

Medical Plan Receives Major Improvements

Local 3 Business Manager Dale Marr announced this month that major improvements in the Health and Welfare Plans for California, Nevada and Utah will become effective November 1.

These improvements—comprising the most significant upgrading of medical benefits for Local 3 members in five years—will give participants “unquestionably the finest coverage I am aware of in the building and construction trades,” Marr stated.

The changes are aimed at improving benefits in the face of rapidly increasing

medical costs and include: an increase in the Comprehensive Health Plan Benefits from the current \$50,000 to \$250,000, extended hospital coverage, improvements in maternity and obstetrical benefits and the addition of numerous features that are entirely new to the plan.

The Business Manager noted that the tremendous construction activity of the last two years was one of the major factors in fortifying the health and welfare plans to the point where such improvements could be made.

“It goes to show you once again how

vital it is to be involved in the political process,” Marr pointed out. “We customarily think of political involvement as a means of preserving and obtaining construction jobs. But it is a simple fact of life that increased construction activity will also pour additional fringe benefit money into the various trust funds.

“When that happens, we reach a point where we can afford to make major improvements in the medical coverage without jeopardizing the plans.”

Beginning November 1, charges for most forms of hospitalization will be

payable at 90 percent for the first \$3,000 and 100 percent after that. This means that for each individual illness or disability, the most a participant will incur in out-of-pocket expenses for hospitalization is \$300, Marr emphasized.

Maternity and obstetrical benefits will also receive 90 percent coverage for the first \$3,000 and 100 percent coverage after that. A new feature in the maternity benefits is well baby hospital nursery care—providing coverage for a vast majority of the costs of a newborn’s hos-

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Walter Mondale

IUD Delegates Give Mondale Warm Greeting

Over 600 delegates representing six million trade unionists rose to a standing ovation as Vice President Walter Mondale entered the convention room of the Jack Tar Hotel in San Francisco this month to address the 13th Convention of the AFL-CIO’s Industrial Union Department.

The trade union leaders gave an obvious warm greeting to Mondale—one of the few national politicians who has been a consistent friend of the labor movement—as he recounted personal experiences with many of the labor leaders present.

“What has always made me especially admiring of organized labor is what you have done for people who have never held a union card, never paid a penny in dues and probably never will, but whose plea for support is based on human justice,” the Vice President declared.

“I have been in all these fights for housing for people and families who don’t have it, for education for children who won’t have a fair chance without a decent education, for civil rights so that people can aspire in America to the fullest life regardless of race, religion or previous conditions and background. Every time these fights have occurred in

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‘Engineers News’ Captures Awards In International Labor Press Contest

The International Labor Press Association announced this month that *Engineers News*—competing against local union publications in the United States and Canada—has won three major awards in the 1979 ILPA Journalistic Awards Contest.

Dale Marr, who as business manager of Local 3 is also editor of the newspaper, noted it was the first time in Local 3’s 40-year history that the official publication has won a national press award. “We were also the only publication in the International Union of Operating Engineers that won a journalistic award in this year’s ILPA contest,” Marr said.

In a letter to Ken Erwin, managing editor, ILPA President Gene Klare announced that *Engineers News* won the following awards for the year covering 1978 publications: Award of Merit for General Excellence, Award of Merit for Best Series for the special reports written by James Earp and Mark Stechbart on the plight of resident and alien construction workers on Guam, and Award of Merit for Best Feature Story written by James Earp on an open shop seminar.

Representatives from *Engineers News* will be in attendance as delegates to the ILPA Convention in Washington, D.C. in November to receive the awards, Marr said.

The General Excellence award is given for overall quality in content, format and editing. In giving *Engineers News* this award, the ILPA noted in its *Judges Report*: “This bright paper varying from 12 to 20 pages does a fine job of informing Operating Engineers of construction developments in Northern California. Well-written, well-illustrated, well-edited.”

For the Best Feature and Best Series awards, *Engineers News* was in competition with every other local union publication in the United States and Canada.

For the Best Series Award, the *Judges Report* noted: “In a hard-hitting article and two follow-up stories, James Earp and Mark Stechbart told of the plight of resident and alien construction workers on Guam who are taken advantage of by employers. The article told of how Local 3 gradually made its presence felt on the island.”

The special reports on Guam were published in the June 1978 and Sep-

tember 1978 issues of the newspaper.

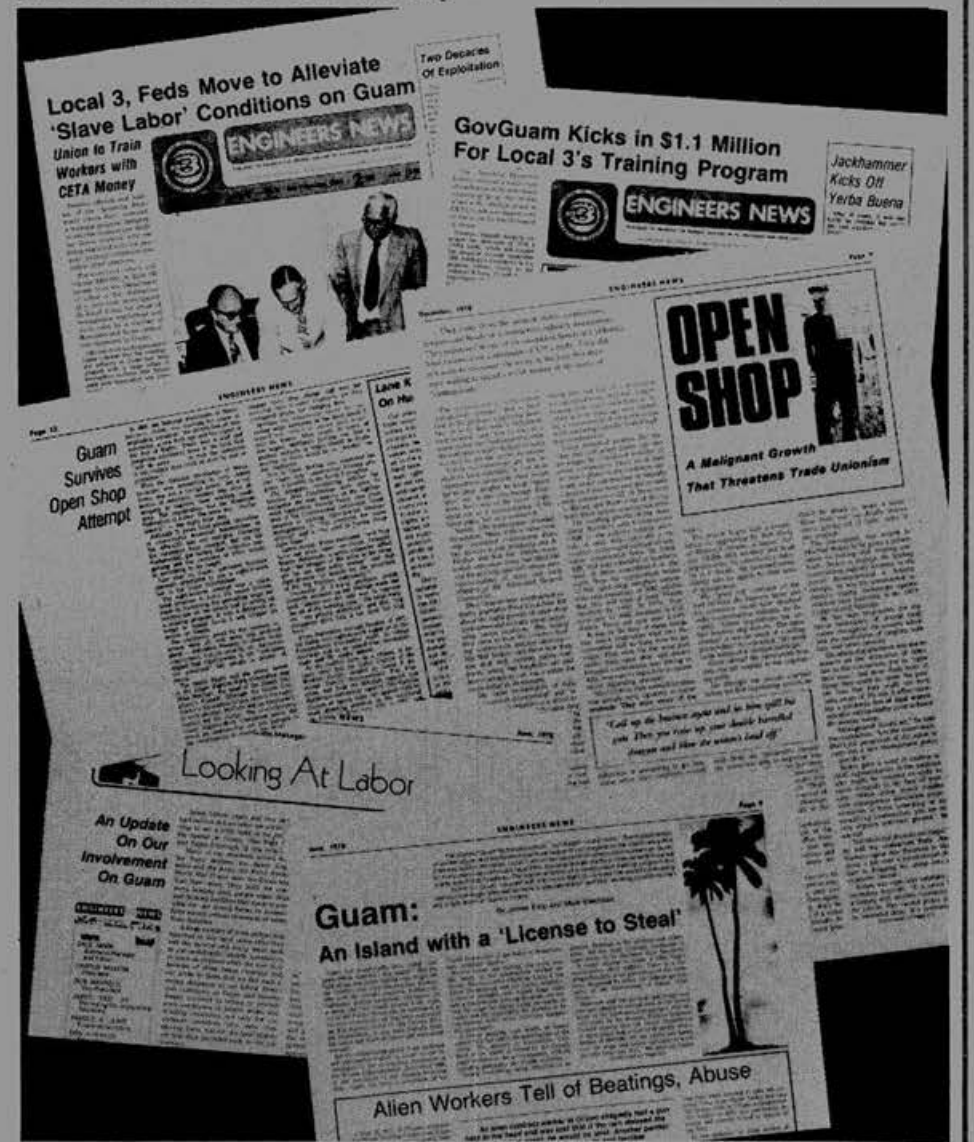
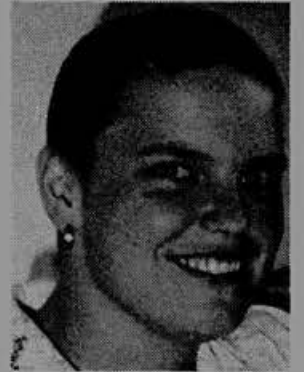
The Best Feature award was given to *Engineers News* for an article in the December 1978 issue on open shop. James Earp, registering as a contractor, attended an open shop seminar in San Diego, and according to the ILPA *Judge’s Report*, “gave a blow-by-blow account of what the bosses were told about keeping unions off the premises or getting rid of them. This piece

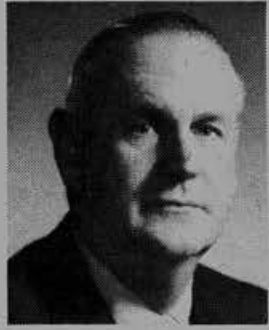
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City of Hope

What it did for One Leukemia Patient

After a four-year bout with leukemia, Mary Schober is winning the fight after a successful bone marrow transplant which she received from a team of doctors at the City of Hope. An exclusive story by *Engineers News* on Page 7.





By DALE MARR, Business Manager

Looking At Labor

The establishment of trade union political action committees is our surest defense against the corporate domination of the legislative process.

ENGINEERS NEWS

WIPA



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

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Nearly every Thursday at 9:30 a.m. a group of policy makers and lobbyists from an organization called the American Petroleum Institute gathers in a conference room in its Washington, D.C. headquarters to talk political strategy. Although these men are unknown among the public at large, they are widely respected in the oil industry and their influence on national legislation is felt by every American who drives an automobile.

As President Carter can testify in his current fight for a windfall oil profits tax, the oil industry is a tenacious foe. Time was when oil executives could work their will by lifting the telephone and calling a few friends in high places. While those days are gone, the industry has found new ways to exert influence through lobbying and political action committees (PAC's), that may be more costly, but is just as effective.

Today, over 600 oil industry employees, plus platoons of lawyers, PR specialists, advertising experts and other consultants scurry around Capitol Hill, tracking legislation, drafting special briefings for administrative assistants and pressuring legislators. It is an awesome operation.

The frontline troops are the approximately 230 full time employees of oil firms who lobby Congress and regulatory agencies. They operate out of offices that vary in size from Husky Oil Company's two-man shop to Shell Oil's 23-member staff. Most major firms have at least six lobbyists each. Estimates of how much this costs the industry range from \$10 million to \$75 million a year.

The most costly component of this political machine is the giant trade organization known as the American Petroleum Institute, which speaks for 350 corporations. The API has a \$30 million annual budget, a former White House advisor for its chief and over 500 employees nationwide.

In addition, the oil industry delves deeply into its collective pocket for contributions for federal candidates. The "generosity" of oil firms has netted them some strong allies, like Senate Finance Committee Chairman Russell Long (D-La.), Lloyd Benson (D-Tex.) and J. Bennet Johnson (D-La.), a key Energy Committee member. To gain these and other friends, the oil industry donated over \$1.1 million in 1978 to federal candidates—a substantial amount when you consider that any one PAC can donate a maximum of \$5,000 to a candidate for federal office.

This massive coordination of lobbyists, consultants and PAC's has wielded tremendous influence. During the last Congress, the oil industry produced a successful \$1.5 million drive against legislation to bar firms from operating in more than one phase of the oil business—thus clearing the way for the oil industry to manipulate America's entire energy resources. The oil business also generated a successful grass roots lobbying campaign during the recent gas decontrol fight.

A report by a consumer group this month revealed that almost all of the House members who received large campaign contributions from oil companies voted for a version of the windfall profits tax bill endorsed by the industry. According to the study by *Congress Watch*,

95 percent of those who received more than \$2,500 from oil industry PAC's voted for the oil industry's version, which the house adopted 236-183. This amendment increased the amount of profits oil companies could keep above what was specified in the original bill.

Unfortunately, the oil business does not wage its effective campaign alone. The Chamber of Commerce, Business Roundtable and National Association of Manufacturers see eye to eye with oil firms on many things and they lobby accordingly. Backing too, comes from large banks. A recent congressional study found that the Bank of New York, for example, owned stock in Union Oil, Exxon and Amerada, while another bank, Chase Manhattan, holds shares in Occidental Petroleum and Amoco.

How can the average trade unionist keep track of these undertakings? To what extent can the working men and women of this country resist the political and economic power that the corporate structure exerts over them? It is a cause of great concern for trade unionists. History has shown that oil corporations and the rest of big business make little pretense about preserving the rights of its workers. As I have pointed out in previous columns, that has been the mission of the American labor movement.

It has been my experience in the many years I have been involved in representing our rank and file and dealing with our elected officials, that an educated, involved membership is essential for our economic survival. I firmly believe that, in the absence of federally funded election campaigns, the establishment of trade union political action committees is our surest defense against the corporate domination of the legislative process.

As you will note elsewhere in this issue, the Industrial Union Department of the AFL-CIO met in San Francisco this month with keynote addresses by Al Barkan of COPE (Committee on Political Education) and Vice President Walter Mondale. I fully endorse Barkan's recommendation that labor unions "take full advantage of the law and go to the check off." Only through a check off system, where rank and file members take the opportunity to contribute a nominal amount into their union PAC, can the labor movement hope to achieve the strength it needs to preserve the jobs of its members.

So far, the corporations have beat us to the punch. They have created nearly 1,000 PAC's to finance their interests. But as trade union members, we can still gain the upper hand through careful planning and a united effort. There are 20 million trade unionists in America. If each one gave only \$10 a year, think of the insurance that would be generated toward their own job security.

An added advantage of union PAC's is that every contribution from a union member would also indicate a vote for the candidate who would best protect the interests of union members. That is something our elected leaders cannot ignore.

I am convinced that we have already entered an era when rank and file union members will have to unite more than ever politically if we want to preserve what we have so painstakingly gained over the years. We have to be

willing to make an investment in our future.

Operating Engineers in Local 3 enjoy the highest wage scales of any other heavy equipment operators in the country—bar none. Our medical benefits—particularly with the new increases announced this month (see pages 1 and 10)—are the best in the construction industry. Our pension plan is something that could not have been conceived of without the collective bargaining system. We have all this and so much more to lose if we fail to preserve our political strength.

Throughout our district meetings, I have told our members how a few thousand dollars investment of our members' dues in political contributions for such projects as Warm Springs Dam and dozens of highway and waste water treatment projects has resulted in hundreds of millions of dollars of work for our members. However, the way federal laws are currently written up, a local union cannot contribute directly to U.S. senators and representatives. It can only be done through the grass roots contributions of the rank and file into a PAC.

Our members have come to consider their union dues as a worthwhile investment for the benefits I mentioned above and the excellent wages and working conditions they now enjoy. Just in medical benefits alone, the average member saves several times over his dues payments each year in the doctor and hospital bills paid by the trust funds. It is time for us to take the opportunity also to invest in the political process to save our jobs.

All Local 3 members ought to realize that it is our U.S. senators and representatives who determine which federally funded construction projects will receive financing each year. It is our congressmen who determine whether or not worthwhile programs like OSHA, Social Security and Workingmen's Compensation will exist. We must rely on them to pass much needed legislation like Labor Law Reform and to preserve laws like the Davis-Bacon Act, which play vital roles in the construction industry. We have to count on our friends in Congress to fend off attempts to pass right-to-work and other legislation that would destroy the labor movement.

With the current anti-union trend that is seeping steadily into Capitol Hill, it is no wonder we speak urgently of the need for greater political involvement.

Next month, *Engineers News* will examine closely what is involved in setting up a union political action committee. We will survey what has been done by other labor unions, such as the Steelworkers, Machinists and other locals in our own International Union.

We hope every one of our members will read this material carefully, as we consider it vital that our membership become more educated on the importance of political involvement. By the time the weather brings a slow down to some of our major construction work a couple of months from now, we hope to have a round of specially called meetings to present to the membership a plan for a grass roots political action committee for Local 3 members. It is an investment in our own livelihoods that we as trade unionists cannot afford to put off any longer.

Conference Deals with Political Action

(Continued from Page 1)

50 years, these great organizations have been there."

Quoting his former close associate, the late Hubert Humphrey, Mondale added, "American labor has stood up for those too weak to stand for themselves, fought for those too weary to fight for themselves. For decades it has been the great equalizer in American politics."

Turning to issues that have been on

the forefront of the labor movement, Mondale commented, "Surely we haven't been the great equalizer in American society to which Hubert referred unless we pass a labor law reform that means business."

Other laws already in existence are still fighting for their lives, he continued. There are forces at work against OSHA that would weigh health and life against a "little profit" and conclude that "a little

profit ought to prevail."

"The Davis-Bacon Act has been under challenge here recently," Mondale stated. "We have got to protect that."

Threat from the Right

Speaking of his experience in the presidential campaign of 1976, Mondale told the delegates of the real threat that the right wing and big business poses to American democracy.

"I would go into districts where a progressive, union supported congressman who had always been popular suddenly stubbed his toes on some minor issue and within a week one hundred to two hundred thousand dollars would come flying into that district to beat him," the Vice President recalled. "And they beat several of our best friends, and they have intimidated a lot more."

"The money that's pouring into congressional and senatorial campaigns today from these corporate PAC's is a menace to the liberty of this country,"

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PROJECT

Regional Water Quality Board Approves City's Timetable

The California Regional Water Quality Control Board recently approved a new timetable for implementation of San Francisco's Wastewater Management Master Plan. The new schedule requires construction of all major projects to be initiated before 1984. It also amends an earlier cease and desist water quality order conditional upon "continued progress" of San Francisco's wastewater project.

The water quality board also set December 10, 1979 as the compliance date for the San Francisco Board of Supervisors to complete approval of the project report which will allow the program to proceed with the \$469 million Southwest Sewage Treatment Plant. The supervisors have been stalling their approval of the report, maintaining that they are questioning the cost of the entire project. The water quality board has the power to levy daily fines for continued water pollution if suitable progress is not maintained.

Auburn Dam Loses Funds

Citing lengthy study and construction delays, the Senate has wiped out \$25 million that had been earmarked for possible work on the controversial Auburn Dam project next year. The action came during passage of a \$10.8 billion energy and public works appropriations bill for fiscal year 1980. The money had been set aside from previous money bills adopted by Congress and made available in a pot of "unobligated funds" in the event safety problems surrounding the huge dam project on the American River were resolved. The Senate action is evidence that the project faces increasing problems in reaching actual construction.

Administration Supports Power Plant Construction

Pushed by the nation's energy problems, the Carter administration has switched positions and now supports legislation authorizing the Interior Department to build hydroelectric power plants at 12 existing western dams, including five in California. The California facilities are the Friant Dam on the San Joaquin River, Whiskeytown Dam on the Trinity River, Red Bluff Dam on the Sacramento River, Stony Gorge Dam on Stony Creek in Glenn County and Monticello Dam on Putah Creek at Lake Berryessa.

800-Mile Gas Pipeline for PG&E

The Pacific Gas Transmission Company—a subsidiary of PG&E—plans to build an 800-mile pipeline to bring natural gas from the Rocky Mountain Region to California. The PGT board has approved preparation and filing of an application with the Federal Energy Regulatory Commission, according to a company spokesman. Projected for operation by the mid-1980's, the new pipeline would provide PG&E and its California customers with access to important new gas supplies being developed in the Rocky Mountains, including the promising "Overthrust" area of western Wyoming and northeastern Utah.

U.S. Delays Study on Dam

A proposed 160,000-acre-foot reservoir for water-thirsty northern Nevada is running into problems. A federal study on the feasibility of building the 300-ft. high dam on the east fork of the Carson River south of Carson City won't be ready at least until 1980, according to Ed Malmstrom of the Bureau of Reclamation. The study was expected to be ready earlier this year. The project is now on the borderline, says

Malmstrom, because costs could wind up 50 to 100 percent higher than the original estimate of \$57 million to \$60 million. The project has been regarded as a major solution to the water problem in the area for half a century.

Coal Plant Site Approved

The California Energy Commission has taken a major step toward construction of the state's first coal-fired power plant, by approving a proposed site in Solano County. The two-unit facility to be built in the mid-1980's for \$2 billion will produce 1,600 megawatts of electricity, enough for the daily needs of 1.5 million people. Approval of the site on a 3-0 vote was the first the commission has given on any power plant since 1977, when it gave an initial go-ahead to the now defunct Sundesert nuclear power plant.

The next major phase of hearings will likely begin in April 1980 on the utility's application for construction. PG&E engineers will be required to show how they will resolve the environmental problems associated with the plant that were raised during the first round of hearings.

Cranston Eyes Shasta Dam

Senator Alan Cranston (D-Cal.) has proposed a \$5 million study to determine the feasibility of enlarging Shasta Dam and tripling the size of its reservoir. Cranston said that raising the height of the dam by 200 feet would increase the reservoir capacity from 4.5 million acre-feet to about 14 million acre-feet. The feasibility study would be the first step in a process which could take as long as 20 years. Cranston said that enlarging the dam near Redding would boost the water supplies and increase hydroelectric generation by about 80 percent.

I-80 Widening Proposed

A \$200 million proposal for widening Interstate 80 for carpool lanes between the Bay Bridge and Vallejo has been disclosed by State highway officials. The project is included in the Department of Transportation's latest list to the federal government. A \$1 million initial study is scheduled to get underway this month.

The project, designed to relieve morning and evening commute snarls, would add lanes on both sides of the 20-mile section. Parts of the new lanes would be "diamond" or exclusively for carpools and buses. Other sections would be open to all traffic. The schedule calls for starting traffic engineering studies now, with an environmental impact report to be completed by the middle of 1983. The lanes probably wouldn't be opened until the late 1980's.

New Plan for Yerba Buena

The latest plan for the Yerba Buena Center redevelopment project has been approved by the San Francisco Board of Supervisors. The new plan includes several key changes recommended by the Redevelopment Agency, which owns the 87-acre, south-of-Market parcel. These changes will allow three major hotels and 1,100 units of conventional apartment dwellings in an area along Third and Fourth Streets near Mission Street.

Another change—conceded to opponents of the renewal project several years ago—was the formal cancellation of a half-block sized indoor sports arena.

An Office Building Boom

An office building boom is underway in downtown San Francisco, according to a report released by the Security National Bank. Thirteen major office projects valued at over \$400 million are now under construction in the downtown area. Most of the new office space now under construction will be coming on line

in 1979, according to bank spokesmen. Office space is in such high demand that new structures are being leased out almost as fast as they enter the market.

Humboldt Ocean Outfall Debate

With progress bogged down on a \$60 million regional wastewater treatment system for Eureka's Humboldt Bay area, the state Water Resources Control Board has tentatively approved plans for three separate systems emptying into the bay that could cut overall costs by as much as \$13 million. However, if the communities in the area cannot demonstrate that bay discharge systems will enhance water quality, ocean discharge will again be included and costs could rise to \$70 million.

The original plan developed in 1974 called for an ocean discharge of effluent via a 6,500-ft. long outfall from a central secondary treatment plant. Sewage would be collected from the greater Eureka area, Arcata and McKinleyville by 22 miles of interceptor lines. In its new ruling, the wastewater control board essentially approved preliminary proposals for separate systems by the two smaller communities, while vetoing a direct bay discharge proposal for the Eureka area.

New Transportation Chief Wins More Transit Spending

New Transportation Secretary Neil Goldschmidt has succeeded in getting the Carter administration to raise the ante for mass transit spending. Largely at his urging, the White House has proposed that \$13 billion—up from the original \$10 billion—be allocated for mass transit programs nationwide out of the yet-to-be-approved windfall oil profits tax over the next 10 years, plus \$2.5 billion for projects such as carpool lanes to make autos more efficient. In fighting for that plan, Goldschmidt went against the recommendations of his predecessor, Brock Adams, who wanted \$10 million for mass transit and \$6.5 billion to be allocated to the auto industry to help manufacturers with research and development towards fuel-efficient cars.

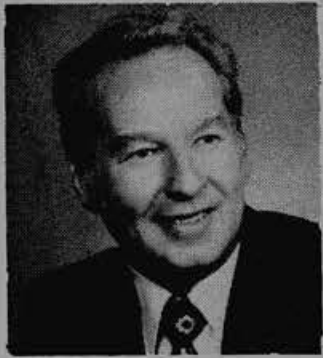
Large Coal-Fired Power Plant Would Satisfy Pollution Rules

The 3,000 megawatt coal-fired Intermountain powerplant proposed for Millard County, Utah would meet all air and water quality standards, according to a draft environmental impact statement released by the U.S. Bureau of Land Management. Distribution of power from the plant, to be owned wholly by the Intermountain Power Agency—a consortium of Utah utilities—would include 58 percent to southern California cities, 25 percent to Utah Power and Light, and the remainder of the power would be allocated among six rural electric cooperatives and 23 IPA members. The plant would consume 7.78 million tons of coal annually from fields in Carbon and Emery counties.

Oakland Port Gets Cash For Linking BART, Airport

The Port of Oakland has accepted a capital grant of \$640,000 for the development of a transit system that would link the Coliseum/Airport BART Station with the Oakland International Airport. The grant was approved recently by the Urban Mass Transportation Administration. It is the second of a two-part grant provided by UMTA to be used for the preliminary design and engineering phase of the project. Plans call for the Port to construct the 3½ mile transit system to provide passengers with a means of transport between the BART station and the airport.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

One of the most interesting assignments I have had the past two months was the responsibility of negotiating the new three year Agreement for the Abex Corporation, Remco Hydraulics Division, located at Willits, California. On Saturday June 30, we held the pre-negotiation meeting with all the employees, and received from them exactly what they wanted negotiated into their new Agreement.

The negotiating Committee consisted of the following:

HAROLD HUSTON, Chairman and President; ROBERT WAGNON, District Representative; PAT O'CONNELL, Business Representative; CHARLES (CHUCK) SMITH, Business Representative; LOUIS R. BAKER, Rank and File Member; ROBERT DOTY, Rank and File Member; WILLIAM D. SHAFER, Rank and File Member; O. P. SMITH, Rank and File Member; RICHARD STRAIT, Rank and File Member.

I want to express my personal thanks to all the members of the negotiating committee, and all the brothers and sisters in the Plant who gave their 100 percent support throughout the negotiations. For this reason, we were able to negotiate the best agreement this bargaining unit has ever had. The overwhelming yes vote at the ratification meeting tells the whole story. The employees will receive a 25 percent Average Wage Increase for three years, 37 percent Fringe Benefit Increase for three years, in addition to classifications being upgraded, plus one additional holiday, and the Agreement has been rewritten and cleaned up to help the employees.

Let me share with you in my news article a little bit of what these highly skilled engineers do to support their families while employed up in this beautiful Redwood country.

Remco Manufacturing Company was a going concern back in the post-World War II days, doing business then in the little lumber industry in Mendocino County. Sawmills in these early days were located all through the

logging forests. Most sawmill equipment was operated by steam. Remco played a big part in the conversion from steam to the more efficient pneumatic and hydraulic controls for log turners, debarkers, trimmers, shotgun feeds and so on.

In the 1950's the operation was expanded to include building, equipping, and sometimes the operating of sawmills. The employees would clear the land, build the mill, and install the machinery they owned as well as equipped mills for others.

In 1958, the Willits shop was really busy, and built a sawmill in the Santa Rosa area as well. A machine shop in Turlock, California was purchased and used to manufacture the equipment for the new mill. This was also the year for the company's first government contract for hydraulic cylinders. The Turlock equipment was brought up to Willits to meet this challenge. It was also in 1958 that the company name was changed to the present Remco Manufacturing Company. The shop at this time employed from five to twelve people, rapidly expanding up to 40 persons—using a half-dozen lathes, a Lucas Mill, an Arc dale drill-press, a stick welding unit and a small tank, all under 5,000 sq. feet of production and office space under roof.

In 1978, after several corporation hand-changes, Remco Hydraulics, had more than 100,000 sq. feet of manufacturing facilities under roof. Instead of the 50 inch chrome tank, there were now 21 feet, 38 feet, and 55 feet deep chrome tanks, with all the corresponding upgraded and added plant equipment. By this time the plant employed in excess of 200 persons.

Back in the 60's, Remco had also produced hydraulic cylinders for the launching of the Thor and Titan Intercontinental Ballistic Missiles. In 1966, Remco designed and manufactured the gate operating cylinders for the San Onofre No. 1 Nuclear Steam Generator Station, controlling the flow of water from the ocean to the generating plant. This led to producing (also designing) the hydraulic shock struts (snubbers) that would provide structural support for the critical portions of the nuclear

installations in emergencies, such as earthquakes. Remco, under contract to Paul-Munroe Hydraulics, Inc., was able to come up with a seal configuration combined with a special thermal plastic that would last the life of the snubber. To date no other manufacturer has been able to do this. These "snubbers" are currently in use everywhere in the world. Remco's gate operating cylinders have been installed by the U.S. Army Corps of Engineers and by the U.S. Bureau of Reclamation in dams all over the country.

Remco also has produced the highly sophisticated equipment for the ocean-floor mining ship the Glomar Explorer. This ship operates at a depth of 5 miles down, primarily mining for manganese nodules, which are rich sources of nickel, along with various other minerals. The cylinders use sea water for hydraulic fluid, and have a power unit that converts sea water pressure to hydraulic pressure to operate other equipment at that great depth.

Remco supplies hydraulic grippers and cylinders as systemic components for the soft-soil shield and hard rock moles used for tunneling in England, Germany, India, Australia as well as the United States. One of the fastest growing areas for Remco Products is the mobile cylinder area. This includes the production of a wide variety of hydraulic cylinders for dump trucks, cranes, forklifts and scrapers and bulldozers. The latest challenge for the ingenious people at Remco has been the design and production of a bottom-dump ship that will be used for dredging. Up to the present these have all been of the coastal type. But, Remco has developed the hydraulic cylinders that will be capable of actuating the mechanism for opening and closing the bottom even out in the open ocean. These actuating systems will weigh 88,000 lbs. each, and have a 44 inch bore, rated at 4,000 psi, and extend in length for 45 feet. A first for Remco, and first for the country.

I have said many times the Operating Engineers Local Union #3 is a highly skilled craft union. We know we will be able to meet all the technical challenges in the future and get the job done!

Fresno Office Wins NLRB Election at Warren & Baerg

District Representative Claude Odom reports the Fresno office was successful in winning a National Labor Relations Board election at Warren & Baerg Manufacturing Company in Dinuba.

"Contract negotiations are now in progress and we are hopeful we will be able to consummate a contract that will improve wages, fringes and working conditions of their employees," Odom said.

Work in the City of Fresno is "booming" as never before. American Paving is doing most of the sub-division dirt work, along with Wilmoth Construction and Haskell Construction. W. M. Lyles is doing the sewer and water.

This sub-division work is keeping many of the brothers busy and close to home.

Helms Pumped Storage Project has approximately 180 mechanics and operators presently employed on a three shift, six day work week with at least one more year to go.

All Rock Plants in the Fresno area are keeping busy this summer

with a backlog of orders that will keep them going well into the winter.

State highway project needs in the County, as established under the Regional Transportation Plans are; Highway 99 should be widened to a full freeway between the Stanislaus and Madera County lines; Highway 152 from the Santa Clara County line to Highway 33 should be widened to six lanes and grade flattened from Highway 33 easterly for 4.6 miles.

Pacific Western Construction Company of Fresno has a big crew working on their Kennedy Meadows road job in Eastern Tulare County for the U. S. Forest Service. Construction calls for widening, grading and paying of 13 miles of Forest Service road from Kennedy Meadows Store to Blackrock Station with elevations from 6,500 feet to 8,000 feet. All the Members are working ten hours a day, six days a week trying to beat the cold weather which is a problem for paving at this altitude.

A pre-job conference was held with Procon, Inc. a subsidiary of Procon International, Inc. regarding refinery modernization at the Beacon Oil Company Plant in Hanford at a bid price of \$7.5 million. The contract calls for construction of on-site facilities within the Process Block. The Process Block consists of a platformer unit, HDS unit, crude unit, N-S pipeway and a pipeway over Williams Street. Work should be completed in about one year.

Eureka Bridge Job Makes Headway

On the south fork of the Smith River in Del Norte county, C. K. Moseman is progressing quite well with their \$3.5 million bridge project, reports Business Rep. Jim Johnson. This project was struck by bad luck a year ago this month when on Labor Day weekend last year during a bad rain storm the river rose eight feet and took the temporary bridge and caused quite a setback. With this in mind and a lot more at stake this year with all their false work sitting in the river they are working very feverishly to get their up river bridge poured and stripped before any rains come this year.

J & W Pipelines of San Jose are doing quite well on their \$5.2 million sewer collection project in Crescent City. This project is being done in two schedules, Schedule I consists of 72,240 feet of six inch to eight inch main line and schedule II consists of 38,358 feet of the same size main line, plus the laterals and six lift stations.

At the present time there are 27 of the Brothers working on this project. Project manager W. A. (Windy) Baker—a 27 year member of Local #3—estimates that at this time they have approximately 60 percent of the pipe in the ground and shooting for 80 percent before they have to shut down for the winter.

Huffman-Sullivan of Lakeport recently picked up a storm drain improvement project in Crescent City but has not yet started on it.

Redwood Empire Aggregates plant at Smith River is keeping

quite busy, they have finished putting down an overlay through the Klamath area and moved north on Hiway 199 where they are overlaying various locations through the Smith River canyon. This com-

pany just completed an overlay from Eureka to Arcata and at present time are doing some street paving in Eureka.

R & D Watson has been moving
(Continued on Page 14)

Granada Girl Wins 'Miss Siskiyou'

Mary Beth Sloan of Granada—daughter of Local 3 member Arthur Sloan and his wife Doreen— was chosen this year as the "Miss Siskiyou Sweetheart" at the county Golden Fair.

Mary is a graduate of Yreka High and has completed two years at Chico State University with honors on the Dean's List. This year Mary has transferred to Fresno State University where she is majoring in journalism and advertising.

Miss Sloan represented Siskiyou County at the Maid of California Pageant in Sacramento. Arthur Sloan has worked for J.F. Shea for seven years.



**ATTEND
YOUR
UNION
MEETINGS**



By BOB MAYFIELD
Vice-President

Rigging Lines

As a follow-up to my last month's column which dealt almost exclusively with City of Hope, I would like to say a few more words regarding that fine charity. I'm sure that along with those who read my column and account of my actual visit to the hospital, many of you also took the time to view the actual pictures taken when Dale and Nellie Marr and I toured the City of Hope. Our Public Relations staff also, I thought, wrote very informative articles describing the hospital and also how any one of us (our own members and families) might use this institution were the occasion ever really needed.

At any rate, the story has been told and I'm sure many, such as myself, who knew little or nothing regarding the care and treatment of disastrous diseases such as heart, cancer, blood and lung diseases, which City of Hope does so well, will tuck this in the back of your minds and use it if ever needed. Also, the Post Office Box we opened for donations by you, our rank & file, to City of Hope for our endowment, has daily produced checks sent in by you. Also, many Engineers rather than make donations by this method have elected to make contributions by signing a Credit Union withdrawal slip made out to the CITY OF HOPE, which, of course, is totally deductible.

You can still make a donation to this fine cause by either a check sent to the P. O. Box shown, or by a Credit Union withdrawal slip which your local Dispatcher or any Business Agent has and would be more than glad to help you with. To those who already have or are soon going to contribute, I would certainly like to pass on my most hearty and grateful "thank you."

This month I also had the opportunity to attend the Western Conference of Operating Engineers held in Spokane, Washington. Also in attendance were all other union officers and most of the rank & file Executive Board Members. To me this conference is the most worthwhile conference I am able to attend each year. I say that because at the same conference are our counterparts from every other local Union located in the West, which would be all of the Locals, both portable and hoisting, in the 13 western states. An excellent exchange of ideas on a grass root level is always passed on by our sister locals' representatives to each other in the work shop sessions.

Their problems, more than coincidentally, in almost all instances closely parallel those that we have here in Local #3. Where problems are similar it only stands to reason that solutions to these problems are obtained by some local unions and not others from time to time. By this conference bringing all of us together and by the free exchange of questions and answers, it only stands to reason many minds are better than one or a few, and therefore all of us have something to pass on to the next guy, or local union, and conversely we have something to learn from our fellow counterparts.

I had the good fortune to be able to act as chairman and moderator for one such work session held and certainly a lively exchange of ideas ensued on several topics. An important subject to all local unions in the West was that of all of the locals in the Western Conference draw up and sign a document which would uniformly let any contractor on a transfer of *key men* from one local union to another. Tied to this same provision would be a section requiring payment of fringe benefits in behalf of any individual back to his local union instead of to the local union to which he was being transferred as a key man, and especially so in this fashion where the possibility of a short job might apply where a member might not get proper credit for either Pension or Health & Welfare benefits due to work being too short in duration so as to not establish or be covered under initial eligibility rules which all plans must establish.

At the same time we also briefly discussed with other local unions the methods by which we and they were using to collect fringe benefit payments. This is a growing problem everywhere because, as you well know, our rates in all four states which we represent in Construction and Sand & Gravel vary from around \$3.50 per hour, effective 11/1/79 in California and Nevada, to be over \$6.00 per hour. The higher these rates go, the more quickly and serious the problem of collecting this money in a timely manner, becomes mandatory. At any rate, I can only say we all learned a lot and I can safely report that I don't think any labor union in America is successfully doing as good a job in the endeavor of delinquent collections as we in Local #3 are doing. Our methods are effective, and with the full time person in charge (Tom Eck) and our District Representatives and Business Agents on top of problems, aided by the Iron-Monster (the computer), at this time only about \$75,000.00 is known to be outstanding and most of that is being paid on a time payment option, closely checked and supervised by the above-mentioned staff.

The importance of this type of watchdogging of your benefits helps to insure that when you need them they will be there. Your funds are in excellent shape (the best in reserves being built since I've been a Trustee) and record pension contributions are accumulating and being tabulated. The results will be shown shortly after this year's end. In all of the employers' actual hourly contributions, along with interest earned, I'm guessing at least \$70 million will be accumulated this calendar year and the winner will

(Continued on Page 15)

Utah District Reports

Kaibab Industry at Full Production

Business Rep. Bill Markus reports that Kaibab Industries, a lumber operation in Panguitch, Utah, is finally at full production. The woods employees are glad to be back to work after a much longer than usual winter layoff.

The sawmill and planer mill are going full bore on two shifts. The new landfill project, located northeast of Panguitch, is also operating on two shifts to accommodate the disposal of sawdust, chips and mill ends.

Carl Keepfe, Manager of the Panguitch Division, informed Markus that they have purchased approximately 200,000 to 300,000 feet of Quaking Aspen from the Forest Service in an attempt to develop a good marketable product from that tree. If they are successful, the company will undoubtedly start picking up aspen sales from the Forest Service in the future which would expand the Panguitch operation and mean more jobs for the members.

At the present time, Kaibab's plans to build their own power plant as well as the addition of a dry kiln system to the mill looks very good.

Diesel Firm Moves

Robert G. Abbott, the owner of Abbott G. M. Diesel Company, has sold his plants in Salt Lake City and Vernal, Utah and Rock Springs, Wyoming, to Clinton L.

Smith of Wichita, Kansas.

Abbott is moving to Boise, Idaho, to manage his remaining facility at that location. He plans to expand that operation as well as open additional plants in Oregon and perhaps Washington.

"We wish Mr. Abbott success in this venture. He has been a good and fair employer with whom the Operating Engineers have enjoyed a very good working relationship," Markus commented.

District Representative Tom Bills and Bill Markus met with Mr. Smith and Mr. Abbott in August and discussed the transition of ownership effective September 15th. A meeting has been scheduled with Smith for the latter part of September to discuss the forthcoming contract negotiations. The name of the company will be changed to Smith Diesel Power Company.

Southern Utah

The work picture in Southern Utah hasn't changed too much, Business Rep. Don Strate reports. "We are still having a problem finding men to fill the job orders, plus the State is still bidding out more work."

Rick Jensen Construction has about completed their overlay job on I-15 at Santaquin Hill. The crew will probably be moving down south on the overlay job from North Summit (I-15) to North

Paragonah where there is 13 miles to be improved. Rick Jensen Construction was awarded the contract on I-70 from Fremont Junction, east to Devils Canyon, a length of 25 miles. There are 32,000 cubic yards of roadway excavation, 31,000 granular yards of borrow and 191,000 tons of asphalt.

W. W. Clyde Company has been awarded an overlay job on I-70 from Rattlesnake Bench to west Green River, a total of 22 miles. They have also started to do another asphalt job for Utah Power & Light Company at the Emery Plant.

L. A. Young Sons' Construction has 16 operators working on their Beaver City main street job. The crusher is working two shifts, plus they have the curb and gutter, culverts as well as the asphalt to lay. They hope to have this project completed by October, 1979.

L. A. Young Sons' Construction has their asphalt crew working many hours on the Scipio Hill job, trying to beat the cold weather that will soon be coming. There are about 28 operators on this project.

Peter Kiewit Sons' Company and Hensel & Phelps were the two low bidders on the four structures on I-70. There were two alternate bids on this project. It involves two bridges over Shingle Creek and two over Fish Creek, to carry the traffic in opposite directions.

Local 3 Drilling Industry Moving Well

The drilling industry in Northern California and Nevada is running very well at the present time, reports Oil Field Rep. Frank Townley. In the State of Nevada, Peter Bawden Drilling, Inc. and R. B. Montgomery Drilling, Inc. are drilling geothermal wells in Dixie Valley—about 100 miles northeast of Fallon.

Some of the men on Peter Bawden's rig are Truman Binion, Steve Jackson, J. Young, Kenny Coleman, Terry Goering, and Dave Cook as Pusher. Bawden has been there for about six months.

"I am very sorry to have to report that Brother Jim Meek was killed in a car accident near Reno last week," Townley reports. Jim had worked for Bawden in Dixie Valley all summer. He was a good worker and an extremely good person. Condolences are extended to Jim's wife, Nadine, and his friends. He was very well liked by all.

R. B. Montgomery rigged up in Dixie Valley about the same time that Peter Bawden did. They are running three crews on this job—the reason being it's a camp job with room and board provided for all hands. Some of the hands on this rig are LeRoy Rushing, N. R. Gilley, Jerry Riggs, Bob Willard, Melvin Laird and Joe Lindsey.

Hunnicut & Camp Drilling Company is running at full capacity in Local 3's jurisdiction, with Rig #1 in Knights Landing and Rig #2 in Huron. Congratulations to U. E. Summers, Jr., who has been set up as Driller on that rig.

Rig #3 (Tex Hillman's) is running in Brentwood; Rig #4 (Pete Cox's) is in Fortuna (a no dope rig); Rig #5 (A. E. McGinnis') is running in Grimes. Hunnicutt & Camp's Shop is in full swing, reports Shop Captain Cal Tucker. Perryman Drilling Co., Inc.'s

Rig #1 at this time is in Woodland, but these guys have been pumping out holes about one a week lately. Rig #2 is still in Liberty Island on a re-drill for Pacific Gas & Electric.

"I would like to welcome Bud Stark, Driller and Cliff Carpenter, Floor Hand, into Rig #3," Townley says, "and I'm glad to see Cliff Hug back to work after an accident on the rig the first of the summer, which broke his neck."

R. B. Montgomery has recently built another rig and is in the State of Oregon drilling a hot water well in Ontario. All Local 3 hands on this rig are getting their fringe benefits paid back to the Local 3 trust funds. Some of the hands on that rig are Clarence Keeton, Troy Carter and Ron Hamilton. Montgomery's Rig #4 is in Oakley. Some of the hands on that rig are G. M. Pullen, The Tuggle Brothers "Three"; Allan Cook and Ed Williams.

Camrich Drilling Company has recently gone back to Santa Maria after 1½ year's run up in the North. Walt Colson, Ron Holloway and F. A. Love went south with that rig.

"All in all, Local 3's jurisdiction is very busy and as far as I can see, work is booked through the first of the year," Townley stated. "I would like to pass on that in the first two weeks of August about 100 hands cleared through the hiring halls. Any of you guys out of work, be sure to call the Hall and get on the out-of-work list, as there are job orders coming in all the time."

"I have recently been on one of the rig moves and am very disturbed to see some of our fine hands out there working without any hard hats on," Townley continued. "That is one of the wormiest things I think a guy can do out there, so wear your hard hats! It's the law! Be sure to think SAFETY around those old drilling rigs."

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Caltrans Reverses Stand: Allocates \$7.5 Million for Pacheco Pass Job

In a reversal of its former stand, the California Transportation Commission will soon appropriate \$7.5 million for safety improvements on the notoriously dangerous Pacheco Pass Highway east of Gilroy, reports District Representative Tom Carter.

The project lost out in June to 16 other Northern California highway construction jobs costing \$89 million. According to Jack Ybarra, a consultant to Highway 152 Association, (a group that has fought for safety improvements), the funding should be approved at the Commission meeting in Los Angeles.

The twisting two-lane Highway 152 joins Santa Clara County and the Central Coast with California's Central Valley thru Pacheco Pass. Produce trucks travel this route frequently and since 1970 more than 70 person have died in traffic accidents on the highway.

The funding of \$7.5 million will provide for widening of about two miles of the 25 mile highway and also for truck turnouts and median barriers along the most dangerous 11 miles between the summit and the Casa de Fruta complex.

Valley Work

Work in the valley is still plentiful and most contractors cranking away at full production, reports Business Rep. Don Luba. The

owner operators trucking shutdown of July virtually brought the grading and paving industry to a standstill, and many Local 3 members lost some time over it.

"It is interesting to note that in this day and age of much anti-union sentiment, and anti-union political forces constantly legislating against the trade union movement, such as the now infamous 'Two Gate System' for picketing, that a group of independent businessmen could shut down an entire grading and paving industry in this valley and elsewhere, with methods totally unlawful if we were to utilize the same methods to seek our just demands," Luba commented. "Not only do our brothers suffer the results of lost wages by such a wildcat situation, but also the trade union movement takes another blow on the nose by anti-union public sentiment because of the lack of clarification by the news media."

These independent businessmen (owner operator truckers) are non-union. It should be further noted that the description "INDEPENDENT BUSINESSMEN," is a self imposed description by these owner operator truckers resulting from their fight with the teamsters of a few years back.

These were many very fair employer contractors in the industry that suffered as a result of this wildcat shutdown by virtue of the fact that they were caught with trucking rate increase demands imposed on them without fore-

warning, on work that had been bid many months prior.

Contract Negotiations

This past quarter has been very busy time with various contract negotiations going on and a lot of meetings, reports Business Rep. Bob Fleckenstein. Some of the contracts that have been successfully negotiated and completed are Kaiser Cement & Aluminum Corp, Printex Concrete Products, a Div. of J. G. Torres.

Some that are still in process are ARO, Inc. at Moffett Field (a hard one to negotiate too) because it involves a sub-contractor that does all the work for NASA a government agency, and Allis Chalmers Co.

Meantime work in the Santa Clara Valley is going along fine. One of the big projects well underway is the Kaiser Permanente Plant addition & modernization, which has certainly been like a shot in the arm for the area because Kaiser Eng. is the general contractor and they have let all the work out to local union contractors, not to mention a few small subs like Stevens Creek Quarry which is doing the grade work and some of the pads for the various towers to be erected, and Conmat & Pacific Ready Mix (a going venture) which are operating a portable batch plant on the site for all the concrete. Peninsula Crane & Rigging has a crane over there and Williams and Burrows and E. A. Hathaway are over there also.

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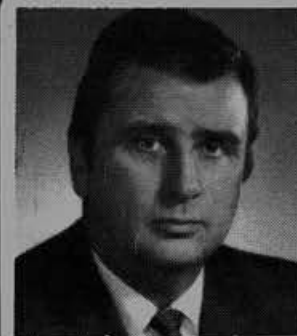
A lot of gas lines and electric cables lie harmlessly underground. Until someone carelessly digs them up.

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

To make it easier to check, the Underground Service Alert (USA) was organized. Through its services, available in all central counties (excluding Mendocino, Lake, Colusa, Butte, Sierra and other counties north), one toll-free phone call to (800) 642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and then PG&E or any of the other 37 sponsors will tell you whether or not they have facilities in the area and if so approximately where they are located, or a representative will visit and mark the spot for you.

Remember, dial before you dig.

After all, your life could be on the line. **PG and E**



Treasurer's Report

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

Last month's issue I reported on two contracts that were being negotiated and looked like problems. Problems they were. Holt Bros. in Stockton, Modesto and Los Banos are on strike.

Santa Fe Rock out of Modesto and Los Banos are on strike.

Santa Fe Rock out of Modesto area is on strike.

I want to report on Santa Fe Rock for I believe it would be of interest to the Engineers working in the trade. Santa Fe Rock has been under agreement with the Operating Engineers since 1947. In the plant the Laborers and the Teamsters are non-union and have been for some time. Now Santa Fe Rock is trying to go non-union with the Engineers. Of all these years the employer and the union have had no problems. We had nine Engineers working in the plant before they voted to strike and in which the nine Engineers rejected the employer's proposal. The proposal in my opinion was to take the members' economic standard of living away from them and their families.

To the members and their families who read the employer's proposal what do you think of this junk?

Employer proposal:

1. Overtime provisions were deleted in sections.
2. Union security was deleted and proposed open shop clause. Where members would have no job protection or hiring protection. This means whoever would work for his money would have the jobs.

3. Deleted members union pension. At present members receiving \$2.35 per hour pension contributions. Santa Fe Rock broke the \$2.35 per hour down to \$1.35 onto their wage and \$1.00 to a company proposed pension which cost .03% to maintain and which would leave .97 cents proposed pension. Later proposed additional 10 cents and 15 cents to the \$1.35. Boil it down, members only receiving 10 cents to 15 cents per hour increase. The way inflation is running today, that wouldn't make a pimple on a flea . . .

At the pre-negotiation meeting with the members, the members told us that they wanted to keep their union pension and wanted no one changing it. So even at the request of the members and after many years working for the employer, the members mean nothing to the employer.

So you as readers: do you blame the members for rejecting the proposal. Of course not? You members working at the trade would not accept this junk. So in closing, we ask everyone to help and support this strike and tell your friends.

More next month. Don.



Mary Schober Finds City of Hope In Bout with Leukemia

By James Earp

MARY SCHOBER LAY ON THE TABLE as the radiation streamed through her body. For four hours she would need to be perfectly still, the only movement coming as the technician once an hour came to shift her position. The massive dose of radiation made her drowsy—and later she would become nauseous as her system reacted violently to the "cure."

Mary was suffering from the advanced stages of leukemia. Even though the radiation, the potent chemotherapy and the soon-to-be administered bone marrow transplant would strain her weakened system to the limit, it was the only chance she had. Only half of those in her condition who receive this treatment survive. But she was determined to make it.

With a young husband and a three-year-old daughter, Mary knew she had too much to live for. As she lay on the table, there was plenty of time to think about the last several years and her own personal battle with one of today's most dreaded forms of cancer.

It all began about four years ago. Born and raised in the Bay Area, Mary's normal, healthy life began to dissolve one Saturday morning as she woke up and realized a severe pain in her knees would not let her walk. She had been suffering intermittently from knee pain, high fevers and weakness, but her fear and distrust of doctors had kept her from going in for a check-up.

But this day was too much. Her husband, John, took her immediately to the University of California Medical Center's emergency room in San Francisco. The doctors took a number of blood tests and told her that her white and red blood cell counts were low. Two days later she

was back at the medical center for further testing.

"My girl friend took me home from one of my appointments that week and I told her I thought I had cancer," Mary recalls. Before that week was out, the doctors had confirmed her premonition and she was in the hospital for treatment.

Leukemia is a cancer of the blood-forming organs. It takes the lives of more children than any other disease in the United States and claims the lives of even more adults than children. In the leukemic patient, the blood-forming organs—such as the bone marrow—produce abnormally high numbers of immature white blood cells. In a healthy body, white blood cells fight infection. But in a person suffering from leukemia, the white cells are ineffective against infections and interfere with the blood's ability to clot.

Acute leukemia—occurring in more than half of all cases—can afflict people of all ages, although it is most often seen in children. It comes on rapidly with the type of symptoms Mary was suffering, and until a few short years ago, death almost always followed within months of diagnosis.

Chronic leukemia occurs most frequently in adults. Its course is slower than the acute variety and survival times are longer, sometimes as much as 10 to 20 years.

Until the advent of chemotherapy 20 years ago, most patients struck with acute leukemia could expect to live about three months. Within five years through the use of two drugs—prednisone and methotrexate—the average survival time was extended to about eight months.

Now, due to a series of new drugs used in combination with radiation treatments and, in some cases, bone marrow transplants, the proportion of long term survival has increased to a point where certain

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centers specializing in leukemia treatment are projecting a fifty percent, five-year survival rate—and better—for their patients.

In Mary's case, the doctors at the UC Medical Center put her on a series of drug treatments which were successful in generating a remission. It was a healthy—and hopeful—sign.

In the ensuing months, she went in for frequent check-ups, first every three days, then twice a week and finally on a monthly schedule. "They told me if I made it for five years without a relapse, the chances were pretty good that I was cured," Mary recounted to *Engineers News*.

For three years, Mary enjoyed a total remission. She gradually returned to a normal life. Her young daughter, Diana, who was just months old when the illness was diagnosed, was growing up, and John worked hard to make ends meet as a painter.

Then last December, Mary came down with severe pains in her kidney region. A local doctor told her it was a kidney infection and prescribed penicillin. But the pains refused to subside. Finally, she made the trip to the medical center once again and her worst fears were confirmed.

A relapse of the leukemia had begun and this time the doctors said chemotherapy alone would not be enough.

Christmas 1978 was not an enjoyable one for the Schober family. Told that she would need a bone marrow transplant, Mary had checked with a hospital in Seattle—one of the few on the west coast that specializes in such treatment. Because she had no health insurance, the medical center told her she would have to come up with at least \$50,000 up front before they could begin treatment. There was no way that they would ever be able to come up with that kind of money.

But one of the doctors at the UC Medical Center told her about the City of Hope medical center in southern California. She learned that at City of Hope, she would be able to receive the expensive treatment free of charge. She also found out that City of Hope was achieving remarkable recovery rates among its leukemia patients.

The request for entrance into City of Hope was made and accepted. Mary was able to come home from the UC Medical Center for a couple of days for Christmas before going back in for three weeks of chemotherapy. She would need to obtain a temporary remission before receiving the bone marrow transplant at City of Hope.

DURING THE WINTER MONTHS of 1979, Mary prepared herself mentally and physically for the ordeal. The doctors told her the bone marrow transplant could kill her, but she did not allow herself to doubt or become depressed. "I think your will has a lot to do with it," Mary says. "Of course you need medical treatment, but I think if you are determined to get better, you will get better."

It was in this positive frame of mind that Mary entered City of Hope in April. For a week she was given treatment and tests. Members of her family came to visit. Her sister—the only one in the family that had compatible bone marrow—traveled from Minnesota to be the donor.

Mary admits her sister was "pretty

nervous"—not so much because of going through the painful transplant procedure—but wondering if her bone marrow would save her sister or end up killing her instead.

Following the radiation treatments, Mary was given the bone marrow transplant. Her sister was anesthetized from the waist down. A long needle penetrated into the interior regions of the pelvis and extracted the thick, dark red substance that would hopefully give Mary a new lease on life.

The bone marrow was then transfused directly into Mary's blood system. She says she was too groggy from the chemotherapy and radiation to remember much of what the actual transplant was like.

Demonstrating one of the mysteries of the human body, the bone marrow once in the blood stream finds its way to the bone marrow where it takes up its new residence. If the foreign matter is not rejected by the body, it begins to produce normal, healthy red and white blood cells which replace the ailing ones in the leukemia patient's system.

In Mary's case, the transplant was a great success. Her sister's bone marrow cells barely reacted with her own, Mary recalls. There were a few days of nausea and low grade fever, but she feels that she fared much better than some of the other patients undergoing the same treatment at City of Hope.

One teen-age girl she became friends with did not make it. Another young boy became very ill from the transplant but was able to pull through.

In the weeks that followed, Mary went through a very strict regimen. She stayed in a room that was sealed off from the outside and kept environmentally sterile. During this critical period, she was completely without resistance from the bacteria that healthy people are subjected to every day of their lives.

After several weeks, Mary moved into one of the small cottages on the City of Hope grounds used for leukemia patients recuperating from treatment. Her husband and daughter were allowed to move in, but she was still on a heavy drug treatment and was unable to go outside.

Finally, in July of this year, Mary was released. Now she spends her time in their small apartment in San Leandro,

(Continued on Page 9)

City of Hope Tour Spurs Contributions

Dear Dale Marr:

Congratulations to you for receiving the Spirit of Life Award. We know what a great feeling you must have. Mildred has two tiles at the City of Hope from the Fraternal Order of Eagles Auxiliary.

This last April we were fortunate to attend dedication of Tiles Day. We took the tour of City of Hope. We knew in our hearts it was a great institution, but after our visit there we are more convinced than ever that it's the greatest place on this earth.

At this time we would like to donate \$10 as retirees and challenge all the retirees to do the same.

Best Wishes,
Chris and Mildred Berg
Yolo, CA
Reg. no. 736305

General President Addresses Western Conference

By John McMahon

J.C. Turner, General President of the International Union of Operating Engineers, AFL-CIO was the keynote speaker at the 17th Annual Convention of the Western Conference of Operating Engineers in Spokane, Washington last month.

The four day conference was attended by 117 delegates from 17 affiliated local unions representing operating engineers in the 13 western states.

Joining President Turner was newly elected General Sec.-Treas. Frank Hanley, and a host of International Vice Presidents and representatives.

Turner's keynote address covered a wide range of topics. His main thrust concerned the economy and the actions taken by the International Union to try to strengthen the economic picture of the nation. He also discussed growing activity of double breasted contractors, the legislative victories in defending Davis-Bacon Law, the upcoming repeal of the Right-To-Work Law in Louisiana and the importance of establishing a check-off system to finance local union political action committees.

International Vice President and Business Manager of Local 3, Dale Marr, gave a report on the importance of political involvement, "not only on the part of the union staff and business agents, but also on the part of the members."

"The members have to get involved in politics, that's the name of the game," he emphasized. "We found in Local 3's jurisdiction that the squeaky wheel gets the grease. If we don't get the attention of the politicians, then the other side will. It's as simple as that."

In addition to brief reports from the International Vice Presidents in attendance, the delegates took part in a series of workshops on different problems confronting operating engineers throughout the west.

Local 3 Vice President Bob Mayfield led a three hour workshop in which one of the main topics concerned the prob-



General President Jay Turner covers wide range of economic issues.

lems of national contractors coming into another local union jurisdiction and bringing in "key men." Mayfield and Ken Jennings, Business Manager of Local 9 in Colorado, explained a working relationship which has grown over the years between Locals 3 and 9 in the Utah-Colorado border area, which in the words of both Mayfield and Jennings "is working very well."

Other workshops concerned the health problems associated with working around asbestos. Up until the past few years, asbestos was used extensively in the construction of most large buildings as a fire-proofing. Asbestos has since been found to cause cancer under certain circumstances.

After reviewing the activities of the International Office's staff, Turner announced the retirement of General Secretary Treasurer Russell Conlon and the

election of Frank Hanley as his replacement. He then turned to the political meetings he has attended and his actions on the national front.

Turner discussed a series of meetings between representatives of the AFL-CIO and the Carter Administration to develop "a social contract—that is an agreement or understanding across the board as it relates to taxes, as it relates to how much money is going to be spent on public works, what the budget will be, what the deficit will be and so forth."

Turner said that the Administration is forecasting continued inflation at the rate of 15½ percent over two years with an inflation rate of 8 to 8½ percent the second year. He said that thus far "there has been no indication that the AFL-CIO will agree with either the accuracy of the forecast or the acceptance of a 15 percent inflation rate."

According to Turner, the continuance of an inflation rate as forecast by the Carter Administration is forcing the AFL-CIO into toughening its position in favor of mandatory wage/price/profit controls. "We don't want mandatory controls for a long time, but we believe that that is the only fair way to deal with the inflation spiral we are experiencing now."

Proof that the Carter Administration's inflation strategy isn't working is found in the "doubling, tripling and quadrupling of the profits made by the oil barons. This indicates that we need something more than what we have in terms of trying to have some equity in how the economy operates."

Turner differed sharply with the Carter Administration on its policy towards increasing the interest rate as a means to solving inflation. The federal reserve board, through its policies, has encouraged the raise in interest rates to tighten the money supply and thereby reducing the inflation rate.

"There is only one way to beat inflation and that is with a full employment economy, a full production economy that provides the goods and services needed by the citizens for this country," Turner said. "These high interest rates aren't doing a thing to slow inflation. It is slowing down a lot of housing work, it is slowing down a lot of public building work, it is leading us into a depression or at least a deep recession that very well could turn into a depression. So our position is to continue to urge and support

policies that encourage full employment."

On the federal legislative front, Turner praised the local unions across the nation for their help and support in defending the Davis-Bacon prevailing wage law in the Congress and in the individual states. "The assault on Davis-Bacon by the right wing group has slowed for now. We beat them every time in Congress and only lost one state's prevailing wage law, or 'little Davis-Bacon' and that was in Florida."

However, Turner cautioned against feeling overconfident on Davis-Bacon. "Although I think we have won this fight, we have won only for the time being. The attack on Davis-Bacon will come again, just like the 'right-to-work' fight. It keeps coming back. And even though we continue to beat the attack back, it drains our resources. We spend all our time defending past legislative accomplishments that we don't have the time or resources to mount a legislative program of our own."

On another front Turner said that double breasted contractors and the dual operations maintained by more and more major contractors is becoming a major threat to the building trades. "More and more, it is becoming a tough problem. And it will get worse. We often find ourselves confronted with secondary boycott problems in trying to straighten out some of these contractors who have gone double-breasted," he said.

"We recently were told by the leaders of Bechtel that they were establishing a dual operation. Here we have the biggest contractor in the world going double-breasted, so the problem is here and it is getting bigger."

To combat the movement towards increased dual operations, Turner reviewed sample language relating to double breasted contractors. He encouraged the locals with negotiations coming up to try to include the sample language into the contract. "This clause has been tested in the courts and we won."

Turner also renewed his call for additional nuclear power construction. "We have to attain energy independence. In order to accomplish that we have to have nuclear power, it is just that simple. There is no way we can have energy independence and a viable economy unless we use nuclear energy and an increased reliance on coal and coal related energy."



Business Manager Dale Marr stresses importance of local unions getting involved in political action.

Conference Deals with Political Action

(Continued from Page 2)

Mondale emphasized. "Nothing is more basic to America than the concept that we are all equal, one man, one vote. Nothing is more sacred than that the American government belongs to the people of this country, and that it is not up for sale."

Mondale spoke of the need for a windfall profits tax, which has been endorsed by labor, and the need for all Americans to come to grips with the very real energy crisis we are confronted with today.

Calling for the labor movement to continue its support of energy independence, Mondale concluded, "For Americans to be frustrated by a continuing inability to act decisively in the face of clear problems is almost un-American. We are too impatient, thank God, to tolerate eternal frustration."

COPE Encourages PAC's

Preceding Mondale in his keynote address was Committee on Political Education (COPE) Director Al Barkan, who updated the union delegates on the movements of the right wing and anti-union forces across the country.

He criticized political leaders for not being more active in counteracting the programs of organizations like the National Association of Manufacturers, which recently called for a union free environment—a story that appeared on page 1 of the *Washington Post*. "I thought there would be an explosion on Capitol Hill," Barkan stated. "There wasn't."

He warned the delegates of the potential danger of the appeal currently before the U.S. Supreme Court, which if rejected, would prevent unions from utilizing dues money on anything other than those activities directly involved with contract negotiations. "The labor movement as we know it could not exist under that ruling," Barkan declared.

He referred to the growing clout of the ultra-conservative movement, citing examples such as the public employee initiative attempt in California two years ago which *Engineers News* was successful in helping to defeat.

"We can't live with a program of annihilation," Barkan emphasized. He suggested the local union leaders appeal to the "common sense" of the rank and file to establish political action committees for the purpose of contributing to friendly elected officials who will protect the interest of union members.

"Our people will understand the need for union oriented PAC's," Barkan said. "They understand the evils of right-to-work. We do our best on issues where the survival of trade unionism is at stake."

Kirkland Addresses Inflation

AFL-CIO Sec.-Treas. Lane Kirkland, representing George Meany at the convention, reminded the delegates that all Americans are affected and injured by inflation, depression, energy and foreign control of the American economy, but that to the AFL-CIO all "major issues are trade union issues."

He pointed out that no private institution in the nation can match labor's record "for constructive social and economic legislative effort on behalf of the general welfare."

It is because the labor movement "is the only strong, organized force for social and economic justice in this country," he added, that "we find ourselves under attack from many directions." What is under attack is not just the rights of workers and unions, but human rights,

he said, "not just the wages of workers but their place in society. Not just one democratic institution but Democracy itself."

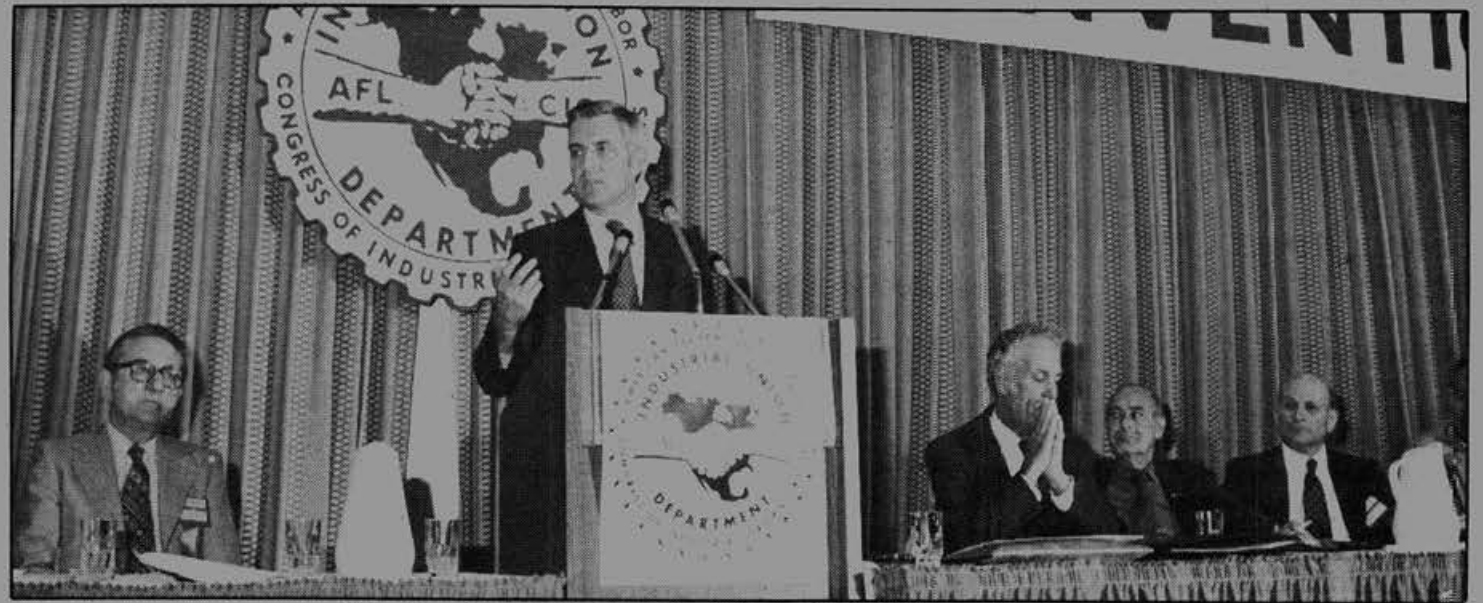
New Leadership Elected

The 13th IUD Convention of the AFL-CIO closed with the election of a new president, Howard D. Samuel, and Sec.-Treas. Elmer Chatak.

Its outgoing president, Jacob Clayman, a veteran of the labor struggles of the past 40 years, warned that one key to the 1980s is whether the "responsible leaders of American business" will speak out for good faith collective bargaining. "Their failure to do so," Clayman predicted, "inevitably suggests at worst an active participation, and at best a passive tolerance in an effort to weaken or even destroy the American labor movement."



COPE Director Al Barkan



Vice President Walter Mondale with IUD Executive Board

A Leukemia Patient's Experience with City of Hope

(Continued from Page 7)

taking care of Diana and attending to routine household chores.

"I still can't go outside in direct sunlight," she says, "and I had to avoid crowded areas like grocery stores until just a couple of weeks ago." But she takes these restrictions very optimistically.

She knows that if everything progresses as it should, she will be able to enjoy a normal existence in a matter of months. She looks forward to having her hair long again—as she lost it all during the radiation treatments.

College may be a possibility in time, once Diana starts school, she says, but right now she has no definite goals, except to enjoy her life with her family. She

admits that her experience has changed some of her priorities. "I've learned that some things I once thought were important, don't really matter," she says. "I appreciate things more and am more tolerant of people."

Above all, she is grateful for the City of Hope, without whose services she would probably not be alive today. "They were really good down there," she says. "They were very supportive and took time to explain things to the family."

It was feelings like these that made Mary enthusiastic to be interviewed about her experience with leukemia. "I think people should know more about leukemia and about what places like City of Hope do," she comments.

ing City of Hope to achieve its worthwhile ends.

"It's not very often that a local union has the opportunity to make a real contribution to an organization such as City of Hope," Marr says. "After having toured the facilities and seen young children and adults being treated, it can only give you a deep sense of satisfaction to know that we're doing our small part to help save precious lives."

Engineers News Press Awards

(Continued from Page 1)

provided lots of detail, told in an effective and matter-of-fact way."

Ken Erwin commented that he was "very gratified with this recognition from our peers." He noted that the more liberal and frequently larger staffed organizations like the service employees and teachers unions have traditionally dominated trade unions in receiving recognition for their journalistic efforts.

"I think the real significance of these awards lies in the subject of the articles themselves," Erwin added. "Issues like our union's involvement on Guam and the threat of open shop were covered by the newspaper because they are important to the welfare of operating engineers and to the trade union movement in general. These kinds of issues vitally affect every operating engineer. I hope that we will always feel a responsibility to inform our members, regardless of whether or not we receive formal recognition for our efforts."

Medical Plan Improvements

(Continued from Page 1)

pital stay from birth to hospital release.

Another new feature of the plan is that operating engineers will be able to obtain a physical examination, along with related laboratory tests and any required X-rays for up to \$100 each calendar year.

"This is a feature that will hopefully have very beneficial effects on the health of our members," Marr commented. "Previously our members were not covered for an annual check up. As a result, many of them never went into the doctor for a regular physical, meaning that in many cases, serious illnesses were not detected in their early stages. Hopefully, this new feature will be an incentive for

our members to get their annual check-ups."

Other new features to the plan include provisions for second surgical opinions where elective surgery is recommended, alcohol treatment and counseling coverage, and out-patient mental health benefits.

Marr pointed out that a major objective of the new improvements is to make "promotive health" more accessible to the members. "We are finding that making our members more aware of the importance of keeping good health habits and regular annual check-ups reduces not only the costs of administering our trust funds, but minimizes lost time on the job."

WHICH IS WHAT THE Operating Engineers Local Union 3 is involved with this year. Because it offers its services without charge to those unable to pay, and because it conducts some of the country's most advanced research on respiratory and blood diseases, the City of Hope relies on contributions to operate.

This year Local 3 is spearheading that campaign. On October 31 there will be a dinner in honor of Dale Marr, who has received City of Hope's Spirit of Life Award. The funds collected from this event will be donated to the medical center. In addition, the union is soliciting advertisements from construction contractors and trade organizations for a testimonial book which will be printed for circulation at the dinner. This money, plus the special endowment fund generated by contributions from the Local 3 rank and file will go a long way in help-

Improved Benefits Become Effective November 1

Local 3 members and their dependents participating in the Northern California, Northern Nevada and Utah Health & Welfare Trust Funds will enjoy substantial benefit improvements effective November 1, 1979. As a result, all three Trusts will have identical benefits.

The changes include an increase in the Comprehensive Health Plan Benefits to \$250,000, streamlined hospitalization coverage, maternity and obstetrical improvements and second surgical opinions. These improvements are designed to continue the practice of providing economic security in the face of rising medical costs.

Three new benefits, which emphasize Local 3's growing interest in preventive health care, are also being added for eligible Operating Engineers. They are: Annual Physical Examinations, Out-Patient Mental Health Care and Alcohol Rehabilitation and Counseling. These new benefits will spearhead the Promotive Health Care Program introduced in recent months.

Comprehensive Health Plan Benefits

The Comprehensive lifetime maximums will be increased to \$250,000 for all three Trusts. This is the maximum amount the plans can pay for hospital convalescent hospital, and surgical expenses during a lifetime for eligible members and each of their eligible dependents. There are no annual deductibles. This provides greater protection to Operating Engineers and their families as the costs of health care services increase.

Hospital Expenses

Hospital benefits will be simplified and streamlined. Charges for hospitalization, hospital out-patient emergency services and convalescent hospital services are payable at 90% until they reach \$3,000, and 100% after that for each period of disability. This means that a participant can only be out-of-pocket \$300 for all charges made by a hospital and convalescent hospital during any single hospital stay. As hospital costs rise, the plans will pay 90% or more for hospitalization.

Medical, Surgical Expenses

All three plans will provide a broad range of coverage for medical and surgical services at 85% of the Usual, Customary and Reasonable charges. This includes payment right from the first doctor's visit and up to 40 visits per year to Chiropractors and Registered Physical Therapists.

Maternity and Obstetrical Benefits

Maternity and Obstetrical Benefits are provided on the same basis as any other disability condition. Hospitalization will be covered at 90% of the first \$3,000 and 100% thereafter; Obstetrical Care is covered under the Comprehensive Medical Benefits and will be paid at 85% of the Usual, Customary and Reasonable Charges.

A new benefit is being added to the Maternity Benefits which will cover well baby hospital nursery care the same as hospitalization. This benefit will provide for most of the costs of a newborn's hospital stay from birth to hospital release. Currently, the plans do not cover charges for any well baby care.

Second Surgical Opinion

Participants in the three plans are now being encouraged to seek a second, or even third, surgical opinion whenever elective surgery is recommended. Elective surgery is surgery that is not considered an emergency and you can choose if and when to have it done. If non-emergency surgery is recommended, you can get a second, or third, surgical opinion from another doctor and the plans will pay 85% of the Usual, Customary and Reasonable charges for any additional examinations, tests and consultations.

A second opinion, or a third if there is a conflict between doctors, may result in avoiding unnecessary and expense.

Physical Examinations (Member Only)

A new benefit is being added to provide for annual routine physical examinations for eligible Operating Engineers. This new benefit will cover the doctor's examination, laboratory tests and X-rays up to \$100 in any calendar year. Members will have the option of utilizing the new multiphasic testing services coming soon or an examination by their own doctor. More information will be published on this as it becomes available.

Out-Patient Mental Health (Member Only)

A new benefit is being added to provide for out-patient visits to psychiatrists, psychologists and licensed social workers. Mental health is essential to the well being of a worker. This new counseling benefit will cover 50% of allowable charges up to a maximum of \$60 charges per visit for 50 visits per year. There is a lifetime maximum of \$10,000 coverage for

each eligible Engineer.

Alcohol Treatment and Counseling (Member Only)

A new benefit is being added to provide for treatment and counseling due to alcoholism. Alcoholism has long been recognized as a disease and there are new treatments available. The plans will now cover up to 21 days of in-patient care for detoxification and rehabilitation in a licensed facility. An additional benefit of up to \$500 is provided for out-patient rehabilitation, counseling and licensed referral service.

Utah and Nevada Disability

Weekly Disability Benefits have been increased from \$119 to \$146

per week for Operating Engineers in Nevada and Utah at applicable contribution rates. This benefit is provided directly by the State for Northern California plan participants.

Utah participants will also see dental coverage increase from 80% to 85% along with improved Vision Care Benefits.

Increased Protection

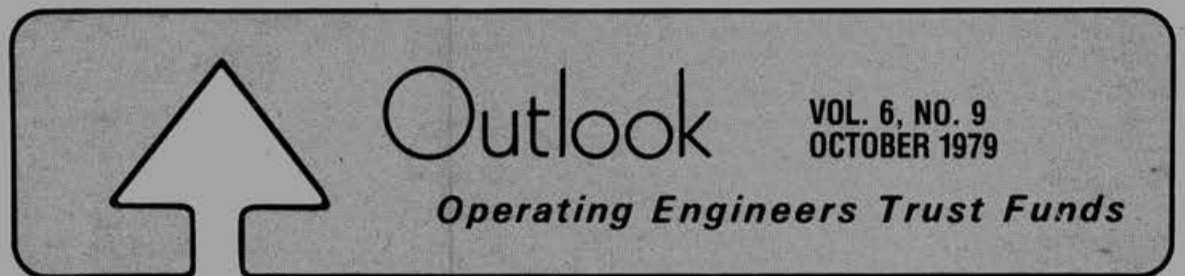
The new benefit package will protect eligible operating Engineers and dependents from increasing medical costs due to inflation, improved services and new equipment. It should promote more concern about fitness and good health through prevention and early detection of illness.

New Booklets

New Health and Welfare booklets for all three plans are being prepared for printing and distribution to plan participants as soon as possible.

Additional information about the new benefits will also appear in up-coming issues of Engineers News. In the meantime, any questions about the plans or these new benefits should be directed to the Fringe Benefit Center through your District Office or the Trust Fund Office.

This article is intended only as general information. New booklets will describe the plans in greater detail and include all specific provisions.



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Pregnancy Discrimination Act Changes Health and Welfare Plan

Effective April 29, 1979, the Pregnancy Discrimination Act went into effect. The intent of the Law was to eliminate discrimination in employment practices on the basis of pregnancy, childbirth and other related medical conditions. However, the Law also affected the operation of fringe benefit programs. It required health and welfare plans to treat pregnancies, for all eligible participants and dependents, in the same manner they would any other disability condition.

How Does the Law Change the Operating Engineers Health & Welfare Plan?

The Operating Engineers Health and Welfare plans have provided for maternity and obstetrical benefits at the same level of benefits as

all other disabilities and illnesses (except Utah). Therefore, it was not necessary to change the level of benefits payable for pregnancies. However, there were some changes necessary in the eligibility requirements for maternity and obstetrical benefits.

BEFORE: Prior to the Law, the Plan provided for payment of maternity and obstetrical benefits for participants and eligible dependents only if the pregnancy began during a month when they were eligible for benefits from the Plan. If monthly eligibility then terminated for any reason, the maternity and obstetrical benefits were extended to cover the full term of pregnancy. Pregnancies which commenced in a month of non-eligibility were not covered under the Plan.

AFTER: Because of the Law,

the Plan had to change. The Plan now provides for payment of maternity and obstetrical benefits for any services or treatment during any month when the participant or eligible dependent is eligible for medical benefits from the Plan regardless of the date the pregnancy began. In other words, eligibility for maternity and obstetrical benefits is the same as all other benefits in the Plan.

EFFECTIVE DATE OF NEW CHANGE: These changes in the Plan apply to all pregnancies which began on or after April 29, 1979. However, the Trustees recognized that this change would have caused some dependents, with existing pregnancies on April 29, 1979, to become ineligible for benefits. Therefore, for pregnancies which began prior to and terminate on or after that date, maternity and obstetrical benefits will be provided if the pregnancy began during a month of eligibility or if the services and treatment of pregnancy occur in a month of eligibility.

If you have specific questions regarding maternity and obstetrical benefits, please contact the Trust Fund Office or the Fringe Benefit Center.

New Booklets Forthcoming

New booklets describing the pension plan and the updated Health and Welfare Plan will be made available to participants in the next several weeks.

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



Last month we promised you a few words about Nevada and Utah since we do not often get a chance to feature them specifically. As usual, whenever you promise anything—something comes along and interrupts or upstages you. It is no different this month as the big news is all about the new Health and Welfare Ben-

efit changes; however, they include Nevada and Utah as well as Northern California, so we are still safe.

I am always very impressed whenever we go on the road to visit the outlying districts at the quantity and quality of services provided to Operating Engineers and their families by the district offices. Nevada and Utah illustrate this point very well.

Back in April we travelled up to Reno to hold a Pre-Retirement Counseling session on a Saturday morning. Now, Saturday morning is not exactly a time to expect a big crowd but something went right because District Representative Dale Beach had 80 members and wives there to talk about their Pension and Health & Welfare Benefits. Considering the size of the Nevada district, this was outstanding.

Here is one example: Each summer Nevada holds a picnic for all of their members and families. This year over 1,000 attended making the event a resounding success. What is so extraordinary is that over 200 Nevada Retirees and wives came as the guests of the

Active members and the district office. On behalf of the Nevada Retiree Association, we would like to extend a gracious "Thank you" to Dale, his staff and the Nevada members.

Further to the east it is the same thing. We travelled out to Salt Lake City for Pre-Retirement Counseling in the early summer and had excellent response. So good, in fact, that District Representative Tom Bills had us come back in August and do two more sessions for his members in Ogden and Richfield.

Utah also hosted a picnic in August for the members of the Utah Retiree Association. Many thanks to Tom Bills, his fine staff and the Utah members for a great job.

As you can see by these two fine examples, the district offices are the centers of service for their members. They provide for the day to day needs of Active working Engineers and so very often much more. Those extra efforts are impressive and appreciated.

Nevada Boasts \$50 Million in Highway Jobs

Business representative Craig Canepa reports that employees of the City of Sparks, represented by Local 3, have voted to accept a seven percent wage and fringe benefit increase. The contract negotiations were long and in-

involved. Chief Steward Larry Wood played a major part in the settlement with the time and effort he put into the negotiations.

Turning to the work picture, there is currently \$50 million worth of highway construction projects in progress across northeastern Nevada. Max Riggs Construction is working in Elko, Nv. on the 5000 foot realignment of 12th Street and is currently installing drainage structures, lighting and traffic signal system and two bridges at a cost of \$2 million.

Robert L. Helms Construction should finish the dirt sometime in October on the 6.8 mile I-80 bypass and frontage roads at Elko and is doing some associated excavation on the Mountain City Highway at a cost of \$10.7 million. Helms Const. is also flattening slopes, installing drainage structures and repairing bridge decks and resurfacing 12 miles on I-80 northeast of Elko near the Halleck interchange.

On other projects in the northeast, Jack Parsons Construction should be moving a crusher in and will crush all winter on the \$6 million I-80 bypass at Carlin, Nv. Peter Kiewitt and Sons is paving and improving guardrails on 18.6 miles of Highway 93 between Contact and Jackpot at a cost of \$2.1 million. Helms Const. is paving 14 miles of the Mountain City Highway at the Idaho border at a cost of \$820,257. Jack B. Parson is also constructing 10.5 miles of I-80 in the Pilot Peak area west of Wendover at a cost of \$11.5 million. Max Riggs Const is building two I-80 freeway segments near Winnemucca at a cost of \$9 million. G.P. Construction is subbing the dirt. Nevada Paving is paving U.S. Highway 50 from Hickson Summit to the Eureka County line at a cost of \$668,772 and a ten mile stretch west of Denio at a cost of \$700,000.

Much of the highway construction in eastern Nevada will last into next years work season with some extending into the 1981 season. This surge of highway construction is the result of the push to complete I-80 through Nevada.

At the Valmy Power Plant, 20 percent of the first unit is complete and work is on schedule. The second unit is expected to start soon after the first of the year.

A look in the Reno area shows a recent pre-job with Helms Const.



Portions of the combustion chambers waiting for assembly

on the \$9.5 million third section of the U.S. 395 North-South Freeway, and a \$1.3 million overlay located near Mill City. The last section of U.S. 395 is to be bid in the near future, along with an estimated \$5 million section from Moana Lane to Virginia St. at Hash Lane.

P.W. Burge, Mandeville, and Savage Construction have been keeping busy in the Lake Tahoe, Reno and Carson City areas. All report a heavy backlog of work to keep them busy into the next year. Earl Games Construction has several projects going. The two largest being the site prep for Harrahs employee housing and the site prep for the Sparks City Hall expansion.

R.E. Ferretto has completed the excavation on Harrahs hotel tower and has plenty of work for Lewis Homes in Sparks. Nevada Paving has two shifts on the rock sand and gravel and can be seen paving all over the cities of Reno and Sparks. They were awarded the Donati Road Extension between Prater Way and Baring Blvd at a low bid of \$769,486.

This is to include excavating, curb gutter, underground, storm drain and paving. S.J. Groves and Son was awarded construction of the three span bridge across the Truckee River as part of the Greg St. extension. Vasko Construction is making good progress on the multi-million dollar expansion of the Cannon International Airport.

W. H. Schutz Const. and Barlow & Peek are two of the subs. S.J. Amoroso was awarded construc-

tion of the General Aviation Building at \$1.4 million and \$972,000 worth of maintenance facilities.

Underground Contractor, Gebhardt and Berry, is finishing up the "Ranchos" job in Gardnerville and are about to wind up the Casazza St. storm drain. They report the work picture for underground construction should continue strong into next year.

Mid Mountain reports sufficient work for the gas company as long as the weather holds and they are preparing to start on four plus miles of 16-inch gas main located in Sparks. Hood Corp also has a lot of work in the area in Fernley, Washoe Valley and on Spice Island in Sparks and they expect to be picking up more work from Nevada Bell.

The Reno and Carson City area are facing some real growth problems with the lack of sufficient water to keep up with demand and a lack of sewer capacity, Canepa reports. These factors added to problems caused by the influence of no-growthers, high interest rates and reduced tourism are resulting in a slow down in the building and subdivisions in the area.

Once again the brothers are being asked to become even more active in politics, to attend more public hearings and hopefully influence the politicians into expanding the sewer plants, resolving the water rights issue on the Truckee River and encouraging upstream storage. This should aid in steady growth in the area in the future.

Valmy: Monolith in the Desert

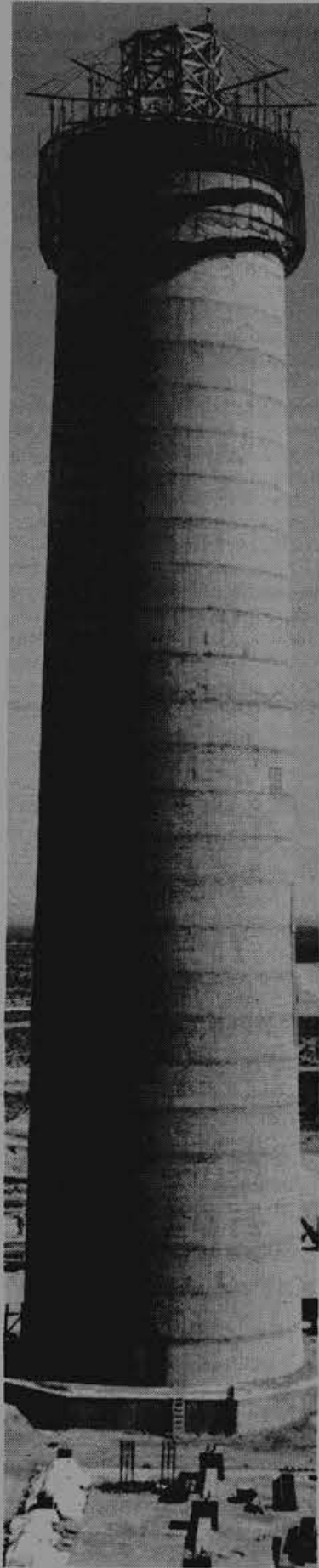
Out in the Nevada sage brush between Winnemucca and Battle Mountain, where the jack rabbit population exceeds humans, a 250-megawatt coal-fired power plant is going up.

When completed in 1981 it will be large enough to power the entire electricity needs of Winnemucca—neon signs and all—in less than an hour and a half's generating time.

Its 550-foot stack (pictured under construction to the left, is almost as high as the Golden Gate Bridge. Sierra Pacific Power Co. and an Idaho utility are splitting the \$187 million cost of the first unit. Another unit of equal size is planned for 1984.

Because of the plant's isolation, the work site has been equipped with living quarters for 200 workers and 150 recreational vehicle pads for those who provide their own housing.

Enormous amounts of coal—three 55-car train a week for just the first unit—will be required. Each 250-megawatt generating unit will burn 80 tons of finely crushed coal an hour at full operation. The burning coal will require a boiler 275 feet tall, converting purified water to 2,450 pounds per square inch of steam, which will drive a 267-ton turbine generator.



View of cranes from Valmy's main plant structure





WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Safety is a 'Family' Matter At Teichert Aggregates Plant

Pictured back row left to right: Bill Sumpter, foreman, Joe Stilling, Red Stalions, Hugh MacDonald, John Clackett, Virgil Valure, Herb Copeland, safety rep. Del Hoyt, business rep. Bill Marshall and Augie Sassarini. Pictured front row are Alex Martin, Fred Turner, Floyd Cooper, Ray Smith, Leon Hutchins and Keith McCauley.



member of Teichert Aggregates feels the respon-

At the Truckee California plant of Teichert Aggregates, safety is a very serious "family" matter. Their family consists of everyone from the office and scale operators to the casual truck driver that enters the yard once a year.

An injured skilled workman is of little value to himself, his family, his union or his company. True he may receive workman's compensation to help him through this period but that is small compensation for the pain and suffering he undergoes. Every mem-

ber of working safely and making sure his fellow workers do likewise. One of their secrets of success is that the workmen look after each other.

We are proud of our members' seven year record without a lost time accident. An occasional smashed finger is enough to remind them to be more careful.

Lee Hammers, the plant production superintendent, says safety is an everyday concern on the job. Some of the measures they take to insure job safety include Monday morning safety meetings, safety checks and a good preventative maintenance system to catch problems before they happen.

The crew consists of: Red Stalions on a 46A Cat, Virgil Valure and Hugh MacDonald on 769 haul units, John Clackett on the 988 loader, Augie Sassarini, Floyd

Cooper, Alex Marin, the handymen, Ray Smith, an 80D operator, and mechanics Fred Turner, Keith McCauley and Joe Stilings on the plants with Bill Sumpter as the foreman.

Herb Copeland runs a 980 loader and Shirley Ayers and Jo Anna Chance keep the trucks moving in and out of the plant. The man that makes everything move easier is Leon Hutchins, lube man.

Bill Rosamond and Gary Smith along with Kelly Young make up the rest of the crew. Lee Hammers, the plant production superintendent, is completely devoted to the principle of safety 24 hours per day. The Local 3 safety representative who services the jobsite is Del Hoyt. Our business agent Bill Marshall adds his weight to the continuing dedication to safe working habits.



But Important Ballot Issues Coming Up

Work Picture in Marin is Holding Up

The work picture in Marin has been very good this year and is still holding up, reports Business Rep. Harvey Pahel. "We are having problems filling job orders in certain classifications. There are no big jobs, but many many small jobs throughout the county. Hopefully,

Santa Rosa

(Continued from Page 13)

A. B. Siri, Inc. is as busy as the rest of the big grading contractors, with all hands working hard in the heat on several jobs between Rohnert Park and Santa Rosa.

Piombo Corp. is busy with several sub-divisions in Santa Rosa and seems to be liking rock work more and more. They have just started into a new one near Spring Lake Park on Summerfield Rd. in Santa Rosa. The only thing going on there so far is a lot of drilling and shooting.

All the hands with Bartley Pump and Weeks Drilling & Pump are on the go with plenty of work ahead, rain or shine. Most of the smaller contractors in the area—Clapham, DeMartini, Fostmeier, Great American, Hawkins, Hermsmeyer, Hogue Const., Kirkwood, Montelli, Packard Paving, Reichhold & Jurkovich, Slinsen and Wise Const. have more equipment and work than good hands and are waiting with open arms for good operators.

this will carry through to the next year."

There are two very important issues are coming up for a vote in November in Marin county.

The "No-Growth" or Proposition K in the City of Novato would stop all development of housing tracts of over five houses or more, and anything less would be very restricted.

"I urge all you Brothers who live in the City of Novato to vote "NO" on Measure K, and take a hard look at the policy of the three Supervisors who have proposed this Proposition K," Pahel commented.

The other Propositions coming up in November on the Marin County ballot will be the acquisition of Hamilton Air Force Base.

Brothers, take the time to go the polls in November and vote YES on F and G. and NO on Propositions A, B and C.

Because of the development at Hamilton Air Base, there would be many years of work for the Operating Engineers, due to the development projects that are proposed for this area.

"Brothers, if we don't want to move to another area to work, I cannot urge you too strongly enough to take the time to vote and if you are not registered, to have you and your Wife register and vote on these measures," Pahel said.

Local 3 members in Novato are urged to support Don Wright in his current campaign to retain his seat on the North Marin County Water District, a post he has held for eight years. Wright is a member of Local 3.

Eureka

(Continued from Page 4)

along quite well with their marina project on Woodley Island, they are fully manned and are working around the clock.

Roy Burks has put his large multi-plate culvert which is the undercrossing to the marina in place and the Samoa Bridge reopened ahead of schedule. At the present time they are preparing the exit and on lanes.

N. C. M. Construction Company is nearing completion very rapidly on their bridge across the South Fork of the Eel River on Hiway 101 at Smith Point, just south of Garberville. At the present it appears that they should begin stripping the false work from this structure in the early part of October and hope to have the bridge open to traffic in early spring.

The local equipment dealers and shops have had a good season and seem to be holding up very well.

35 YEARS

On August 12 the Executive Board granted Honorary Memberships to the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by Local No.
Charles R. Adam	307271	(6/41 initiated by 12A (10/41 transferred to 3A)
Edward L. Baker	408983	2/43 3B
Oscar Barnes	377109	(8/42 initiated by 12 (4/43 transferred to 3 (11/40 initiated by 12 (9/41 transferred to 3-
Lewis Bellinger	293902	8/37 842
Vernon Bright	252749	(12/39 initiated by 137B (12/43 transferred to 3B
Gerald G. Brown	281606	9/41 3
F. W. Butler	321238	8/44 3
Andrew Cathey	456430	338387 1/42 3
Frank J. Charpontier	338387	361110 6/42 3C
Melvin R. Croft	361110	394870 11/42 3A
Clarence J. Daigh	394870	251753 8/37 45A
Roston Dillard	251753	381517 9/42 3
Edmond Donald	381517	360588 6/42 3
Floyd F. Foutch	360588	425219 7/43 3A
Leo W. Harrison	425219	445753 (2/44 initiated by 370 (8/44 transferred to 3
Horace Daniel Jones	445753	423174 6/43 3A
Charles P. Lynch	423174	338443 1/42 3A
Wayne McCuan	338443	422703 6/43 3
Chris Miller	422703	454233 7/44 3
James E. Poor	454233	324952 10/41 3A
Ray Prouty	324952	422716 6/43 3
Gail E. Reynoldson	422716	322376 9/41 3
Jack Salisbury	322376	408923 2/43 3A
Norvin E. Schindler	408923	329192 11/41 3
Carl Skeie	329192	360734 6/42 3
Norval Smith	360734	382434 9/42 3B
Ralph B. Turner	382434	338452 1/42 3A
Cliff J. Wilson	338452	370309 (7/42 initiated by 9 (7/44 transferred to 3
Edward Wright	370309	

Nevada Boasts \$50 Million in Highway Jobs

Business representative Craig Canepa reports that employees of the City of Sparks, represented by Local 3, have voted to accept a seven percent wage and fringe benefit increase. The contract negotiations were long and in-

volved. Chief Steward Larry Wood played a major part in the settlement with the time and effort he put into the negotiations.

Turning to the work picture, there is currently \$50 million worth of highway construction projects in progress across northeastern Nevada. Max Riggs Construction is working in Elko, Nv. on the 5000 foot realignment of 12th Street and is currently installing drainage structures, lighting and traffic signal system and two bridges at a cost of \$2 million.

Robert L. Helms Construction should finish the dirt sometime in October on the 6.8 mile I-80 bypass and frontage roads at Elko and is doing some associated excavation on the Mountain City Highway at a cost of \$10.7 million. Helms Const. is also flattening slopes, installing drainage structures and repairing bridge decks and resurfacing 12 miles on I-80 northeast of Elko near the Halleck interchange.

On other projects in the northeast, Jack Parsons Construction should be moving a crusher in and will crush all winter on the \$6 million I-80 bypass at Carlin, Nv. Peter Kiewitt and Sons is paving and improving guardrails on 18.6 miles of Highway 93 between Contact and Jackpot at a cost of \$2.1 million. Helms Const. is paving 14 miles of the Mountain City Highway at the Idaho border at a cost of \$820,257. Jack B. Parson is also constructing 10.5 miles of I-80 in the Pilot Peak area west of Wendover at a cost of \$11.5 million. Max Riggs Const is building two I-80 freeway segments near Winnemucca at a cost of \$9 million. G.P. Construction is subbing the dirt. Nevada Paving is paving U.S. Highway 50 from Hickson Summit to the Eureka County line at a cost of \$668,772 and a ten mile stretch west of Denio at a cost of \$700,000.

Much of the highway construction in eastern Nevada will last into next years work season with some extending into the 1981 season. This surge of highway construction is the result of the push to complete I-80 through Nevada.

At the Valmy Power Plant, 20 percent of the first unit is complete and work is on schedule. The second unit is expected to start soon after the first of the year.

A look in the Reno area shows a recent pre-job with Helms Const.



Portions of the combustion chambers waiting for assembly

on the \$9.5 million third section of the U.S. 395 North-South freeway, and a \$1.3 million overlay located near Mill City. The last section of U.S. 395 is to be bid in the near future, along with an estimated \$5 million section from Moana Lane to Virginia St. at Hash Lane.

P.W. Burge, Mandeville, and Savage Construction have been keeping busy in the Lake Tahoe, Reno and Carson City areas. All report a heavy backlog of work to keep them busy into the next year. Earl Games Construction has several projects going. The two largest being the site prep for Harrahs employee housing and the site prep for the Sparks City Hall expansion.

R.E. Ferretto has completed the excavation on Harrahs hotel tower and has plenty of work for Lewis Homes in Sparks. Nevada Paving has two shifts on the rock sand and gravel and can be seen paving all over the cities of Reno and Sparks. They were awarded the Donati Road Extension between Prater Way and Baring Blvd at a low bid of \$769,486.

This is to include excavating, curb gutter, underground, storm drain and paving. S.J. Groves and Son was awarded construction of the three span bridge across the Truckee River as part of the Greg St. extension. Vasko Construction is making good progress on the multi-million dollar expansion of the Cannon International Airport.

W. H. Schutz Const. and Barlow & Peek are two of the subs. S.J. Amoroso was awarded construc-

tion of the Genera. Aviation Building at \$1.4 million and \$972,000 worth of maintenance facilities.

Underground Contractor, Gebhardt and Betty, is finishing up the "Ranchos" job in Gardnerville and are about to wind up the Casazza St. storm drain. They report the work picture for underground construction should continue strong into next year.

Mid Mountain reports sufficient work for the gas company as long as the weather holds and they are preparing to start on four plus miles of 16-inch gas main located in Sparks. Hood Corp. also has a lot of work in the area in Fernley, Washoe Valley and on Spice Island in Sparks and they expect to be picking up more work from Nevada Bell.

The Reno and Carson City area are facing some real growth problems with the lack of sufficient water to keep up with demand and a lack of sewer capacity. Canepa reports. These factors added to problems caused by the influence of no-growthers, high interest rates and reduced tourism are resulting in a slow down in the building and subdivisions in the area.

Once again the brothers are being asked to become even more active in politics, to attend more public hearings and hopefully influence the politicians into expanding the sewer plants, resolving the water rights issue on the Truckee River and encouraging upstream storage. This should aid in steady growth in the area in the future.

Valmy: Monolith in the Desert

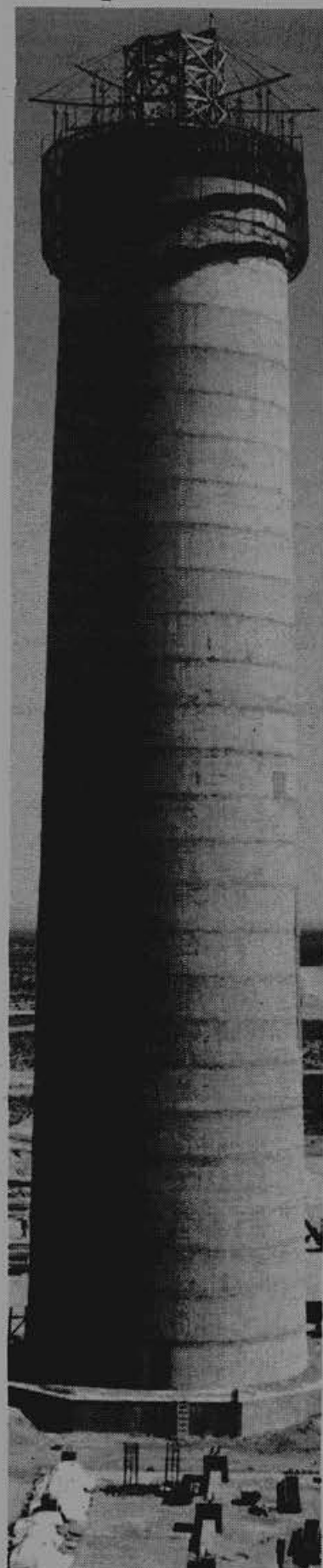
Out in the Nevada sage brush between Winnemucca and Battle Mountain, where the jack rabbit population exceeds humans, a 250-megawatt coal-fired power plant is going up.

When completed in 1981 it will be large enough to power the entire electricity needs of Winnemucca—neon signs and all—in less than an hour and a half's generating time.

Its 550-foot stack (pictured under construction to the left, is almost as high as the Golden Gate Bridge. Sierra Pacific Power Co. and an Idaho utility are splitting the \$187 million cost of the first unit. Another unit of equal size is planned for 1984.

Because of the plant's isolation, the work site has been equipped with living quarters for 200 workers and 150 recreational vehicle pads for those who provide their own housing.

Enormous amounts of coal—three 55-car train a week for just the first unit—will be required. Each 250-megawatt generating unit will burn 80 tons of finely crushed coal an hour at full operation. The burning coal will require a boiler 275 feet tall, converting purified water to 2,450 pounds per square inch of steam, which will drive a 267-ton turbine generator.



View of cranes from Valmy's main plant structure



Teaching Techs



By ART PENNEBAKER
Administrator,
Surveyors' JAC

In October 1960 the Union and Employer came together to formulate a training program for persons working in the occupation of field and construction surveying.



A Joint Apprenticeship Committee was appointed and standards for training were adopted. Text books were chosen and instructors recruited. Related training classes were established with little more than a good idea, a text book, and the practical knowledge of the instructor.

The State Division of Apprenticeship Standards was quite helpful in those early years and in addition the public school system provided classroom space, employed the instructor, and offered services toward developing curricula material for the occupation. Funding was provided by the Collective Bargaining Agreement ratified by the surveyor members of Local Union No. 3.

The project was an instant success. From the very beginning, even during its crudest stages, the Technical Engineers Union members who were employees of the surveyor employers flocked to the classes. As the project developed, these same workmen were called on time and time again to participate in developing not only the general structure but putting together the basic nuts and bolts of the operation.

Evaluation and classification of all Technical Engineers was pursued by means of testing, personal interviews, self-evaluation, and employer evaluation. It is conservatively estimated that 90 percent to 95 percent of the persons working as field and construction surveyors voluntarily participated in that project. Standards of excellence were not imposed by some third party. The standards were imposed by technical engineers themselves and those standards were high.

The public school system produced two work books at no cost to the program and they were worth just about what the NCSJAC paid for them, so they were rejected. An in-house writer was employed and the desired results were obtained.

School districts were encumbered with arbitrary lines and rules that don't fit the practicalities of the occupation of field and construction surveying. The employer-client relationship involves a large geography and consequently the

employee is required to cut across school district lines. Each time a line is crossed, a special permit is involved.

Instructors who were employees of the school district were set in concrete and when not performing adequately, they were next to impossible to replace. This concept was also rejected as not serving the best purpose of the Technical Engineers members of Local Union No. 3.

Currently, related training classes are conducted at Local Union No. 3 Job Placement Center offices and one class at the R.M.T.C. facility. Instructors are selected and paid by the ncsjac. there is no concrete. The same position exists that prevails for the guy working in the field—either produce or be replaced.

Curricula material is updated regularly. The current writer is the licensed surveyor member of the State of California Engineer's Licensing Board who is a member of Local Union No. 3 and who is a long-time instructor of the related training classes. Input from all instructors and his own experience in the classroom with the material provides a unique base for the ongoing update of the material. The cost of the related training material to the apprentices is kept to a minimum by volume buying of the texts from regular vendors and the utilization of the Local Union No. 3 printing facilities. Local No. 3 offers the service to its members at no profit and no cost beyond buying the paper and paying the employees who print the material.

Because the NCSJAC program is self-contained, related training classes can be established whenever the need exists. Obviously a class cannot be maintained for one person in a remote area because of the cost. However, that case is being considered. A very limited correspondence course is now in progress and being evaluated. If it works then it will be expanded—if it does not work it will be rejected.

Two job corps programs in Sacramento and San Jose provide from 10 to 18 weeks of hands-on training before the new entrant is dispatched for the first time. This is a big plus, not only for the Employer but for the chief of party who is expected to produce some profit by the end of the shift.

Many of us, Employer and Union alike, can look back 18 years and notice the change in production abilities, but perhaps that is just personal ego from too intimate exposure to the process over the years. It seems however that a certain number of Tech Engineers are nomadic by preference and travel about the country performing survey work. When reports come back from across the nation as to the relative skills and expertise of Local Union No. 3 Technical Engineers then pride of accomplishment has to become the factor for every participant in the program over that 18 years. The reports have been many and to this point there has never been one negative comment that has reached the administrator's office.

The General President of the International Union of Operating Engineers, Jay Turner, can and has provided staff time toward prevailing rates of pay and is also encouraging all local unions across the Nation to incorporate the Local

Union No. 3 style of surveyor members into their organizing and service policies.

Dale Marr, Business Manager of Local Union No. 3 understood the necessity early on and immediately upon being elected to that position established the Technical Engineers Department with heavy emphasis on training.

The Bay Counties Civil Engineers and Land Surveyors Association, Inc. has participated not only by means of negotiated funds but by individual employer participation in all facets of the program.

A lot of high level stuff and big juice has been involved, as well it should—the project has been and is a good one. The best interest of both journeymen and new entrants have been treated well and the business necessity of the Employer and well-being of the employee has been accommodated in the occupation of Field & Construction Surveying.

For the entire 18 year period, journeymen surveyors have consistently participated at a greater rate than new entrants. That voluntary participation has accounted for more than 70 percent of the persons trained and that appears to be the real key to the success of the training program.

The Technical Engineers Department is currently discussing apprenticeship training with employers in the Testing and Inspecting industry. If the Testing and Inspecting members of Local Union No. 3 and their employer are as serious about high standards of performance as the surveyors have been then progress can be made in short order.

Hope you read the article concerning "City of Hope," in the September issue of Engineers News. It is still not too late to make your tax deductible donation. Just make a check out to "City of Hope" and get it to Paul Schissler, Gene Machado, Frank Morales, Gene Ward, or Art Pennebaker right away. Even a couple of bucks will help someone survive. It might even be you!

Talking To Techs



PAUL SCHISSLER
Gene Machado
Frank Morales
Gene Ward

Met-Chem Engineering has recently acquired the radiographic work on the Downtown Plaza parking garage located in Sacramento.

There are suspected defects believed to be the product of years of drilling through the concrete slabs separating the garage from the overhead Downtown Plaza Shopping Center. The defects have come about because of drilling from time to time by tenants, contractors, agents, and subtenants for the installation of utilities. In doing so, according to city and redevelopment agency officials, an unknown number of steel cables or rods reinforcing the concrete slabs may have been damaged. If a cable is nicked, it would set up a stress point.

It is uncertain how many holes may have been drilled to install utilities.

Met-Chem Engineering Laboratories of Sacramento is to provide radiography for the project. Met-Chem will be using cobalt-60 or iridium 192 for taking the exposures. Alf Johnson, President of Met-Chem said while the procedure has been used for more than ten years, its use to find cables in concrete slabs is relatively recent. The inspection will take about three months and enable Met-Chem to pinpoint the location of any cables and reveal if any damage has occurred.

All in all the work picture in Northern California looks pretty good. There are very few if any surveyors out of work in most areas. However, there is a demand for Chief of Parties. The Testing and Inspection industry is still going strong with virtually everyone working who wants to or is able to. The Employers in the testing field are looking for qualified radiographers, and soil technicians.

Meeting Schedule

Meetings have been scheduled for ALL Technical Engineers at the following locations:

Oakland: Tuesday, October 23, 1979 at Holiday Inn, Nimitz Fwy and Hegenberger Road. Time: 7:30 P.M.

San Jose: Thursday, November 1, 1979 at Labor Temple, 1st and Bayshore, 2102 Almaden Road. Time: 7:30 P.M.

Sacramento: Tuesday, November 8 at Woodlake Inn, Hwy. 160 and Canterbury Road. Time: 7:30 P.M.

Fresno: Tuesday, November 20, 1979 at Fresno Hilton at Tulare and Vanness. Time: 7:30 P.M.

These meetings have been scheduled for the purpose of discussing issues of extreme importance.

DEPARTED BROTHERS

Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolences to the families and friends of the following deceased:

NAME/ADDRESS	DECEASED
Akins, Gene (Ruby—Wife) 6750 Stillwater Rd., Fallon, Nevada	8-5-79
Branaman, Lorraine W. (Leona—Wife) P.O. Box 395, Cave Junction, Oregon	8-17-79
Brosi, Louis (Stella—Wife) 7521 N Chestnut, Clovis, California	8-2-79
Brunet, Bernard (Marcella—Wife) 84-1120 Hana St., Waianae, Hawaii	8-7-79
Carter, Daryl (Joy—Wife) P.O. Box 141, Levan, Utah	6-25-79
Chamlis, Ray (Isabel—Wife) 106 Silver Dr., Cotati, California	8-8-79
Compton, Stanley (Mary—Mother) 1511 E 11th St., Stockton, California	8-5-79
Deitrick, George H. (Enid—Wife) 916 Minaker Dr., Antioch, California	8-3-79
Fowler, Abraham (Oleva—Wife) 7612 Langley Canyon, Salinas, California	8-28-79
Henkel, Wallace (Elizabeth—Wife) 930 Monte Avenue, Fresno, California	8-2-79
Jackson, Roy (Linda—Wife) 112 N Villa, Fresno, California	8-6-79
Jones, Raymond (Wendy—Wife) 1109 Lander Avenue, Turlock, California	8-11-79
Keller, Earl (Lucia—Wife) 880 Bush St. #208, San Francisco, Calif.	7-26-79
Lacey, Jay M. (Helen—Wife) 4719 - 13th Ave. N., Salem, Oregon	7-19-79
Littrell, James C. (Velma—Wife) 1440 Colin St., San Pablo, California	8-28-79
Maynard, Elburn L. (Lillie Mae—Wife) 820 So. 2nd East, Sandy, Utah	8-24-79
Mayne, Ralph (Opal—Wife) 6650 Quannah Way, Orangevale, Calif.	8-4-79

McCain, Forbes L. (Nellie—Wife) 5305 Abilene Dr., Silver Springs, Nevada	8-14-79
McClure, Lee R. (Jim—Son) 158 Dalma Drive, Mountain View, Calif.	8-2-79
Nelson, George (Lois Rae—Wife) P.O. Box 208, Groveland, California	8-15-79
Nelson, Robert (Betty—Wife) P.O. Box 572, Tuolumne, California	8-27-79
McCoy, Thomas J. (Marie Ann—Wife) 153 W North St., Woodland, California	8-19-79
Rodrigues, Gilbert (Randy—Son) 772 Bluefield Lane, Hayward, California	8-2-79
Scofield, William G. (Ruth—Wife) 1006 Hecker Pass, Watsonville, Calif.	8-3-79
Seifert, Anton (Jessie—Wife) 611 - 1st St., Lincoln, California	8-7-79
Sims, Dillard (Rhoda—Wife) 1225 Polk St., Salinas, California	8-19-79
Stafford, Clyde (Betty—Wife) 2841 Fowler Rd. #88, Ceres, California	8-17-79
Toscano, Clarence (Doris—Wife) P.O. Box 1, Sunol, California	8-4-79

DECEASED DEPENDENTS

Antone, Letty—Deceased July 17, 1979 Wife of Joe Antone	
Erwin, Ethelyn—Deceased August 13, 1979 Wife of Kenneth Erwin	
Humphrey, Norma—Deceased August 17, 1979 Wife of Delbert Humphrey	
Hunter, Virginia—Deceased August 19, 1979 Wife of June Hunter	
MacIntyre, Rose—Deceased August 10, 1979 Wife of Jack MacIntyre	
Olsen, Leona—Deceased August 17, 1979 Wife of Oliver Olsen	
Tank, Irene—Deceased August 19, 1979 Wife of Fred Tank	
Vasquez, Joe—Deceased August 6, 1979 Son of Frank Vasquez	
Wright, Margaret Faye—Deceased August 23, 1979 Wife of Paul Wright	

Warm Springs Dam is on the Ballot—Again

District Representative Bob Wagon reports that opponents to Warm Springs Dam have succeeded in putting the project back on the ballot for the November election. "We have our work cut out for us again getting the people to be sure to register and go to the polls and vote," Wagon said.

The sub-dividing moratorium is still on in Mendocino County and they have come up with a special requirement on septic tank permits which is practically impossible to abide by.

Over in Lake County at The Geysers things are not a lot better—McCullough Oil Co. was turned down on a drilling permit so they have appealed the Planning Commission ruling to the Board of Supervisors.

Auburn Constructors at Warm Springs Dam are working two shifts, reports Business Representative Pat O'Connell.

Caputo-Wagner, JV, S H Construction, Tri Valley Construction and Pisano Corp. are all working on the sewer project from Forestville to Monte Rio which has been a big project and will continue through the winter. The work in the northern area has been good—Joe LaMalfa, Parnum Paving, Piombo Corp. and Roy E. Ladd, Inc. are all busy in various locations.

Work in the Lake County area is still going very well, reports Business Representative Chuck Smith. Parnum Paving is nearing completion on the Hwy 29 overlay and also have numerous jobs through-

out Lake and Mendocino Counties. Pete Barretta is keeping several Brothers busy on jobs in Lakeport and The Geysers area. The Geysers area has slowed down some but quite a bit of work will be coming up in the near future.

Farther North in Mendocino

County Roy E. Ladd, Inc. is going right along on the Hwy 101 job North of Willits, trying to beat the rains. Further North, near Laytonville, Mercer-Fraser is working on the widening of a section of Hwy 101. Nalley, Inc., out of Eureka, also doing work several miles

North of the Mercer-Fraser job. McGuire & Hester are going pretty well on their job between Ukiah and Calpella, also trying to beat the rainy season.

Member John Hagel, is coming along fine after his bad accident in June, reports Business Represent-

tative Brad Datson. He spent a month in the intensive care unit in Queen of the Valley Hospital in Napa, then about two weeks ago he was well enough to be moved, so is now close to home in Palm Drive Hospital in Sebastopol. This is very encouraging to John, as well as his family and all his friends.

Things are really humming in the south end of District 10. Argonaut Constructors' efficient Bodega Bay crew, under Jim Holway, have just finished up their Bodega Harbor job, but the crew and Jim aren't too happy about it as the weather has been great over there all year, much cooler than inland. Argonaut still has work going on all over Sonoma County, with every rig they have moving. The Austin Co. and its subs are putting the finishing touches on the Co-op Cannery in Sebastopol, but a new job has started in Sebastopol with Conco BPA installing a reservoir on the city water system.

Don Dowd Co. has all hands working hard on jobs of all sizes. The big headache is their intersection job where Sebastopol Rd. and Stony Point Rd. cross.

Ghilotti Bros. are keeping all the equipment they have in Sonoma County very busy and Dick is doing his best to grab any equipment he can from the San Rafael division.

(Continued on Page 14)

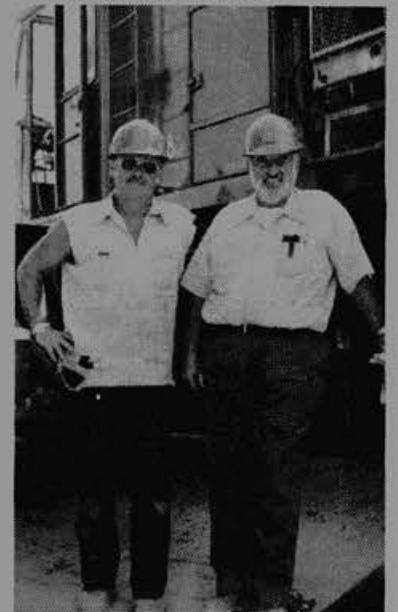
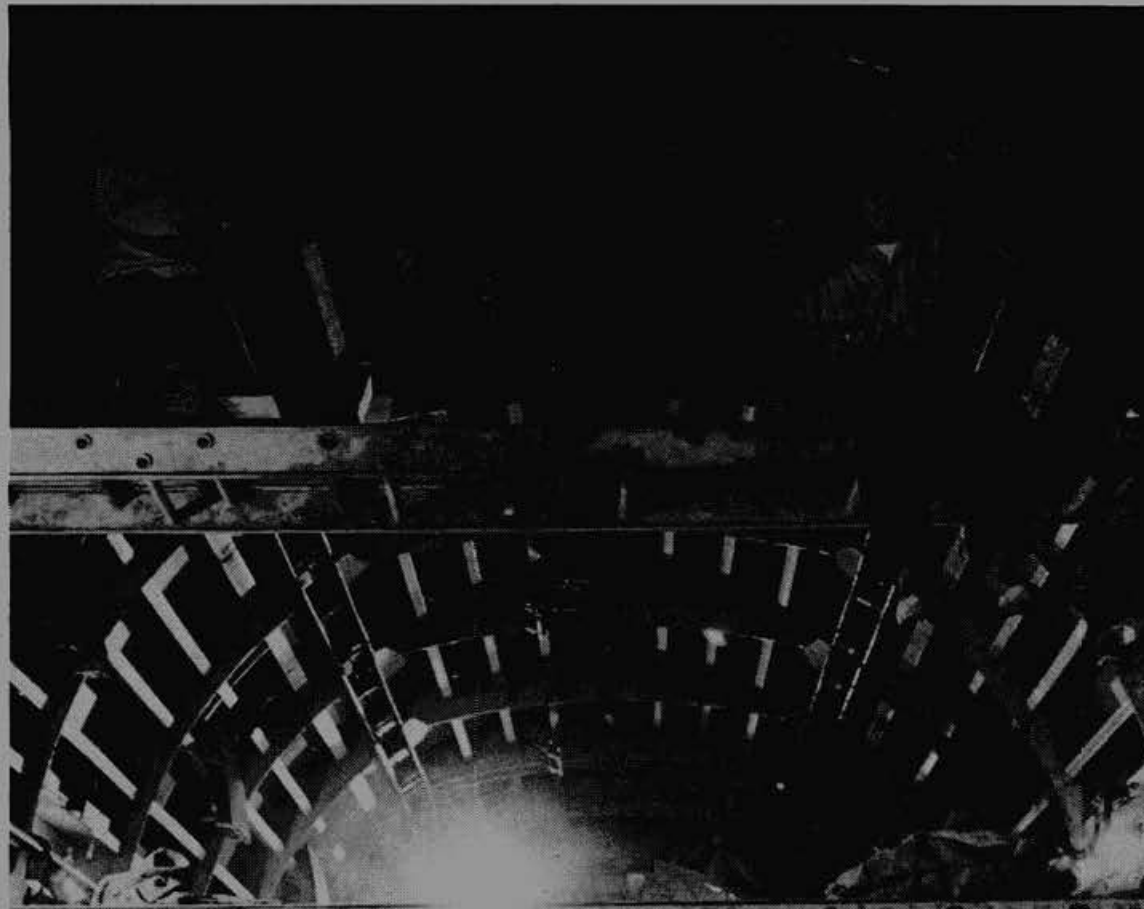


Punching Holes In the Mountain

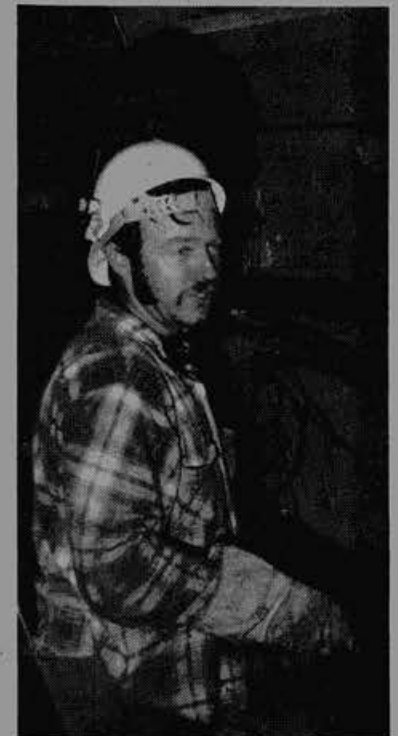
Punching tunnels in the belly of a mountain is no small task, and the Local 3 survey crew at Warm Springs Dam has a lot to do with how accurate those holes are drilled. Pictured top from left to right are: Pat O'Connor, chief of party; Don McGrath, instrument man; and Dave Adams, chain and rodman. The main outlet tunnel pictured here is 3,400 feet long, ranging in diameter from 10 to 14 feet.



Mike Gibney, 27-year member mans 8,000 hp in turbine and piston driven generators, which supply the power for the Warm Springs Dam job.



Oiler, Tom Blunt (left)—20-year member—and crane operator Jim Stevens—a 31-year member—do dome hoisting above a 300-foot vertical shaft.



Job Steward Barry Harwell works in the main tunnel.



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Safety is a 'Family' Matter At Teichert Aggregates Plant

Pictured back row left to right: Bill Sumpter, foreman, Joe Stilling, Red Stations, Hugh MacDonald, John Clackett, Virgil Valure, Herb Copeland, safety rep. Del Hoyt, business rep. Bill Marshall and Augie Sassarini. Pictured front row are Alex Martin, Fred Turner, Floyd Cooper, Ray Smith, Leon Hutchins and Keith McCauley.



Member of Teichert Aggregates feels the respon-

At the Truckee California plant of Teichert Aggregates, safety is a very serious "family" matter. Their family consists of everyone from the office and scale operators to the casual truck driver that enters the yard once a year.

An injured skilled workman is of little value to himself, his family, his union or his company. True he may receive workman's compensation to help him through this period but that is small compensation for the pain and suffering he undergoes. Every mem-

ber of working safely and making sure his fellow workers do likewise. One of their secrets of success is that the workmen look after each other.

We are proud of our members' seven year record without a lost time accident. An occasional smashed finger is enough to remind them to be more careful.

Lee Hammers, the plant production superintendent, says safety is an everyday concern on the job. Some of the measures they take to insure job safety include Monday morning safety meetings, safety checks and a good preventative maintenance system to catch problems before they happen.

The crew consists of: Red Stations on a 46A Cat, Virgil Valure and Hugh MacDonald on 769 haul units, John Clackett on the 988 loader, Augie Sassarini, Floyd

Cooper, Alex Marin, the handymen, Ray Smith, an 80D operator, and mechanics Fred Turner, Keith McCauley and Joe Stilings on the plants with Bill Sumpter as the foreman.

Herb Copeland runs a 980 loader and Shirley Ayers and Jo Anna Chance keep the trucks moving in and out of the plant. The man that makes everything move easier is Leon Hutchins, lube man.

Bill Rosamond and Gary Smith along with Kelly Young make up the rest of the crew. Lee Hammers, the plant production superintendent, is completely devoted to the principle of safety 24 hours per day. The Local 3 safety representative who services the jobsite is Del Hoyt. Our business agent Bill Marshall adds his weight to the continuing dedication to safe working habits.



But Important Ballot Issues Coming Up

Work Picture in Marin is Holding Up

The work picture in Marin has been very good this year and is still holding up, reports Business Rep. Harvey Pahel. "We are having problems filling job orders in certain classifications. There are no big jobs, but many many small jobs throughout the county. Hopefully,

Santa Rosa

(Continued from Page 13)

A. B. Siri, Inc. is as busy as the rest of the big grading contractors, with all hands working hard in the heat on several jobs between Rohnert Park and Santa Rosa.

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All the hands with Bartley Pump and Weeks Drilling & Pump are on the go with plenty of work ahead, rain or shine. Most of the smaller contractors in the area—Clapham, DeMartini, Fostmeier, Great American, Hawkins, Hermsmeyer, Hogue Const., Kirkwood, Montelli, Packard Paving, Reichhold & Jurkovich, Slinsen and Wise Const. have more equipment and work than good hands and are waiting with open arms for good operators.

this will carry through to the next year."

There are two very important issues are coming up for a vote in November in Marin County.

The "No-Growth" or Proposition K in the City of Novato would stop all development of housing tracts of over five houses or more, and anything less would be very restricted.

"I urge all you Brothers who live in the City of Novato to vote "NO" on Measure K, and take a hard look at the policy of the three Supervisors who have proposed this Proposition K," Pahel commented.

The other Propositions coming up in November on the Marin County ballot will be the acquisition of Hamilton Air Force Base.

Brothers, take the time to go the polls in November and vote YES on F and G. and NO on Propositions A, B and C.

Because of the development at Hamilton Air Base, there would be many years of work for the Operating Engineers, due to the development projects that are proposed for this area.

"Brothers, if we don't want to move to another area to work, I cannot urge you too strongly enough to take the time to vote and if you are not registered, to have you and your Wife register and vote on these measures," Pahel said.

Local 3 members in Novato are urged to support Don Wright in his current campaign to retain his seat on the North Marin County Water District, a post he has held for eight years. Wright is a member of Local 3.

Eureka

(Continued from Page 4)

along quite well with their marina project on Woodley Island, they are fully manned and are working around the clock.

Roy Burks has put his large multi-plate culvert which is the undercrossing to the marina in place and the Samoa Bridge reopened ahead of schedule. At the present time they are preparing the exit and on lanes.

N. C. M. Construction Company is nearing completion very rapidly on their bridge across the South Fork of the Eel River on Hiway 101 at Smith Point, just south of Garberville. At the present it appears that they should begin stripping the false work from this structure in the early part of October and hope to have the bridge open to traffic in early spring.

The local equipment dealers and shops have had a good season and seem to be holding up very well.

35 YEARS

On August 12 the Executive Board granted Honorary Memberships to the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by Local No.
Charles R. Adam	307271	(6/41 initiated by 12A (10/41 transferred to 3A
Edward L. Baker	408983	2/43 3B
Oscar Barnes	377109	(8/42 initiated by 12 (4/43 transferred to 3
Lewis Bellinger	293902	(11/40 initiated by 12 (9/41 transferred to 3
Vernon Bright	252749	8/37 842
Gerald G. Brown	281606	(12/39 initiated by 137B (12/43 transferred to 3B
F. W. Butler	321238	9/41 3
Andrew Cathey	456430	8/44 3
Frank J. Charpontier	338387	1/42 3
Melvin R. Croft	361110	6/42 3C
Clarence J. Daigh	394870	11/42 3A
Roston Dillard	251753	8/37 45A
Edmond Donald	381517	9/42 3
Floyd F. Foutch	360588	6/42 3
Leo W. Harrison	425219	7/43 3A
Horace Daniel Jones	445753	(2/44 initiated by 370 (8/44 transferred to 3
Charles P. Lynch	423174	6/43 3A
Wayne McCuan	338443	1/42 3A
Chris Miller	422703	6/43 3
James E. Poor	454233	7/44 3
Ray Prouty	324952	10/41 3A
Gail E. Reynoldson	422716	6/43 3
Jack Salisbury	322376	9/41 3
Norvin E. Schindler	408923	2/43 3A
Carl Skeie	329192	11/41 3
Norval Smith	360734	6/42 3
Ralph B. Turner	382434	9/42 3B
Cliff J. Wilson	338452	1/42 3A
Edward Wright	370309	(7/42 initiated by 9 (7/44 transferred to 3

Swap Shop: Free Want Ads for Engineers

FOR SALE: BARBER-GREENE Paver Model No. SA40x206, SA 40 converted to SA 41 w/extend. wings, Layton wheel hooks, new engine, machine recently Factory equipped for hydraulic attachments. Call after 5 pm. John B. Rose, 944 N. 2nd St., San Jose, Ca. 95112. 408/295-1756. Reg. #0908769. 8-79

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

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

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

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

FOR SALE: GOOD GENTLE QUARTER HORSE, Spartan house trailer, excell. for lake or mtn. property or just to live in., farm tractor & some old farm equip. & many other items. John E. Jones, 316 Happy Valley Rd., Pleasanton, Ca. 94566 415/462-

3424. Reg. No. 0947101. 9-79
FOR SALE: 72 CJS V/8 \$3,500.; 73 Aristocrat Lowliner \$2,500. S/C, both like new-one owner. D.R. Fellion, 1501 Harper St., Santa Cruz, Ca. 95062. 408/475-8011 after 6 pm. Reg. No. 1461545. 9-79

FOR SALE: OAKDALE, CA. 2100 sq' home, beautiful 4 bdrm., 2 bath custom home on 1 acre of pasture, barn, workshop, doughboy pool w/dome top, also connections for mobil home in back, large patio, double garage, w/bathrm. & utility rm. all this for ... \$110,000. Michael Hydash, 10301 Sawyer Ave., Oakdale, Ca. 95361. Reg. No. 1115320. 9-79

FOR SALE: SUPER B Buckeye Trencher, digging depth 11 ft., 3-53 G.M. Diesel., Cleveland 110, Trencher, Digging depth 5 1/2', 2-71 G.M. Diesel. Tel 415/968-4383 ask for Jim Rudolph. Reg. No. 1192150. 9-79

FOR SALE: '79 CAMARO Z28, pls, plo, Air, AM/FM tape, 6000 mi., immaculate yellow beauty. \$7,500. Bob Baroni, 2275 Orleans Dr., Pinole, Ca. 94564. 415/724-8144. Reg. No. 1225929. 9-79

FOR SALE: CASE 100 D, diesel crawler, 1 1/2 yd., 4 way bucket w/ripper, high-low range, 4 sp. forward and backward, gd. cond., \$11,500. Mike Sedgwick, P.O. Box 5073, Santa Rosa, Ca. 95402. 707/528-9442. Reg. No. 1774945. 9-79

FOR SALE: 1969 BRONCO 302 eng., new tires w/Jackson wheels, good gas mileage, real sharp. \$2,400. Ronald D. Phillips, 12867 Lake Valley Ln., Sonora, Ca. 95370. 209/532-5979. Reg. No. 1157835. 9-79

FOR SALE: DUNE BUGGY & TRAILER, Chyneweth frame, off road, new Volkswagon eng., sand tire, neil steering brakes, \$2,000 or offer. Fred Scatena, 16755 Vista Del Valle Ct., Morgan Hill, Ca. 95037. 408/779-8734. Reg. 1511228. 9-79

FOR SALE: FORD 1 ton 360 eng. '74, 10,000 mi., like new, 4 sp., R & H 1000 lb. lift gate, \$7,500. 12' bed. E.E. Norris, 760 Shell Ave. #1, Martinez, Ca. 228-8343. 9-79

FOR SALE: SAILBOAT—Fiberglass Silverline/Dolphin length 16'9" beam 6' depth 3'4" approx. wgt 575 lbs. 22' Anodized aluminum mast, 163 sq' Dacron Sail Draft, Board down 4'3" Draft Board up 8"—never used. No gasoline required & a lot of fun. 415/757-7811 or 757-2611 ask for Mary Fulton. Reg. No. 1637625. 9-79

FOR SALE: 1965 MOTOR GRADER Alis Chalmers D-Blade, good cond. \$10,500. John Amos, 938 Runnymede St., E. Palo Alto, Ca. Reg. No. 1578822. 10-79

FOR SALE: AUBURN INCOME PROPERTY 1.3 Ac. valley & Sierra view, 6 rental units 1 bdr. 4-plex, cottage, 4 bdr. home & garage. Owner financed at 10% \$190,000. Chester Brzyszc, 3520 Bell Rd., Auburn, Ca. 95603. 916/885-1294. Reg. No. 0562703. 10-79

FOR SALE: 14' GLASSPAR BOAT w/canvas top & side curtains, 65 hp evinrude motor, elect., start w/little dude tilt down trailer, super sixty hummingbird depth finder, Luhr Jensen down-riggers, A.M.F. water-skis. \$1,750. George Hurt, 19142 N. Jacktone Rd. Sp. 21, Lockeford, Ca. 95237. 209/727-3155. Reg. No. 1087414. 10-79

FOR SALE: LINCOLN portable welder \$400, valve seat set \$150., camper for 8' pickup telescope top \$400. Edd Goforth, 9679 Walnut Ave., Elk Grove, Ca. 95624. 916/685-4756. Reg. No. 1494172

FOR SALE: 6 ACRES LOT, \$15,000 cash Malad Summit Subdivision, near proposed Bighorn ski area, & interstate I-15 good hunting & fishing. Call Carl & Lorraine Isaacson, 208/766-4456, 291 N. 300 W. Malad, Idaho. 83252. Reg. No. 0854136. 10-79

FOR SALE: 77' MGB white, black stripes, low mileage, perfect comp. inside/out. Must sell. 566-1807

FOR SALE: 550 FORD BACK EOE. excellent cond. used only 1,000 hours., 12" & 24" bucket. Must sell \$19,500. Glen Sasser, 2964 Holly, Tracy, Ca. 209/835-3892. Reg. No. 1219693. 10-79

FOR SALE: RIVERFRONT 1 1/2 ac. Sprague River S. Ore. well & septic tank operating, mobil & storage building. Exc. fishing & hunting. Elmer Powell, 5159 LaHonda Rd. El Sobrante, Ca. 94803. 415/223-4337. Reg. No. 598622

FOR SALE: 76 Ylawaour Tri Ylul 17', i/o V8 215 hp. 20 gal. touk low hrs. w/trailer \$7,300. exel. cond. Rudolf Elpel, #6 Fuchsia Ct., Sacramento, Ca. 95823. 916/428-2590. Reg. No. 1075422. 10-79

WANTED: U.S. & FOREIGN CDINS & World paper money. Please write or call Gerry Lambert, P.O. Box 21427, San Jose, Ca. 95151. 408/226-0729. Reg. No. 1225584. 10-79

FOR SALE: SURVEYORS working belt-fully loaded new or in excel. cond., T-58 calculator-survey & aviation modlbe like new. Call 6 pm. Andy Lotito, 347-3209. 1201 Monte Diablo Ave. #210, San Mateo, Ca. 94401. Reg. No. 1105886. 10-79

FOR SALE: '76 INTERNATIONAL Back Hoe Loader Model 2500B, '66 Chevy 5 yd. dump truck 4 sp.-2 sp. axel; '65 John Deere Tilt Trailer (Tandem Axels) John Cardoza, 1950 Ouerhill Rd., Concord, Ca. 94520. 415/757-7841. Reg. No. 0569617. 10-79

FOR SALE: 1963 FORD BUS 6 cyl. 4 sp. conventional drive, good cond., & good tires make nice mobile homes; 1962 International bus, V8, 5 sp., 4 wheel drive, low mileage & good rubber; 1972 A.M.C. Motador, AT, V8, P & P.B. & A/C Radiale \$695. Albert F. Paulazzo, 915 W. Miner St. #16, Yreka, Ca. 96097. 916/842-2181. Reg. No. 0503448. 10-79

FOR SALE: 50 lb. black Smith hammer, comp. rebuild, ele. motor \$600, Mike Jennings, 415 Maher Rd., Watsonville, Ca. 95076. Reg. No. 1745269. 10-79

FOR SALE: TWO BURIAL PLOTS, moved out of state sell for half price location Vallejo, Ca. Call Martin Ronning, 218-739-2372 or 707/642-9029. 407 Vasa Ave. E., Fergus Falls, Minn. 56537. Reg. No. 0899450. 10-79

FOR SALE: 1963 FORD DRILL RIG, Sunset type; \$13,000. Augers, 8" to 24" DIA. \$500. ea.; Joe Sperial, 2151 S. Vasco Rd., Livermore, Ca. 94550. Reg. No. 1733052. 10-79

FOR SALE: PERFECT FAMILY HOME next to park, on corner 2 lots live on one & sell the other if desire, 3 bdrms, 2 bath, large front rm. w/fire place & patio, walking distance to school, stores, doctors etc. asking \$85,000 John R. Fernandes, 509 Timbell Rd., Waterford, Ca. 95386. Reg. No. 1148288. 10-79

FOR SALE: 1928 FORD 1 1/2 ton truck, comp., needs restoring \$1,450.; 1916 Model T. truck & misc. parts, no body, has fire wall \$950. or trade for HAY or Cattle. John Meyer, P.O. 308, Valley Springs, Ca. 95252. 209/786-2224. Reg. No. 0409005. 10-79

- RULES FOR SUBMITTING ADS**
- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.
 - PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
 - Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
 - Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
 - Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
 - Address all ads to Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

Marysville District Report

The work picture on Marysville District's East Side is still pretty good, reports Business Rep. Dan Mostats.

The Marysville Ellis Lake hydrilla eradication project is still in full swing with Aron Wrecking & Building, Robert Peacher Construction, Tri-G Corporation, S. N. Phillips, and Lawrence Jaeger doing the work.

Baldwin Contracting was low bidder on the Riverfront Park for \$82,023.00.

Lawrence Jaeger was the low bidder on the Ellis Lake cobblestone Repair and Improvement Project.

According to Oroville Wyan-dotte Irrigation District, a water treatment plant and approximately 11 miles of waterline will be put out to bid. This represents approximately \$5 million worth of work for the Oroville Area.

Stearns-Rogers is still hard at work on the Collins Pines Plant with hopes of doing some additional work in the plant.

The work picture on the West side is beginning to slow down, reports Business Rep. George Morgan.

Ball, Ball & Brosamer on the Tehama-Colusa Canal is down to two scrapers. The paving and lining is moving right along. Ted Blevins is over the paving and lining.

Robinson Construction of Oroville was low bidder for reconstruction of Clark Road in

Paradise. The amount of the bid was \$423,468.

Butte Creek Rock is moving along on their rest area at Artois.

Underground Construction is going to wait until Spring to start their 35 miles of water line from Orland to Artois.

Blood Bank

We would like you all to know that the supply of blood in our blood bank is VERY low, and we need your donations badly.

Anyone wishing to donate blood may do so at the following locations:

MARYSVILLE: Marysville Art Club (just behind the Elks Lodge), 420 - 10th Street, Marysville, CA, 2nd Tuesday of each month; 1:00 to 6:00 p.m.

OROVILLE: Thermalito Grange Hall, 479 Plumav Avenue, 1st Thursday of each month; 1:00 to 6:00 p.m.

CHICO: Chico Donor Center, 169 Cohasset Road, Chico, CA, every Monday from 3:00 to 6:00 p.m.; every Tuesday from 8:00 to 11:00 a.m. and from 1:00 to 4:00 p.m.; and every Friday from 8:00 to 11:00 a.m.

BE SURE TO TELL THEM THAT YOUR DONATIONS ARE FOR THE MARYSVILLE DISTRICT, OPERATING ENGINEERS LOCAL UNION NO. 3, BLOOD BANK.

Any donations will be greatly appreciated! One never knows when blood may be needed.

More from Mayfield

(Continued from Page 5)

be you, the working member. As for this year for a per-month-per-one year amount will be added on to the amounts previously earned in the past and you will see the jump. As a result of this good year, record vacation pay amounts all funnel in to either be drawn out upon request and spent, or be left in to be transferred to Operating Engineers Local #3 Credit Union, which many members are now electing to do.

As a final remark and as was recently stated, the Trustees will be able in Northern California and Nevada to substantially increase health benefits on an effective date November 1, 1979. At most times I think it is great to be a member of Local #3 and the above-mentioned reasons are only two good ones. Where can a blue collar worker better himself or herself any better? I for sure don't know!

SPECIAL!!! Group Discount Program 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	38.35	1.90
DR78-14	39.81	2.15
ER78-14	40.94	2.27
FR78-14	42.76	2.38
GR78-14	43.78	2.57
HR78-14	47.83	2.75
FR78-15	43.90	2.39
GR78-15	45.73	2.66
HR78-15	47.65	2.84
JR78-15	49.84	3.02
LR78-15	50.87	3.13

78 SERIES STEEL RADIAL

45,000-MILE TREADWEAR WARRANTY

Whitewalls. 2 strong belts of steel and 2 polyester cord plies. Lifetime road hazard, workmanship and materials warranties.

SIZE	GROUP PRICE	F.E.T.
BR78-13 (P175-80R13)	44.90	1.98
DR78-14 (P195-75R14)	47.86	2.28
ER78-14 (P196-75R14)	48.91	2.38
FR78-14 (P205-75R14)	50.84	2.55
GR78-14 (P215-75R14)	51.97	2.65
HR78-14 (P225-75R14)	57.80	2.95
GR78-15 (P215-75R15)	53.85	2.73
GR70-15 (P215-70R15)	60.67	2.93
HR78-15 (P225-75R15)	55.93	2.96
JR78-15 (P225-75R15)	58.71	3.14
LR78-15 (P235-75R15)	63.69	3.30

COMPACT

BLACKWALLS & WHITEWALLS

18,000-MILE TREADWEAR WARRANTY

Tubeless blackwalls and whitewalls. Lifetime road hazard, workmanship and materials warranties.

SIZE	GROUP PRICE	F.E.T.
600-12	19.90	1.46
P155/80D-13	19.90	1.44
615-13	19.90	1.57
560-15	19.90	1.57
600-15	21.90	1.64

*Add \$2.00 for whitewalls

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	19.98	1.62
C78-14	22.72	1.88
E78-14	24.71	2.10
F78-14	27.15	2.22
G78-14	28.45	2.38
G78-15	28.53	2.44

TRUCK/CAMPER

STEEL RADIAL TRUCK

Steel belts polyester cord body designed to deliver more mileage, fuel economy and lower cost per mile. Lifetime workmanship and materials warranties.

Size	Load Range	Group Price	F.E.T.
875-R16.5	D	79.90	4.44
950-R16.5	D	87.90	5.04
750R16(II)	D	82.90	4.42

CAMPER—DUPLIX TYPE NYLON CORD-TUBELESS

Lifetime workmanship & materials warranties.

Size	Load Range	Hwy Design	F.E.T.	Trac Design	F.E.T.
800-16.5	D	49.90	3.50	51.90	3.56
875-16.5	D	56.90	3.93	59.90	4.09
950-16.5	D	60.90	4.49	65.90	4.67
10-16.5	D	63.90	4.55	67.90	4.78
12-16.5	D	76.90	5.60	80.90	5.87

78 SERIES BELTED TUBELESS

Nylon cord body plies with strong nylon cord belts. Fits most campers, vans and pick-ups. No added expenditure for special wheel. Lifetime workmanship and materials warranties.

Size	Load Range	Hwy Design	F.E.T.	Trac Design	F.E.T.
G78-15	C	44.90	3.44	46.90	3.63
H78-15	C	47.90	3.75	49.90	3.99
H78-15	D	50.90	3.65	52.90	3.50
L78-16 (tt)	D	54.90	4.15	58.90	4.17

The Load Range System is now being used instead of Ply Rating. C: 6-ply rating D: 8-ply rating

USE THE CAPITOL "BUDGET PAY PLAN"



This is a partial list only.

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

CAPITOL TIRE SALES/WAREHOUSES, INC.

America's Original and Largest Discount Tire Program

SAN FRANCISCO (94103) (415) 621-2336 101 S. Van Ness Ave.	SAN LEANDRO (94577) (415) 351-8434 2059 Williams St.	CONCORD (94520) (415) 825-2072 2465-J Vista Del Monte
SAN JOSE (95112) (408) 287-9112 1760 Rogers Ave.	SAN MATEO (94402) (415) 344-5732 733 So. Claremont	



MOST CARS & TRUCKS (Mud & Snow tires not included)

Because of fluctuating manufacturers costs, our prices are subject to change without notice.

Attend Your Union Meetings

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

October

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

November

1st Oakland: Labor Temple, 23rd and Valdez St.
6th Stockton: Engineers Bldg., 2626 No. Cali. St.
8th Ukiah: Grange Hall, 740 S. State St.
13th Fresno: Engineers Bldg., 3121 E. Olive St.
27th Sacramento: Woodlake Quality Inn, Hwy 160 and Canterbury Road
29th Watsonville: Veterans Bldg., 215 Third St.

December

5th Ogden: Ramada Inn, 2433 Adams Ave.
6th Reno: Musicians Hall, 124 West Taylor

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

Local 3	\$102.	(Per Qtr.)	vance 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.
Local 3A	\$99.	(Per Qtr.)	
Local 3B	\$99.	(Per Qtr.)	
Local 3C	\$99.	(Per Qtr.)	
Local 3E	\$99.	(Per Qtr.)	
Local 3R	\$99.	(Per Qtr.)	
Local 3D	*Variable by Unit		

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 ad-

*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.

For More Information:

Please send me the information I've checked below.

- Joining
- Saving
- Borrowing
- New Car, Truck, Van or Boat Loans
- Investment Certificate Program
- Monthly Vacation Pay Transfer
- Save From Home Kit
- Easyway Transfer

NAME _____

ADDRESS _____

CITY/STATE _____ ZIP _____

SOC. SECURITY NO. _____

TELEPHONE _____

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

IMPORTANT

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., San Francisco, CA 94103
Incomplete forms will not be processed.

Hawaii Road Construction Exceeds \$140 Million Mark

According to the state Department of Transportation more than \$140 million worth of major construction projects are in the process of being built or are in the design engineering stage. The majority of funding is not being met from state general tax revenues but through the Federal Aviation Administration Airport and Airways Development Act, reports Business Rep. Harold Lewis, Jr.

The most expensive project now in the design engineering stage is a new \$77 million inter-island terminal. Also in the planning stage at a cost of \$26 million is an extension of the existing main terminal in the Diamond Head direction for use of ticket lobbies and baggage claim areas.

Already under construction at a cost of \$16.6 million is the revamping of the oldest section of the main terminal to provide passenger waiting areas and terminal gates.

Hawaiian Dredging & Construction Co. is improving existing roadways to feed into the H-I freeway airport interchange. Work on this \$7.8 million project will be completed in a year. Hawaiian Dredging & Construction Co. is also building three new 747 parking positions for \$5,438,014.

Nordic Construction Ltd. has a \$1.6 million contract to expand the terminal structure that houses Marriott's restaurant and bar.

Thorht Construction Inc. has a contract totaling \$397,180 to construct new primary inspection stations on the ground level of the U.S. Customs area.

Substantial work is being done to upgrade facilities to meet continued growth of passenger and aircraft traffic.

With the recent deregulation of the airline industry bringing in more airlines, more space is needed and the international airport must keep pace through its own expansion to be able to handle ever-increasing traffic.

Safety Campaign

Business Rep. James Rowland reports that Hawaii's General Contractors Labor Assoc. (GCLA) is programming a safety drive to require its Member-Companies to improve their safety records, so that construction companies will avoid high premiums in workers' compensation work-related injuries.

Although Hawaii's accidents or illnesses have been on a decline in the past years, the premiums for certain hazardous construction work, such as pile driving and demolition activity, is still high. Contractors who do such difficult work, for example, must pay \$51 in premiums for workers' compensation insurance for every \$100 of payroll.

The less hazardous risks to workers fall in the category of clerical administrative employees, an inside job, at the lower scale. The improved on-the-job safety or health has resulted in a reduction of such premiums of 6.8 percent since 1978, according to figures compiled by the General Contractors' Association.

Manager James Westlake of GCA of Hawaii has informed Companies that premium payments go up during periods of high frequency of injuries and illnesses to construction workers. Employers with good safety records pay lesser premiums on an annual basis and do have a definite bidding

advantage over those companies that have a poor safety record.

State statistics by the Labor Department released recently show that on-the-job incidents have declined and believe that insurance rates have indicated the conditions are improving in job-safety at the construction projects, on Oahu.

Labor Day Festivities

To observe Labor Day, members of unions and their families attended a two-hour Labor Day holiday celebration on Oahu at the Iolani Palace grounds. The program was highlighted to honor past labor leaders who helped build Hawaii and its work force.

Keynote speaker was Jim Baker, recently appointed regional administrator for the AFL-CIO from San Francisco.

The rally was unique, Roland commented, in that it brought together some of the island's longtime foes, such as the ILWU and the Hawaii Teamsters, commemorating Hawaii's dock workers. Over three dozen labor unions took part in Hawaii's biggest labor festivities, followed by family picnics

and Hawaiian music provided by the Musicians Association Local 677 AFM, of Honolulu. The committee was organized and headed by the AF of L and ILWU.

Safety Seminar

More than 100 union and contractor representatives recently attended the Hawaii Labor Foremen's briefing in review of on job safety in the construction industry.

The workshop was held at the new offices of the Laborers Intl' Union Local 368 near the Palama district. By direction of Harold K. Lewis, Financial Secretary, the safety engineer representative and a member of the JAS attended the program. This program was developed by the Training Division - Laborers - GCA, staffed in Washington, DC and coordinated with the DOL and Union Safety Organizations.

Its purpose was to train lineforemen selected from construction crews and elevated to supervision based on their craft skills.

The pilot training program conducted in other States is a jointly funded venture of the craft unions and the construction industry.



We Build 'em Right! Local 3 Daughter is Beauty Queen

Sheron Leihuanani Bissen—daughter of Local 3 member Richard Bissen—was recently named Miss Hawaii at the state's beauty pageant in Honolulu. Sheron, 20, is a graduate of Baldwin High School. In addition to winning the Miss Hawaii title, Sheron won the talent competition by singing the "Maui Waltz," which qualifies her to compete for a \$28,000 vocal scholarship in Philadelphia.