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 $1.1 million for the Guam construction industry fund, which will finance the program through September 1979. Bordallo’s investment in the project follows closely on 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 ensure that the training program will have a chance to establish itself firmly in 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. “We have nearly made it to the top.”

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 Holstinger 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, Holstinger 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,” Holstinger stated. “They didn’t think we could do it, but we have.”

Acting on a request by 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 states—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 include 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 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 $50 million needed for the work.

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

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 Supervisors President Dianne Feinstein and Chief Administrator Gloria 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 of 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 citizen 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. Plombi construction is doing the excavation, Malcolm Drilling has the job, and Tudor-Saliba Shoring (Continued on Page 3, Col. 1)
Asphalt Breaking, Dirt Moving on Yerba Buena

(Continued from Page 1)

According to Helinger, "complimentary 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 1854) was authored by Senator Arlen Gergario 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-Daly City) and Assemblymen Louis Papan (D-Daly City) and Dixon Arnett (R-Redwood City).

A spokesman for Gergario told Engineers News at press time that no problems are foreseen in the bill continuing on to the desk of Governor Brown. The California Department 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 congestion near the San Mateo-Hayward Bridge. In a recent League of California Cities meeting, the Governor was approached by San Mateo City Mayor Peter Gilbert during a question and answer session, in which the Mayor sought to obtain 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

(Continued on Page 14, Col. 4)

Guam Training Program

(Continued from Page 1)

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 harrassment from various members of the Guam Construction Training Contractor Association, who maintain that they should have a right to manage the training program—or at least to manage the existing program instead of Local 3, which was not only organized in the territory, but was the first to file and then abruptly removed by the Department of Commerce in an apparent attempt to stall the program.

Governor Bordallo, in a recent address to the Guam Contractors Association, probably for their lack of cooperation and interest, did not extend its full support to the training program.

Bordallo is 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 (Continued on Page 8, Col. 4)

Asphalt Breaking, Dirt Moving on Yerba Buena

(Continued from Page 1)

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(Continued on Page 14, Col. 4)
**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 federally funded Central Valley Project. The project is estimated at $1.9 to $2.6 million. One proposal is to move the Kanosh plant to a new site selected by the state reviews the proposals, a public hearing will be held in Galt to obtain the views of the local citizens.

**Utah Earns $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 will 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 9000 west in 9600 S, 10 W, etc. 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 Fern Sparks sewage treatment plant. The construction of the new plant was approved by the state 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?**

A proposed plan to close sewer treatment facilites in the Forks Lake area and to pipe the waste to Roseville to gain the support of state water quality officials who fear the project will be "growth inducing." The Point Pleasant project was apperaent low bidder on a $723,000 contract to rehabilitate concrete pavement on Hw. 5 in Siskiyou and Shasta Counties.

**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 Sanitary District recently announced that the cost of the "Super Sewer" project has dropped by $49 million from its original estimate of $172 million. Director General Manager Nat Daniels explained that almost all construction bids have come in lower than estimated and that most 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 runways on Hw. 87 to Route 280 in San Jose. Apparent low bidder for the project was Raisch Construction Company of Mountain View. Parum Paving, Inc. of Ukiah was apparent low bidder on a $600,000 contract to resurface 5½ miles of Hw. 1 in Mendocino County. Smith Electric Supply of Stanton was apparent low bidder on a $723,000 contract to rehabilitate concrete pavement on Hw. 5 in Siskiyou and Shasta Counties.

**Yerba Buena Kicks Off**

(Continued from Page 1)

is carrying out the dewatering. The construction manager of 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 in the convention business. A major source of revenue for major conventions. According to studies, many organizations and trade shows are expected to be moving to the city in the past for lack of a large, first class convention facility. Financial advisors say a new convention center will be selected in the fall of 1978 and is tentatively slated for completion in 1981. The center is being built on San Francisco Redevelopment Agency land. It will encompass 550,000 square feet of floor space, which will be utilized by the largest convention exhibits 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 are expected to be moving to the city in the past for lack of a large, first class convention facility. Financial advisors say a new convention center will be selected in the fall of 1978 and is tentatively slated for completion in 1981. The center is being built on San Francisco Redevelopment Agency land. It will encompass 550,000 square feet of floor space, which will be utilized by the largest convention exhibits in the world. Thirty-two separate meeting rooms will comprise the remainder of the floor space.

**TAKING PART in the Yerba Buena groundbreaking ceremony are Supervisor Diana Feinstein, Mayor George Moscone and Chief Administrative Officer Roger Beas.**

WITH THE SAN FRANCISCO skyline as a backdrop, on operating engineer starts moving dirt 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 wastewater treatment facilites in the Folsom Lake area and to pipe the waste to Roseville to gain the support of state water quality officials who fear the project will be "growth inducing." The state has no authority to involve itself in any requirements—mainly a more localized plan at a slightly lower cost.

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

**UPDATE**
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 Mi 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.

Helmas Construction has moved most of the Hwy. 280 Truck crews up to Spooner so that they will finish on time and then everyone will go back to Topaz. Helmas will be feeding the Spooner job from their plants in Gardnerville and Garson City with a fleet of 45 doubles.

Schultz Construction worked seven days to finish the Loop Road at Stateline to pacify the “environmentalists” so they could open the Park Tahoe. Their Eagle Nest job at Parry Blvd. is starting to take shape with Brunnicold Construction as the prime and Western 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 nabbed out the dirt and underground to Byars Construction on the Carson Catalina project in Carson City.

Zeecon, 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. Helmas 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 Nous for site prep and utilities. Corrao is also ahead of schedule on their Sands job. H. M. Construction has moved back and started another phase of Lake Ridge Hill. This is convenient for them as they 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 Circus Circus Parking structure.

Nevada Paving

Nevada Paving has been awarded five projects including reconstruction of the airport taxi-way at Truckee Tahoe Airport. These jobs amount to $649,314. Helms was awarded a $35,000 resurfacing job on selected streets in the City of Reno, and construction of a multi-home facility on McCarran Blvd. on which they bid $61,063.

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

Gerhardt & Berry were awarded construction of the Panther Valley Sanitary Sewer System for $688,513. Construction Supply's bid on non-union employer W.D.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 Hwy. 395. This plant is working under a vertical agreement and has been able to man the plant but also have all other forms of labor involved.

Good news around Eko 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 on not only the relocation itself, but on the downtown redevelopment of land vacated by the railroad, Elsewhere around the eastern part of the state, Parson's Construction out of Utah has started the re-opening of Wendover as well as the asphalt at Cherry Creek. Max Riggs has moved to Hug (Continued on Page 13, Col. 1)

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 has 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 $375.00 plus $75.00 Int'l Tax
Sub-division A $350.00 plus $70.00 Int'l Tax
Sub-division B $375.00 plus $75.00 Int'l Tax
Sub-division C $350.00 plus $70.00 Int'l Tax
Sub-division D $175.00 plus $35.00 Int'l Tax
Sub-division E $120.00 plus $30.00 Int'l Tax
Registered Apprentice $300.00 plus $40.00 Int'l Tax

The initiation fee of each applicant for membership in Sub-division D shall be $250.00 plus $50.00 International Tax, and

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 $375.00 plus $75.00 Int'l Tax
Sub-division A $350.00 plus $70.00 Int'l Tax
Sub-division B $375.00 plus $75.00 Int'l Tax
Sub-division C $375.00 plus $75.00 Int'l Tax
Sub-division D $175.00 plus $35.00 Int'l Tax
Sub-division E $120.00 plus $30.00 Int'l Tax
Registered Apprentice $300.00 plus $40.00 Int'l Tax

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!”

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.
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 Congressmen 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 breaker/water extension had 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 about 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 Woodcley Island Marina project have hit a snag. 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 held up for some unknown reason.

The California Department of Navigation and Ocean Development (DNOD) has already approved $2 million of its $3.2 million loan to 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 dike from the Simon 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, But it 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 south of 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 in a manner 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 McGee and Hester will have started their $600,000 sewer replacement job. The job consists of replacing 4,700 feet of 18-inch line and 1,500 feet of 10-inch line. This project was expected to get through most of the winter and be completed by April 1979.

Nally Enterprises of Rio Dell is in the finishing touches of their job on Hwv 101 at the Little Red Light location at Sune Lane. A $500,000 realigning job which will get rid of some very bad curves. This has been a much needed project for some unknown reason. Redwood Empire Aggregate 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 Geyn. This will be to replace the airport that went down river during the 1964 flood. The cost of this job is $220,000.

(Continued from 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 Soulaqaie Dam Project in West Marin is moving right along. Swinerton & Walberg has started their 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 re-construction and resurfacing project. Termination date is November 1st, 1979. Piombo Corporation is still at Larkspur Landing, with a few Operators. Gilchrist 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. Freda-Byrd working at Partridge Koolis Subdivision in Novato. The Rock, both Herzog and Rose are working as Material Handler at Alviso in full swing.

CONGRESSMAN PHILIP 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 during 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).
Forest Service to Rebid Road Jobs

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Reg.No.</th>
<th>Initiated by Local</th>
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<tbody>
<tr>
<td>Frank Arnone</td>
<td>543119</td>
<td>3</td>
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<tr>
<td>Thomas Davids</td>
<td>394337</td>
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<tr>
<td>E. L. Duff</td>
<td>425278</td>
<td>3A</td>
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<tr>
<td>David Stuffle</td>
<td>141114</td>
<td>3A</td>
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<tr>
<td>Albert Pogt</td>
<td>361217</td>
<td>3A</td>
</tr>
<tr>
<td>Charles J. Galloway</td>
<td>232356</td>
<td>3/5</td>
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<tr>
<td>Louis J. Roberts</td>
<td>401567</td>
<td>4A</td>
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<tr>
<td>Lon Solomon</td>
<td>313335</td>
<td>4/1</td>
</tr>
<tr>
<td>James E. Huse</td>
<td>306416</td>
<td>4/1</td>
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<tr>
<td>Clarence Johnson</td>
<td>430292</td>
<td>4/1</td>
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<tr>
<td>George Johnston</td>
<td>430292</td>
<td>4/1</td>
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<tr>
<td>Rupert Kavanagh</td>
<td>345444</td>
<td>3/5, initiated by No. 55 (transferred to No. 3)</td>
</tr>
<tr>
<td>W. A. Little</td>
<td>394700</td>
<td>3A</td>
</tr>
<tr>
<td>Stephen G. Lusk</td>
<td>396272</td>
<td>3A</td>
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<tr>
<td>Ray E. Nickelson</td>
<td>421905</td>
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<td>Ward M. Moyer</td>
<td>391213</td>
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<td>Salvatore Nicole</td>
<td>405807</td>
<td>4/1</td>
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<tr>
<td>Robert K. Patty</td>
<td>379548</td>
<td>4/1, initiated by No. 12 (transferred to No. 3)</td>
</tr>
<tr>
<td>William E. Phillips</td>
<td>339114</td>
<td>4/1, initiated by No. 12 (transferred to No. 3)</td>
</tr>
<tr>
<td>Fritz Redman</td>
<td>421962</td>
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</tr>
<tr>
<td>Orvil L. Trauble</td>
<td>391234</td>
<td>4/1</td>
</tr>
<tr>
<td>John G. Von Derwall</td>
<td>381387</td>
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<td>David O. Warnick</td>
<td>390284</td>
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<tr>
<td>G. H. Telesnik</td>
<td>360835</td>
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Granite Construction is the apparent low bidder for the Salt River project in Arizona. The contract is for the construction of a new bridge over the Salt River. The low bid was $2,500,000, which will cover the entire project. The bridge will be 450 feet long and 30 feet wide. The contract is expected to start in late August and be completed in December.

Your Vacation Pay means 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, downpayments on cars and homes, vacations and even 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 do 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 compounding 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.
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 have never 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.

Yet, through the harsh words and confusion and pushing and shoving in the last four years, one thing has emerged — the building of the building and the building of the building. Local 3 has never enjoyed more construction, more concrete, more wages and more profit than it enjoys today.

While construction activity in many parts of the country still suffers a recession-like lag, construction in California has steadily expanded at a rate of six to nine percent, even as much as 11 percent in the last three years. According to the latest figures, California has taken up by billions of dollars of wastewater treatment plant and sewer construction — a direct result of the Brown administration's 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 SF-Oakland Bay Bridge, San Francisco sewer programs and Blood Alley. Sometimes his support has come only after considerable pressure from contractors, but other times, many of his projects received a great deal of support from assemblymen and senators. His decision in 1976 to campaign from Local 3. But Governor Brown has a deep reason for this. He is no longer the governor of the state he views as the governor of the nation's economic growth.

In 1975 Local 3's relationship with the state of California began to change. A new generation of engineers and the construction of mass transit systems such as BART have expanded the building boom in California. The key factor in the building boom is that this building boom has come after considerable pressure to save the environment. One of the alternative designs proposed by Woodward-Clyde consultants was an average of one inch occurring at intervals within 50,000 years.

If there is much earthquake movement along the dam site "as suggested by the Geological Survey reevaluation, but with a different structure" and it would be much more expensive, he said. The findings may be inconclusive, but the present thin-arch design and utilizing one of the alternative designs was supported by some Bureau engineers.

To do so, however, would increase the construction cost and delay the project and set back construction several years, said Brown. Brown also believes that a review of the costs and findings of the Woodward-Clyde study was necessary before the Department of the Interior could 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 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 results of 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 not only been a reevaluation on the original dam design, a thin-arch, double curvature concrete arch dam that has carried up a great deal of controversy among environmentalists and residents conditioned the dam's ability to withstand an earthquake."

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

When a final design is selected, a review on the safety of the dam will be made independent of consultants and by the State of California. It may be a long way down the road without any guarantee that the 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's an important safety and economic question that economics and politics does play a role."

Dr. Richard Jahns, dean of the School of Earth Sciences and engineering at the University of California at Berkeley, suggested a quake of 5.7 to 6 magnitude occurring at intervals within 30,000-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 that could be extremely unlikely. Suggestive displacement at the damsite of less than one inch is the creditable movement in the foundation with this event, he argued.

Dr. Richard Johnson, dean of the School of Engineering and professor of geology at Stanford University, suggested a 6.8 at one mile. Past displacement in the foundation was estimated as one inch 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 5.8 within five miles. He said, based on the seismograph data, that such a quake within five miles of the dam would occur at intervals of 5,000 years.

Dr. Eng. J. Laguna Serafin, principal consultant of COBA International Consultants of Portugal, suggested a 5.7 to 6 with a small possibility of occurrence within 30,000-year intervals. Movement in the foundation of one to two inches would constitute "a small probability of occurrence."

Woodward-Clyde Consultants suggested a maximum credible earthquake of 6.0 to 6.5 magnitude causing a maximum surface rupture of 4.8 feet. He suggested that such an event would occur at an interval of 10,000 to 50,000 years. Having known that such an event might occur at an interval of 50,000 years, it would only have a 50,000-year interval. The Geological Survey, in its review of Woodward-Clyde, suggested a maximum credible earthquake of 6.0 to 6.5 magnitude causing a maximum surface rupture of 4.8 feet. The possibility of such an event occurring at an interval of 50,000 years...

Jerry Brown

Comprehensive Report Released on Auburn Dam

By the Bureau of Reclamation officials 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."

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Redding Holds Barbeque

By Halley's Mes

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 Caravalho 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 Haughton 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. barbecue. 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 Cottontwood-Anderson Champion baseball team. This year Local 53 has its Giants and John brought them from one a game win last year to a game one loss this year—a job well done.

Green also reports that the "Voice of the Engineers" recently sponsored a 10-man test for the Redding Raft Race. "After many nights of planning, tying tubes and плловards 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 very cold water, back breaking rowing and 3 cases of Cottontwood 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 include the Co-ordinator Captain to 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 get out for your 18-day rule lap over.

Guam

(Continued from Page 3) declared.

"It was my personal commitment to manpower training and development," he continued, "that convinced me to sign a $400,000 construction training program 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 alien laborers and gradually enhance the island's economy by phasing out the overseas labor which has been the cornerstone of construction workers on the island. Enrollees in the program are currently receiving 50 weeks of classroom training after which they will receive 8 weeks of on-the-job training.

Dirt Really Moving on Warm Springs Dam

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

Peak construction activity is still a year away, reports District Representative Rob Wagon 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 sub-california (No. 3) to the "random fill" (No. 4) area where it is re-compact-ed to become a permanent part of the embankment structure (white line).

The "random 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. 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 aggregate, which will go into the emergency spillway and 3,400 feet of outlet tunnel passing from the reservoir through the embankment and into Dry Creek below.

Construction of the new embankment 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 embankment.

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 wastes from the block and allow construction of the large dam without interference from downstream flows.

The cofferdam on the upstream shoulder will ultimately be built as a barrier-right-to-left-together open to allow earth to join their cause. Those rights endangered their
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 considered 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 1929 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, settling 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 what they want; then they won't waste time on strikes. The完毕 procedures for handling complaints, improve wage and fringe benefits, make the company a better place—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**

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 keeping 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.

And 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 economic security workers' families are the Number One pursuers of the goods and services made in this country. Depressed wages 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 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 healthy—and unemployment insurance for workers who lose their jobs—worker's compensation for those who are injured on the job and—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.

**Unions and Politics**

And how do unions engage in politics? Well, union meetings are held in virtually every community in this country. There 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 "bias." 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 union? 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 not be considered "evil" if democracy itself is the considered "evil." And that thought is abhorrent to the American labor movement.

There are more than 80 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.

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(Continued from Page 5)
Important New Requirement Becomes Effective This Year

During the month of October you can again choose to provide your dependents with coverage under the Kaiser Foundation Health Plan or the Kaiser Foundation Insured Plan. You can only choose the Kaiser Plan if all members of your family are eligible for health coverage under 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 under 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 distress or death arising out of an alleged negligence or failure to render services by a Kaiser Foundation Health Plan personnel or facilities, irrespective of the legal theory upon which the claim is asserted, or hospital of your choice, are available in the District Of Columbia.

Services of the Kaiser Foundation Health Plan are provided only by doctors, hospital personnel, or facilities affiliated with the Kaiser Foundation Health Plan. The only exception would be "emergency services not reasonably available in a hospital of your choice." These claims must be submitted to binding arbitration instead of a court trial.

By signing the Kaiser enrollment card you make a mandatory arbitration and give up your right to have such claims decided in a court of law. You should understand that your acceptance of such process through enrollment in the Kaiser Health Plan is a final and irrevocable act which gives you no right to contest the decision.

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 best interests.

Kaiser/Permanente Medical Centers

<table>
<thead>
<tr>
<th>City</th>
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<tbody>
<tr>
<td>Hayward</td>
<td>Hesperian and Tennyson</td>
</tr>
<tr>
<td>Martinez</td>
<td>200 Muir Road</td>
</tr>
<tr>
<td>Oakland</td>
<td>Broadway and MacArthur Boulevard</td>
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<tr>
<td>Redwood City</td>
<td>Veterans Boulevard, near Maple</td>
</tr>
<tr>
<td>Richmond</td>
<td>14th and Magazine</td>
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<tr>
<td>Sacramento</td>
<td>Morse and Cottage</td>
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<tr>
<td>San Francisco</td>
<td>Geary near Masonic</td>
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<tr>
<td>San Rafael</td>
<td>99 Monte Carlo Road</td>
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<tr>
<td>San Diego</td>
<td>1000 12th Street</td>
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<tr>
<td>So. San Francisco</td>
<td>1200 El Camino Real</td>
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<tr>
<td>Vallejo</td>
<td>Sereno Drive and Alamada</td>
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<tr>
<td>Walnut Creek</td>
<td>Main Street and Newell</td>
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Over 1,500 Blue Cross-Blue Shield hospital patients in New York City took part in a study on surgery. The patients who agreed to undergo elective or non-emergency surgery were offered the opportunity to obtain a second opinion without charge. More than 12,000 of those who performed the 25 million operations that occurred last year. More statistics bring into sharper focus. During the 1970's the population of the U.S. grew by 23 per cent! Professional surgeons' associations themselves have said that while this country probably has 1/4 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 money goes on today is wrong. But 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.

A 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 where 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 rate of operations performed in one province jumped an incredible 72 per cent! This rate dropped one-third after qualifications such as "pre-cancerous" conditions, large fibroids, cancer, knee replacements and other abnormities that were established and other conditions were classified as "unjustified."

These reports 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 the patients who pay? In my opinion I am not first and foremost not to create 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 quoted last month in W

Going on further, as all your officers have emphasized to you at pre-retirement and Retirees Association meetings, check your latest Fringe Benefits leaflet "Pension Plan Changes 1978" which contains a summary of the changes for continued qualification of the Tax Exempt Status with the IRS. You received notice of this in August. This is a technical and formal requirement of the new law; however, no response is required from participants.

As soon as the IRS issues a favorable determination, the original plan and the Summary Plan Description will follow. For information, the leaflet "Pension Plan Changes December 1, 1978" which outlines the improved plan provisions of the Deferred 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.

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 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, must be completed. This includes completed enrollment cards for the Kaiser Plan. This election must be made in October with the effective date 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.
Many Jobs Winding Down

Hawaii Work Picture Looks Bleak

Business Rep. William Cruzier reports that the work picture on the Island of Hawaii is very bleak at this time. On the Kona 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 recently, the largest one is the "Agricultural Park Subdivision" which has already started and the enlargement of Honolulu Harbor. Both jobs well underway.

Hurricane "Fico" recently passed by the Hawaiian Islands and left its mark. "Although the hurricane passed within about 100 miles of the Big Island, we did experience some high winds and high surf." Cruzier 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 Kahonei reports that Pacific Machinery, Inc., a subsidiary of Theo H. Davies & Co., Ltd. was the first to settle for a one year reopening contract is a joint venture of Hawaiian Equipment Co. and one story of retail space. The agreement was ratified unanimously by all of the brother members working for the company.

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Santa Rosa Work at Heavy Pace

The work is still going on at the airport around the new terminal, especially after the rains ceased in May, reports District Rep. Bob Wagner. The terminal area 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 biggest was a Sonoma Valley — about $9 million worth of plant expansion west to THe Johns-Manville plant out in to Petaluma. Bids. Rep. Brad Dato reports Glisotti Bros. were low bidder with the county for a $400,000 parking lot, 40, reports Rep. Dick O'Connell.

Down in Rohert Park O. C. Jones Co. was low on a fire road at 400,000. The City of Colusa has it in to Petaluma. Bas. Rep. Brad Dato reports Glisotti Bros. were low bidder on a $255,000 sewer and rip-rap and retaining wall for a new storm drain pump station side of Willows is keeping the iron running, Reed Chico-169 Cohasset Road, every 3:00-6:00 p.m.; every Monday, 3:00-6:00 p.m.; every Tuesday, 3:00-6:00 p.m.; every Wednesday, 3:00-6:00 p.m.; every Thursday, 3:00-6:00 p.m.; every Friday, 3:00-6:00 p.m. Orovile—Thermia-Bluff lake, 479 Plumas Ave.

Fred Seige

Fred Seige to the Governor of the State of California for appointment to the prestigious position of Licensed Land Surveyor for the California Board of Registration for Professional Land Surveyors. Mr. Seige has practiced land surveying in the State of California for the last 25 years, and has been involved in the profession since 1955. He is a member of the California Association of Professional Land Surveyors, and has been a member of the California Association of Professional Engineers since 1965.

Dust Flying in Marysville

Business Rep. Dan Mosteck reports that the work picture on the East Side in the Marysville area 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 area. They are grading for a new subdivision in the area. Also, they are working on a road project in the area.

Cutting through all the bovine excrement created by this issue, the prime question is: Will Public Works jobs be tendered to the best qualified professional 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 their professional market value.

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 suspended with the issue of “Covered Work,” “prevailing per dinner rate wage” and a whole lot of just plain non Union get 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 in all Public Works.

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

Ligitation has been brought against the Director. Local Union No. 3 has intervened in the Law Suit on his behalf. The Trust Fund has entered into a settlement agreement discussing the ratio issue but we may see a court case in the future.

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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 workers’ role in safety and health enforce-

ThINK Safety
Work And Play Safely

More Enforcement of Safety Needs to Come from Members

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 countries that 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 1,600 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, OSHA has ordered the agency to create a greater enforcement role for workers who are not employed on a day-to-day and who have the greatest stake in controlling hazards.

Recently, OSHA announced a program to give greater authority to unions, business, 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 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 coordination with other steps to increase workers’ role in safety and health enforce-

ment, OSHA officials are studying programs in other Western European and other nations that have 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 Eu-

countries 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 recent with keen interest and in recent months there has been a positive approach by the California Building and Con-

struction Trades, Cal-Osha and the National Constructors Association which shall have Federal OSHA approval to try the imple-

mentation of such a program coming out of this area. This will be very interesting to see what might develop along these lines.

SEAT BELTS

Occasionally we have inquiries from mem-

bers, especially those on rubber tired dirt moving equipment, that they are not yet aware of the new law that requires all operators to wear seat belts while operating this equipment.

We recently received an accident report from Hank Munroe, one of our representa-

tives of the Oakland district, that went like this: A 1000 hp scraper was coming down a grade—fully loaded, and was enter-

ing a level road when the right drive wheel of the scraper touched the ground and 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 our shop of people not using the seat belt which is turning over for one reason or another.

The best information your safety depart-

ment can pass along is “DON’T become an injury or 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 called the other day and I casually mentioned to her, “per-

haps you can convince your husband to wear his belt.” She replied, “Oh, he 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 $36 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 isue was defeated in the June primary election, because it was not explained to the vot-

ers how it was to go to work. This project will be financed by eleven Northern California Cities and there will be no tax to the voters of Calaveras County.

This will be a good job for all members and we are hop-

ing we can convince the vot-

ers to vote for the Bond Is-

sue.”

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

leeville in Alpine Co. This will be good for the contractor as he can get the labor conditions in order 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 a chance of work to be done on Highway 88 be-

 tween Pine Grove and Cooks Station taking out the old pavement and putting in passing lanes. The ways things are going the State will probably give it a job out to bid next year.

“There is a lot of work to be done in District 39 and 31 for the rest of this year, and in 1979, so if you are out of work and looking for a job, call the Stockton or Ceres office as our out-of-work list is de-

lected,” McNamara said.

ASST. DISTRICT REPRESENTATIVE Joy Victor hands an insurance form to Local 3 member Doug Peden, who has just returned from an accident at his job site. 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 Banull, McGuire & Hester and Slinsen Const. More work will be coming out of this area.

Bus. Rep. Chuck Smith reports that Sully-Miller is finishing up in 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 another job for Thomas & Jewett which will keep several brothers busy until the rains come.

One of the problems, McGuire & Hester is coming along real well on the Lakeport sewer line, almost 88 percent complete. They have two more jobs due to go in the Lakeport area, a sewer project along the north side of Mendocino and the collection of sewer ponds and lines, total count a little over $1 million. Stimpel-Jackson & Baker coming right along on the Hwy 20 job by the Oasis with about fifteen brothers busy.
Condules to Venning Family

Business Manager Dale Marr and the Officers of Local 3 ex- tend their sympathy and condolences to the family and friends of Albert L. Venning, Jr., who was employed with the Joint Apprenticeship Council. He was 62 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 official 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 be more involved in state and local politics.

His audio-visual expertise was also utilized by Local 3 in the preparation 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 with the various Local 3 programs 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 distinguishes 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 of the operating engineer apprenticeship.

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

Venning was employed at various locations over the years at ratification in 1969 and were close to collapsing two years ago. At that time, according to the state highway plan, they would be replaced with concrete.

Nearly ten years later, the same wooden piling still hold up the overpass. Because of the impact shuffling of priorities in the Department of Transportation, the vital replacement of the pile has been continually stagnated 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 1980. The coordinated attempt to Congressmen Ryan, state legislators, local residents and Local 3, however, turned out to be the force that will soon necessitate the $30 million in federal and state funds for the project.

IMPORTANT

The Local Union is trying to locate Brother E.A. Caton, Register No. 177947, last known to live in the San Jose area. If you know Brother Caton or his whereabouts please contact James R. Ivy, Executive Secretary, San Jose Office, San Francisco, Office.

Union Family Corner

(Continued from Page 2)

—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 and family.

—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.

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.

We'd like to hear from our operating engineers and have 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.

We're always looking to form 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, 674 Valencia Street, San Francisco, CA 94110.

NOTICE

TRAINING SCHEDULE CHANGE
BEGGINGIN SEPT. 5TH WITH AVS
AT RMTC WILL BE
8:00 A.M. TO 4:30 P.M.
LUNCH (12:00 TO 12:30)
Morysville
Our deepest sympathy to the family and friends of deceased Marvin J. Robinson, son of Mr. and Mrs. John Robinson.

Santa Rosa
It is with deep regret we report the death of Wendell Huckfeldt, resident of Baker Heights for many years, and to his brother, John Miller, wife of Bro. Reginald Miller. Our sincerest condolences are extended to the family and friends of our late Brother and Bro. Miller on the death of his wife.

Eureka
It is with great happiness we announce the birth of a new son to Mr. and Mrs. Jean Miller, 902 Second Street. The baby girl was born on June 5th, weighing in at 7 lbs., 13 oz. Proud parents are Mr. and Mrs. Jean Miller, and the baby is a resident of Oakland.

FOR SALE: TRAVEL TRAILER 1978. 29', 2 slides, 3 spot kitchen, 2beds , 2 baths, 1 1/2 tons air, 3 way refrigerator, 2 1/2 tons ac, washer, dryer, hot water heater, 2 1/2 ton foundation. $5,500. 916/963-2407.

FOR SALE: 20' FURNISHED TRAILER. 1980 20', 2 berth, 1 bathroom, fully furnished, water heater, refrigerator, stove, 3 way air conditioning, TV, washer, dryer, $4,500. 916/694-6357.

FOR SALE: 40' TRAILER, 1977. 1 bath, 2 bedroom, 11' x 35'. $6,000. 916/792-5050.

FOR SALE: TRACTOR, 1981 FORD, 6x4, 84' trailer, 28' fenders, single pneumatic tires, 135 HP. John Deere 840, $10,000. 916/384-6211.

FOR SALE: TRUCK, 1981 FORD, 10', low mileage, 40,000 miles, 300 HP, long bed, turbo, 3 way air conditioning, $10,000. 916/257-2457.


FOR SALE: 1 FURNISHED home plus over 200 walnut trees in production, including all equipment, orchard, equipment, machinery, totaling over $6,000. 916/674-7065.

FOR SALE: 915 ACRES, lovely Calif., valley, 40 mi. east of San Luis Obispo. Ranch with development potential. 916/674-7065.

FOR SALE: 111 home recovering after their recent illnesses. 916/674-7065.

FOR SALE: 2 PAD TRAILER COURT. 10 ft. wide, all rentals limited to 1/2 acre per lot. 916/674-7065.

FOR SALE: INTERNATIONAL B, R. 18'3" sleeper, front loader, 36'6" frame. Excellent condition. Mr. and Mrs. John Robinson, 484 East 22nd Ave., Redding, 916/322-5306.

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For More Information:  
CREDIT UNION  
OPERATING ENGINEERS LOCAL NO. 3  
6300 Village Parkway, Dublin, CA (415) 829-4400

Have You Checked Your Dues?  

Please send me more information as indicated below.  

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

NAME  
ADDRESS  
CITY/STATE/ZIP  
SOC. SECURITY NO.  
TELEPHONE /

IMPORTANT  
Detailed completion of this form will not only ensure 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 completely and check before mailing.

REG. NO.  
LOCAL UNION NO.  
SOS. SECURITY NO.  
NAME  
NEW ADDRESS  
CITY  
STATE  
ZIP

RESOLUTIONS SUFFER FLAMES  
OF WRATH AT RECENT DEMOCRATIC CONVENTION

You don’t get anything at the bargaining table if you always get a good deal less in political negotiations. Last month’s meeting of the California Democratic Party Executive Committee had 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 have little impact on the national body politic and/or the candidates. As a result, they have been quoted as saying as long as the resolutions are not directly 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 should provide the vehicle by which members could contribute to the party. After all, resolutions supported Labor positions and policies had been absent from most of the state and party platforms. Simply because Labor leadership wanted to maintain the validity of “we are not the party of labor.” In my innocence I thought the cause of the working union taxpayer could best be presented in council. Since then, members were able to get a resolution passed at the 1977 State convention out of which numerous pro-Labor resolutions poured out, along with establishment of a Labor Caucus seated to be keeping up. Then Brother Erwin got his comeuppance.

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

The “Resolution on the State Democratic Party” bylaws, late resolutions must be reported unanimously out of the Resolutions Committee or have at least twenty signed resolutions 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 disappeared as an item when the maker of the tabled resolution became confused and did not vote no on the adoption of the initial technical boo boo, but nonetheless, my resolution was recorded as being “unanimous.”

This was later protected 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. 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 inflation have been 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 “patriots” who use illegals in their businesses that resolutions were impossible. This carried over to the next day when several party officers tried for a compromise, to no avail.

What happened was another example of a easy name-calling session, putting yours truly in the same category with Genghish 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 all parties involved, an amendment was made to add the three final paragraphs of my resolution was made:

"RESOLVED further, that a Hemispheric Conference be called for Mexico City, inclusive forms will not be processed.  

ADDRESS  
CITY/STATE/ZIP  
SOC. SECURITY NO.  
NAME  
NEW ADDRESS  
CITY  
STATE  
ZIP  

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 prejudices of cultural groups, action and civil rights assumptions; and

WHEREAS the senselessness and impossibility of separating thousands of sexual fetishes, particular 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 an expression of personal freedom and/or being in support of freedom of choosing choice based on the personal freedoms guaranteed to each person under the 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 on a free"