int'l Tax



A 280-FOOT AMERICAN TRUCK BOOM wrapped itself around a Reno motel like spaghetti recently, when a gust of wind apparently caused the untied demolition ball to throw the boom off balance. Although there was considerable property damage no injuries were sustained from the accident.





By BOB MAYFIELD  
Vice-President

## Rigging Lines

As a follow-up to last month's article, I would like to add some information I have learned regarding possible construction of the Auburn Dam. It seems as though none of us really knows who or what to believe, or what we hear or read nowadays, because if you believe what was written in some of California's largest newspapers (since my column in last month's Engineers News) one would have to believe that the chances for construction of this huge dam would indeed be slim. However, I reported last month that the inside information I had was that the reported earthquake fault near the dam site wasn't a fault at all but an ancient blowout hole which was left over from some ancient volcano.

I reported that bids for the project might possibly be let in as little as 24 months, with construction to begin at once. I am most happy to report that since then I have heard nothing from so-called insiders to change my mind in any way—in fact, probably these reports have been bolstered. I'm now told that a very prominent California congressman who is a dominant figure in the Dept. of Public Works affairs, has indicated that the dam will be put out to bid in as little as 24 months, and that the dam will be bid and constructed as was originally called for, inasmuch as it was supposed to be a concrete dam of thin arch design. However, due to the width of the canyon area, it would be likely that the base of the dam could be thickened as much as 500 feet to add bulk and strength to a dam destined to back up a huge amount of water.

In any event, with this information I have the greatest of hope that in a short space of time this will turn out to be a true story, as a project of this magnitude bolsters our own work picture immensely and upgrades the economy of the whole area, not only for the life of the project but literally for all time that follows, due to the dollars that these projects generate in areas such as power, food control, fishing, boating, swimming and recreation of all types.

I would also at this time like to follow-up on an article several months back in the Engineers News where I had mentioned a highway project that was soon to be let in Utah. This highway project isn't just another good job to be let in Utah that might interest only a few brothers living in our jurisdiction in the Beehive state but this is a project worth talking about in more detail because, to my knowledge, in all likelihood this road job will be the largest highway job ever let in a single contract in the entire jurisdiction of Local No. 3. The biggest job in terms of dollars that I'm aware ever let in Local No. 3 was the recently completed Highway 580 job in Alameda County \$32 million between Castro Valley and Dublin which was under contract to S. J. Groves Company.

I think all of us are aware of the quality and length of Operating Engineer jobs on this fine project and are appreciative and hopeful that more might follow someplace soon in California. But highway work has certainly not been the pillar of strength in California overall these past 2 or 3 years. This highway job on Interstate 80 directly west of Salt Lake City, in many swampy areas, will be a major excavation and borrow import job, as I'm told construction will likely take around 4 years, with a dirt show to last 3 years at last, and a probability of multiple shifts required to meet a tough schedule. Hopefully, this highway will be advertised by the Utah Highway Department by the time this article reaches press, and bids to be opened sometime around mid-October. I'm told with new work, including structures added, that Engineers' estimate for this single project will be in the neighborhood of \$38 million.

Very soon I am to attend a meeting with Governor Brown and key people on his staff, along with several directors of the California Chapter of the International Association of Drilling Contractors. Brown very recently received substantial news coverage regarding his views of the problems and possible answers to California Oil Industry problems. His ideas and answers, if they could be put into effect, could be a boom to this industry and ultimately it could directly affect our construction work picture drastically. In a nutshell, his idea is to raise the California producers' price for a barrel of oil (now \$5.00) to be the same as OPEC and Indonesian oil (now priced at \$15.00). Almost all money spent on foreign oil stays out of the country and therefore produces nothing. In turn, this new money would be the incentive needed to upgrade California refineries to the point where the high sulphur content oil found here and from Alaska could be refined in this state without pollution. This would mean that most all jobs and money spent would stay in California and the U.S.A. and, as we all read daily, could help lessen our deficit, as imported oil costs are far and away the single largest item that is doing its best to bankrupt this country, and also cause the U.S. dollar to be as much devalued as it is. The cost to upgrade these refineries to refine high sulphur oil would probably range between two to four billion dollars. This amounts to a whole lot of construction work for our people and this whole scheme at least on paper seems to make a lot of sense.

Since last month the Custom Agreement in Utah has been  
(Continued on Page 9)

## For Crescent City

# Dredging Project a Step Closer

Authorization for advanced engineering and design for dredging the outer Crescent City harbor, including connecting channels between the harbor entrance and the two basin entrances has been approved by the House of Representatives water resources sub-committee of the Public Works and Transportation Committee, reports Rep. Gene Lake, Eureka District.

The authorization, inserted in the omnibus legislative package now moving through Congress by Congressman Don Clausen, was requested by the Crescent City Harbor Commission and is one of two dredging projects proposed for the harbor. An earlier request for dredging near the inner breakwater extension has been approved by the House.

Congressman Clausen said the latest authorization calls for an estimated expenditure of \$400,000. The full Public Works and Transportation Committee is scheduled to hear the bill Wednesday, following which it will move to the House floor and then to the Senate.

The Crescent harbor project calls for deepening and maintaining a 20-foot channel in the outer harbor area, including a connecting channel between the harbor entrance and the outer basin and the inner harbor, and a 16-foot channel between the inner harbor and the inner boat basin. The authorization would also establish a 16-foot channel in the vicinity of the fishing boat harbor.

Harbor officials, commercial fishermen and tug boat operators have repeatedly complained of the loss of water depth in the harbor due to the build-up of sand. Problems with rough water due to sand accretion at the harbor entrance have also been reported.

### Marina Project Stalls

Plans for the Woodley Island Marina project have hit a snag. The harbor district has learned that the Economic Development Administration (EDA) in Washington, D.C. is holding up the district's application for a \$3.7 million grant.

At the present time its all in the hands of the EDA. The Humboldt Bay Harbor Commission has met all the requirements of the National Environmental Quality Act as well as received all the necessary permits. But it is being held up for some unknown reason.

The California Department of Navigation and Ocean Development (DNOD) has already approved \$2 million of the \$3.2 million loan for the project. But nothing can be done until the grant from the EDA is approved.

Once the grant is approved, bids can be put out on the dredging of the marina channel.

The dredging is part of the first phase of the project. Another part is construction of the offramp from the Samoa Bridge to the island.

The application has been with the EDA since March of this year. The commission had anticipated approval in April. Now, a starting time for the project is uncertain.

### Bridge Job Underway

Business Rep. Jim Johnson reports that at the northern end of the Eureka District, C. K. Moseman has gotten off to a good start on their \$3.5 million project which consists of constructing two bridges across the South Fork of the Smith River to bypass the bad slide area below Rattlesnake Lake. The crew is working at a very steady pace trying to get the center piers poured before the river starts to rise with fall rains.

Eastco Construction out of Redding is doing the bridge approaches as well as putting in the new section of road which consists of about one-half mile. At the present time there are 12 Brothers on this combined job.

In Crescent City McGuire and Hester will have started their \$669,000 sewer replacement job. This job consists of replacing 4,700 feet of 18-inch line and 1,500 feet of 10-inch line. This project is expected to go through most of the winter and be completed by April 1979.

Nally Enterprises of Rio Dell is in the finishing touches of their project on Hiway 101 at the Little Red Hen location at Stone Lagoon, this was a \$650,000 realigning job which will get rid of some very bad curves. This has been a much needed project for some time. Redwood Empire Aggregates of Arcata is doing the paving on this job. Just as soon as Nally completes this job he will move his entire crew north about 20 miles and construct an airport for the county of Del Norte at Klamath Glen, this will be to replace the airport that went down river during the 1964 flood. The cost of this job is \$222,000.

(Continued on Page 14, Col. 3)

## Out-of-Work List Depleted In Ignacio

Asst. District Rep. "Lucky" Sprinkle reports that the out-of-work list is depleted—Marin is booming, and an excellent work season is in progress.

The Soulaule Dam Project in West Marin is moving right along. Swinerton & Walberg has started their 5-story office building at Fireman's Plaza, Fireman's Fund Project in San Rafael.

A pre-job conference was held recently with Branaugh Excavating on their Highway 101 reconstruction and resurfacing project. Termination date is November 1st, 1978. Piombo Corporation is still at Larkspur Landing, with a few Operators. Ghilotti Brothers are keeping quite a crew of Operators busy at their various job locations—equipment and Operators scattered throughout the County.

O. C. Jones is working at Richardson Bay Bridge, also at Pacheco Valley. Fanfa-Mulloy working at Partridge Knolls Subdivision in Novato. The Rock, Sand and Gravel Plants, as well as the Material Dealer Plants are in full swing.



CONGRESSMAN PHILLIP BURTON (D-San Francisco), who has been instrumental in helping Local 3 secure a number of vital construction projects and programs, recently paid a visit to the union's main office dur-

ing a session break. He was given a tour of the Local 3 printing facilities by Vice President Bob Mayfield (left) and Public Relations Director Ken Erwin (center).



## Contra Costa Work Scene 'Plain Busy'

Business Rep. Dewitt Markham reports that Central Contra Costa is "just plain busy." Joe Foster has new cats, new emblems on his pick ups, and lots of new work. The Foster crew on Twin Creeks is at the half way point with about a million to go. This crew has top hands with Quilici, Odel Campbell, Crisp, Tobin, Lloyd Hack and Madrid.

Don Parker is working a crew finishing up their Sycamore job and starting a new one on Tasa-jara Road. Foster also has a good one to start in back of Sycamore.

All of these jobs would not be

working had the Blackhawk project gone down.

"Dale Marr broke this loose up in Sacramento in the last round for us," Markham commented. "And with the help of many hands at the meetings these and more jobs will go this year and next. With similar moves Dale and his crew have repeated this in the outlying areas."

Independent is going strong on El Cero. Jim Longston has been teaching the boys how to stay in shape and also a bit of rah-rah before the shift, or rather until the August heat wave set in.

Art Haskins will be moving the iron over the hill to start the next 5 million yards at Blackhawk. There will be two new 637 scrapers to help out here. Bill Fox says this is a fair to middling boss. They will help this crew do their thing which is moving dirt one time, one place, fast.

## Shops

Asst. District Rep. Ron Butler reports that work in the shops continues to be good with most of the brothers working as many or sometimes more hours than they want.

"Just remember brothers, when we are tired from working long hours we sometimes get careless, and this is when accidents happen," Butler cautioned. "If you find yourself getting a little fuzzy, take a break, get a cup of coffee, or do anything that will restore your alertness. It's better to take a few minutes longer to finish a job than to have someone else finish it for you because you got careless for a moment."

The Oakland officers are in negotiations with Williams & Lane and look forward to holding a ratification meeting with these brothers soon.

Business Rep. Hank Munroe reports that good times still are rolling in Western Contra Costa County with everybody working that wants to work and a few working that don't want to. New jobs are Castro Street improvement, a \$1,250,000 job picked up by McGuire & Hester. This is the old street that runs through Standard Oil, Richmond that carries most of the refinery worker traffic. It has been a terrible bottleneck for years, however, when this project is done by early next year it will be much wider with new improved drainage.

More good news in Richmond. At long last a bridge crossing

over the railroad tracks between Canal Blvd. and Castro Street on Hoffman Blvd. "Those of you that have waited 20 minutes or more while SP was switching cars back and forth can now celebrate," Munroe said. This is a \$4.5 million job that was picked up by Novo-Rados of Chino, California. More on this after we have the pre-job with this AGC contractor.

"Brothers, we have been working hard since May and some of us are getting careless," Munroe added. "Please don't get in an accident, watch out, it really is a poor way to finish out a good year."

## Forest Service to Rebid Road Jobs

This article was especially prepared for *Engineers News* by Claude Odom, Bob Merriott, Jerry Bennett and Harold Smith.

The U. S. Forest Service will be re-advertising for new bids on 13 miles of Sherman Pass road in late August. This project was originally set to bid in July, and Lee's Paving Company of Goshen was the only bidder at \$1.6 million. The contract calls for widening, grading and paving of the existing road from the South Fork of the Kern River to Black Rock Station. Good luck to Lee McClatchery, Joe Harper and crew.

Granite Construction is the apparent low bidder on the collector system for Westland Water District. There is some question of the project being awarded since Granite's bid was over \$21 million and the Bureau of Reclamations estimate was a little over \$13 million.

Three-D Construction Company is the low bidder on a large irrigation project in the Corcoran area. This job is for several large farming corporations who put up \$6 million to complete the work.

A bid of \$8.5 million—about \$3.2

million lower than anticipated has been awarded to Granite Construction Company to build a major portion of Freeway 41 in Fresno.

The contract is for the construction of the interchange of Freeway 41 and Highway 180 and connection of the already completed portion of Freeway 41 south of Divisadero to the interchange.

The low bid of \$8,566,802 was only \$159,000 below the next highest bidder. The highest bidder came in at \$9.8 million, still some (Continued on Page 15, Col. 3)

## San Jose Rock, Sand, Gravel Plants Busy

Business Rep. Gerald Blair reports that work in the Rock, Sand and Gravel plants in the Hollister and San Juan areas are in full swing. Hillsdale's three plants have full crews—Granite Rock's new Sand Plant in Hollister is about to get underway. Don Ton has a portable plant set up in river to make base rock for Pleasant Valley Construction's Hiway 25 Job, and a subdivision in Hollister.

Granite Construction was low bidder on the Hollister Sewer Siphon at \$400,000. The Sewer Plant, Pipe, Structures will bid August 18th at approximately \$2.5 million.


There will be quite a bit of Levee rebuilding along the Salinas river out to bid in the near future.

There will be more work in Ft. Ord next year—with a proposed budget of \$40,000,000.

Granite Construction was low bidder on the Cal. Water Micro Filter in Carmel Valley, at \$1,800,000 — will start in approximately 40 days.


Business Rep. Harvey Pahel reports that Raich Co. has picked up a nice \$7.8 million job. They will be doing the dirt and the structures at the 280 and 101 Interchange.

"We will be holding a pre-job in regards to the above project," Pahel said. All the underground contractors seem to be very busy and keeping a lot of brothers busy all over the south part of the county.



**the Credit Union**

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DALE HANAN  
General Manager

Your Vacation Pay means opportunity. It means the opportunity to:

1. improve your financial picture.
2. save easily and safely.
3. earn an excellent return on your savings.
4. increase your family's life insurance protection at no additional charge to you if you're insurable.

Vacation Pay can help you through periods of unemployment and bad weather, but it also provides you with the chance to build a nest egg for future purchases, down-payments on cars and homes, vacations and even your retirement.

Brothers who save all or a portion of their Vacation Pay earnings are generally healthier financially than those who spend all their wages and Vacation Pay earnings each year.

What you do with your money, of course, is your own business, but how well you handle it does make the difference between being financially healthy and unhealthy. Saving all or some of your Vacation Pay each year could improve your financial picture.

A payroll-deduction plan is the easiest way to save, and the Vacation-Pay system is similar to a payroll-deduction plan. Your employer pays your Vacation Pay earnings directly to the Operating Engineers Local Union No. 3 Trust Fund in San Francisco instead of including them in your paycheck. Thus you have to make more of an effort to spend your Vacation Pay earnings than to save them. Just the opposite is generally true when we receive all our earnings in our paychecks.

Twice a year (unless you're on a monthly transfer) the Trust Fund transfers your accumulated earnings to your Credit Union share account. Your share account is a savings account, and the Credit Union offers you real incentives to save.

What are the advantages of leaving all or some of your Vacation Pay in your Credit Union share account?

Money saved in your Credit Union is a true investment: one that combines safety with an excellent return. Your share account is insured against loss up to \$40,000 by the National Credit Union Administration, an agency of the Federal government. Since 1974, Credit Union savers have had the opportunity to earn 6.5% per-annum on their investment. That 6.5% per-annum, compounded semi-annually, means an annual percentage yield of 6.61%.

If you're insurable, you also have the opportunity to earn up to \$2,000 life insurance on your savings at no additional charge to you. This is a unique service of your Credit Union. No bank or savings and loan association offers you the opportunity to increase your family's life insurance coverage at no additional charge while you're saving at an excellent return.

Think of your Vacation Pay as savings. If you have any questions, please contact the Credit Union. In a future article we will discuss the mechanics of Vacation Pay transfer and how to keep track of your earnings.

## 35 YEARS

At its meeting on August 13, 1978, the Executive Board granted Honorary Membership to the following:

Name	Reg.No.	Initiated by	Local
Frank Arnone	342519	2/42	3
Thomas Davids	354337	5/42	3
E. L. Duff	422788	6/43	3A
D. Ronald Fawcett	394900	11/42	3A
Albert Fogt	361217	6/42	3A
Charles J. Galloway	223556	3/35	45A
Lloyd M. Gordon	416350	4/43	3B
Lolon S. Hasha	313335	7/41	3
James E. Huse	303246	4/41	3A
Claude Johnston	429458	8/43	3B
George Johnston	425226	7/43	3A
Rupert Kavanaugh	242544	(3/37, initiated by No. 513 (8/43, transferred to No. 3	
W. A. Little	294703	12/40	354
Stephen G. Luck	294572	12/40	3
Ralph E. Mickelson	429153	8/43	3
Ward M. Moyer	369212	7/42	3
Salvato Nicolosi	408107	2/43	3
Robert K. Patty	272548	(3/39, initiated by No. 12 (2/42, transferred to No. 3	
William E. Phillips	339114	(1/42, initiated by No. 12 (5/42, transferred to No. 3	
Fritz Redman	429162	8/43	3
Orvil L. Teague	369956	7/42	3B
John G. Von Salden	381837	9/42	3
David O. Warnick	369324	7/43	3
Wayne Whitman	381862	9/42	3
Ray F. Willis	394652	11/42	3
G. H. Teeslink	360835	6/42	3

At its meeting on July 8, the Executive Board approved Honorary Membership for the Retirees listed below who have 35 or more years of membership in Local 3.

Name	Reg. No.	Initiated by	Local No.
Leonard C. Allen	408333	2/43	3A
William B. Berry	291575	9/40	428
(transferred into 3 12/40)			
Wallace E. Cramer	369057	7/42	3
David V. Dickinson	239614	11/36	59A
Donald E. Gates	425207	7/43	3A
Louis Landes	413119	3/43	3
Russell Mayes	425018	7/43	3
Ernest J. Rains	342755	2/42	3B



# An Analysis of Brown's Labor Record

By James Earp

In the last four years, Local 3's relationship with Governor Edmund G. Brown, Jr. could frequently be characterized in a single word — confrontational. In fact the casual reader of the *Engineers News* — who may never have taken the time to read between the lines — might even interpret the union's relationship with Brown as being openly hostile on occasion.

But reality and illusions, enemies and friends often get mixed up in the heat of controversial political issues. And California politics, like Jerry Brown himself, have one thing in common. They are intricate and complex.



Jerry Brown

Yet, through the harsh words and confusion and pushing and shoving in the last four years, one thing has emerged clear cut and recognizable — California has never enjoyed more construction, more money in the pockets of operating engineers and more plain old prosperity than it enjoys now.

While construction activity in many parts of the country still suffers a recession-like lag, construction in California has steadily expanded at a four to six percent annual rate each year since the big recession under President Nixon. The total number of jobs in California has grown faster than in any other industrial state in the union. Construction employment alone has expanded more than 100 percent faster than the national average.

Even more amazing for operating engineers is that this building boom has come when most interstate highways have reached completion, signaling a winding down of the highway program. Much of the slack in California has been taken up by billions of dollars of wastewater treatment plant and sewer construction — a direct result of Jerry Brown's solid support and expediting of the Clean Water Act program.

Time after time Brown stepped in to help clear the way for projects like the Dumbarton Bridge, Warm Springs Dam, the \$1 billion San Francisco sewer project and Blood Alley. Sometimes his support has come only after considerable pressure from Local 3 and other groups. Certainly many of these projects received a great deal of support from assemblymen and senators — many of whom received campaign help from Local 3. But Governor Brown — because he is the governor of the union's largest state — has been the key decision maker.

Brown is committed to a healthy economic growth rate in California — one that is free of "boom or bust" tendencies. That is why he supports projects like the Peripheral Canal, urban redevelopment and the construction of mass transit systems like BART.

The fact that Brown's support for some construction programs appears to have come only after considerable persuasion has created a lot of misunderstanding

among the rank and file of the building and construction trades, but it does not detract from his commitment to bettering the working conditions and economic welfare of working men and women.

He is tough and analytical. He has never casually endorsed programs, projects and legislation for labor — or for anyone else. Local 3 has had to literally "pull all the stops" and prove point by point the necessity for some projects. Sometimes the union has come down hard on him — even when most of the blame lay with environmental activists working within the state's bureaucracy. But because he is the Governor, Local 3 went right to the top to clear the way for vital construction projects that would mean bread on the table for the members.

The fact that Brown responded — even when he disagreed — is the secret of Local 3's success in obtaining millions of dollars of construction work.

It is Jerry Brown's ability to learn from his mistakes and respond to political realities that has enabled him to evolve into one of the most effective governors in the United States. It is his accessibility to Local 3 that has justified the union's support in his campaign for another term as Governor.

Hard hitting, unfortunate events like the failure of Dow Chemical to obtain approval for its petrochemical plant have turned Brown into an economic and social realist. He knows that the hard earned dollar is the number one concern of the electorate. He realizes that economic growth and environmental concerns must be balanced. He has learned that many so called "environmentalists" are nothing more than upper class elitists who wish to preserve their rural lifestyles.

And perhaps foremost to operating engineers, Brown has come to realize that in the realm of business, the key to growth is the construction dollar—a dollar that makes its way much further into the economy than the manufacturing or retail or tourist dollar.

For a politician that disavows himself of so called special interest groups with as much determination as he does, Jerry Brown has been extraordinarily favorable to the labor movement — not only by

signing an unprecedented amount of key labor legislation during his first term, but by selecting dozens of representatives of labor to state appointments.

It was under Brown that legislation was passed prohibiting the use of professional strike breakers and restricting injunctions on labor disputes. It was Brown who extended protection from unfair labor practices for farm workers.

During Brown's first term as Governor...

- worker's compensation benefits were dramatically increased, and protection was extended to workers whose employers were illegally uninsured;

- prevailing wage rates on public works projects for surveyors working in the 48 northern counties were made mandatory;

- new and unprecedented authority was given to the state labor commissioner to hear and determine wage claims and to issue final orders without going to court to secure enforcement.

- a task force was created to go after employers who short change worker trust funds and shirk tax liabilities;

- major advancements were made in Cal/OSHA, such as the passage of the Carcinogen Control Act of 1976 requiring registration of cancer causing agents;

- \$46 million in "counter cyclical" aid funds were allocated in 1977 and 1978 to bolster construction jobs, employing unemployed construction workers through union hiring halls at the prevailing wage rate.

The list doesn't stop there. Brown has promised to continue the fight for the multi-billion dollar Peripheral Canal. He is actively supporting and clearing the way for construction of an LNG terminal on the California coast. He is making large strides in California's oil industry that promises millions of dollars in new construction.

It is apparent that Brown views the labor movement, not as a special interest group, but as a major voice of the California electorate. The beneficial result of his viewpoint toward labor, as John Henning, head of the California Labor Federation points out, is a "remarkably high measure of social and economic progress."

## Comprehensive Report Released on Auburn Dam

A Bureau of Reclamation official has released a comprehensive series of reports on the Auburn Dam which should enable the Department of the Interior to make a final decision on "if and when" the project will finally get off the ground.

The studies released last month "comprise the most extensive seismic investigations ever performed on a proposed dam site," said Robert B. Jansen, Assistant Commissioner of Reclamation. "The dam proposed to be built will be safe," he continued, "or no dam will be built."

The studies are the result of an intensive investigation ordered by the Bureau of Reclamation following the 5.7 Richter scale earthquake that rocked the Oroville Dam in 1975. The reevaluation includes studies of the maximum credible earthquake, related ground motions, the possibility of earthquakes induced by the reservoir itself, and surface faulting potential at the Auburn Dam site.

An eight-volume study compiled by the San Francisco based engineering firm Woodward-Clyde

Consultants and the results of the extensive Bureau investigation were analyzed by five independent experts. In addition, the U.S. Geological Survey reviewed the Woodward-Clyde study.

Jansen emphasized that a final selection on the type of dam to be constructed "will be made with a high degree of conservatism." The studies have prompted a reevaluation on the original dam design—a thin-arc, double curvature concrete dam that has stirred up a great deal of controversy among environmentalists and residents concerned with the dam's ability to withstand an earthquake.

One of the alternative designs—a "gravity section" dam one mile downstream from the present site—was rejected in July. The other three alternatives still under consideration are a gravity section dam at the present site, an earth-fill dam at the present site and an earthfill dam one mile downstream.

When a final design is selected, a review on the safety of the dam will be made by independent con-

sultants and by the State of California.

It may be a long, drawn out process with no guarantee that an Auburn Dam will ever be built. Interior Secretary Cecil Andrus, who must make the final decision on whether the dam will be built commented last month that "it still boils down to a safety aspect and economics does play a role."

If there is much earthquake movement along the dam site "as suggested by the Geological Survey, it would mean an entirely different structure" and it would be much more expensive, he said. The possibility of abandoning the present thin-arch design and utilizing one of the alternative designs is being supported by some Bureau engineers.

To do so, however, would increase the cost of the long delayed project and set back construction several years.

A brief summary of the consultants and their findings reported in the Bureau's release last month were:

- Dr. Clarence Allen, professor of geology and geophysics at the

California Institute of Technology, suggested a maximum credible earthquake of 6.5 more than three miles away. His most likely estimate of past surface fault displacement events in the foundation was an average of one inch of movement occurring at 300,000-year intervals.

- Dr. R. W. Clough, professor of civil engineering at the University of California at Berkeley, proposed a magnitude 6.0 quake of one mile but considered it was extremely unlikely. Sympathetic displacement at the damsite of less than one inch is the credible movement in the foundation with this event, he reported.

- Dr. Richard Jahns, dean of the School of Earth Sciences and professor of geology at Stanford University, suggested a 6.5 quake at two miles. Past displacement in the foundation was estimated as one inch occurring at intervals of 200,000 to 300,000 years.

- Dr. Lane Johnson, an associate professor of geophysics and a specialist in seismology at the University of California at Berkeley, suggested a quake of 6.5

within five miles. He said, based on seismological evidence, that such a quake within five miles of the dam would occur at intervals of 85,000 years.

- Dr. Eng. J. Laginha Serafim, principal founder of COBA International Consultants of Portugal, suggested a quake of 5.7 to 6 with a small possibility of occurrence within 30,000-year intervals. Movement in the foundation of one to two inches was considered to have a very small probability of occurrence.

- Woodward-Clyde Consultants suggested a maximum credible earthquake of 6.0 to 6.5 magnitude causing a maximum surface displacement of 0.8 foot. They suggest that such an event would occur at an interval of 10,000 to 30,000 years.

- The Geological Survey, in its review of Woodward-Clyde, suggested a maximum credible earthquake on the Foothills Fault System of 6.5 to 7 causing a maximum surface displacement of three feet. Such an event was suggested as having a recurrence of between 10,000 and 100,000 years.



## Redding Holds Barbeque

District Representative Ken Green reports that the Redding barbeque sponsored by the "Voice of the Engineers" was held July 22, with the usual success. Many friends of labor were there along with Business Manager Dale Marr, Vice President Bob Mayfield and Corresponding Secretary James "Red" Ivy.

Brother Marr's remarks to the brothers and their wives were centered around the environmentalist and complacent engineers. Even though we have an abundance of work now don't let the environmentalist get a foothold against us again, he emphasized.

Assemblyman Stan Statham spoke of the help Local 3 gave him in his bid for election on both the Democratic and Republican ticket. Stan won by a margin greater than 4 to 1 throughout his 1st Assembly District.

Sheriff John Balma, Supervisors Hank Keefer and Dan Gover also were in attendance.

The beef weight was about 550 pounds dressed and fed 653 people. "Needless to say the barbeque beef had to be stretched rather thin," Green commented.

Ben Carvalho was in charge of the cooking and the beef was cooked to a turn. Executive Board Member Joe Ames and Retiree Joe Belue were very helpful in the stringing of the beef and attending to the fire.

Without the help of both Joe Belue and Joe Ames the preliminary to and during the cooking would have put a burden on someone else. Brother Willie Houghtby was in charge of the cutting of the beef. This job is one that has to be done quickly so the beef won't cool too fast and yet cut in size to be served.

Many of the brothers' wives and sweethearts brought beans and helped set up for serving the long lines of hungry people.

"My wife Sonnie was in charge of setting up the serving lines and also to oversee the serving of the food," Green added. "Lee Ellison, Coordinator, was in charge of the beer and soft drinks. We have already started to plan next year's V.O.T.E. barbeque. By this time next year we will have a double barbeque

and hopefully plenty of beef for everyone."

John Hinote came to the barbeque with his Cottonwood-Anderson Champion baseball team. This year Local 3 backed his Giants and John brought them from a one game win last year to a one game loss this year—a job well done.

Green also reports that the "Voice of the Engineers" recently sponsored a 10-man raft for the Redding Raft Race. "After many nights of planning, tying tubes and plyboards together we were off down the Sacramento River thru rapids, over rocks and falling into the cold river," Green said.

"After four hours and 20 minutes of vary cold water, back breaking rowing and 3 cases of Cottonwood Koolaid we landed at Anderson River Park. After close calculation with the other 129 rafts, we were told that Local No. 3, V.O.T.E. raft came in 130th. Next year the crew voted to not let the Apprenticeship Coordinator be Captain."

The work in the area is holding up real good with the out-of-work list down to practically nothing.

Be sure to watch your registration and not let your 84-day rule lap over.

## Meany's Mes

Since America last celebrated Labor Day, the American labor movement has been under concerted attack. Starting with the day President Carter's modest proposals to reform the nation's labor laws were introduced, we have been the target of a vicious, distorted and unfair barrage of propaganda.

Sponsored and paid for by the business community, this attack was spearheaded by a small band of United States Senators with close ties to some of the most extreme right-wing organizations in the nation. They pictured the trade union movement as something evil, run by evil people, for evil reasons and with evil results.

The truth, of course, is the exact opposite.

### Committed to Work Within the System

The American trade union movement—unlike any other labor movement in the world—is committed to working within the American political and economic system in order to achieve the social and economic justice prom-

ised by the Declaration of Independence and the Constitution.

The 14 million members of the unions of the AFL-CIO differ from other Americans only in one way—they carry a union card. They are active in their church, PTA, boys and girls clubs, scouts; they are involved in the broad range of activities in their communities. They worry about meeting their bills and caring for their children. They hope and dream about the future. They want a better world for their children and their grandchildren. And they work hard for that better world.

On this Labor Day—a holiday dedicated to the working people of this nation—it seems to me appropriate to take a closer look at the people who make up the American labor movement, their work and their unions.

### Business Hypocrisy

And, it seems to me, just as proper to ask some questions about the role of the captains of American industry—those who pretend to be defenders of free enterprise—in seeking to destroy a labor movement that has always supported and promoted free enterprise.

Why, for example, would American business want to weaken the strongest anti-communist workers movement in the world? Why, at the very same time, do they pursue cozy trade deals with communist dictators—the sworn enemies of capitalism and free enterprise?

Perhaps the answer goes back to the origins of the labor movement—to the desperate methods employers used to prevent workers from forming unions. Unions, those employer decided, constituted a direct threat to their power to make virtually unlimited profit through miserable wages, unsafe working conditions and the use of child labor in sweatshops.

Greed to make the last dollar of profit led those employers to use violence, the courts and blacklists as weapons against unionism. They sought to deny workers their First Amendment rights—to act together and speak freely to encourage others to join their cause. Those rights endangered their

## Guam

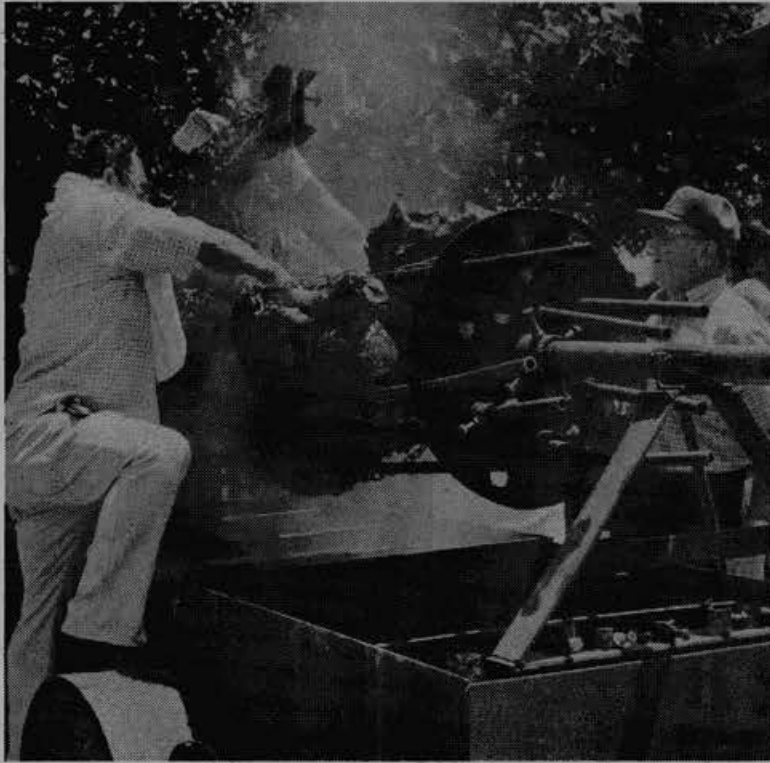
(Continued from Page 2) declared.

"It was my personal commitment to manpower training and development," he continued, "that convinced me to sign a \$450,000 construction training agreement with the Operating Engineers Local No. 3 and a consortium of construction companies. I was solely motivated by the urgent need to train local residents for the many and varied construction jobs for which we bring in alien laborers."

The purpose of the Guam training program is to upgrade the skills of local construction workers and gradually enhance the island's economy by phasing out the overuse and abuse of alien construction workers on the island. Enrollees in the program are currently undertaking 10 weeks of classroom training after which they will receive 16 weeks of on-the-job training.



**BUSINESS MANAGER** Dale Marr (pictured above) hands a trophy to champion baseball player Brian Hinote, son of Local 3 member John Hinote. At right, Ben Carvalho mans the barbeque pit with veteran skill.



## Dirt Really Moving on Warm Springs Dam

After four years of court delays, construction of Warm Springs Dam is now underway at the confluence of Dry Creek (No. 1 and Warm Springs Creek (No. 2), 11 miles northwest of Healdsburg.

Peak construction activity is still a year away, reports District Representative Rob Wagnon but preparations have begun, following the May 30 award of a \$118.7 million contract to Auburn Constructors.

At the damsite, the most visible signs of activity are the large scrapers, which work 16 hours a day, carrying dirt from the so-called "test fill" (No. 3) to the "random fill" (No. 4) area where it is re-compacted to become a permanent part of the embankment structure (white line).

The test fill on the dam's western or upstream shoulder was constructed several years ago as a test of soil compaction and permeability qualities. Subsequent U. S. Army

Corps of Engineers tests led to a redesign of embankment characteristics and so the test fill is being removed down to bedrock.

The materials are being transported to the random fill, the mound on the dam's downstream shoulder, which was started with soil materials excavated from road relocation work completed as part of another earlier contract.

Meanwhile, upstream from the dam on what will become the Dry Creek finger of the reservoir, Auburn is constructing its batch plant (in the general area of No. 1) which will provide the concrete for the emergency spillway and 3,400 feet of outlet tunnel passing from the reservoir through the embankment and into Dry Creek below. The tunnel, which will be 10 feet in diameter going into the dam and 14 feet coming out, must be completed before the profile of the dam can begin to rise above the valley floor.

Now being designed for manufacture and installation next year is the \$3 million, electric and gravity-powered conveyor system which will be the centerpiece of the embankment work.

It will carry the materials for the dam more than a mile from the designated "borrow area" (No. 5) on a hillside above the dam's north edge.

According to the construction schedule, work in 1979 and 1980 will center on construction of the outlet tunnel and on the cofferdam, the 192-foot-high, mini-dam which will hold back water from the two creeks and allow construction of the large dam without interference from downstream flows.

The cofferdam on the upstream shoulder will ultimately be part of the larger dam.

As proposed, the dam will be a 3,000-foot-long, earthfill triangle, 2,600 feet wide from toe-to-toe, and 30 feet wide at the top.





# Message to American Trade Unionists

profits and they felt—and some still feel—money to be more important than rights.

Then, as now, unions of workers were viewed by many employers as "evil," because they consider anything which reduces maximum profits to be "evil." It is no coincidence that the propaganda used by employers in the 1900s to frustrate and thwart unions bears a remarkable resemblance to today's propaganda. The lies told at the beginning of this century are still being repeated today. The propaganda is slicker but it is just as false.

In fact, the phrase popular with many editorial writers today — "that unions may have been necessary once, but have outlived their usefulness"—is neither new, nor more valid, than when it was first used in 1920 by an industrial kingpin dedicated to busting even the weak unions of that era.

The role of the labor movement, through the institution of collective bargaining, is to bring democracy to the workplace.

By its very nature, management of a business implies a certain amount of arbitrary control by the boss over the workers. Through collective bargaining, workers have a mechanism and an orderly procedure for placing well-defined limits on that arbitrary power. The result of collective bargaining is a legal and binding contract for a specific time period, setting the precise conditions under which workers will labor, for specific wages for a stipulated number of hours.

And it works. About 98 out of every 100 collective bargaining agreements are renegotiated without the loss of any worktime due to a strike or lockout. It is a record envied by most other major industrial nations. In fact, employers seeking to avoid unionism by their employees, pay professional consultants for advice and are told: Give the workers the things they want; then they won't want a union. Establish procedures for handling complaints, improve wage and fringe benefits, make the workplace safer—that's what the consultants advise.

Why then is it "wrong" for a union to seek these items in a legally-binding contract? Of course, the difference is the business consultants urge their clients only to "give" these to workers—not to agree, not to promise, not to make any pledges. "Give" today—and maybe take away next year.

## Contract Protects Worker

The contract provides protection against "take aways." That's the difference—the total difference.

To the worker, it means security. To the American economic system, grievance procedures, seniority systems and spelled-out working conditions mean stability in the workforce, reduced tensions and disruptions caused by disgruntled employees and increased productivity.

And consider this: Health insurance, disability benefits, pensions and life insurance help prevent workers or their families from becoming "charity" or welfare cases and thus a drain on tax dollars. They help maintain the purchasing power of workers and their families, thus contributing to the economic health of the nation by buying the goods and services it produces.

And there are other examples: Improving occupational health and safety also improves productivity and keeps injured and sick workers from becoming wards of the state. Premium rates of pay for overtime encourage employers to hire additional workers—thus reducing unemployment—and frees those on the payroll from unwanted overtime so they can spend more time with their families.

Paid vacations have spawned a whole new industry in the United States — tourism, which provides hundreds of thousands of jobs. Non-discrimination in employment, which was a key clause in many union contracts long before there was a federal law, is not only morally right, it is economically sound as well.

## Wage Increases Vital

Wage increases are vital to the economy because workers' families are the Number One pur-

chasers of the goods and services made in this country. Depressed Wage levels would certainly cause a disastrous depression.

Without these gains that workers have won through collective bargaining, employers would have been able to shift the burden of their responsibility to government, resulting in an increase in taxes. And if the government failed to provide for these needs, there would be rampant unemployment, poverty and misery.

What makes the American labor movement unique is that it has sought to keep responsibility for these matters largely within the free enterprise system, rather than shifting it totally to the government. Unlike many foreign countries, the American labor movement does not have its own political party and does not seek to control the government in order to legislate these programs.

Of course, government has a responsibility to make certain that employers who do not deal with unions do not totally escape their social responsibility.

That is why the American labor movement has lobbied for — and won — a minimum wage law that helps keep millions of non-union workers out of poverty—occupational safety and health legislation that seeks to make every workplace safe and healthful—unemployment insurance for workers who lose their jobs—worker's compensation for those who are injured on the job—anti-discrimination laws that apply to every workplace — Social Security and Medicare to help workers who have no pension or health benefits after they retire. Employers bear much of the responsibility for financing these programs, thus limiting the cost to taxpayers.

And all of these programs cover all workers, not just union members.

It is when we lobby for these and other laws that the cry is sometimes heard — usually from those employers who want to avoid any responsibility for their employees — that labor should stick to "wages, hours and working conditions" and not get involved in politics.

That, of course, is nonsense. The labor movement's political activity is aimed at encouraging the greatest possible participation in elections. Democracy cannot succeed if only the rich and powerful have and use the vote.

## Unions and Politics

And how do unions engage in politics? Well, union meetings are held in virtually every community in this country. There the records of the candidates are reviewed and a united position is decided by democratic vote. In fact, in order to endorse a candidate, a two-thirds majority is required to guard against "bossism." And union members always retain their individual right to support the opposite position.

But union members know that when they speak together, their voice is loud enough to be heard. They also know that an uninformed vote is worse than no vote at all. They want to know how their Representatives and Senators actually voted on the issues—not just what they say they did. So unions regularly keep their members informed of congressional voting records, and the members make up their own minds on the candidates.

And what issues are important to workers and their unions? Good

schools for their children, better transportation, clean air and water, protecting their jobs from unfair competition from foreign lands, getting full value in government services for their tax dollars. Every single one of these issues is decided by government. That means, since the needs and concerns of workers are going to be addressed by government, workers must play their proper role in selecting that government.

## Trade Unionism is Democracy in Action

In sum, therefore, despite the propagandists' claims, America's trade union movement could only be considered "evil" if democracy itself is the considered "evil." And that thought is abhorrent to the American labor movement.

There are more than 60 million Americans who are either active or retired members of unions, or spouses of union members, or children of union members.

Like all Americans, they enjoy this day as a day of leisure. But they do so with a special pride that their country not only sets aside a day in their honor, but has also given them the opportunity to improve their working and living conditions through the democratic process.

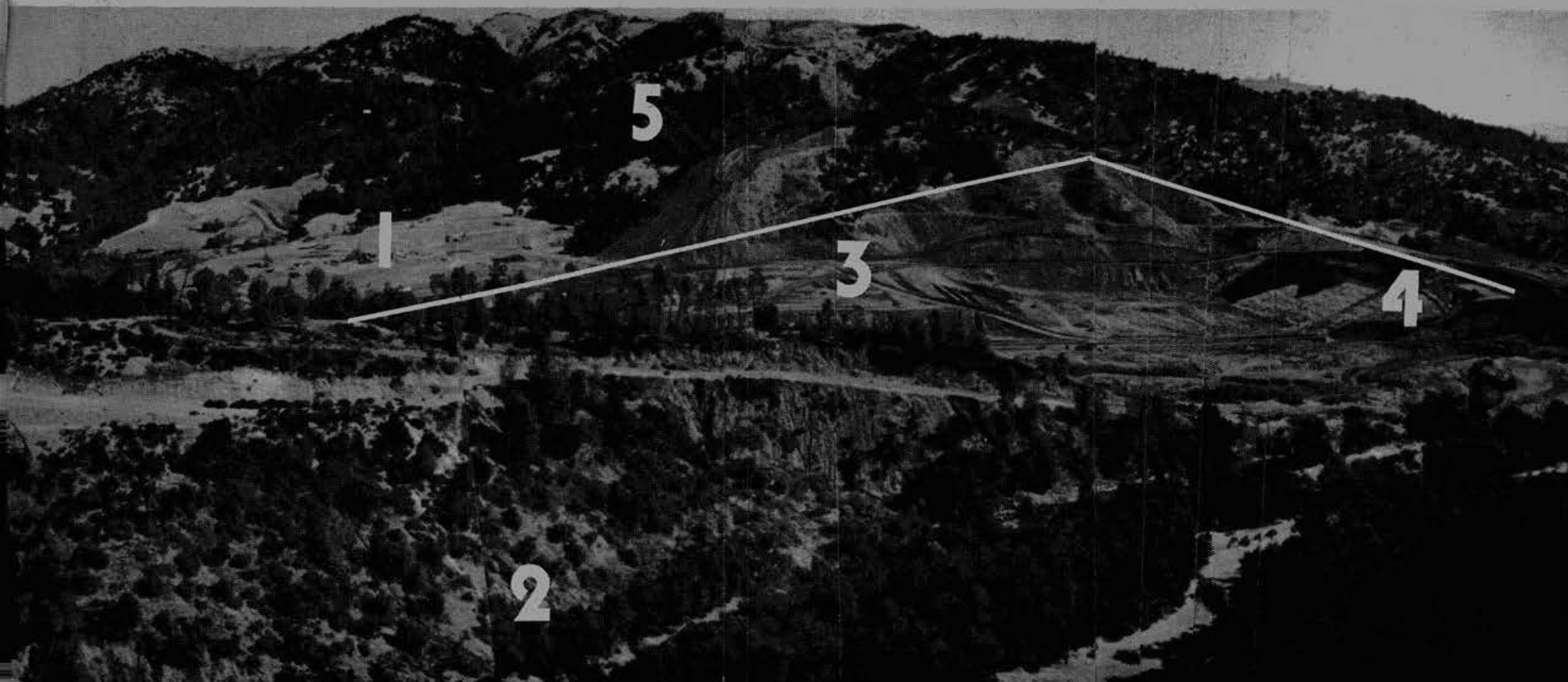
## More from Mayfield

(Continued from Page 5)

completed in total and schedules have been drawn up to meet with officials of the Duval mine regarding their Battle Mountain, Nevada properties during the last two weeks of September. Prospects for any easy settlement on this mine this year (to this writer) certainly don't seem likely. The contract expires September 30, 1978.

On the heels of this contract will be pre-contract meetings with the gas, oil and geothermal employees, as that entire agreement will expire the last day of January 1979, and actually this is only a few short months away.

I attended the first annual Nevada picnic in Reno this month and enjoyed the entire affair. I understand 500 steaks were bought, as this was supposed to be more than adequate, and 100 more had to be bought to make ends meet. Governor Candidate Bob Rose was among our people campaigning, and I certainly endorse his support, as he should make an understanding and good Governor. Congratulations to all who made this first affair such a fine success.





# October Deadline for Kaiser Plan Option

## Important New Requirement Becomes Effective this Year

During the month of October you can again choose to provide your health care coverage from either the Operating Engineers Insured Plan or the Kaiser Foundation Health Plan. Because you can only choose the Kaiser Plan if you live within 30 miles of one of the Kaiser medical facilities, please refer to the listing below of the locations of these facilities to determine if you are eligible to make this decision.

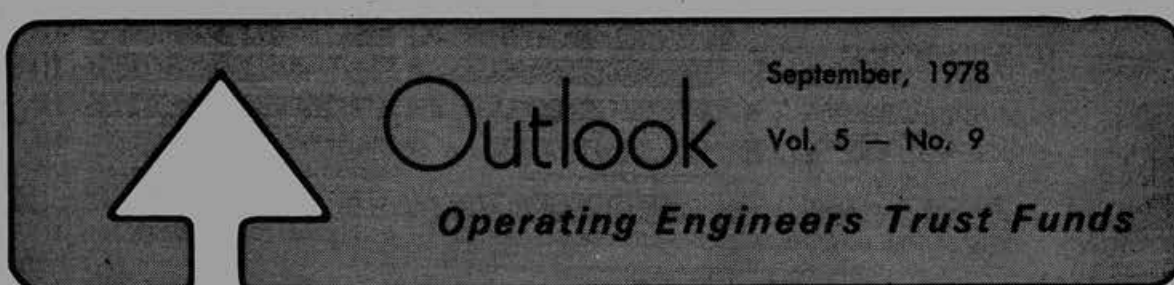
In addition, there is one new requirement of the Kaiser Plan that should be called to your attention. Effective November 1, 1978 the Kaiser contract requires that any monetary claim that a member or a member's heirs or personal representatives may assert on account of bodily injury, mental disturbance or death arising out of an alleged rendition of or failure to render services by Kaiser Plan physicians or other personnel or facilities, irrespective of the legal theory upon which the claim is asserted, must be submitted to binding arbitration instead of a court trial.

By signing the Kaiser enrollment card, you agree to this mandatory arbitration and give up your right to have such claim decided in a court of law before a jury. You should understand

that your acceptance of such process through enrollment in the Kaiser Plan is your individual decision, which should not be influenced in any way by the fact that the Trust Fund provides the opportunity for such continued enrollment.

Services under the Kaiser Foundation Health Plan are provided only by doctors, hospital and medical offices affiliated with the Kaiser Plan. The only exception would be "emergency services" (services immediately required for unforeseen illness or injury) and then payment would be limited to emergency service required before the member's medical condition permits transfer for care or travel to the nearest Kaiser Plan health facility. Continuing or followup care is not covered except by doctors affiliated with the Kaiser Plan. Services under the Operating Engineers Insured Plan are payable if provided by any doctor or hospital of your choice, provided they meet the requirements of the definitions included in your Operating Engineers Health and Welfare Trust Fund booklet.

A lifetime maximum payment of \$50,000 for you and each of your dependents applies for all



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Operating Engineers Trust Funds

causes under the Operating Engineers Insured Plan for active members, with provision for an annual reinstatement of up to \$2000 each calendar year. There is no lifetime limit under the Kaiser Plan.

Remember, your Death & Dismemberment, Visual Care, Prescription Drug and Dental benefits for active members will continue to be provided under the Operating Engineers Health and Welfare Trust Fund regardless of which medical coverage you choose.

If you are now covered under the Operating Engineers Insured Plan and decide to remain covered by this Plan, no action is required of you. If you decide to change to the Kaiser Plan you must:

1) Complete both sides of the Kaiser enrollment card. (Cards are available in the District Offices, Fringe Benefit Center or Trust Fund Office.) All eligible dependents must be listed.

2) Return the completed enrollment cards to the Trust Fund Office by October 20, 1978.

If you are now covered under the Kaiser Foundation Health

Plan and decide to remain covered under the Plan you must sign a new Kaiser enrollment card agreeing to mandatory arbitration and forward to the Trust Fund Office.

If you are now covered under the Kaiser Foundation Health Plan and decide to change to the Operating Engineers Insured Plan you must:

1) Notify the Trust Fund by letter, stating "I wish to change to the Operating Engineers In-

sured Plan" and give your name and Social Security number by October 20, 1978.

You can change from one plan to the other only once each year. This election must be made in October with the effective date of the change being November 1. Therefore, we urge you to carefully consider the merits of both plans before making a choice as your decision, once made, will remain in effect for twelve months.

### Kaiser/Permanente Medical Centers

Hayward  
Martinez  
Oakland  
Redwood City  
Richmond  
Sacramento  
San Francisco  
San Rafael  
Santa Clara  
So. San Francisco  
Vallejo  
Walnut Creek

Hesperian and Tennyson  
200 Muir Road  
Broadway and MacArthur Boulevard  
Veterans Boulevard, near Maple  
14th and Cutting  
Morse and Cottage  
Geary near Masonic  
99 Montecillo Road  
900 Kiely Boulevard  
1200 El Camino Real  
Sereno Drive and Alameda  
Main Street and Newell

Over 1,500 Blue Cross-Blue Shield hospital patients in New York recently took part in a study on surgery. The patients advised to undergo elective or non-emergency surgery were offered the opportunity to obtain a second opinion without charge to double-check the original recommendation for surgery. The study, widely quoted now in medical circles, found that when a second doctor's opinion was requested, the initial recommendations were not confirmed in 27 per cent of the cases. The study raises broad questions about the state of health care costs all Americans bear on a direct or indirect basis.

Statistics give us part of the picture. The U.S. has about 350,000 practicing physicians and about 95,000 of those performed the 25 million operations that occurred last year. More statistics bring our problem into sharper focus. During the 1970's the population of the U.S. grew 5 per cent while the number of surgeries grew by 23 per cent! Professional surgeons' associations themselves have said that while this country probably has 1/3 more surgeons than it really needs, many of the doctors who do surgery are not fully trained in a surgical specialty.

Who or what is to blame? Well, perhaps the word "blame" should be used in a different context. The obvious answer as to "why" so much surgery goes on today is money. Both doctors and hospitals have a strong incentive to encourage, consciously or unconsciously, more operations. The cost structure of many hospitals makes surgery a major revenue producer. Doctors' fees are of course higher for skilled operations, and rightly so. Insurance plans designed to protect people, such as your Health & Welfare Trust Funds have often become looked upon as bottomless pits of money that no one—doctor or hospital—seems to feel responsible for.

One survey conducted showed that among one group of federal employees the rate of operations was twice as high where the doctor was paid on a fee-for-service basis than another group whose doctors were, under a pre-paid plan, paid a flat salary not tied to operations performed. Another example, in Canada, showed that after the introduction of national health insurance the number of hysterectomies performed in one province jumped an incredible 72 per cent! This rate dropped one-third after qualifications such as "pre-cancerous" conditions, large fibroids, abnormal bleeding and other abnormalities were established and other conditions were classified as "unjustified."

These surveys and others raise broad questions about health care finance and it's potential for possible abuse for both doctors and hospitals. But what does all this mean for you and I—the potential patient facing surgery? It means that we should first remember not to confuse a little caution with a lot of carelessness. You and your doctor should never hesitate to discuss the possibility of surgery for an ailment that bothers you, but you should also be aware that other procedures such as drug therapy or even just

## Fringe Benefits Forum

By MIKE KRAYNICK,  
Director of Fringe Benefits



a longer period of observation might be just as applicable in your case.

Don't hesitate to ask for a second—or even third—opinion on the advisability of surgery. Over 100 private plans and now even some public welfare programs are beginning to require it for certain types of operations. Dr. Christian Barnard, the American-educated South African surgeon who performed the world's first heart transplant operation in 1967 was quoted last month in W as saying "There are so many quacks in this country, I'd tell anyone to get a second opinion. If my patients express the slightest doubt, I'm never hurt. In fact, I'm relieved. The decision then isn't all mine." Barnard went on in the interview to say even his wife always seeks out a second opinion about his own advice when a medical problem arises.

I am not belittling or casting doubt in any way on the sincere dedication and high skills our nation's doctors bring into that operating room when we are lying on that operating table. I am telling you that as informed patients and engineers who are covered under a fine health plan to have a healthy skepticism about possible unnecessary surgery.

Going on further, as all your officers have emphasized to you at pre-retirement and Retirees Association meetings, check all your medical bills—whether for a bottle of pills or a two-week hospital stay—to see that unintentional billing errors have not occurred. We know from hearing your own experiences that these types of mistakes DO occur and your plan ends up paying for them.

No, we are not substituting dollar counts for blood counts here in this column at all. We know that our engineers and especially their wives know what we mean by the word 'VALUE.' Your health care dollar should be purchasing the maximum amount of value for you, and unnecessary surgery and padded bills are not the way to achieve this. We want you to be aware and informed of this—for your own best interests!

## Government Regulations And Pensions

Dual jurisdiction of the Department of Labor and the Internal Revenue Service (IRS) has made compliance with ERISA most difficult. It has also created a substantial federal bureaucracy which has in turn led to long delays in issuance of final Regulations.

The Pension Plan, formal language in accordance with the latest of the final Regulations—was recently filed for continued qualification of the Tax Exempt Status with the IRS. You received notice of this in August. This is a technical requirement of the new law; no responses are required from participants.

As soon as the IRS issues a favorable determination, printing and distribution of the Plan and the Summary Plan Description will follow.

For your information, the leaflet "Pension Plan Changes December 1, 1976" which outlines the improved plan provisions, easier Credited Service, less stringent Break in Service Rule, and a new Husband and Wife Pension, has been reprinted and is available at all Operating Engineers offices.



## San Mateo Enjoys Heavy Work Season

Asst. District Rep. Dick Bell reports that work in the San Mateo area has been very good this season and will continue for some time to come with new jobs being started constantly.

Guy F. Atkinson Company is making progress on their Dumbarton Bridge Approach job with all the work so far being done on the East end of the bridge in the Oakland district. This company also was awarded the second part of the project which is the center or main span of the bridge for \$21 million. When completed some five years from now, the total cost for the bridge and approaches will be \$105 million.

A. F. B. Company of Martinez, California, has started on its South Bay Sewage Disposal Plant in the Redwood Shores area of Redwood City. This is a \$41 million project and the second sewer plant job in the area for A. F. B. Company. They are completing the San Mateo Sewer Plant just off Third Avenue.

The Fred J. Early Company Positron job for Stanford Linear Accelerator is making excellent progress with most of the concrete for the Positron "Ring" already poured. The second tunnel on this project has not been completed yet but should be completed on schedule, as should the several "Stations" or shielding buildings around the Positron "Ring."

Continental Heller Corporation was the successful low bidder on the fourth job award for this project.

## Many Jobs Winding Down

# Hawaii Work Picture Looks Bleak

Business Rep. William Crozier reports that the work picture on the Island of Hawaii is very bleak at this time. On the Hilo side of the island, most of the excavation jobs are very near completion. The few jobs that have been recently let or that are up for bid consists mostly of building jobs.

These projects are primarily replacement buildings for those school facilities that were burned down recently in a rash of fires. Aside from this work, there is not much to look forward to until the geothermal research projects get under way.

On the Kona side of the island, the work situation has been extremely bad for several years now. A few jobs have started there recently, the largest are the "Agricultural Park Subdivision" which has already started and the enlargement of Honokahau Harbor. Both jobs well un-

derway.

Hurricane "Fico" recently passed by the Hawaiian Islands and left his mark. "Although the hurricane passed within about 180 miles of the Big Island, we did experience some high winds and high surf," Crozier said, "the most severe damage on this island occurred on the eastern and southeastern shores with the high waves inundating homes, knocking some of the houses off of their foundations, and damaging some of the shore line roads. We were fortunate and thankful that there were no serious injuries."

Business Rep. Ken Kahoonei reports that Pacific Machinery, Inc., a subsidiary of Theo H. Davies & Co., Ltd. was the first to settle for a one year reopener on wages. Employees won a substantial gain on all classifications. The agreement was ratified unanimously by all of the

brother members working for the company.

Shop Steward Lester Ogata, was very instrumental in getting all of the members to attend all of the negotiation meetings.

Negotiations have begun with the other industrial shops. This includes Hawaiian Equipment Co. and Inter-Island Equipment, Inc. another subsidiary of Theo H. Davies Co. Ltd.

The Demolition Industry, which consists of Demolition Engineering, Ltd., Lee Kuwasaki, C. S. Onaga Trucking, Inc. and Tajiri Lumber, Ltd., have recently completed signing their contract. "We are presently distributing copies of the agreement among their employees," Kahoonei said.

Downtown Honolulu is getting more uptown buildings. Besides the Pacific Trade Center, the Davies Pacific Center and the Pioneer Plaza (which was recently completed), there is the

Grosvenor Center, a \$50 million office and retail complex. The contract is a joint venture of Honolulu base DMA/Hawaii, Inc. and Tecon Corporation. The Grosvenor Center will consist of two 30 story glass towers and will contain 20 stories of office space atop 9 stories of parking and one story of retail space.

Four brother members have been working on the project since it started and will remain there till its completion in March 1979. The Brothers are Franklyn Bohol, Clement Conceicao, Ernest Rowland (Tower Crane Operators) and Adolfo Caraang (Hoist Operator.)

Congratulations goes to Brother Allan Watson, who was recently elected Shop Steward at Hawaiian Crane Rigging, Ltd. This company represents the largest crane rental service in the State of Hawaii. Approximately 23 brother members are employed here.



Local 3 member Howard Moreira operates a shovel at the Pearl City Heights project on Oahu.



Lawrence Martin runs a grader at the Newton Estates project on Oahu.



## Hawaii Members On the Job

WORKING FOR J. M. TANAKA on the Hawaii Kahaluu Beach Park project are from left to right. 1st row: E. Takai, K. Aoki, T. Kelekolio, T. Hing, S. Cho, H. Ikeda, W. Kurashige; J. Kauhahau, R. Kamaka, H. Aniu. 2nd row: S. Kauhahau, L. Hose, J. Tabata, N. Chong, J. Okinaga, C. Saito, P. Alika. 3rd row: J. Medeiros, D. Kama, L. Victor, R. Marcello, K. Haimoto, P. Palmer, L. Gaspar, H. Kaolowi, A. Matsuoka, G. Cipriano. Standing: W. Okinaga, L. Ako, A. Erece, M. Kaiawe, T. Honda, S. Kalele, H. Hose, E. Gaspar, H. Serion.

## Union Family Corner

By Mary Kelly

Response to our first Union Family Corner article (see "An Open Letter to Mrs. Operating Engineer", *Engineers News* July, 1978) has been interesting and gratifying. Some letters requested information on specific personal problems that were referred to union staff to answer. The letter reprinted below speaks to many of us.

Dear Mary:

I was very happy to see "Union Family Corner" in the July *Engineers News*. I am one operating engineer's wife who would enjoy a special column. I take a great interest in the union because it affects me as much as my husband, Phillip Busch.

I am 25 years old and a self-employed editor and writer, so, as you can see, we are not all widows or on the verge of becoming widows. Many of us are much more than homemakers. Last but not least, are all spouses of operating engineers **wives?** I know of at least one woman operating engineer in this area.

The *Engineers News* seems to cover most news about work, contracts and benefits fairly well. As an engineer's wife, some of the more specific things I'd be interested in would be —education about union philosophy. Some wives (and union members) know nothing of labor's history and goals. They do not feel threatened by non-union workers and contractors. They think their only responsibility is to pay their dues each quarter.

—on a related subject, the importance of buying American-made products—and union-made products, if they can be found! In many families, the wife makes most of the purchases.

(Continued on Page 14)



## Santa Rosa Work at Heavy Pace

The work is still going on at the hectic pace that was set soon after the rains ceased in May, reports District Rep. Bob Wagon. The best weather information says heavy rain may shut jobs down in early November, so what feels like everyone going at double speed, trying to get 12 months work done in 6, really is so!

Several jobs have been bid in the area this month, with more coming. The biggie was in Sonoma Valley — about \$9 million worth of plant expansion went to Titan of San Mateo. Ebert-Spartan picked up the inflow lines for \$2.6 million. Both jobs will be awarded in September.

In Santa Rosa, Piombo Corp. picked up a section of Chanate Rd., Don Dowd Co. the west end of Bethards Drive and Ghilotti Bros. the north end of Mendocino Ave. Piombo Corp. was also low bidder with the county for a \$400,000 parking lot, reports Bus. Rep. Pat O'Connell.

Down in Rohnert Park O. C. Jones Co. was low on a fire road at Sonoma State College and in to Petaluma. Bus. Rep. Brad Datson reports Ghilotti Bros. was low on traffic and signal improvements for a little over \$200,000 and that elsewhere around Sonoma County the work on Pepper Rd. went to Piombo and Reichhold & Jurkovich. Bartley Pump is getting into the action with a pumping plant on the Russian River intertie with a bid of about \$219,000.

Marvin Soiland let a bid for his new shop to Collingsworth for \$169,427. That should help keep some of the brothers dry for their winter work.

As has been true all year, Napa County has been slower this year than normal. The City of Napa let about \$233,000 worth of sewer replacement to Cal Smith and in Napa County grading and overlay work on various roads has

(Continued on Page 13, Col. 5)



## Teaching Techs

By ART PENNEBAKER  
Administrator,  
Surveyors' JAC

The State Government of California provides for a representative Board to register various specialties of Professional Engineers and Licensed Land Surveyors.

It is the duty of the Board to stipulate criteria, design tests and decide the level of competency for persons entering the professions of Registered Engineer or Licensed Land Surveyor. The Board members represent several disciplines of Engineering. One position on the Board is designated to be a representative Licensed Land Surveyor. Members of the Board are appointed by the Governor of the State of California.



Fred Seige

perform most of the on site surveys for Licensed Land Surveyors and many are L.S.I.T.S., the Joint-Management Training Program provides an available vehicle to prepare for the L.S.I.T. tests, the competent Licensed Land Surveyor can demand adequate remuneration from his client and therefore can provide a better wage base position for the Union Surveyor member, there has been no indication that other individual Licensed Land Surveyors or Employer Associations have been interested in filling the position for the past year and a half.

Dale Marr, Business Manager of Local Union No. 3 recommended Fred Seige to the Governor of the State of California for appointment to the prestigious position of Licensed Surveyor Member of the State Board of Registration for Professional Engineers. The long time Operating Engineer member who sought support possessed excellent credentials, proven professional ability, appropriate academic background, practical field experience, highest personal integrity, a keen desire toward demanding excellence for the privilege of the License and has spent untold hours outside the regular work day promoting the Profession as well as aiding those inexperienced persons at the bottom rung who are entering the occupation of Field and Construction Surveyor for the first time.

Mr. Seige has pursued the Profession both in private practice and within the Government structure for many years. He has been employed on the staff of RMTC, has for many years been an instructor

For whatever reason, the position of Licensed Land Surveyor, on the Board of Registration has layed vacant for approximately a year and a half. Apparently there has been little interest by the Professional Community or at least little effective activity toward filling this position that is so very important to the Professions and to the consumers.

When one of the Professional Licensed Land Surveyors who is a Local No. 3 Operating Engineer member indicated interest in the position to the Local Union Manager the wheels began to grind.

It may seem at first glance that a labor Union would not poke its nose into the business of the Professionals. However, when the overall picture comes into focus, the Union's concern becomes more understandable.

Union Tech Engineer members perform most of the on site surveys for Licensed Land Surveyors and many are L.S.I.T.S., the Joint-Management Training Program provides an available vehicle to prepare for the L.S.I.T. tests, the competent Licensed Land Surveyor can demand adequate remuneration from his client and therefore can provide a better wage base position for the Union Surveyor member, there has been no indication that other individual Licensed Land Surveyors or Employer Associations have been interested in filling the position for the past year and a half.

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Mr. Seige has pursued the Profession both in private practice and within the Government structure for many years. He has been employed on the staff of RMTC, has for many years been an instructor

of NCSJAC Related Training Classes, was chosen to revise and update Related Training material for the NCSJAC and is an on going consultant to the NCSJAC training program.

The membership of Local Union No. 3 can be proud that one of its members has been selected by Governor Jerry Brown for this high Government position. The Local Union No. 3 Tech Engineer members, the Professional Surveyors and the consumers of their services can rest assured that the highest standards will be maintained while Fred Seige is the representative Licensed Land Surveyor on the Board.

\* \* \*

At this writing the State of California Division of Labor Standards Enforcement has ordered the Executive Secretary of the NCS Training Fund to appear and testify concerning the payment or non-payment of contributions to the NCS Training Fund by Individual Employers performing Public Works. The particular point in question is intermeshed with the issue of "Covered Work", "prevailing per diem wage rate" and a whole lot of just plain non Union gut feeling in the Cow Counties.

Federal Law demands that Trustees of the Northern California Surveyors Training Fund prudently pursue collection of all monies owed the Fund.

State Law provides for payments into the Fund for all "Covered" work in Public Works whether the Individual Employer is party to a Collective Bargaining Agreement.

State Law also insists that a Ratio of 1 Apprentice to 5 employees be maintained on all Public Works.

The Director of State Department of Industrial Relations has decided that Survey work is "Covered Work" and has described the work.

Litigation has been brought against the Director. Local Union No. 3 has interceded in the Law Suits on his behalf. The Trust Fund has entered the fray and it has developed into one hell of a battle.

Cutting through all the bovine excrement created by this issue, the prime question is: Will Public Works jobs be let to the best qualified Professional employer who hires the best qualified trained employees or will the Public Works be let to the employer who hires the cheapest help?

The employers who are signatory to the Tech Engineers Master Agreement have for many years contributed a scad of money so that their employees could have the advantage of education and training for their occupation.

The Union Member employees of these employers have consistently taken advantage of the opportunity to develop their skills and thereby increase not only the day to day productivity but a Professional Job of work as an end product.

We know of no other circumstance where this unique Employee-Employer-Union participation has proven as successful. The employee makes a buck, the employer makes a buck and the consumer gets the Professional job that he pays for.

As a practicality of life the employees of Professionals perform most of the actual work. We sometimes wonder about the product of the off the street, undertrained and underpaid employees.

All of the problems of the world will not be solved by the "Coverage-Prevailing Per Diem Wage Rate-Ratio" issue but we may see a sorting out process take place. It is worth watching and it is certainly worth some participating effort.

## Dust Flying in Marysville

Business Rep. Dan Mostats reports that the work picture on the East Side in the Marysville district is still pretty much the same—it is moving along very well. In spite of the hot weather, all of the companies are still moving along at a very good pace.

West Valley Construction is staying busy in the Marysville and Oroville area. K. J. McGranahan is also moving right along with the job that they have going out at Yuba College. Perini Corporation in Oroville is in the tunnel at approximately 1,500 feet and still have three shifts in operation.

Bids for the remainder of the work needed to complete the Ellis Lake Hydrilla project will be sought sometime in September of this year. The second phase of the Lake Project will be split into five bidding categories, which will be cobblestone and rip-rap, repairs, re-routing of storm drains, installation of a new storm drain pump station and removal of the lake bottom

and relocation of a railroad interchange track. The estimate of the cost for the second phase of the lake project will be from \$2.8 million to \$3.4 million.

Business Rep. Warren Reed reports that on the West Side, B-4 Construction in Williams, California is stepping up their operations by leasing more men and equipment from Gallagher & Burke out of the Oakland Area. B-4's Canal Trimmer and Canal Paver has been moved up to Granite's section of the Tehama-Colusa Canal out of Arbuckle.

A round of applause goes to Master Mechanic Jim Urquhart and his crew of highly skilled technicians for enduring record breaking temperatures while keeping the iron running. Reed commented. Some of the contracts for projects on the already completed portions of the Tehama-Colusa Canal are keeping their share of the Brothers busy.

The Johns-Manville plant outside of Willows is keeping a magnitude of various contractors

busy "doing their thing" — to name just a few, Northern Crane and Rigging is pouring concrete silos, Butte Creek Rock and Douglas-Seaburg are grading and paving parking lots.

### BLOOD BANK

We would like to thank all of the people who donated blood recently. We sincerely appreciate all of these donations and, as usual we would like to remind everyone that we are badly in need of these donations.

If anyone would like to donate to the Blood Bank, you may do so at the following locations (and please remember to tell them the donation is for the Marysville District, Operating Engineers): Chico—169 Cohasset Road, every Monday, 3:00-6:00 p.m.; every Tuesday, 8:00-11:00 a.m. and 1:00-4:00 p.m.; every Friday 8:00-11:00 a.m. Marysville—Marysville Art Club, 2nd Tuesday of each month 1:00-6:00 p.m. Oroville—Thermalito Grange Hall, 479 Plumas Avenue, first Thursday of every month from 1:00-6:00 p.m.

## Tehama-Colusa Hot and Heavy

WORK ON REACH 6 of the Tehama-Colusa Canal continues to progress rapidly. Three of the many Local 3 members working for 4-B Construction are dozer operator L. C. Jackson (pictured below), grade checker Bill Shaw (right) and Foreman Manuel Spessar.







## WITH SAFETY IN MIND

By JERRY MARTIN, Director of Safety

## More Enforcement of Safety Needs to Come from Members

### Think Safety Work And Play Safely



## More from Nevada

(Continued from Page 4)

back in from the Sunnyside job in the southern part of the state and is working at Wells, Elko, and Winnemucca. Peter Kiewit & Sons at Jackpot has slowed down and probably will have to hurry with the paving if they are to finish this year. G.P. Construction surprised everyone by moving the bulk of the dirt at Carlin by August 1.

They have cut back to just a few hands doing the finish work. Frehner Construction out of Las Vegas had some problems on their job near Bishop and, as a result, are just starting at Battle Mountain. They will really have to push to finish without paying a penalty. Frehner also has a large job at Lovelock which is taking shape.

Federal inspectors alone cannot eliminate job-related accidents and illnesses in American work places, U.S. officials have concluded.



Instead, federal officials are turning to European models to teach workers how to police their own job sites for safety and health hazards.

There are about 5 million job-related injuries each year, about one for every American job site, according to the U.S. Occupational Safety and Health Administration.

With just 1,400 inspectors, OSHA is capable of inspecting each work place every 80 years, said Dr. Eula Bingham, who took over as head of OSHA last year.

Therefore, Bingham has ordered the agency to create a greater enforcement role for workers who "can monitor conditions day in and day out and who have the greatest stake in controlling hazards."

Recently, OSHA announced a program to give grants to labor unions, businesses, universities and other groups to start job safety and health training programs. The agency has proposed regulations to give workers increased access to company safety and health records. And in a precedent-setting move, OSHA included in its new standard for control of cotton dust exposure a requirement that employers distribute worker training materials designated by OSHA. Furthermore, increased efforts are being made to enforce the legal ban against punishing workers who report or complain about hazardous conditions.

In considering further steps to increase workers' role in safety and health enforcement, OSHA officials are studying programs in other Western industrialized countries. Laws in West Germany, France, Belgium, Finland and the Netherlands require that labor-management committees concerned with safety and health be established in all but the smallest businesses.

In Sweden, which has less than half as many injuries per worker each year as the United States, every work place with five or more employees must have elected worker "safety stewards" to cover each work area on each shift. While the Swedish government also maintains an inspection force, the worker stewards can stop unsafe work and enforce orders of government inspectors. Safety stewards are paid by the employer for the

time spent on the safety and health duties. Individual workers also may refuse hazardous work.

"When the legislation was being considered to give safety stewards the power to stop dangerous work, some of the employers said the unions will soon have every business in Sweden shut down," said a union safety and health official in Stockholm. "He said, 'Why should that be? Are there so many unsafe workplaces in Sweden?'"

"Every year since the law was passed (1974), the number of times that power has been used has gone down," he said. "Once the employers understood that power was real, they began to cooperate automatically."

Aware that they would face strong employer opposition, OSHA officials have not decided whether to propose adoption in the U.S. of safety and health requirements similar to those in Sweden and other European countries. But it is clear that they will continue to seek opportunities to strengthen their worker-based approach.

"While we must still have a strong inspection force," said Bingham, "we should also be finding new ways through OSHA's programs and regulations to give people on the job tools to solve their own problems."

I thought all of you would be interested in this article by the Pacific News Service wherein it states the various approaches to a safe and healthy place of employment in some of the other countries of the free world. It seems to be very interesting because the system currently in operation in Western Europe is not too unlike our own safety and health approach we here in Local 3 have been utilizing since 1973, and I may add with great success. Many of our representatives working harmoniously with our safety representatives have provided this department with Hazard and Accident Statistics that are having wide range impact and effects on future Health and Safety Program approaches within OSHA act. As a matter of fact Federal government has been scrutinizing our records with keen interest and in recent months there has been a positive approach by the California Building and Construction Trades, Cal-OSHA and the National Constructors Association which shall have Federal OSHA approve to try the implementation of a plan, designed after our Safety and Health plan.

With the approval of our Business Manager, Dale Marr, I have been working very closely with the California Building and Construction Trades' Council President, Jimmy Lee, along with representatives of Cal/OSHA,

and N.C.A. putting together language that will cover one or more pilot projects here in California.

The philosophy behind this project is that it has been shown that government inspection and enforcement programs alone are not effective in reducing job injuries and illnesses, and a significant percentage of such occurrences are not inspection preventable by routine compliance inspections.

In recent months our conversations with Dr. Eula Bingham, Federal/OSHA Administrator and her associates have indicated a renewed interest in proper Health and Safety training of not only the workers at the job-sites but also of the Union Representatives from unions who do not have a formal safety and health plan.

So it will be very interesting to see just what might develop along these lines.

### SEAT BELTS

Occasionally we have inquiries from members, especially those on rubber tired dirt moving rigs, indicating to us that evidently we still have a few operators who question the use of the seat belt, especially where there is danger of overturn.

We recently received an accident report from Hank Munroe, one of our representatives of the Oakland district, that went like this: A 631 scraper operator was coming down a grade—fully loaded, and was entering a haul road when the right drive wheel of the scraper power unit blew out. The unit went out of control and proceeded to go over an embankment. Fortunately the operator was wearing his seat belt and possible injury or a fatality was averted. We've had a rash of reports in the last few months of rigs turning over for one reason or another.

The best information your safety department can pass along is "DON'T become an injury or worse still a fatality statistic simply by not wearing your seat belt. The law very clearly states that seat belts must be worn with ROPS and the employer requires this as part of their safety program, and in some cases a very few of our members are out of a job, because they refuse to comply with this seat belt regulation.

One of our members wives called the other day and I casually mentioned to her, "perhaps you can convince your husband to wear his belt." She called back the next day and asked if I was familiar with "WIFE POWER." It seems that her husband is happily employed. These ladies certainly can be convincing.

## Water Project to Be On Calaveras Ballot

The upper Stanislaus River project, a \$350 million dollar job will be back on the ballot in November for the voters in Calaveras County to vote on again, reports District Rep. Al McNamara. This bond issue was defeated in the June primary election because it was not explained to the voters how it was going to work. This project will be financed by eleven Northern California Cities and there will be no cost to the voters of Calaveras County.

"This will be a good job for all members and we are hoping we can convince the voters to vote for the Bond Issue," he added.

The State, after 20 years, will let the bids in September on seven miles of Highway 4 between Woodsford and Mark-

leeville in Alpine Co. This will be good for the contractor as he can get the clearing and burning done this winter. The State has been going to let this job every year, but each year they pull the money for some other job.

There is quite a bit of work to be done on Highway 88 between Pine Grove and Cooks Station taking out curves and putting in passing lanes. The way things are going the State will probably put the job out to bid next year.

"There is a lot of work to be done in District 30 and 31 for the rest of this year, and in 1979, so if you are out of work and want to work call the Stockton or Ceres office as our out-of-work list is depleted," McNamara said.



ASST. DISTRICT REPRESENTATIVE Jay Victor hands an insurance form to Local 3 member Doug Peden, who was hospitalized recently following an accident on the job. Peden was placed in intensive care after a boom truck—reportedly without an operative backing signal—ran over him.

## More from Santa Rosa

(Continued from Page 12)

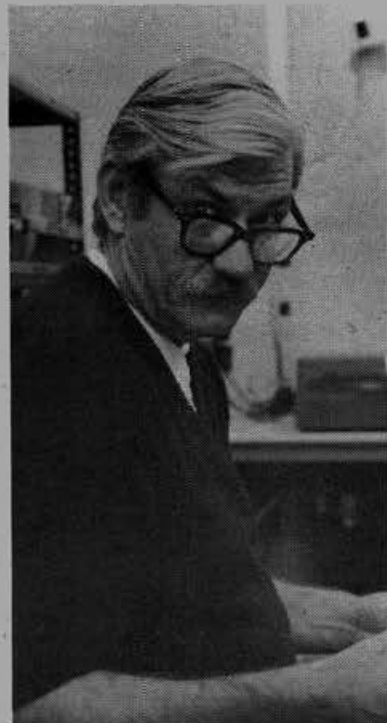
been let to Basalt, McGuire & Hester and Slinsen Const. More should be coming out of this area.

Bus. Rep. Chuck Smith reports that Sully-Miller is finishing up on the Redwood Valley job at Ukiah. C. R. Fedrick has a couple of months left at their Redwood Valley job, keeping a few brothers busy. Glenn Shook, up at Laytonville, is getting started on the underground project which will keep several brothers busy until the rains come.

Over in Lake County, McGuire & Hester is coming along real well on the Lakeport sewer line, almost 70 per cent completed. Two more jobs due to go in the Lakeport-Kelseyville area, consisting of sewer ponds and lines, total count a little over \$3 million. Stimpel-Jackson & Baker coming right along on the Hwy 20 job by the Oasis with about fifteen Brothers busy.



## Condolences to Venning Family



Al Venning at work

Business Manager Dale Marr and the Officers of Local 3 extend their sympathy and condolences to the family and friends of Albert L. Venning, Jr., who was employed with the Joint Apprenticeship Council. He was 52 years old at the time of his death.

"Brother Venning will be sorely missed by those of us who had the pleasure to work with him," said Dale Marr, "not only for his many and varied talents, but for his unquenchable and positive spirit and his devotion to the labor movement."

In his eight years of activity with the Operating Engineers, Venning was employed at various times with both Local 3 and the Apprenticeship Council.

While with Local 3, he was the Assistant Director of Public Relations and was involved with the publication of the *Engineers News* and in supervising the printing of contracts and other of-

ficial union material.

Venning also produced a film for the union entitled: "The Political Process—Where Were You?" a production which was shown at the various union meetings to encourage the membership to become more involved in state and local politics.

His audio-visual expertise was also utilized by Local 3 in the presentation of collective bargaining agreements to the membership for ratification. His slide presentations and narrations were shown to thousands of members over the years at ratification meetings.

While employed with the Joint Apprenticeship Council, Venning was involved in upgrading and improving the apprenticeship program.

Having received a Master of Arts degree in communication research at Stanford University, his qualifications brought much of the professionalism into the apprenticeship program that distinguished Local 3's program as one of the best in the country.

At the time of his death, he was involved in the newly created 400-hour apprenticeship program of which he played an integral part in its creation. He was also assistant editor of the *JAS News*, the official publication for operating engineer apprentices.

Brother Venning is survived by his wife, Julia; daughter Francesca and son, Michael.

## More from Eureka

(Continued from Page 5)

The J&W Pipeline Company out of San Jose was the low bidder on the last portion of the Crescent City sewer project with a bid of \$5.5 million, in talking to a company representative earlier this week it seems like this project will not get started until after the first of the year. This project will be a good starting place for some of the local Brothers for the 1979 work season.

The C. F. Bean Corp. out of New Orleans, Louisiana has been awarded a job in the Columbia River at Astoria, Oregon which will take it away from Eureka for a while. This dredging company kept on an average of 40 of the Brother Engineers working since last December. Local 701 seems to be short of dredging hands, so this employer is going to be taking quite a few of the local Brothers with them. The job in Oregon should last approximately six months.

In the far southern reaches of the District M.C.M. Const. Co. is racing with the weather to get the piers poured on their bridge job at Smith Point just south of Garberville on Hiway 101 before the rains come. This \$5.6 million dollar job will replace a very narrow two-lane bridge across the South Fork of the Eel River with a four-lane structure. Wagner Const. is doing the drilling for piers on this job.

The out-of-work list in Eureka is about the lowest it has been in the last 10 years with only about 15 "A" Engineers signed in the various classifications.

## San Mateo Bridge

(Continued from Page 2)

legislation does not pass, the controversial interchange will not be built for at least five to six years.

"This project poses a serious hazard to drivers right now and is long overdue for rehabilitation," Marr pointed out. "We hardly need to be reminded that the structure came dangerously close to collapsing two years ago and had to have emergency work performed on it."

The wooden pilings supporting the overpass structure were originally driven in 1969 and were expected to be replaced within four years. At that time, according to the state highway plan, they would be replaced with concrete.

Nearly ten years later, the same wooden pilings still hold up the overpass. Because of the inept shuffling of priorities in the Department of Transportation, the

vital replacement of the pilings has been continually shunted aside.

The permanent construction of the overpass that originally was scheduled for completion by 1973 now does not even figure into state planning until at least 1983.

The coordinated attempt to Congressman Ryan, state legislators, local residents and Local 3, however, may well be the big push that will loosen the necessary \$30 million in federal and state funds for the project.

### IMPORTANT

The Local Union is trying to locate Brother E. A. Caton, Register No. 177547, last known to live in the San Jose area. If you know Brother Caton or his whereabouts please contact James R. Ivy, Recording-Corresponding Secretary, San Francisco Office.

## Union Family Corner

(Continued from Page 11)

—women operating engineers. If I were physically qualified, I might apply for the engineer's apprenticeship myself. I'd definitely like to know about other members of my sex who are working in this challenging and exciting profession.

—living with the knowledge that one's husband is doing potentially dangerous work. It's frightening to hear about other engineers being injured or killed on the job.

—occupational hazards or diseases engineers are prone to and how we can help our spouses avoid them.

—if anyone has tips on packing safe, appetizing and nutritious lunches, making workclothes last longer or getting them clean, I'd love to hear them.

I'll be looking forward to your column or whatever method you use to address us. Thanks for noticing us!

Sincerely,  
Laurel Busch  
Reno, Nevada

Thanks, Mrs. Busch, for your thoughtful letter.

What about the questions in the above letter? Does a careful reading of the *Engineers News* reveal enough about union history and philosophy? Are you interested in hearing more about coping with the stress of being the wife of a man whose work exposes him to danger frequently, or do you have some ideas to share about this? Do you have any information to share about lunches or work clothes? Are there other concerns not covered in this letter?

We've talked with a lot of people on safety for the operating engineer and how a man's family can assist him. Of course, the known rules for safety need to be emphasized again and again—follow all of the rules, be alert, learn about safe and effective work methods, report safety violations, etc. But, the home life of an operating engineer can support him too. When he's tired, he must get the proper rest before starting a rough job the next day. Consideration by his wife and children, awareness of how he's feeling and acting accordingly are boons to his safety on the job. Thoughtfulness about him can produce ways of helping. Kind words of encouragement to wear and use safety equipment are effective and appreciated. Don't we all need a lot of care spoken to us? No matter how independent a person is, the thoughtful words and help of a loved one always add to healthier living.

Other concerns mentioned in the above letter will be covered in later editions.

If you'd like to become a part of the Union Family Corner, by sharing some ideas or asking questions, please write to me, c/o Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, Ca. 94103.

### NOTICE

TRAINING SCHEDULE CHANGE  
BEGINNING SEPT. 5th WORK HOURS  
AT RMTC WILL BE  
8:00 A.M. TO 4:30 P.M.  
(LUNCH—12:00 TO 12:30)

## DEPARTED BROTHERS

Baker, Lucius (Leona, Daughter)	7-6-78
369 Murphy, Sebastopol, Calif.	
Basler, Kurt (William, Father)	6-29-78
1060 Los Molinos, Sacramento, Calif.	
Bobo, Fabian (Florence, Wife)	7-6-78
1470 S. Novato Blvd., Novato, Calif.	
Caulk, Paul (Cynthia, Wife)	7-4-78
Rt 1 Box 121 Enden, Brentwood, Calif.	
Chiappuzzo, Greg (Victoria, Wife)	7-1-78
463 Elder St., Vacaville, Calif.	
Fisher, Bud (Linda, Daughter)	7-24-78
2174 Del Monte Dr., San Pablo, Calif.	
Hanes, Eugene (Lynn, Wife)	7-3-78
7381 Old Oregon Tr, Redding, Calif.	
Hansen, Don	7-11-78
21391 Todd Vly Rd., Foresthill, Calif.	
Hunt, Lee (Adah, Wife)	7-7-78
P.O. Box 334, Moss Landing, Calif.	
Jackson, Arnold (Maxine, Wife)	7-6-78
150 Droin Dr 2, Rio Vista, Calif.	
Johnson, George (Mildred, Wife)	7-13-78
444 Rio Vista, Sanger, Calif.	
Labadnoy, Rodrigo	7-14-78
P.O. Box 9018, Tamuning, Guam	
La Plant, Ed (Susan, Daughter)	5-8-78
1521 N 21st Street, Lincoln, Nebraska	
Leal, Henry (Rosemary, Wife)	7-13-78
33657 9th Street, No. 5, Union City, Calif.	
McCullough, Edmund (Betty)	7-2-78
1972 Eisenhower, Santa Clara, Calif.	
McFarlin, Robert	7-21-78
147 W San Bruno Avenue, San Bruno, Calif.	
Morrison, Gary (Helen, Wife)	7-4-78
950 York Way, Sparks, Nevada	
Niblock, Clifford (Olive, Wife)	7-22-78
605 Comet Street, Foster City, Calif.	
Prescott, Elton (Verla, Wife)	7-1-78
P.O. Box 262, Oakley, Calif.	
Stein, Adrian (Mabel, Wife)	7-8-78
2548 Gramarcy Avenue, Union City, Calif.	
Strealy, Urshell (Hazel, Mother)	6-29-78
511 E Olive Avenue, Merced, Calif.	
Tirey, Michael (Ethel)	7-20-78
2101 Valley Road, No. 42, Willits, Calif.	
Tomihama, Roy (Violet, Wife)	4-26-78
47 030 Okana Place, Kaeohe, Hawaii	
Trimm, Walter (Dorothy, Wife)	7-19-78
611 Solano, Corning, Calif.	
Wert, Wallace, Sr. (Mabel)	7-25-78
4081 Notre Dame Avenue, Redding, Calif.	
Whatley, Lee (Elsie, Wife)	7-10-78
1730 Bonnie Brae, Modesto, Calif.	
Whittenburg, Clarence (Julienne)	7-6-78
1880 Jacqueline Way, Concord, Calif.	

### DECEASED DEPENDENTS

JULY 1978

Houghland, Joe Jr., deceased July 6, 1978  
Son of Joe Houghland, Sr.  
O'Connor, Laural, deceased April 21, 1978  
Wife of Michael O'Connor  
Perry, Mary, deceased July 4, 1978  
Wife of Marlan Perry  
Webber, Tony, deceased July 5, 1978  
Son of Douglas Webber



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: LARGE** old 4 burner Wedgewood stove, natural gas or propane w/wood trash burner, ideal for mountain or summer home \$175.00. C. W. Sharp, 2313 Foothill, Oroville, Ca. 95965, 533-6949. Reg. No. 0509859. 7-78

**FOR SALE: 2 1/2 ACRES**, lovely Calif. valley, 40 mi. east of San Luis Obispo, \$3,000. w/low taxes. Harry Pearson, 601 So. Grant, San Mateo, Ca. 415/348-1295. Reg. No. 0707346. 7-78

**FOR SALE: 2 FURNISHED** mobile homes plus over 200 walnut trees in production including all equip., such as storage bldg., dryer, cultivators, tractor etc. all this and more on beautiful 5 acres, near Redding, Ca. \$94,500. Ed Siroshon, 4344 Riverland Dr., Anderson, Ca. 96007 916/365-2904. Reg. No. 0904458. 7-78

**FOR SALE: TRAVEL TRAILER** 32' Kenskill, 1976, 2 double beds, stereo, good cond., Vernon Bonner 133 Fairchild Dr. Mtn. View, Ca. 94043, 415/964-1216. Reg. No. 1257246. 8-78

**FOR SALE: LORRAINE TRUCK CRANE** 15 ton, 50' boom tag lines fair lead, 4 aluminum out rigger stands, 2 Hercules motor upper & lower \$8,000. 12' Aluminum boat w/ trolling motor \$250; 175 Honda Trail or Hiway bike, low mileage \$350; 1 large Scintalator for Uranium w/case never used, very nice \$500. J. Basham, 223 MacArthur, Pittsburg, Ca. 94565, 415/439-9056. Reg. No. 0413422. 8-78

**FOR SALE: 2-1963 INTERNATIONAL MODERSTAR 1700**, 22 passenger buses, V8 power, 5 speed, front wheel drive, low mileage, good cond.; 1-1973 Ford 200 passenger bus 6 cyl. power, 4 speed trans, good cond.; 1972 Matador 4 dr. sedan P.S., P.B., A/C, radial tires, good cond.; 1963 Voids Convertible, a classic auto, good cond. Call 658-5539; for all the buses call 916/459-3160, 916/842-3689 or write to Joe M. Paulazzo, Box 171 RFD No. 2, Yreka, Ca. Reg. No. 0865537. 8-78

**FOR SALE: DIESEL CAR** 30 mpg 1969, 220D-Mercedes Benz 0 miles since O.H. \$5,700. Cecil W. Shelley, Rt. 1, Box 771, Eureka, Ca. 96097, 916/842-3409. Reg. No. 1484794. 8-78

**FOR SALE: 1-EURCOUP** 46 Model 415CD, T.T. 1375, 350 S.T.O.H. Exten. rebuilt 1977 licensed 10-78, \$5,200. Cecil W. Shelley, Rt. 1, Box 771, Yreka, Ca. 96097, 916/842-3409. Reg. No. 1284704. 8-78

**FOR SALE: 1-TRI PACER-160**, 1958 new paint, good engine, 1 1/2 radios, 2600 T.T., 1344.6 Smoh, 450 Hrs. Stoh. \$7,500 Cecil W. Shelley, Rt. 1 Box 771, Yreka, Ca. 96097. 916/842-3409. Reg. No. 1284794. 8-78

**FOR SALE: TORQUE CONVERTER** new for T.D. 20th. gear also fit hough 120c. very reasonable \$1,000., also Copier 3M Model 409., \$100. Terrel E. Abshire, 1575 B. Toad, Redwood Valley, Ca. 95470, Reg. No. 1208389. 8-78

**FOR SALE: 3/4 inch DRIVE SAE 12 pt SOCKET** set. 1 1/16 to 2" chrome fin 14" exten., reversible ratchet craftsman \$78.50. Casy O'Brien, 5585 Marquette Dr., San Jose, Ca. 95118 408/264-4027 Reg. No. 1020174. 8-78

**FOR SALE: SAILBOAT 23'** Pearson, berth in So. San Francisco, bottom & hull comp. repainted, out board motor, head, good sails, new rigging, many extra, boat is in mint cond., Mark Harland, 95 Kathleen Ct., Pacifica, Ca. 94044, 415/359-3831. Reg. No. 0657793. 8-78

**FOR SALE: 1976 Ram Charger** 12,000 miles auto, P.B., P.S. heavy duty package, 2 sets wheels & tires, 318 V8, 2-tone yellow & white, positrack, rear end, E-Z lift hitch & brake control \$4,500.; 1-2 1/2" 7 H.P. Wisconsin Irrigation pump. \$250.; 1-9 H.P. Wisconsin engine \$100.; 1-Glenn Roberts Arc Welder, \$75.; 1-New 1/3 yd. Ford Loader Bucket \$325. Donald F. DeSair, 605 W. Madill St., Antioch, Ca. 94509, 415/757-8464 or 754-7414.

**WANTED: SMALL METAL SHEAR** for use in Volunteer search and rescue work Metal hole punches also reasonable. Hart Postlethwaite, 1811 Hillman Ave., Belmont, Ca. 94002. 415/341-4000 day/night. Reg. No. 0908620. 8-78

**SACRIFICE: 1976 32' BOAT** \$18,000 F.G.

Sloop-sailboat, for \$12,895, hot and cold shower, diesel R/B, many extras. This is a real bargain, or make offer. Kenneth Mahoney, 455-41st Ave., San Francisco, Ca. 94121, 415/387-2552 or 585-6659. Reg. No. 883769. 8-78

**FOR SALE: 6 PAD TRAILER COURT**, w/5 furn trailers, 1 rental pad, 3 BR home, 24x36, garage, shop & fruit room, located on corner lot 135x175, zoned for duplex, low vacancy factor, present income \$1005 per mo. 1977 prop taxes \$550, owner could hold full time job; fast growing area; choice hunting & fishing \$89,500, 29% down, bal 10 yrs at 8%. J & D Cooley, 689 Fortner St., Ontario, or 889-3769. Reg. No. 0529726. 9-78

**FOR SALE BY OWNER: MOBIL HOME** 24x 60, 2 bdrms, 2 baths, C/A carpets, stove, refrig., washer, dryer, F-room, deck, utility room & carpets. Adult Park W-Sacramento, Ca. Marvin Vall, 4601 Lake Rd. No. 86, W. Sacramento, Ca. 95691, (916) 372-3228. Reg. No. 113659. 9-78

**FOR SALE: AUBURN SPOKE WHEELS** & Tires—1923 or 1924 \$100. ea.; Truck Tires—8.25x20, 9.00x20, 10.00x20, 11.00 x20, very reasonably priced. Leslie E. Mulhair, 97 Southridge Way, Daly City, Ca. 415/333-9006. Reg. No. 154371. 9-78

**FOR SALE: METAL PROP.** Senseech Mod. M-76A, 74" Dia, 48" Pitch, fits Lyc. 125 can be adapted to Continental. \$225., Harvey Knauer, 2118 Carlson Blvd., Richmond, Ca. 94804. 525-4763. Reg. No. 373031. 9-78

**FOR SALE OR TRADE: 1/4 ACRE SITE** in recreational vehicle park, security gate, pool, club house, near Truckee, value \$10,000, will take cash or terms or trade for equal value of construction equip or boat. B. Butterfield, 100 Rainer Circle, Vacaville, Ca. 95688, 707/448-2920. Reg. No. 0232961. 9-78

**FOR SALE: 1968-69-B CASE BACK-HOE**—four buckets—34", 24", 18" & 12". \$10,500. Jerry J. Kakuk, 5440

Bear Mtn. Rd., Redding, Ca. 96001. 916/275-3475.

**FOR SALE: INTERNATIONAL H.D. 9**, Loader Knott Bucket, new H.D. pump, busing front idlers, steaming clutch. \$5,500. Ed. Wolfe, 3369 Golf Dr., San Jose, Ca. 95127. 258-8132. Reg. No. 0369342. 9-78

**FOR SALE BY OWNER: 2-2 1/2 ACRE** Parcels good investment property located 3 blks off 29 Palms Hwy. In Joshua Tree, Ca. 1 mile from New Hospital. \$3,500 parcel or \$8,000 for both. Contact Frank Mizer, 35 Placerville Dr., Placerville, Ca. 95667. 622-8140. Reg. No. 0509701. 9-78

**FOR SALE: SAN FRANCISCO HOME** w/complete 8 channel recording studio—plus all new appliances, TV-color 25", jukebox, washer-dryer, microwave, 4 chnl stereo, waterbed, dishwasher, organ and Leslie, huge yard w/veg. garden. \$55,000. for sale by owner, assume \$17,500 credit-union loan call 24 hrs. 415/334-7819. Robert P. Brown, P.O. Box 56, Vista Grande Station, Daly City, Ca. 94016. 9-78

**FOR SALE: 1/2 ACRE** rich soil 24x64 mobile, central air screened porch, awnings, work shop, two sheds, fruit, nuts, grapes, strawberry, asparagus beds, 10 min to Red Bluff \$50,000. L. J. Cecil, P.O. Box 282, Los Molinos, Ca. 96055. 527-7261. Reg. No. 0387920. 9-78

**FOR SALE: 1962 FORD** 1 ton flatbed, (7'x10' bed) new 390 engine, new power brakes, AT, plus 2 speed brownie, dual wheel, C.B. radio, good rubber, good shape. Henry P. Sand Jr., 6643 Woodward, Manteca, Ca. 95335. 209/239-2242. Reg. No. 1101963. 9-78

**WILL TRADE: A bldg lot** at So. Lake Tahoe for a lot in Hawaii—or? Mike Kravnick. Reg. No. 595211. 408/266-7502 or write c/o Engr's News. 9-78

**STITS, SINGLE ENGINE** Airplane 1266 hrs on airframe, D twin 65 hp Continental engine. Will sell or trade—

want 20 ft. trailer boat or \$3,000 cash. 415/344-6541. Jared Byrd. Reg. No. 1216125. 9-78

**16 FOOT LONG** Recreational trailer—new refrig., stove & uhhl. Sleeps 4. Alfred M. Wood. Reg. No. 0908664. Call 415/555-5156, 143 Wilco St., S.F. 94112. 9-78

## 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

### Marysville

Our deepest sympathy to the family and friends of deceased Marvin J. Robinson, son of member Brother John Robinson.

### Santa Rosa

It is with deep regret we report the death of Wendell Huckfeldt, retired, Tom Cooley, a long time member and Norma Jean Miller, wife of Bro. Reginald Miller. Our sincerest condolences are extended to the families and friends of our late Brothers and to Bro. Miller on the death of his wife.

### Eureka

It is with great happiness we announce the birth of a new son to Brother Lennis Stage and his wife. Lennis is employed by Matthews Machinery of Eureka.

We extend our condolences to the family and friends of Brother Roy O. Stevens who passed away on August 9th.

### Oakland

The following members are on the "Sick List" and would like to receive visitors: Warren Heimback (broken back) and Bernie Knapp.

All of the above are at Brookside Hospital, off San Pablo Avenue, Richmond.

### Redding

Our deepest sympathies to the family and many friends of our deceased Brothers all who expired in the month of July: Eugene Walker, Retiree; Walter Trimm, Retiree; Wally Wert, Retiree; Elmer Barber, Retiree; Eugene Hanes, active member, worked for Shasta Redi-Mix up to the time of his untimely death.

A speedy recovery to our ill Brothers: Ray Black, in Mercy Hospital, is expected to be up and around before long; Charles Liebel is home recovering after a lengthy illness; Charles "C.B." Ridling is home recovering after a heart attack; Tom Kelsey and Ray Benefield, home recovering after their recent illnesses.

### Ignacio

Congratulations to Brother Bob Thornton and his wife on becoming proud parents of a baby girl named Jessica, born on June 5th, weighing in at 7 lbs., 13 oz.

We are sorry to report the death of Brother F. Bobo, and our deepest sympathy is extended to his family.

### Ceres

We are very sorry that Brother Doug Peden was involved in a very serious accident. Brother Peden was in intensive care for several days, however, he was removed from intensive care and is in fair condition. We do wish him a very speedy recovery.

### San Mateo

Our deepest sympathy to the family and friends of Virginia Osborne, who passed away this month at her home in Redwood City. Virginia was the wife of brother Jack Osborne, a Local 3 member who passed away last November.

## Fresno

(Continued from Page 6)

\$2 million less than the department had allocated for the freeway.

The project will extend Freeway 41 about a mile, from Divisadero

to Olive Avenue, and construct about one mile of Highway 180 from Glenn Avenue to First Street.

Bridges will be built at Belmont, and Blackstone Avenues; Abby, Fresno and Diana Streets, as well as a pedestrian overcrossing at Nevada Avenue and the 41-180 interchange.

More than a million cubic yards of earth will be moved during construction. Another portion of the project includes building a pumping plant at Madison Avenue for removing water collecting in low areas of the Freeway.

The project is expected to take about 20 months to complete.

## SPECIAL DISCOUNT

Capitol buys top line, private brand name, products in railroad car lots... operates out of low overhead warehouse locations... and sells for less to select groups like yours — eliminating the need for costly television, radio and newspaper advertising.

America's five largest tire companies no longer have mileage or road hazard warranties.

CAPITOL STILL DOES!

Wheel Warranty!  
Shock Warranty!  
Battery Warra  
Tire Warranty!



This is a partial list only.

## for OPERATING ENGINEERS LOCAL 3



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



### RADIALS

#### 78 SERIES RADIAL

**35,000-MILE TREADWEAR WARRANTY**  
Whitewalls. The soft riding radial tire that you can afford. Lifetime road hazard, workmanship and materials warranties.

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

#### WIDE 70 SERIES STEEL RADIAL

**40,000-MILE TREADWEAR WARRANTY**  
Whitewalls. Two steel belts with polyester cord body. Lifetime road hazard, workmanship and materials warranties.

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

03-100-12064

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

## CAPITOL TIRE SALES/WAREHOUSES, INC.

America's Original and Largest Discount Tire Program

BERKELEY (94701) 1770 Fifth St. (415) 524-9120  
SAN FRANCISCO (94103) 101 S. Van Ness Ave. (415) 621-2336  
SAN LEANDRO (94577) 2059 Williams St. (415) 351-8434

CONCORD (94520) 2465-J Vista Del Monte (415) 825-2072  
SAN JOSE (95112) 1760 Rogers Ave. (408) 287-9112

SAN MATEO (94402) 733 So. Claremont (415) 344-5732

### COMPACT

#### BLACK WALLS & WHITE WALLS

**25,000-MILE TREADWEAR WARRANTY**  
Tubeless blackwalls and whitewalls. Lifetime road hazard, workmanship and materials warranties.

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

\*Add \$2.00 for whitewalls



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

## POLYESTER

#### 4-PLY POLYESTER

**18,000-MILE TREADWEAR WARRANTY**  
Blackwall. A dependable tire at a very popular price. Lifetime road hazard, workmanship and material warranties.

SIZE	GROUP PRICE	F.E.T.
A78-13	19.48	1.69
C78-14	21.77	1.93
E78-14	23.32	2.13
F78-14	24.70	2.26
G78-14	25.56	2.42
G78-15	26.49	2.45



## Attend Your Union Meetings

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

### September

- 6th **Salt Lake City:** 1958 West North Temple.  
 7th **Reno:** Musicians Hall, 124 West Taylor.  
 14th **Santa Rosa:** Veterans Memorial Building, 1351 Maple.  
 21st **San Jose:** Labor Temple, 2102 Almaden Road.

### October

- 3rd **Eureka:** Engineers Building, 2806 Broadway  
 4th **Redding:** Engineers Building, 100 Lake Blvd.  
 5th **Marysville:** Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., Franklin Ave.  
 18th **Ignacio:** Nave Lanes, 5800 Redwood Highway.  
 25th **Honolulu:** Washington School, 1633 South King Street.  
 26th **Hilo:** Kapiolani School, 966 Kilauea Ave.

## For More Information:

### CREDIT UNION

#### OPERATING ENGINEERS LOCAL NO. 3

6300 Village Parkway, Dublin, CA (415) 829-4400

Please send me information as indicated below.

- ☐ Membership
- ☐ Phone-A-Loan
- ☐ Shares/Dividends
- ☐ 7% Investment Certificates
- ☐ Vacation Pay/Monthly Transfer
- ☐ Signature/Personal Loan
- ☐ New/Used Auto/Pickup/Van Loan
- ☐ New/Used Motor Home Loan
- ☐ New/Used Mobile Home Loan
- ☐ New/Used Boat/Motor/Trailer Loan
- ☐ Travel Trailer/Camper Loan
- ☐ Share/Investment Certificate Secured Loan
- ☐ Assistance in Refinancing Automobile Loan
- ☐ Temporary Disability Insurance
- ☐ Share Insurance Protection on Share Deposits

### Have You Checked Your Dues?

Dues Schedule for Period 10-1-78 through 9-30-79

Local 3	\$90.	(Per Qtr.)
Local 3A	\$87.	(Per Qtr.)
Local 3B	\$87.	(Per Qtr.)
Local 3C	\$87.	(Per Qtr.)
Local 3E	\$87.	(Per Qtr.)
Local 3R	\$87.	(Per Qtr.)
Local 3D	*Variable by Unit	

Please Note: An amendment to Article VI — Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in advance of an increase at the "old" rate (the rate in effect prior to the effective date of such increase). Therefore, the dues rates for the periods as indicated above apply regardless of when payment is made.

\*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE \_\_\_\_\_ ZIP \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

TELEPHONE \_\_\_\_\_ / \_\_\_\_\_

### IMPORTANT

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

REG. NO. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103  
 Incomplete forms will not be processed.



## Resolutions Suffer Flames Of Wrath at Recent Democratic Convention

You don't get everything at the bargaining table and you always get a good deal less in political negotiations. Last month's meeting of the California Democratic Party Executive Committee in Los Angeles was a typical example of the sometimes contradictory and emotional actions taken by the California Democratic Party.

Luckily, the media decided a long time ago that state party resolutions and actions had little impact on the national body politic and/or the candidates. Jerry Brown has been quoted as saying political parties have become irrelevant, or words to that effect. So, as usual, a half-a-hand of elected officials were on hand and not a single representative of the media for what turned out to be a "roast Erwin event."

Some years ago, when I felt the call to become more active in party politics it seemed to me that the Resolutions Committee would provide the best base from which to make a contribution to Labor. After all, resolutions supporting Labor positions had long been absent from most of the state and party platforms simply because Labor leadership wanted to maintain the validity of "we support people, not parties." In my innocence I thought the cause of the working union taxpayer could best be presented in council. Since resolutions stated the party's aim, this should be the most effective forum. It was and has been for the most part productive and after four years, as a member and as Co-Chair of the Committee out of which numerous pro-Labor resolutions poured, along with establishment of a Labor Caucus, things seemed to be looking up. Then Brother Erwin got his comeuppance.

In authoring two late resolutions, one on illegal aliens (see August *Engineers News*) and one on Laws Governing Sexual Conduct (see below) I ran into a coalition buzzsaw.

The "sexual resolution" did force the Gay Caucus to compromise on a joint resolution that instead of endorsing sex lifestyles, aims at a simple NO vote on the Briggs Initiative (Proposition 6) a position also taken by the State Fed. The illegal alien resolution went down in flames.

Under the State Democratic Party bylaws, late resolutions must be reported unanimously out of the Resolutions Committee or have at least twenty valid voter signatures to be brought up on the floor.

A timely resolution supporting "unconditional amnesty" for illegal aliens was tabled in committee, and despite efforts to amend my resolution, it was reported out unanimously when the maker of the tabled resolution became confused and did not vote *no* on the adoption of the initial resolution. A technical boo boo, but nonetheless, my resolution was recorded as being "unanimous."

aliens later protested the ruling, but went to the voters and got the necessary twenty signatures to introduce the original resolution from the floor.

All this followed a closed meeting of the Chicano Caucus, at which they refused a request for me to speak to them on my illegal alien resolution. Other efforts were made to negotiate support for President Carter's "limited amnesty" program in exchange for deletion of what they called a racist whereas, number six:

*"WHEREAS problems of economic depression of the dollar on the world market, high unemployment, inflation, a major energy shortage, a diminishing and deteriorating environment and a nationwide taxpayers revolt are continuously accelerated by this uncontrollable influx of illegal aliens: Therefore be it"*

However, by the end of the Chicano Caucus meeting, emotions had been so accelerated by anti-union "padrones" who use illegals in their businesses that negotiations were impossible. This carried over to the next day when several party officers tried for a compromise, to no avail.

What followed was a nasty name-calling session, putting yours truly in the same category with Genghis Khan, Hitler, John Birch and Richard Nixon. Boy, how I could have used the support of about twenty big brother engineers.

In the end, after some twisting and turning by at least two locally elected officials, an amendment to add the three final paragraphs of my resolution was made:

*"RESOLVED further, that a Hemispheric Conference be called for Mexico City*

### A POLITICAL ANALYSIS

## Art Of The Possible

BY KEN ERWIN



*in late 1979 or early 1980 to discuss new policies of self-help, cooperative energy development, job training and guaranteed nation of origin employment; and be it*

*RESOLVED further, that a Hemispheric common market be developed to cooperatively market and set prices on food, clothing, shelter; a Hemispheric minimum wage and an in common import export tariff; and be it*

*RESOLVED further, that the California Democratic Party transmit this Resolution to the National Democratic Party for consideration and to President Carter, Vice President Mondale, the Secretary of State, the Secretary of Labor, and all Congressional members from the State of California."*

This amendment passed and that is what you will hear about if you hear anything at all.

Although I was happy to get just that portion of the resolution on record, it still comes out like a two-headed calf, since support for the President's "limited amnesty" becomes "against" and "unconditional amnesty" is totally unacceptable to the voting public. Sorta like a package of safety matches with the cover torn off. The kind of political hot rock that no politician in his right mind wants any part of.

We were successful in preventing government interference in one area at least, since there was Party support for NO on Proposition 5, the anti-smoker initiative. So, you may not be able to afford a package of cigarettes, but at least if we in the Democratic Party have our way—you might be able to smoke it without going to jail.

*Sic transit gloria mundi.*

### RESOLUTION ON LAWS GOVERNING SEXUAL CONDUCT

WHEREAS there has been a continuous dialogue at Executive Committee meetings, national, state and local conventions within the Democratic Party regarding support for a multiplicity of sexual lifestyles; and

WHEREAS each type of sexual preference has sought special consideration based on minority rights, freedom of choice, injustice, persecution, labor, and myriads of other loosely connected affirmative action and civil rights assumptions; and

WHEREAS the senselessness and impossibility of separating thousands of sexual fetishes, sexmate preference and/or sexual positions for either collective or individual endorsement by the California State Democratic Party; and

WHEREAS such activity has proven divisive, counterproductive and brought ridicule upon the California Democratic Party and diminished the time and vitality available to support the established agenda for E.R.A., Affirmative Action, Economic Reform, Fund Raising and Candidate Support, International Affairs and other vital issues: Therefore be it

RESOLVED, That the California Democratic Party states once and for all its position on sexual preference as being in support of freedom of consenting choice based on the personal freedoms guaranteed to every U. S. citizen under pertinent amendments to the Constitution as morally guaranteed by the Bill of Rights; and be it

RESOLVED further that any such freedom of choice should only be limited when such choice violates, infringes on and/or diminishes the rights of others.

KENNETH S. ERWIN  
 Co-Chair, 6th S.D.