

Marr Initiates Mail Dispatching

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

Already in operation in all the districts, the new procedure will make it possible in many cases for a registrant that is dispatched to travel directly to the jobsite without the necessity of going to the job placement center first to pick up his dispatch slip.

Mail dispatching was designed particularly for those living in the larger, rural districts who would have to travel long distances to pick up their dispatches, Marr said. He emphasized that any individual who is dispatched may still opt to pick up his dispatch slip at a job placement center, regardless of the new procedure.

"In fact, we hope that dispatches will

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

Mail dispatching has been in operation on a limited basis for some time in a few districts. "In talking with the members at district meetings, we feel we have reached a point—particularly with the gas situation—where it would be beneficial to make this program available on a more widespread basis," Marr commented.

Mail dispatching follows the traditional procedure in every way except in the actual transmitting of the dispatch slip. Registrants on the Out-of-Work list still receive notification of a job opening from a job placement center by telephone. However, rather than traveling to the job placement center to pick up his dispatch slip, the registrant may now opt to go directly to the jobsite.

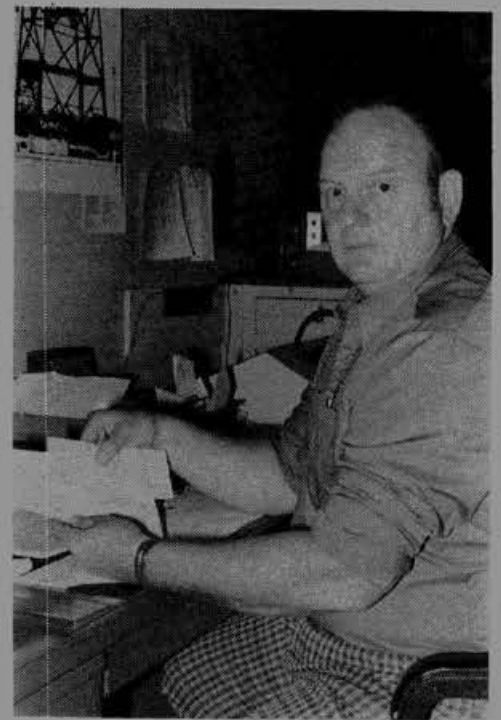
The dispatcher will notify the employer of those who have received a dispatch and

will mail the dispatch slip to the employer's address of record, or where possible to the jobsite. The employer, upon receipt of the mailed dispatch, will keep one copy and give the other copy to the individual who received the dispatch.

Marr emphasized that in the case of mailed dispatches, individuals should notify their business representative if they have not received a copy of their dispatch within a reasonable period of time.

Out-of-Area registrants or those whose hiring status is in question must still go to the job placement center in person to receive a dispatch.

The mail dispatching system also does not apply for the following work orders: 10-year letter, 5-year letter, foreman agreement, key men, owner operator, named-man, and minority named. These work orders, which require a letter of qualification from the employer, must be verified at the job placement center before the registrant can be dispatched.



San Francisco dispatcher John Jaquysh prepares a dispatch slip for mailing.

INSIDE

Union Election Notice

Turn to page 12 for an important notice regarding the election of Officers and District Executive Board Members, and Delegates and Alternate Delegates to the 31st I.U.O.E. Convention.

Scholarship Winners

This year, Local 3 has increased the awards on its annual scholarship competition (see page 2).

Thurman Campaign

For an inside look at Thurman's loss in his bid for state senator against Ken Maddy, see page 7.

Construction Committee Tackles Diesel Fuel Shortage

The Bay Area Construction Committee met this month in an effort to resolve mounting diesel fuel shortages, but frustration prevailed in the meeting as participants grappled with problems that are largely out of their control.

Noting the well-worn arguments of too-little crude imports and too much demand, Department of Energy spokesman Dennis Wong tried to outline the reasons why construction firms are coming up short in their efforts to secure enough gasoline and diesel to run their projects.

Wong noted that, except for special rule #9, diesel fuel distribution and allocation is essentially unregulated by the federal government. Special Rule #9 was the executive order by President Carter giving the agricultural industry 100 percent of its diesel fuel needs. This rule has been regarded as one prime factor in the inability of the

(Continued on Page 13, Column 2)

Dirt Finally Moves on Pacheco Tunnel After Years of Controversy, Delays

By James Earp

After 12 years of planning, controversy, court battles and financial setbacks, construction is finally underway on the Pacheco Pass Tunnel—key segment of the San Felipe Division of the federal government's Central Valley water project.

This month, operating engineers began punching a 5.3 mile-long tunnel on the western shore of the San Luis Reservoir through the Diablo Mountains. An additional 1.1 mile tunnel will be drilled through another range of hills bordering the Santa Clara Valley.

Noting that construction came only after years of involvement by union staff and rank and file members in public hearings and litigation, Local 3 Business Manager Dale Marr said the "hard fought" project will provide employment for union members for the next five years.

"We are aware that opponents are still determined to stop San Felipe at all costs, even though construction has finally begun," Marr commented this month. "But I think the no growth activists have exhausted their legal bag of tricks on this project. We have the full support of the state in our contention that this project is needed to help integrate the Bay Area's water supply."

The \$49.8 million tunnel contract was awarded to the Guy F. Atkinson Company of San Francisco last January. Atkinson's was the lowest of four bids ranging up to \$74.3 million.

The Pacheco Tunnel became the target of renewed assault by no growth opponents last year, when the Bureau of Reclamation rejected initial bids for the project on the grounds they all exceeded estimated costs. Opponents seized the Bureau's action as one last opportunity to attack the project on a financial basis, claiming costs were exceeding the limits established by Congress.

However, rather than attempt to obtain additional funding for the project, Bureau engineers redesigned the tunnel to be built at a higher elevation, thus shortening its length and reducing project costs. Even with the changes,



ENGINEERS NEWS

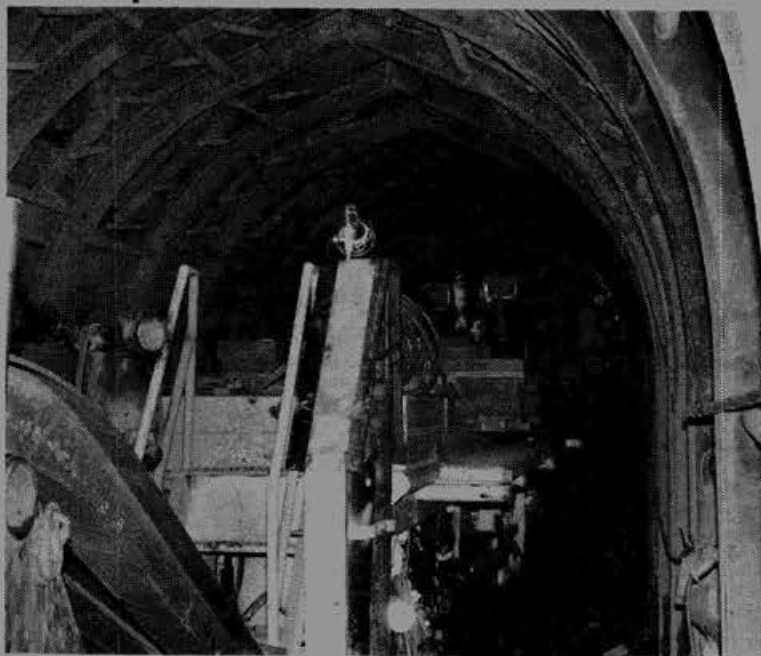
PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES

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July 1979



Drill and Blast Name of Game

Photograph to the left shows the inside of the 9 foot, 6 inch tunnel being bored under Pacheco Pass. In addition to the tunnel, which is about 300 feet in, excavation work is underway on the east portal. Total cost of the tunnel job is \$49.8 million.

though, total project costs were still estimated to exceed the \$200.3 million spending limit set by Congress.

In a legal memo from the Interior Solicitor, the Bureau was advised to proceed ahead with the project anyway. "Because we are dealing with estimates—and because the Bureau can't say with certainty the project cannot be completed within the ceiling—work should continue until the committees have a chance to act on notice of the estimated cost overrun," the Solicitor stated.

Lawsuit Dismissed

A lawsuit filed by Friends of the Earth was dismissed by U.S. District Court Judge Samuel Conti last March when the plaintiffs failed to

appear for the hearing. Walt Hays—attorney for the group—threatened in April to introduce another lawsuit against the project. A former city councilman from San Jose, Hays was involved in earlier lawsuits against the project.

San Felipe's tumultuous history bears a distinct resemblance to the plodding progress that Warm Springs Dam in Sonoma County encountered before dirt was finally broken on it last summer. Both projects were targets of repeated lawsuits by groups backed by the Sierra Club—lawsuits which delayed the projects and increased costs dramatically. Both projects had environmental impact statements that had to be supplemented with additional reports. Both projects were the subject of local refer-

endums to determine public support—and both projects received that public support.

On the drawing boards since the early 1950's, the San Felipe Project received Congressional approval in 1967. In the ensuing years, additional testing and studies were made preparatory to actual construction. Passage of the Environmental Protection Act in 1970 required the Bureau of Reclamation to spend several years preparing the necessary Environmental Impact Statements.

By 1975—about the time public hearings were being scheduled for review of the EIS, environmental opposition from the Sierra Club and its Environmental Defense Fund was mounting. Opponents

(Continued on Back Page)



By DALE MARR, Business Manager

Looking At Labor

The Coro Foundation An Investment In Tomorrow's Leaders

ENGINEERS NEWS



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

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

Today multinational corporations like Mobil Oil buy full page ads in newspapers with circulations in the millions to espouse their particular brand of public opinion or to spruce up their corporate image. Today, legions of "management consultants" tour around the country and hold high priced seminars that teach executives and middle managers how to keep unions out of their companies.

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

We generally don't hear very much about these things. Maybe it's because today there are fewer competitive newspapers around that are not owned by media-conglomerates.

Anyone who expresses doubt that these and other trends are damaging the labor movement will have to explain to me why there is less than 20 percent of the labor force that belongs to unions, or why a recent poll showed only 36 percent of the public expressing confidence in organized labor.

We live in a media-barraged society where public opinions are bought by thirty second spots of air time and column inches of advertising space. Corporations and other organizations who can afford this kind of expense are fortunate. Labor unions that operate on dues dollars are not so lucky.

Although we are only one labor union, the officers and staff of Local 3 in recent years have tried to do something about the public image of trade unions. We cannot justify spending vast

amounts of money on publicity campaigns as our corporate counterparts do, but we do expend limited resources and mostly our time in more modest pursuits.

One of our most rewarding undertakings has been our involvement with the Coro Foundation in San Francisco. Established in 1942, this small foundation became a forum for ideas on how government could become more responsive to people.

Within five years, the Coro Foundation built a circuit of friends and in government, business, labor and community groups and in 1947 launched its first class of Coro interns—12 World War II veterans. This was the beginning of the Coro Fellowship in Public Affairs.

Today after nearly 40 years, the Coro Foundation has fellowship programs in Los Angeles and St. Louis, as well as San Francisco. The foundation has devised a special curriculum with Occidental College in Los Angeles which offers Coro graduates a Masters Degree in Urban Studies when they have completed their internship and written a thesis.

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

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

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

"The District Handbook," outlining the concerns and voter behavior of San Francisco's supervisorial districts comes to mind. This comprehensive project—a joint effort of the entire Coro Staff—was compiled two years ago and sold out almost immediately to politicians, government bureaucrats and newspaper publishers who saw the value of owning this

book. An updated version this year is enjoying similar success.

Why do we get involved in programs like these? Because we need to remind the next generation of business and public leaders where the labor movement came from and why it exists today. In the short time we have our Coro interns, we teach them what it means to the dignity and security of working Americans to have the right to engage in collective bargaining with their employers. We tell them why labor unions have become an essential part of democracy.

We attempt to show them that unions do not exist only to serve their own workers, but that organized labor has helped improve wages and working conditions for all of America's workforce. We try to show them the other side of multinational corporate operations and the meaning of international trade imbalances and the adverse effects excessive imports have on American made goods and services.

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

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

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

Is it a worthwhile investment? Consider the comments of Helen Dewar, reporter for the Washington Post and a former Coro fellow: "One of my most vivid memories of Coro is trekking through long, dark hallways of San Francisco Chinatown sweatshops with a union agent—a memory that has returned during my assignments covering labor." If we can impart that kind of experience on each intern, you bet it's a good investment.

1979 Local 3 Scholarship Winners Get New Increases

Local 3 Business Manager Dale Marr announced this month that the rank and file Executive Board has approved an increase in Operating Engineers Local Union No. 3 scholarship awards offered annually by the union.

Winners of the 1979 scholarship competition will receive \$1,000—as opposed to the \$750 offered last year—and for the first time, first runners up will each receive a \$500 scholarship to be used for furthering their college education.

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

The winners and runners up were approved "after careful re-

view of the applications" in concurrence with the recommendations made by the Committee on Undergraduate Scholarships and Honors, University of California at Berkeley, stated

Recording-Corresponding Secretary James "Red" Ivy.

Jodi Sutton is the daughter of Local 3 member Ernest Sutton. She is a graduate of Sutter High School and plans to major in

mathematics and attend law school. "As of now, my utmost goal is to attain a law degree, or possibly become some form of an attorney," she states.

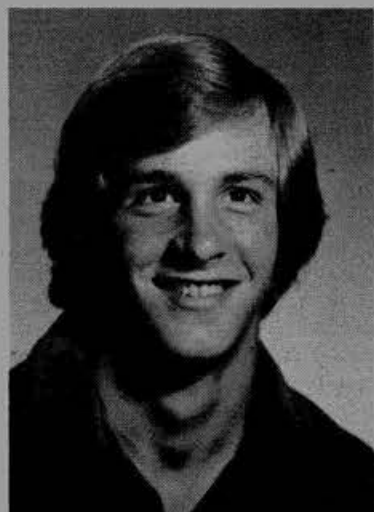
A straight-"A" student

throughout her high school years, Jodi has been active in school athletics and choirs. During her high school years, she has received awards for "Distinguished High

(Continued on Page 7, Column 1)



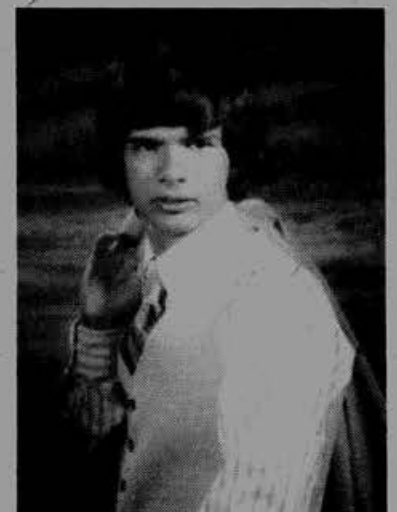
Jodi Sutton



Greg Stone



Helen Hammerschmidt



Mike Ammon

Delay Ridden Sewer Plant Gets Conditional State OK

By John McMahon

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

Initially proposed in 1975, the sewage treatment plant has been held up by various governmental, environmental and citizen action groups ever since. When originally proposed in January, 1975, the plant was estimated to cost approximately \$35 million. Engineers' estimates place the cost now at over \$50 million.

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

The Board's order requires the Humboldt Bay Wastewater Authority (HBWA) to advertise all construction contracts for the interceptors, pump stations and improvement to the Murray Street plant by October 1, 1979; award all

contracts by January 1, 1980; complete construction and have operational the improved Murray Street plant by September 1, 1983.

The Board refused though, to mandate construction of the main facility, the wastewater treatment plant on the Somoa Peninsula. Instead, the Board allowed an additional 90 days for the completion of an alternative proposal, similar to one put forward by the City of Arcata in early 1977, which must meet all the state and federal wastewater guidelines, comply with requirements for state and federal funding, and still meet the completion schedule set by the federal government of July 1, 1983.

The Board's order came as a result of a two day hearing in Eureka to determine if the HBWA proposal solved the water quality problems of Humboldt Bay, met the federal and state disposal requirements, was cost-efficient and would be completed in a timely manner.

The major water quality problem in the Humboldt area, recognized since the 1960's has been the bacteriological quality of the Bay (Continued on Page 6, Column 1)

Warm Springs Dam Moves Ahead

Despite continued opposition by the Warm Springs Dam Task Force, work on the controversial Warm Springs Dam in Sonoma County continues to make good progress. Begun last summer following four years of litigation, the \$220 million project will provide flood control, recreational

areas and water supplies for residents in Sonoma and Marin Counties. The project has been the target in recent months of renewed attack by several small no growth groups who claim the project's funding is in violation of the Proposition 13 mandate.



PROJECT

Water Bill Squeaks By

Governor Brown's long delayed \$7 billion water projects bill, which includes the Peripheral Canal, has squeaked through a Senate Committee. The bill (SB 200) by Senator Ruben Ayala, was sent by the Agriculture and Water Resources Committee to the Finance Committee on a 6-5 vote of approval the day before a legislative deadline for sending bills to the fiscal panel. The measure passed after strong opposition from southern and central water agencies was lulled by a list of technical amendments worked out by the Brown administration. The 43-mile, \$600 million Peripheral Canal would channel water around the Sacramento-San Joaquin Delta to the Central Valley and Southern California.

Nevada Halts Tahoe Expansion

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

Grove-Shafter Outlook Bright

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

The minority groups initially demanded about 40 percent of both the \$11 million first phase and the \$28 million second phase. Business and Transportation Director Alan Stein, who ordered work stopped on the project, said that although some progress has been made, his agency and the black leaders need to do more work before reaching a final agreement.

San Jose Gets FAA Grant

San Jose Municipal Airport's crumbling runways will get a facelift this summer with a \$1.8 million grant by the Federal Aviation Administration. The project is expected to cost \$2 million. Repairs need to be completed this year in order for the airport to continue to meet federal standards for airline operations.

Board Urges Shasta Study

The Metropolitan Water District board of directors has called on Congress to authorize a feasibility study to enlarge Shasta Reservoir. Enlarging Shasta would increase California's water supply, producing additional hydroelectric power and providing greater flood control for the Sacramento Valley. Proposals are for increasing the storage capacity to 14 million-acre feet.

PG&E Files for Geysers Unit

Pacific Gas and Electric Company has filed an application to build Geysers Unit #18 in the geothermal steam field in Sonoma County. The project will cost \$50 million and will include a 110,000-kilowatt generator capable of serving 100,000 residential customers. The generator will be powered by dry steam from 15 wells. The utility company said that each 110,000-kilowatt generator reduces its fuel oil requirement by one million barrels a year. PG&E now has 12 geysers units in operation, with five others either under construction or in the permit process.

New Dam and Pipeline Unit For Central Utah Project

Secretary of the Interior Cecil Andrus announced last month that an \$11.7 million contract for construction of the Vat Diversion Dam and West Fork Pipeline has been awarded to W.W. Clyde and Co. of Springville, Utah. The contract will include construction of access roads, an inlet portal structure to the Vat Tunnel, feeder pipeline, West Fork Pipeline and Vat Diversion Dam. The work is situated about 50 miles northwest of Duchesne, Utah.

The Vat Diversion Dam will include a spillway, sluiceway, headworks, and stream-measuring structure. The 4.2 miles of underground West Fork Pipeline will be an important link in the 37-mile long Strawberry Aqueduct. The dam will divert a portion of the flow of the west fork of the Duchesne into the West Fork Pipeline, where it will then be carried through the Vat Tunnel. These features are all part of the Strawberry Aqueduct, being built to

intercept and regulate the flows from nine streams that flow into the Duchesne and Strawberry Rivers.

The Bonneville Unit of the Central Utah Project is approximately 25 percent complete. Located in Central and East Central Utah, the unit will provide a water supply to meet present and future industrial, municipal, agricultural and recreational needs throughout 12 counties in Utah.

Caltrans Opens Bids

The California Department of Transportation opened bids this month on 30 highway construction projects in northern California, the largest of which is the reconstruction of a portion of Route 97 in Siskiyou County. The \$3.4 million contract was awarded to J.F. Shea Co. of Redding. Other contracts awarded were: a \$2.4 million contract to Roy E. Ladd, Inc. to construct a two-lane expressway on Route 4 near Copperopolis; an \$829,000 contract to Roy E. Ladd to resurface roadway and install guard railing on Route 395 in Mono County; a \$1.7 million contract to Granite Construction to realign and widen Route 129 in San Benito County; a \$1.3 million contract to improve a curve and add shoulders to Route 99 in Sutter County; a \$1.2 million contract to Claude C. Wood Co. of Lodi to construct passing lanes on Route 38 in Amador County and a \$988,000 contract to O.C. Jones and Sons to widen and resurface Route 17 in Marin County. The remaining projects awarded that were not listed above total \$5.4 million.

Yet to be awarded is a \$6.6 million railroad overpass to be constructed on Route 112 in Alameda County. Caltrans has also called for bids on an estimated \$1.2 million project on Route 24 in Contra Costa County to repair slide damage.

Utilities Commission Sets List of Priority Projects

The state Public Utilities Commission has issued a list of 1979-80 priority railroad-highway crossings it deems most in need of improvement. Seventy-three crossings in all are at issue. The top six or seven are expected to be financed from \$15 million set aside annually by Caltrans. Funds are administered by the State Transportation Commission based on the PUC priority list.

The list includes three undertakings in Alameda County totaling \$16.1 million, four other projects in the Bay area for \$17.4 million, as well as projects in Shasta, Monterey and Fresno counties.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Your Treasurer and myself, had the privilege of conducting the Specially called Nominating Meeting at Guam, for the Nomination of Candidates for Office or Position in the Local Union and for the Nomination of Candidates for Delegate and Alternate Delegate to the 31st I.U.O.E. Convention. We appreciated the opportunity to meet the good brothers and sisters who live and work so far away from our San Francisco office.

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

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

Guam is the largest most populous and southernmost island of the Marianas and an unincorporated territory of the United States, lies in the Pacific Ocean at a latitude 13° 26' N. and longitude of 144° 39' E., about 6,000 miles west of San Francisco, 3,340 miles West of Honolulu and about 1,500 miles East of Manila. The area has 209 square miles, population, 44,892, (1964) excluding military personnel, and today we were told the population is approximately 110,000. Agana is the capitol and other larger populated villages include Sinajana, Barrigada, Tamuning and Agana Heights.

The island is sharply divided into a northern limestone plateau with a general elevation of about 500 feet, and an area of high, volcanic hills to the south. The plateau is covered with a thick growth of jungle; the volcanic hills support mainly sword grass. They rise more than 1,000 feet above sea level and their lower slopes to the east (and also in part to the west) are covered with younger limestones, generally similar to

those of the northern limestone plateau. The higher hills are found in the west central and southern parts of the island: Mt. Lamlam rises to an elevation of 1,334 feet. Mt. Jumullong Manglo to 1,086 feet, Mt. Bolanos to 1,220 feet and Mt. Sasalaguam to 1,109 feet.

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

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

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

It is commonly believed that Guam was discovered by Ferdinand Magellan in 1520, but the Spaniards waited until the 17th Century to conquer it. Guam remained a Spanish possession until 1898 (and the Spanish-American War) when a U.S. Warship came into the Harbor at Apra and shelled the fort there. Guam was added to the United States and the other marine islands were sold to German in 1899. A governor was appointed by the United States, presided until 1950.

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

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

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

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

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

Fresno Firm Gets Contract For Canal

Marysville Report

Tehama-Colusa in Full Swing

A \$2.8 million contract for rehabilitation of a twenty-mile stretch of the Delta-Mendota Canal has been awarded to a Fresno firm, reports District Representative Claude Odom. The U.S. Bureau of Reclamation said the bid by Gentz Construction Company was the lowest of six that ranged up to \$3.3 million. Government Engineers had estimated the job at \$2.5 million.

The Carl Limata Construction Company is putting the finishing touches on their improvement district south of Ventura Avenue. This has been a very good job all winter for several Members.

The California Transportation Department postponed the bid on Highway State Route 137 east of Corcoran from May 30 to June 13. The bid request is for widening, reconstructing and resurfacing the road. Approximately \$1.1 million is available for the project. Work is expected to begin thirty to forty-five days after bid opening.

Perini Corporation has started construction on their Westlands Water District Project, west of Mendota. The job consists of 75 miles of collector line and main truck line. The job is scheduled for ten hours per day and will keep several Engineers busy for approximately eighteen months. Due to the high water cable in this area, a Wellpoint System will be used to drain off excess water for construction purposes.

Odom reports that the county Public Works Director has tried for 10 years to get Federal funds to widen the two-lane strip between Merced and Castle AFB to four lanes, and

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

Brother George "Dutch" Genise is the job steward on this project. Harold L. James, Inc., is moving right along with their west side Irrigation System just west of Williams, also R. D. Engineering is working in the same area as Harold James but with a different contract.

J. W. Vickrey is well underway with their safety roadside rest two miles south of Maxwell. This contract went in the amount of \$976,860.00. Ray N. Bertelsen Co., Inc., of Marysville, was low bidder on the widening of Highway 99, South of Yuba City. This project runs from Oswald Road to Tudor. Contract amount was \$1.3 million.

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

At press time, an irrigation pipeline was awarded. Estimated to be between 7 to 15 million, according to the Bureau. It is 39 miles long between Orland and Artois, with most of the laterals being South and East of Orland.

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

Butte Creek Rock is keeping busy in the Chico area on subdivisions, and their rock and sand plants are also busy. James L. Byrnes Construction is near completion on their sub-division job at Humboldt and Forrest in Chico. Hosp Builders Exchange Company are running close to schedule on the Enlow Hospital in Chico. Brother Les Chapman is running the tower crane on this project.

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



Apprentice Vernon Pope (above) operates a roller on a factory construction job near Marysville. Below, 23-year old Jay Grey runs a Cat 621 Paddlewheel on the same project.



(Continued on Page 12, Column 1)



By BOB MAYFIELD
Vice-President

Rigging Lines

Most recently I was contacted by one of the prominent oil, gas and geothermal drilling contractors whom we have organized and have worked closely with these past few years. The problem he called about concerned a state law that was in the making involving emissions by large stationary diesel engines (Engine NO X Control). This law, if passed, would have in fact made virtually every diesel engine used in powering all such drilling rigs in this state illegal to operate because they couldn't meet the emission standards that this law would require.

The domino effect of such a beastly law is that in short order all 100-plus rigs used to drill for oil, natural gas and geothermal wells would come to a grinding halt. This means about 3,000 oil field workers would be out of a job and on relief while seeking work elsewhere, which would for the most part be either members of Local #3, or those in Southern California would be members of Local #12. All companies that supply this industry (mud people, tools, bits, geologists, truckers, pumpers, welders and site excavators), many of which also are members of Local #3, would be totally out of a job immediately.

In addition, all existing oil wells now producing and pumping would come under the same category and likely within one year would be shut down due to the same law. If this description sounds harsh and unrealistic to you, it is easy to understand why the worried phone call. As a last complication with our present gas and diesel problems now being experienced, not only in California but nationally, what we don't need is some law being born by some "no-growthers" who really don't give a damn about the impact on this industry and those who work and make a livelihood from it, or even care what effect it might have on this state's welfare or the nation.

Through the influence and efforts of Local #3 Business Manager Dale Marr, a prompt meeting was arranged with Governor Brown's Air Resource Director, Tom Quinn, Brother Marr and myself from the Union, and a selected committee from the Drillers Contractors Association. It was surprising how the top people in this most important department were not informed of what was actually happening. It is with a great deal of certainty that as a result of the facts of the situation which was explained by these owners and ourselves, that this law will never come into being for a long time.

Caterpillar Tractor Company, one of the country's and the world leader in large diesel engine manufacturing, says what this law was to have required is impossible to accomplish with what is known about diesel engines omission with all of their known technology. This is fully proof of how absurd some things can be and especially in the minds of those who would be *total no-growthers* and not legitimate environmentalists truly concerned about the present and future generations, as I think myself and others in our Union and industry are. This is another true example of how this union is working closely in conjunction with an industry and how it can lend its hand in a positive manner to promote and preserve the work.

In this respect, our union, due to its size and voting muscle and hard work in the area of politics, certainly made a positive contribution that likely the management end of this industry couldn't have done on its own. Thus, really the only time as a union might be at great odds with the employer is at the time of contract negotiations, and thereafter the parties should put the brainpower and money into joint efforts to promote the industry. A healthy industry means good jobs for our members, and in the overall, good jobs and high morale spells out profits for the contractor. I think this is true in all industries and not just oil and gas drilling.

This month for the first time ever, I was involved with the non-destructive testing negotiations at the request of Director Paul Schissler and Business Representative Gene Ward. Admittedly, I didn't know a lot about this industry as it is relatively new to Local #3, but did know quite a bit about the economics on a current contract basis, and Paul's idea was that he wanted these employers to recognize that the full size and clout of the local union was behind his efforts. We were successful in obtaining a sizeable economic gain and some language changes important to this group of newer members of our union.

In the first year for the top classification in the contract, \$1.01 per hour went on the paycheck, plus 30¢ per hour was added to the Health & Welfare plan and an additional full week of paid vacation was included in the new agreement. In addition, mileage rates were increased in all three years of this agreement, which is quite important to this group. The second and third years in the top classification were increased by \$1.00 per hour with the C.O.L.A. (cost of living adjustment) protection of the total economic package that exists in the construction contracts, which has proven invaluable to all of us covered by such a feature in these highly inflated times we are all experiencing.

In Nevada Area

Workload at an All Time High

The Nevada workload is now at an all time high, reports Business Rep. Dave Young. Robert L. Helms has several large jobs at I-80 in Elko, Hwy. 95 at Oroville, Hwy. 395 in Reno, Reno airport improvements, Donner Springs homes and many small private and public jobs throughout Washoe Valley including a new housing project in Carson City.

Nevada Paving is currently paving several jobs in the Reno-Sparks area and is beginning work on Hwy. 50 near Eureka, Nevada. They were also the low bidder on grading and paving at Fallon Air Base with a bid of \$800,000.

Nevada Paving Rock, Sand, and Gravel is running at full speed and it appears that this will continue to be the case throughout the summer and fall. Golden West Paving was recently awarded construction of paved areas by the Departments of the Army and Air Force for \$22,060.

Allen Paving Co. has more small paving and patch jobs than they can cover which seems to be the overall picture for the rest of the paving season. Douglas County School District awarded construction, additions, and alterations to

George Whittel High School at Zephyr Cove, Lake Tahoe, for the sum of \$2.2 million. Amcroso was awarded Phase 2 of the modernization of the old Mineral Manor and the Silverada Manor for \$449,000. The next lowest bidder was Nevada Builders at \$499,873.

The Valmy Power Plant is in full swing and is presently near the peak requirements for Operating Engineers. There are several brothers employed at Valmy who will be able to retire upon completion of this project. Pre-job meetings were held in Elko on May 31 for the paving projects at Jackpot, Nevada, with Peter Kiewit. This project is approximately seven hours drive from Reno making this job hard to dispatch to, Young commented.

H. M. Byars has more local work in the Reno-Carson-Minden area than they have had in the last five years. Their employees have had to commute in the past to Placerville and Bishop in order to keep employment. Max Riggs at I-80 in Winnemucca are at peak employment and have subcontracted G. P. (Gary Pollock) Construction to do the dirt work and Tholl Fence to do the fencing and

rails.

The peak of employment will be during August and September of 1979 with the project completed by April 1980. Schultz Construction is presently working at the Reno International Airport for Vasko & Assoc. and at the new General Motors parts center in Sparks at Vista near I-80. Schultz was also awarded construction and bank protection on Mt. Rose Hwy. for \$3,679,759. This is expected to be a 10-hour 6-day per week project.

District II is beginning to feel the fuel crunch, Young reports. Some contractors in eastern Nevada have experienced temporary shutdowns due to fuel shortages and some members are having difficulties in obtaining fuel due to the remoteness of some projects.

The District II Second Annual Barbeque will be held Saturday, August 11. Lunch will be served from noon until 2:00 p.m. "It will be larger and more exciting than last year's when we served over 600 members and their families," Young said. Tickets are now available at the District II office or contact your business representative.

Flood Control Job Imminent For San Jose

John Richardson, head of the project development branch of the Santa Clara Valley Water District, told a group of local officials this month that resumption of the Llagas Creek Flood Control Project appears imminent with construction between Bloomfield Avenue and Pacheco Pass to start in early 1980.

The project was halted in 1974 for updating status in an Environmental Impact Statement, reports District Representative Tom Carter. A public hearing is scheduled for late August or early September with advertisement for bids sometime around the first of the year.

The project, which will span 32 miles, will drain tributaries of the Llagas Creek from southern Morgan Hill and Gilroy to the Pajaro River in order to prevent flooding such as occurred in 1955 and 1958.


Richardson stated that the Soil Conservation Service is budgeting for the construction. The first reach will extend up to Pacheco Pass, and the second, taking in all those around and through Gilroy, is scheduled for the early part of 1981.

Cost of the project is estimated to be \$45.5 million, half of that amount to be paid by the Federal Government and the other half by the state. State costs include bridge construction, rights-of-way, and relocation of utilities.


Richardson stated that "the project has been authorized by Congress and as long as it meets the national environmental quality act, it can go."

Asst. District Rep. Jack Bullard reports that the following contract negotiations are being completed in Santa Cruz, San Benito, and Monterey Counties.

- Associated Rock, Sand & Gravel agreement for Lonestar Industries and Kaiser Sand & Gravel.
 - Independent Rock, Sand & Gravel agreement for Graniterock, Felton Quarry, Olive Springs
- (Continued on Page 7, Column 2)



Credit Union



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DALE HANAN
General Manager

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It's understandable—but costly. We generally buy the car on the weekend. The banks are closed. So is the Credit Union. We want to drive the car home. So we just sign the papers.

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1. **Low-cost loan**—Our rate is 12% Annual Percentage Rate, one of the lowest, if not the lowest, rates you'll find today. We want you to compare. If the dealer tells you more than 12% (make sure he states it in Annual Percentage Rate terms, it's the law), then tell him you'll apply at your Credit Union.

2. **Same-day service**—You can call in the morning or early afternoon, tell us all about the car and your check will be in the mail the same day if your loan's approved. That's if you've already opened a Phone-A-Loan account. (If you haven't opened a Phone-A-Loan account, we suggest you complete and return an application even if you don't know when you'll be borrowing from your Credit Union.)

3. **Pre-approval**—You can arrange your financing *before* you buy your car. All you need to know is the type of car you're thinking of buying and the approximate amount of money you're planning to spend. Then just give us a call. If your request is approved, we'll issue a letter of credit that may help you take immediate possession of the car. These letters are good for 30 days but a new one may be issued.

4. **Life Insurance**—If you're insurable, you receive up to a maximum of \$5,000 life insurance on your total loans at no additional charge to you.

5. **Call us when we're closed**—If you buy your car on the weekend, call (415) 829-4400 and leave a message on The All-Night Ear, our message recording service. Leave your name, address, social security number, the car dealer's name and phone number and how much you need to borrow. You may also want to leave a phone number where you can be reached and when you'll be at that number. We'll try to call you.

If you have any questions on saving or borrowing with your Credit Union, just give us a call.

ATTEND YOUR UNION MEETINGS

State Gives Partial Approval for Humboldt Wastewater

(Continued from Page 3)
waters. There are presently eight discharge points of municipal wastewater into the Bay. With the exception of one location, none of the dischargers over the past several years has consistently and completely met state and federal water quality standards and waste discharge requirements issued by the Regional Board.

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

In 1975, the communities surrounding Humboldt Bay joined together to form the Humboldt Bay

Wastewater Authority, a joint powers agency. The purpose of the agency was to finance, construct, operate and maintain a regional wastewater treatment works.

Design of the HBWA project was completed in September, 1976, and in October HBWA received state and federal Clean Water Grants for construction, totaling 87½% of project costs. The remaining 12½% would be funded locally by the sale of revenue bonds.

In the spring of 1977, the City of Arcata proposed an alternative to the HBWA regional project, consisting of a marsh treatment process with discharge into the Bay. Both the regional and State Water Resources Control Boards held hearings on the matter and concluded that Arcata had not suf-

ficiently demonstrated that their proposal would result in enhancement of the receiving water quality as required by the California Bays and Estuaries Policy. Since proposed in early 1977, the work plan for the pilot study has still not been finalized and submitted to the State Board.

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

"Our membership in the Eureka area could use the work," he continued, "But after ten years

of studies and hearings, culminating in a joint agreement between all the local entities surrounding Humboldt Bay to construct the HBWA project, I see no reason or advantage in allowing an additional 90 days to develop an alternative proposal."

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

Local 3's Business Manager also promised the members in the Eureka area that the union would

continue to fight for the HBWA plan. "I think this proposal should be judged on its merits. We have an environmentally sound project being built to further upgrade the delicate ecological balance in Humboldt Bay in a manner that meets all the guidelines of the state and federal governments."

Reunion Notice

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

Stockton District Gets Low On Some Job Classifications

Work in the Stockton district is very strong at this time reports District Representative Jay Victor. "We are out of several classifications such as finished blade, grade setters and we are getting very low on oilers."

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

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

peropolis and extend eastward for 2.3 miles.

The first phase, which includes realignment and widening of the present highway, is expected to cost \$2 million.

The second phase will include realignment and widening of another 2.3 miles at an estimated cost of \$2 million to Bear Mountain Ranch.

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

Cross Town Fwy.

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

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

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

A case in point happened



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

recently in the Stockton area. The Stockton office attended numerous meetings pertaining to an application to excavate and put a fish farm in the Manteca area. The excavated material was going to be used on the 120 By-Pass Project, which is contracted out to Madonna Construction Company.

The local people became very opposed to the application and at the time there were only four out of five seats that were filled at the San Joaquin County Board of Supervisors.

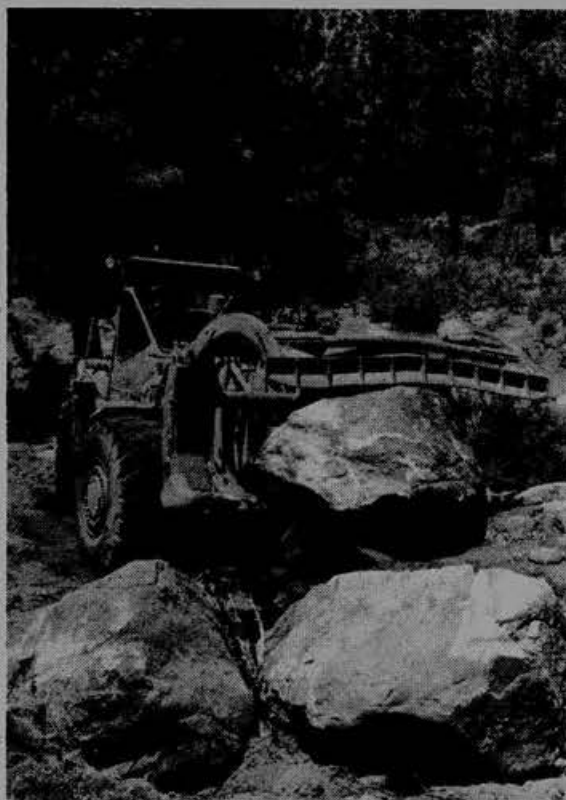
It all boils down to nothing but political pressure and when we finally did have a hearing on this application it died on the floor to a two to two vote," Victor said. "We felt that if the Board of Supervisors had had all of their seats filled, we would have had a chance of gaining approval for this application. Because of the tie

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

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



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



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



Thurman Edged Out in Senate Campaign

By Mark Stechbart

In a hotly contested campaign, Local 3 endorsed Assemblyman John Thurman lost narrowly to Republican Ken Maddy this month in a special election for the State Senatorial District 14 seat. The tally at press time gave Maddy a lead of only 800 votes in over 80,000 votes cast.

The contest for the rural farming district that spreads from Fresno to Modesto was marked by heavy campaign spending from both sides—an indication of the priority the seat held for both political parties.

Thurman, as an assemblyman from Modesto will retain his seat. But, the win for Maddy puts him once again in the state legislature in a time when the democratic majority is steadily dwindling. He lost his Fresno assembly seat last year in his unsuccessful bid as GOP nominee for Governor.

The Maddy-Thurman confrontation took shape on May 15 when the 14th Senate District primary was held among five candidates. Fifty percent of the total vote was needed to claim victory in the primary. Thurman received the most votes, 34,321 to Maddy's 32,241, but fell 1 percent short of claiming an outright win, thus requiring a run-off election on June 19 against Maddy.

The election strategy was clear in both camps: heavy media use, careful precinct targeting to locate the party faithful and then aggres-

sive get-out-the-vote efforts to get the maximum possible vote total.

Phone banks were cranked up to contact voters on issues and get them to vote on June 19. Both the Thurman and Maddy campaigns organized upwards of 500 precinct walkers each for the election day mobilization.

At press time, Maddy reported in excess of \$400,000 to Thurman's \$305,000. This makes total expenditures of upwards of \$800,000 when all the reports are finally in making this race the most expensive local campaign in the state's history.

The race pitted the rough hewn and crew-cutted farmer John Thurman against the boyish good-looking Ken Maddy—an attorney. It was the urbane Maddy from Fresno against the down-home Thurman from Modesto. It ultimately boiled down to a contest between a Thurman who was going to stay in the District and Maddy who has higher political aspirations.

Thurman spoke on the issues from the perspective of a moderate, and agriculturally oriented Democrat. Maddy addressed his statements from the point of view of a moderate Republican turned conservative.

This political equation accounts for the massive amounts of money pumped into each candidate's coffers and the keen interest both the Democratic and Republican state parties had in the race.

The Republicans had an attrac-

tive candidate in Maddy. He is potential gubernatorial material or he could run against Democrat US Senator Cranston in 1980. State Republican leaders saw Maddy's election as another key vote in the California Senate as the GOP attempts to gain numerical control of that body. Maddy's vote will also be critical for the 1980 voting reapportionment when all California districts must have voters shifted around to equalize numbers of voters in all districts.

ANALYSIS

The Democrats saw this race in basically the same light. Thurman was needed to hold off the GOP in the California Senate. It was also hoped that Thurman would be the one to inflict defeat on Maddy for the second time in as many years and put him out of politics. Maddy's political demise would have deprived the Republicans of an attractive candidate with the potential of winning a major, state-wide office, and these days, the GOP is in short supply of that type of candidate.

So the state political parties took an interest and the money poured in. But there was a price for this type of support. Maddy, if left to his own instincts, is basically a

moderate politician. With massive support from state-wide GOP figures, Maddy became more conservative on issues to satisfy his financiers.

He was also in the awkward position of having to espouse statements that would get him elected in the 14th Senate district but also not get him into political disfavor among the GOP kingmakers who could help him on to higher office. In this manner, some political observers felt Maddy developed many positions to further his political ambitions and not necessarily the interests of the 14th district voters.

Thurman took this situation in hand and ran with it. He hammered away at the fact that Maddy might indeed abandon the district before the term of office was up to run for higher office. He emphasized his agricultural background against Maddy's legal background and posed the question of who would serve the predominantly agricultural district better.

The final major issue was on crime control. Thurman had the endorsement of California's major police officers association. Maddy got caught on his crime voting record when various newspapers reported back in 1978 that then Assemblyman Maddy had the lowest anti-crime voting record among GOP Assemblymen and that he asked the GOP staff report be rewritten to put him in a more favorable light.

After the polls closed on June 19th, the political strategists in both camps broke out their calculators to detect the first small signs of impending victory among the early returns. The Thurman strategy was to target areas around Modesto where he is well known and has considerable voter approval.

Maddy's campaign targeted traditionally Republican rural precincts further south which had already elected him to the Assembly. Coming off his primary win over Maddy by 2,100 votes, Thurman was thought to be ahead in what was going to be a close election.

But a Thurman victory was not in the cards that night. Thurman strength in his strong precincts started to slip. He did win Stanislaus, and Merced counties but his margin was down from the May 15th primary.

This erosion in the north counties denied him the cushion needed to offset the expected Maddy edge in and around Fresno. Maddy proceeded to win Mariposa and Madera counties, as he had in the primary, but this time with 100 more votes, as the final precincts came in from Fresno.

In an all-out battle that brought the biggest guns the Democrats and Republicans could muster into a rural, central valley district, Maddy outspent Thurman by \$100,000 and won by 1% of the total vote.

Local 3 Announces Scholarship Winners

(Continued from Page 2)

School Student," "Youth Citizenship Award" "Outstanding Youth" and other recognitions.

Greg Stone is the son of 22-year member Lorrie Stone. A graduate of St. Patrick's High School with a 3.97 GPA, Greg has been accepted to the University of California at Davis and plans to major in engineering.

Greg says his goal is to "work towards the field of energy, perhaps helping to solve such problems as energy waste and contributing to development of more productive energy conservation methods."

Throughout his high school years, Greg has been involved in a large number of civic, athletic and academic organizations and has received an impressive list of awards. He has been a member of the varsity track and football teams, the Christian Leadership Formation, California Scholarship Federation, Student Council, Math-Science Club, St. Basil's Youth Choir and has been a volunteer for the Christmas Program for Handicapped Children and the Special Olympics for two years.

He has received the Meyer's Scholastic Trophy for the highest GPA in his class and is a member of "Who's Who" among American high school students and a number of academic honors organizations, such as the National Honor Society, California Scholarship Federation and the Society of Distinguished American High School Students.

Greg says he enjoys the challenges that come with trying to excel in athletic competition, as well as academics. Receiving awards for American High School Athlete and National Football

Foundation Hall of Fame as a scholar-athlete were particularly satisfying, because he was only one of two young men who received the award in Solano County and "it represents both academic and athletic achievement," he says.

In commenting about his volunteer work for handicapped children, Greg said, "Watching these children work so hard in their individual competitions and seeing the pleasure they get from achieving their goals has been very rewarding to me."

First runner up Helen Hammerschmidt is the daughter of Local 3 member Gerald Hammerschmidt. A graduate of Sanger High School, she has been accepted to California State Univer-

sity at Fresno, and plans to major in mathematics and minor in home economics.

"After I graduate from college with my BA and MA, I plan to go into computer technology and computer programming," Helen states. Skilled in homemaking arts, she has been a three-time sweepstakes winner in homemaking at the Sanger Grape Bowl Festival and has earned college money as a seamstress.

Helen has also ranked in the upper two percent of her class and maintained a straight-"A" average in mathematics, her favorite field. She has been a first place winner in the mathematics division of the Reedley College Interscholastic Meet, is a life member of the California Scholarship Federation and has served as Secretary for the Fu-

ture Homemakers of America organization.

Mike Ammon, first runner up in the male category is the son of Local 3 member Charles Ammon. A graduate of Hoopa Valley High School, Hoopa, Calif., Mike plans to major in engineering. Intent on excelling in this area, Mike has spent the last two summers attending a mathematics program at San Diego State University and an engineering program at UC Davis.

Besides school, Mike's interests are athletics, machines and vehicles. He has served as business manager and secretary of the local welders club and is also a member of the California Scholarship Federation.

Second place runner-up Kimberly Klein is the daughter of 23-year Local 3 member Joseph Klein. A graduate of Ponderosa High School in Shingle Springs, she plans to major in the biological sciences in pursuit of a career in public health or medical technology.

Kimberly ranks first in her class academically, and has been active in athletics, and public health work. She is a member of the California Scholarship Federation, varsity volleyball, basketball and swimming teams and was a nominee for the Western Association of Schools and Colleges.

Second Runner-up Hernandez Russell is the son of Local 3 member Abel Hernandez. A graduate of Willow Glenn High School, San Jose, he plans to pursue a college education and career in engineering. Noting the support he has received from his parents, Hernandez says he takes pride to be the first one in the family to attend college. He plans to enroll at Santa Clara University.

More from San Jose

(Continued from Page 5)

Quarry and Mel Williams Sand & Gravel,

- Independent Ready Mix contract for Graniterock Los Animas Caleabrese & Wemmers.

- Kaiser Permanente-Natividad-Moss Landing agreement,
- J & J Steel in Salinas.

Bullard, who is involved in each of these negotiations, said that 10 of 12 working days in June are spent on the Kaiser Permanente-Natividad agreement, where he is chairman of the eleven international unions comprising the union negotiations committee.

Weekends are also spent at the negotiations table. Bullard said he regrets not being able visiting all the jobsites in his territory recently, as there has been no possible way

to avoid these weeks at the negotiating table.

Business Rep. Jack Jackson reports that the San Felipe project on Pacheco Pass is moving along well with two shifts working. Guy F. Atkinson Company says they hope to start the third shift soon. They are into the East Portal a few hundred feet and should be starting the west end of the tunnel soon. This should be a good long term job for a lot of members, Jackson said.

The Santa Rita Project in North Salinas is off the ground now. There are two separate contracts on the job, J.C. Plumbing receiving the underground and Granite Construction awarded the surface work.

Local 3 Crews Back on Job At Kaibab

Members at the Panguitch, Utah operations of Kaibab Industries are finally back to work after a longer than usual winter, reports Business Rep. Bill Markus. A single shift has been operating at the mill all winter, but the woods crews have been off work since last October.

On May 14 the choppers went into the woods and began felling trees in the Pines Canyon sale, 20 miles east of Panguitch. The skidder crews, road cats and loader crews followed on May 21st and the following week the log haulers arrived on the scene. Finally the first truck loaded with logs for the mill came out of the woods on Monday, June 4th. The mill at Panguitch went on a double shift the same day.

Southern Utah

Business Rep. Don Strate reports that the work in southern Utah is going full blast—which is great but it has also created the problem of having enough operators to fill all the jobs. To make the problem worse, the bulk of the work is yet to be let.

"If there are any brothers out there that have gotten away from the trade and wish to get back in, they should contact us immediately," Strate urges.

Rick Jensen Construction has been awarded an asphalt project in Price, from 1st North to 6th South, for a bid of \$282,152. The engineer's estimate was \$296,435.

The Beaver Main Street project was bid on May 29th, which included resurface, curb and gutter, culverts and sidewalks. The en-

(Continued on Page 12, Column 3)

Santa Rosa Runs Short On Blade Men, Others

Auburn Constructors, at Warm Springs Dam, are moving right along with two shifts and hours, reports Business Rep. Pat O'Connell. The only problem is the shortage of operators and the out of

work list is almost depleted. Most of the other districts are short of blade operators, scraper, paver and screedman.

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

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

If you are out of work and need a job, please contact your dispatcher in Santa Rosa. "We are looking forward to putting every engineer to work this year," O'Connell said.

Business Rep. Chuck Smith reports work in the area is booming. Up in Mendocino County Roy Ladd, Inc. is working overtime on the Willits job. Parnum Paving is working on various jobs throughout the county, as well as over in Lake County.

McGuire & Hester should be going pretty good on their job North of Ukiah. Nalley coming right along on the job at Lake Mendocino. Over in Lake County Rugen is coming right along on the sewer treatment plant, with Pete Barretta doing the excavation. Lange Bros. keeping several brothers busy on various jobs over the area.

The Geysers area is going real well, with Unit #15 completed and Unit #13 nearing completion. Valley Engineers are coming along on their job at various locations throughout the project. At Lake (Continued on Page 14, Column 2)

The Geysers: Harnessing The Earth's Power

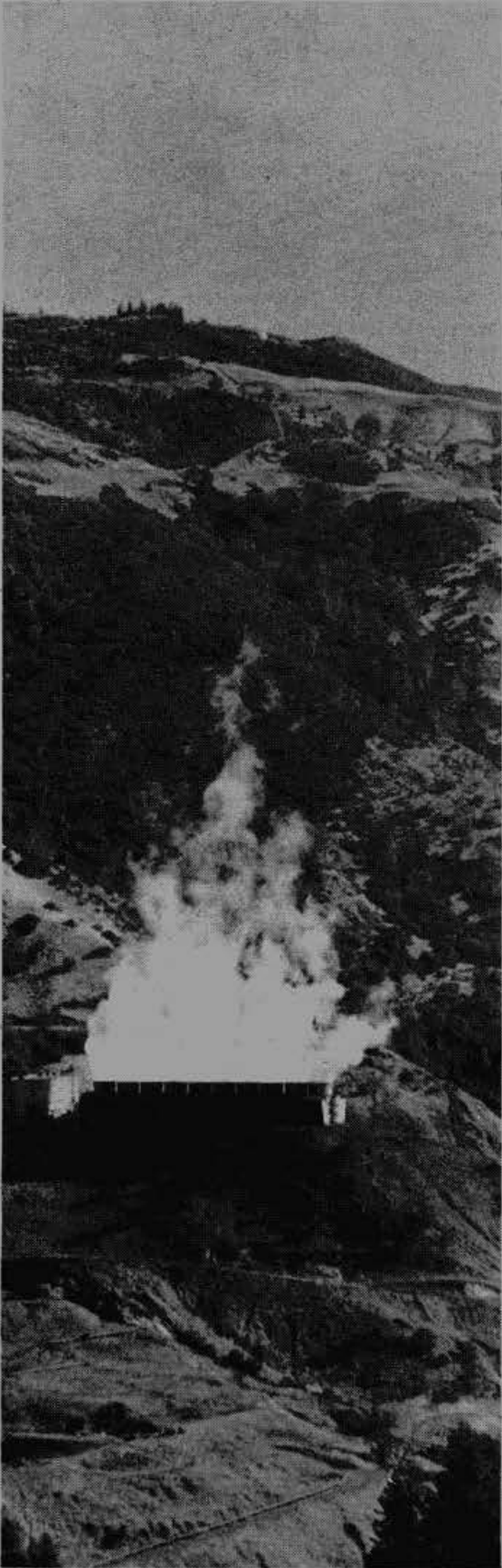
With the increasing difficulty in obtaining construction permits for nuclear, coal and oil fired power plants, projects like The Geysers—PG&E's geothermal development project—are taking on increasing importance in today's energy picture.

Located in the rugged Mayacamas Mountains in Sonoma County, 90 miles north of San Francisco, the Geysers geothermal units have provided the largest single source of construction employment in the Santa Rosa district for many years. These units—soon to total 18—comprise the largest geothermal installation in the world.

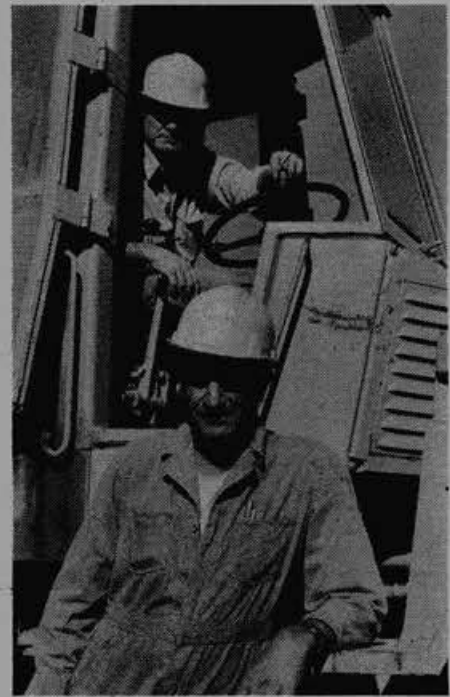
At present, nearly 900,000 kw of generating capacity is either operational or on line, with more in the planning stages.

Like any other power plant, a typical geothermal unit must undergo the long, tedious procedure of public hearings, environmental impact statements and obtaining of a host of permits.

Nevertheless, increasing problems of energy availability will very likely provide the impetus for continued exploratory drilling and construction of new geothermal units at the Geysers.



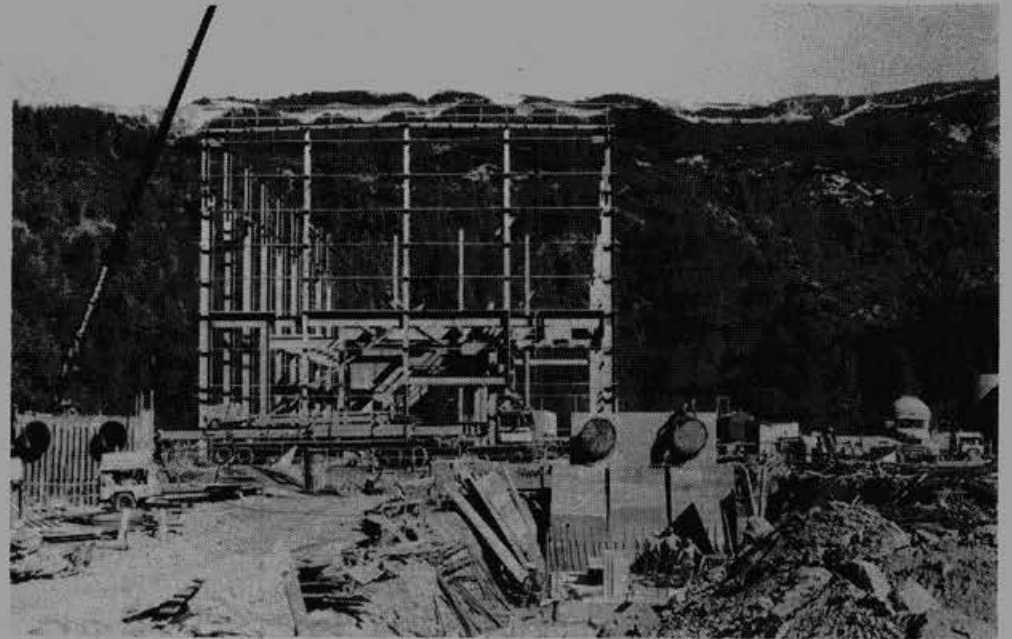
Job Steward Dick Gregory has been working on a number of Geysers units for several years.



Bob Molini runs compactor for C.R. Fedrick on Unit #14.



Don Malan (above) works hydraulic crane at PG&E's Geysers Units #15, while (right) Ron Lyons runs hydraulic lift on Unit #13.



Geysers Unit #14



100-Year Old Banyan Tree Graces New Hawaii Hotel

In Hawaii, they take a 100-year-old banyan tree that's taller than a seven-story building and weighs 30 tons, replant it on the beach, and then they build a hotel around it.

At least that's the way the \$80 million Hyatt Regency Maui,

scheduled to open in May of 1980, is being built, reports Business Rep. Rick Shuff.

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

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

Richard K. Tongg of the Honolulu landscape architects Tongg Associates, Inc. began searching the hills of Maui for the right banyan tree. He found it about seven miles from the picturesque and one-time whaling port of Lahaina. In a grove of trees overlooking the ocean stood a 100-year-old banyan tree towering some 150-feet high.

Rather than uproot such a venerable giant, Tongg gained permission from the property owners, Pioneer Mill, to take a branch from it—if you can call something 70-foot high and weighing 30 tons a "branch."

Relying on special instruments used in tree surgery, a team of "tree doctors" spent five days separating the 70-foot section of the banyan and digging up its roots. The enormous tree was then loaded by crane into a "cradle" and onto a truck.

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

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

In other news, the state administration has proposed 53 capital improvement projects, totalling \$50.3 million, to be started in Maui County during the next two years.

Gov. George Ariyoshi's list of capital improvement projects will be financed through the sale of bonds over the next two years, totaling \$35.7 million for 1979-1980 and \$14.6 million for 1980-1981.

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



Journeyman Ted Fukushima (right) teaches apprentice Calvin Kalawa how to disassemble a motor grader power shift transmission.



Takaesu fits bracket to grinder.

Local 3 Welder Uses Skill To Save Contractor Money

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

The project included a complete "face lift" on the turn table of a Koehring 505. It was brought into the company's shop due to the turn table being so warped out of proportion that even a power blade operator would have had a difficult time smoothing it out.

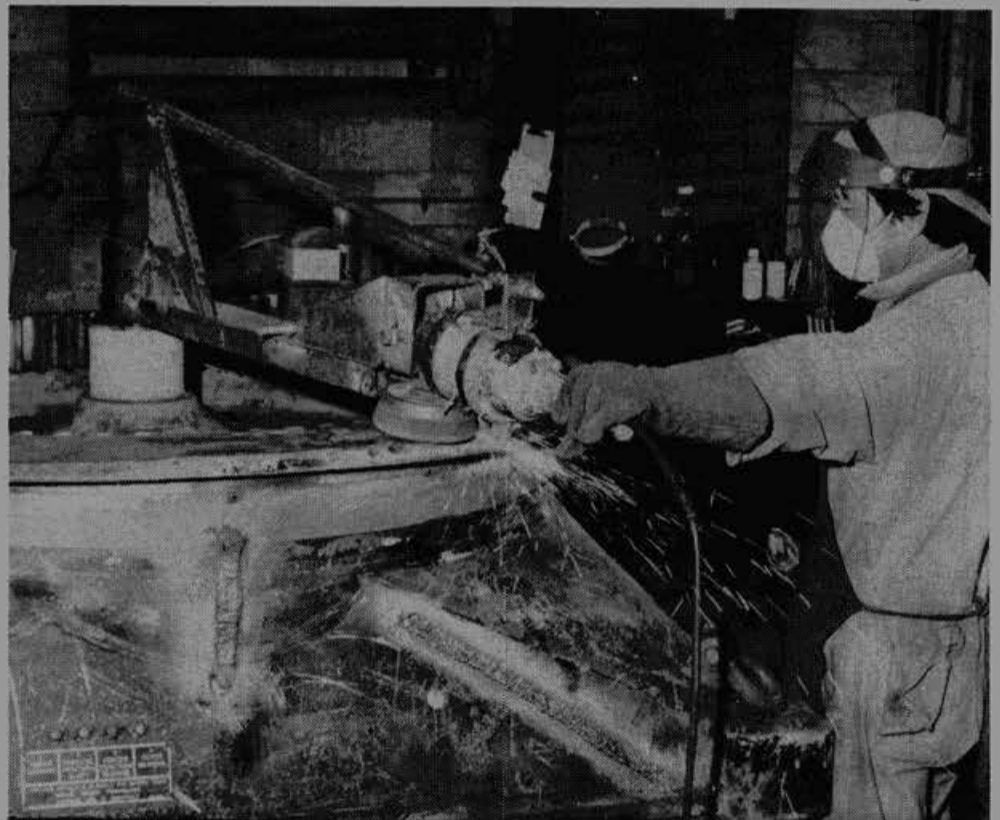
Normally, in a situation like this, the turn table would have been cut out and replaced

with a new one, which would have cost E.E. Black, Ltd. over \$5,000.

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

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

"Brother Takaesu has to be complimented on an outstanding job for work well done," Shuff remarked.



Minoru Takaesu cuts bracket to hold grinder in place while smoothing bottom of turntable.



Takaesu smooths out surface after welding (above) and welds warped areas (left).

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



The primary purpose of any labor organization is to improve the economic, social and personal conditions of its members. Workers belong to Unions hoping they can achieve these goals.

The single largest asset and resource of any labor organization has is the membership itself. The strength of any Union comes from actively participating members.

These two basic principals are closely related. A successful labor organization, like Local #3, is constantly trying to improve its resources, the membership. Local #3 is the bargaining agent for its members and so it can make improvements on wages and work-

ing conditions through negotiations. But that accomplishes only part of the Union's duty.

What about social and personal improvements for the membership? It is common to see and hear labor organizations such as ourselves use terms like, "Fraternally, Unity, Brotherhood, etc." Why not? We are a fraternal organization dedicated to the welfare of all our members and their families.

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

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

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

Bill has impressive academic credentials to go

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

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

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

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

FRINGE ACTION

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

Answer: Last January the Operating Engineers Health and Welfare Trust Fund was expanded to include an alternative mail order prescription service with National Pharmacies, Inc. This was the same drug program that was made available to the Pensioned Operating Engineers in March 1977. Now active members have two methods of obtaining prescription drugs, and both are available at all times.

It may be desirable for you to obtain emergency prescriptions in the usual manner. Take the doctor's prescription to any pharmacy and pay for the drugs. Have the pharmacist sign a completed drug claim card. Mail it to the Trust Fund Office for payment. Reimbursement will be made for 100% of the usual and customary drug charge in excess of \$1.50 for each covered prescription.

National Pharmacies fills prescriptions by mail. They require no cash outlay by the member, and there is no deductible. Place the doctor's prescription in a completed claim envelope and drop it in the mail. The prescription is filled at the National Pharmacies' laboratory in New Jersey and sent back to you first class mail, postage paid. Although prescriptions are usually filled within 24 hours, you should allow several days for handling and delivery. This program is better suited if you require ongoing medication or are in rural areas.

Both programs are available for members eligible in the Operating Engineers Health and Welfare Trust Funds in California. You may choose either method of obtaining prescription drugs at any time. A mailing of all claim material will be made later this month to all participants. Claim cards and prescription envelopes are available at the district offices, the Fringe Benefit Center and the Trust Fund Office.

'Doctor Knows Best' Custom Gives Way To New Trends in 'Promotive Health'

By Bill Delaney

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

New Health Awareness

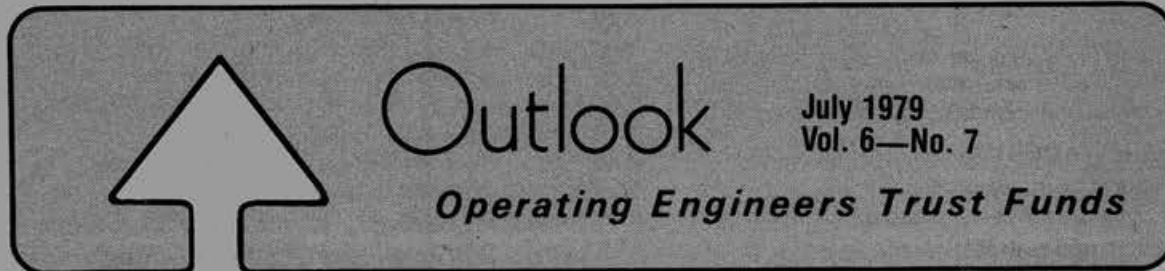
Americans are in the process of changing fundamentally their health attitudes and health practices. In the last ten years, most of us have become much more conscious of nutrition and diet, while jogging, racquetball and other forms of exercise now loom large in many people's average week. Ideas about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

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

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

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

As a health troubleshooter, a big



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

The Family is Central

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

Families that Cannot Relax

The problem is that some families lose the ability to relax around one another. An undercurrent of resentment and bitterness pervades the house. The danger with letting such unsatisfying feelings go unchecked is that they subject all family members, children and adults alike, to a background of unhealthy stress. Eventually, it is out of such uncomfortable living that physical illness has a much better chance of taking hold of a family member.

Relaxation, of course, does not mean the whole family sits quietly in hushed respect for health. Relaxed children are usually loud and playful; relaxed adults often tell animated stories around the kitchen table. The key to a healthy family is that there is a basic acceptance of one another as independent persons, a fundamental

respect for each other's life space, and an ability not to hoard, but to share feelings, humor and joy.

Aging And Health

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

Each phase of life has its own meaning and positive challenges for the individual and his family. Middleage, early old age and late old age are now being looked at from a fresh perspective. This is

only to be expected if we take into consideration the fact that 11 percent of the country's population is over 65 years of age.

As a health educator, a major goal for me is to help members and their families meet the full range of challenges that come with young, middle and late adulthood. A full and rich life cycle, "from womb to the tomb," if you will, is what we must aim for. Work and making a living is of the utmost importance, but so is retirement and coping in the later years.

Promotive Health Campaign

We need to take a tougher stand on health issues. In the past there has been entirely too much talk and (Continued on Page 12, Column 1)



Bill Delaney

Teaching Techs



By ART PENNEBAKER
Administrator,
Surveyors' JAC

During the first part of June the NCSJAC took an extraordinary action concerning Related Training Class Attendance.



The price of gasoline has gone sky high and the simple act of filling up the gas tank has become a major task. Odd-Even days and limited hours by gas stations has created an untenable position for the worker who must gas up before or after work just to get to the job.

The instructors of Related Training Classes were ordered to issue several assignments to each of the Apprentices so that they could be completed at home. This can mean fewer trips to the class, less standing in line time at the gas pump and more dollars remaining in the pocket.

In most cases Related Training Classes will remain open on the regular schedule to continue instruction for those who live nearby and provide a resource to those who get bogged down from time to time.

We anticipate a maximum of five or six topics at a time will be issued in order that Apprentices touch base with the Instructor from time to time.

To insure that progress is made and information re-

tained, an End of Period Test will be passed by each Apprentice before advancement to the succeeding period will be considered.

Apprentices who either cannot or will not keep up with the mandated one topic per week progress will lose the privilege and will attend the regular class sessions each week.

Your cooperation can avoid the hassle of the gas line and save many of your hard earned dollars.

Last month we mentioned the problem of parallel training programs that could dilute the effectiveness of the NCSJAC training concept. At this point there is a Senate Bill in the hopper to provide \$30 million for training similar to Apprenticeship. A part of the Bill provides that if an entity was already conducting and paying for the training in 1978 then that entity will be barred from the use of any of the money.

In simple terms it means that entities who took no responsibility for training in 1978 would be rewarded for their non-effort by a huge Government subsidy.

Further, the California Apprenticeship Council will conduct a public hearing on the acceptance of parallel programs during the last week of July.

Both the Surveyors and Operators Apprenticeship Programs have offered amendments to the Senate Bill and will be in attendance at the Public Hearing to present changes to the proposal being considered.

Coverage of Surveyor Classifications that affect Apprentice wages has been stalled for awhile by lawsuits emanating from four counties, consolidation of the lawsuits in the Superior Court, and a complete re-hearing of the issues at three locations in Northern and Southern California.

It is our understanding that the Director of Industrial Relations will redetermine the Coverage effective August 1, 1979 and that because of the evidence presented throughout the suits and hearings, the Coverage has been

expanded.

The cost in time and money has been considerable, but the gains have been tremendous. Covered work will not be limited to the time dirt is moved and boards are sawed but will be all Survey work that is integral to the Construction process such as original topo, etc., etc.

The next step after Coverage is a determination of wages and fringes to be paid in Public Works Projects. The Local No. 3-'A' rate has been assigned to the 46 counties of California with a possible exception for some counties in the less populated areas. The exception can only be requested before a job is let and then is only considered but not mandated.

The Coverage and Determination will be published before August 1, 1979 and we will attempt to furnish the actual wording at that time.

Talking To Techs



PAUL SCHISLER
Gene Machado
Frank Morales
Gene Ward

As we reported in a recent article (May 1979) of the Operating Engineers News, three hearings were held by the Department of Industrial Relations to determine whether surveyors' classifications (certified chief of party, chief of party, instrument man, chairman/rodman) should be covered by the prevailing wage law of California.

As you know, this has been in litigation for approximately three years with one court appearance after another. The Operating Engineers Local Union No. 3 has had stiff opposition from the start—mainly from the non-union element throughout the entire state of California—they being the most vocal. However, in spite of this opposition, the Department of Industrial Relations has finally made the determination.

It is the decision of the Director of Industrial Relations, based on testimony and evidence presented at the Hearings, that these job functions require coverage under the California Public Works Law and that persons performing these job functions (whether for construction, alteration, demolition; or repair work, maintenance work, work done for irrigation, utility, reclamation and improvement districts, or other districts of this type; or street, sewer or other improvement work); and at whatever phase of planning, implementation, or completion of the public works, shall pay the general prevailing rate of per diem wages as they are determined by the Department of Industrial Relations. Classifications covered are: Certified Chief of Party; Chief of Party; Rodman/Chainman; and Instrumentman. Prevailing wage determinations for these classifications will be mailed in July and will become effective August 1, 1979.

This has been one of the most important labor issues affecting surveyors in California in over thirty-five years. No longer can any employer that employs workmen under surveyors' classifications submit proposals for a job or project and pay less than the general prevailing wage.

No longer can the non-union employers through home-town politics, and other means, submit proposals based on cheap wages and simply be given the jobs.

The competition for public works contracts will attract and provide a healthy competitive spirit within the industry and a standard of quality that will demand the most qualified, competitive field surveyor that this state has ever experienced.



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
Anderson, Eugene (Hanna—Wife) P.O. Box 392, Pine Grove, California	5-23-79
Balestra, Mario (Margaret—Wife) 1975 Santa Rosa, Santa Rosa, California	5-28-79
Bibby, Michael (Winifred—Wife) 2540 Grass Valley #30, Auburn, California	4-30-79
Coburn, Steve (Mervin—Father) 2422 Helen Ave., Vallejo, California	5-13-79
Coleman, Vassel (Louise—Wife) 1716 Tierra Buena, Yuba City, California	4-24-79
Comer, Ernie A. (Mildred—Wife) Box 143, Columbia, California	4-29-79
Davis, Claude (Mabel—Wife) 355 Mahoney Dr., San Jose, California	5-19-79
Devore, Charles (Esther—Wife) 5600 Carlson Dr., Sacramento, California	4-25-79
Farnum, Louis R. (Minnie—Wife) 3012 Madison Ct., Antioch, California	5-14-79
Fink, William (Eva—Wife) 6092 Brittany Ave., Newark, California	5-28-79
Flores, Florentino (Jessie—Wife) 1424 Hurlingame Way San Jose, California	5-13-79
Gasich, Jon (Cloar—Wife) 20661 Carniel, Saratoga, California	5-7-79
Gomez, Elle (Laura) 110 Berry Dr. Sp. 4, Pacheco, California	4-29-79
Gott, Carl (Lora—Wife) P.O. Box 7, Redwood Valley, California	1-10-79
Gray, James (Joan—Wife) 549 Columbus St., San Francisco, California	5-29-79
Hartman, Ernest (Esther—Wife) 4009 Lincoln Way, San Francisco, California	5-28-79
Jacobs, Oliver (Maryan—Wife) Star Rt. 493, Dunsmuir, California	5-29-79
Jones, LeRoy (Naomi—Wife) 3368 Elmer Rd., Yuba City, California	5-9-79
Kester, Lanta O. (Delone—Wife) 506 Ferguson St., Broderick, California	5-16-79
Kidman, Leland (Bessie—Wife) Petersboro, Mendon, Utah	5-20-79
Kolb, Walter (Gretchen—Daughter) 322 N. Vanderhurst, King City, California	3-27-79
Krause, Otto (Alma—Wife) 6377 Highland Ave., Richmond, California	5-16-79
Lawrence, Frank (Evelyn—Wife) 5897 Evergreen Lane, Mariposa, California	4-28-79
Littles, Tom (Annie May—Wife) 2666 So. Lee, Fresno, California	5-7-79
Mahan, James E. (Virginia Mac Art—Dtr.) Rt. 3 Box 595, Estacada, Oregon	4-26-79
Martin, Bertis (William—Husband) 2308 Raymond, Stockton, California	10-5-78

Maxwell, Clyde S. (Alice Marie—Wife) Box 393, Penn Valley, California	4-28-79
Muck, Paul (Alta—Wife) Box 221, Wheatland, California	5-11-79
Navone, William (Lottie—Wife) 3255 Villa Lane #137, Napa, California	5-6-79
Nielsen, Roy A. (Children) 2835 Wrondel #17, Reno, Nevada	5-21-79
Perdock, Dick (Dorothy—Wife) P.O. Box 279, Clearlake Oaks, California	5-22-79
Robertson, William (Muriel—Wife) 212 No. 4th East, Springville, Utah	3-10-79
Royer, Leslie (Ethel—Wife) Box 654, Project City, California	4-27-79
Schloesser, Louis (Roxy—Wife) 6000 N. Old Oregon, Redding, California	5-29-79
Self, Stanford L. (Viola—Wife) 4736 Baker Ave., Sacramento, California	5-25-79
Simon, Charley (Eliza—Wife) 110 N. 3rd St., Rio Vista, California	5-22-79
Sketers, Raymond (Dorothy—Wife) 6342 No. Glenn, Fresno, California	4-28-79
Sloan, Herbert (Ruth—Wife) P.O. Box 23, Anderson, California	5-23-79
Stevenson, Ray O. (Bob—Son) Box 220 N. Chicago, Portales, N.M.	5-22-79
Stubbs, William (Claralice—Ex-Wife) General Delivery, Parowan, Utah	5-6-79
Tufts, Ralph L. (Beulah—Wife) 96 Canyon Highland, Oroville, California	5-6-79
Umadhay, Martin (Soterahia—Wife) P.O. Box 8560, Tamuning, Guam	4-28-79
Uren, Edmond (Marie—Wife) 305 E. Poplar, Stockton, California	3-1-79
Worthington, Andy (Estate) 13215 Cielo Azul, Castroville, California	5-16-79

DECEASED DEPENDENTS MAY 1979

Archibald, Mary Rose—Deceased May 7, 1979 Wife of Emanuel	
Dowing, Mary L.—Deceased May 25, 1979 Wife of William	
Garrison, Robert—Deceased May 27, 1979 Son of Howard	
Orlando, Richard A.—Deceased April 29, 1979 Son of Anthony	
Pikaart, Colleen—Deceased May 3, 1979 Wife of Dale	
Vulgamore, Merle F.—Deceased May 30, 1979 Wife of Robert F.	
Acosta, Esteban, (Romano, Wife) 648 Berryessa Rd., San Jose, CA	4/15/79
Allen, Alden (Lila, Wife) P.O. Box 393, Carson City, Nevada	3/26/79
Blakeney, Jack P.O. Box 0174, Dorris, CA	4/24/79
Bowen, Steve (Parents/children) 3967 Minnear Avenue, Modesto, CA	4/8/79
Brannon, Thomas (Terry, Son) 37072 Mulberry St., Newark, CA	4/9/79

(Continued on Page 14)

CLASSIFICATION	Wage Schedule A	Wage Schedule B
Certified Chief	\$13.90	\$9.15
Chief	13.60	8.85
Inspector	13.60	8.85
Instrument	12.66	7.60
Soil/Material Test	7.60	12.66
Sr. Technician	11.78	6.65
Chainman/Rodman	11.48	5.35

The wage rates listed above are effective 7/16/79 for the Technical Engineers Master Agreement

Testing & Inspection

The Tech Division is happy to report that we have filed a petition with the National Labor Relation Board to represent the employees of Met-Chem Laboratories located in Sacramento. Met-Chem, Inc. is a nondestructive testing firm. We will keep you informed of the progress.

Crescent City Gets Started On 28-Mile Sewer Project

Business Rep. Jim Johnson reports that in the Crescent City area J&W Pipeline of San Jose is trying to get started on their 28 mile sewer project. Between the storms they are working two crews and plan to increase this to five main-line crews plus a paving crew and a lateral crew.

At the present time they have 12 engineers on this job and still two of the brothers working in Fortuna finishing up their job which kept them busy all last season. It looks as if this is going to be one of the busiest contractors this year.

On the South Fork of the Smith River, north of Crescent City C.K. Moseman is getting into the swing of things with five of the brothers on their project. At the present

time they are working on a 500 foot retaining wall and as soon as the river drops about another 8 feet they will try to get a temporary bridge across it and begin work on one of their two bridges. This project should last a couple of more seasons.

North Coast Paving is still waiting for the weather to warm up and dry out so they can get back to finishing their overlay project at Klamath and other small projects they have ahead of them. On May 16 there is an overlay job to be bid which will start at Smith River and go to the Oregon border at various locations, which they hope to get.

Nally Enterprises has begun work on Hiway 20 at Calpella on a small passing lane job and hope to start on their million dollar street widening project in McKinleyville.

State Senator Barry Keene's bill to expedite construction of the Redwood National Park bypass highway by exempting it from a restrictive state regulation passed the Senate Transportation Committee 5-0 May 1, despite opposition by the State dept. of Transportation.

"When Congress expanded the Redwood National Park, one of the concessions we were able to win was 90 percent federal funding for a Highway 101 bypass around the Prairie Creek Redwoods State Park portion of the national park," said Keene.

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

Now, however, Cal Trans has interpreted state law to include the

(Continued on Page 13, Column 4)

Dredging Industry Remains Slow

Dredging is slow, reports Business Rep. Gil Anderson. There has never been more than two or three dredging jobs at one time and now it looks even worse.

Shellmaker is running one shift at Moffett Field after having finished a good job in Stockton and two small ones in Point Sonoma and Santa Cruz.

General Construction is winding down on the San Pablo Reservoir job. This one was good bucks but too short, only about two months, Anderson said.

R & D Watson has been quiet for two or three months and finally picked up Noyo Harbor, a three week job for 10 or 12 hands.

California Dredging has been slow, having recently finished the sediment ponds in Avon. Olin Jones Sand Company has the "Sand Piper" fired up again and will be ready to deliver sand on a regular basis soon with three or four hands working.

Smith-Rice has started their out-fall line in Richmond with seven or eight hands. Santa Fe Western is making good progress on their out-fall line in San Leandro with about 12 hands on the job.

Guy F. Atkinson has just put their second water rig, a 4500 to work and are moving along pretty well with eight hands on the water rigs at the Dumbarton Bridge.

Dutra Construction was low bidder on Roaring River Slough and has two four yard machines sidecasting for levees. There are also some structures and pipe on this job. Dutra Dredging has the "Liberty" on this job. The "Sacramento" is in the Rio Vista yard for some modifications.

Great Lakes Dredge hasn't turned a wheel for six months, so although most of the older water

hands are staying busy with other projects there has never been more than two or three dredging jobs going at one time.

The shipyards are going pretty well and for the first time in five

years are out of people. "So, if any of you want to run a whirley, call your local dispatcher," Anderson suggested. "We have a good contract now, running about \$9 per hour with good cost of living and fair pension."

OFFICIAL UNION ELECTION NOTICE and SAMPLE BALLOT

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

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

"When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such Nominees who shall then be declared duly elected to their respective Offices."

and Article XIII, Section 1(f):

"Where there are no more candidates nominated for Delegates and Alternate Delegates than are authorized by the Local Union Executive Board, the secret ballot election shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for all the unopposed candidates for Delegates and Alternate Delegates, who shall then be declared duly elected."

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

- | | |
|--|---|
| 1979—Election of Officers & District Executive Board Members—Candidates | 11 Kenneth E. Jones |
| Business Manager: | 12 Lynn Barlow |
| Dale Marr | 17 Shoichi (Mala) Tamashiro |
| President: | Delegates to the 31st I.U.O.E. Convention: |
| Harold Huston | Lynn Barlow |
| Vice President: | Dale Beach |
| Bob Mayfield | Dick Bell |
| Recording-Corresponding Secretary: | Tom Bills |
| James "Red" Ivy | Hugh Bodam |
| Financial Secretary: | Charles W. Brashears |
| Harold K. Lewis | Tom Carter |
| Treasurer: | A. A. "Alex" Cellini |
| Don R. Kinchloe | Robert L. (Bob) Christy |
| Trustees: | Bill L. Dalton |
| Tom Bills | John R. Dorton |
| Kenneth M. Green | Tom Eck |
| Pat O'Connell | John R. Frederickson |
| Auditors: | Kenneth M. Green |
| Dale Beach | Wesley L. Hay |
| Dick Bell | Clem A. Hoover |
| Dennis Wright | Wilfred A. Houghtby |
| Conductor: | Kenneth E. Jones |
| Robert S. Skidgel | Mike Kraynick |
| Guard: | Gene Lake |
| Mike Kraynick | Robert Marr |
| District Executive Board Members: | Jim O'Brien |
| Dist. | Pat O'Connell |
| No. | Claude Odom |
| 1 Jim O'Brien | Ed Park |
| 2 Tee Zhee Sanders | Tee Zhee Sanders |
| 3 John R. Dorton | Paul Schissler |
| 4 John R. Frederickson | Dan F. Senechal |
| 5 Marion (Clet) Whitson | Robert S. Skidgel |
| 6 Robert L. (Bob) Christy | T. J. "Tom" Stapleton |
| 7 Wilfred Houghtby | Shoichi (Mala) Tamashiro |
| 8 Charles W. Brashears | Jay O. Victor |
| 9 Bill L. Dalton | Bob Wagnon |
| 10 Wesley L. Hay | Marion (Clet) Whitson |
| | Dennis Wright |
| | Alternate Delegates |
| | Ron Butler |
| | Gary Fernandez |

Urgent Need For Blood in Fairfield Area

Ass't District Representative Aster Whitaker reports an urgent need for blood donors in the Fairfield area. A series of serious illness's and accidents have completely depleted the bank. "We thank Brother Richard Tipton, the only donor for May," Whitaker said.

Business Representative Stan McNulty reports that the California Energy Commission is favoring another site to replace PG&E's proposed coal fired power plant in Collinsville. Located next to the Suisun Marsh, an endangered Harvest Mouse was found in the vicinity, so the Energy Commison wants to move the plant to Flannery Road.

Why Flannery Road? Flannery Road is located relatively near Travis Air Force Base and would almost certainly be turned down by the Federal Aviation Commission due to the 600 foot smoke stack sticking into the approach pattern.

Work continues at a hectic pace in Solano County, definitely contrasting the no growth atmosphere in Napa County. Several multi-million dollar projects bid in early July, promising a busy year until the rains arrive. The District Meeting will be held Thursday July 19th at 8 o'clock in the Fairfield Holiday Inn. Take the Travis Blvd. turn off, go west one block and then turn left.

More from Utah District

(Continued from Page 7) gineer's estimate was \$1,065,161 and the closest bid was from L. A. Young at \$1,206,227 which was over the 10 percent limit, so the job as not yet been awarded.

The Department of Transportation has issued its latest highway construction schedule, and if it is followed, there will be more work in this state than there has been for many years. Projects to be let in the near future are: structures on I-70 at Shingle Creek and Fish Creek (estimate is \$20,600,000), I-70 Mill Creek, south of Richfield (\$4,200,000), Mill Creek structures (\$2,500,000), I-70 Belknap Interchange to Sevier Junction, channel change and structures

(\$2,000,000). There is to be a final surface job on I-15 Santaquin Hill (\$1,130,000), I-15 Meadow to Fillmore, final surface (\$4,500,000), I-15 South Nephi to North Nephi Bypass (estimated at \$11,100,000), I-15 Mills Junction to South Nephi, (estimated at \$16,000,000). The continuation of the Price bypass is scheduled to be let this fall. Estimate on this project is \$4,700,000.

J. B. Parsons Company has started the excavation and widening of shoulders on I-80 near the Wyoming line. Later this summer the company will bring in their paving crew for the concrete overlay.

Merced Pushes for Road Funds

(Continued from Page 4) the Board of Supervisors has pressed Representative Tony Coelho (D) to search for Federal funds to widen the road from Highway 59 to Buhach Road at an estimated cost of more than \$3 million. Merced has tried unsuccessfully to tap Federal Military access funds, due to the 2,500 Base Personnel living in Merced and traveling Santa Fe Drive.

The County hopes Coelho will know in two months whether funds are going to be available, Odom said. Regardless of Coelho's response, the Public Works Department will proceed with preliminary plans to make the road four lanes using \$100,000.00 in local funds for six smaller projects along

the roadway. The preliminary planning was authorized because the County wants to be ready to go if Federal funds become available.

Bids were opened May 3, 1979 for the Fresno State Sports Stadium. The low bidder was the Robert G. Fisher Construction Company with a total bid in excess of \$7 million. Work will get underway in about 30 days, with a finish date of October of 1981.

The Helms Pumped Storage Project and Wishon is going full blast with approximately 160 Operating Engineers. "It seems as though we are constantly short of Mechanics who are willing to work on this job," reports Odom. "If any of you Brother Mechanics are interested in this job, get in touch

with "Chuck" and get on the out of work list. The pay is good with plenty of hours."

The California Transportation Department is calling for bids on a portion of State Route 43 east of Corcoran. The bid request is for widening, reconstructing, and resurfacing the road.

Negotiations have just been completed on a new three year Agreement for Kabo-Karr Corporation of Visalia. For the first time in the Fresno district, Brother Engineers at Kabo-Karr Corporation are eligible for payment for sick leave on the first day of absence in all cases when the Employee produces a doctor's certificate as proof of necessity for absence because of sickness or accident.

Outlook Construction Committee Confronts Diesel Shortage

(Continued from Page 10)

too little concrete action. The present debate over National Health Insurance is only the tip of the iceberg. We are a country with tremendous capabilities in one sector (e.g., space technology) and tremendous incompetencies in another (e.g., health care). Instead of waiting for a cumbersome, bureaucratic program to come cranking out of Washington, it is cheaper, wiser and vastly more effective to take control of health issues ourselves.

Along with Dale Marr and the Board of Trustees, we invite all members of Local #3, active and retired, to join in a Promotive Health Campaign. My job will be to write brochures and articles, give talks and help assess the health status of the members and their families. Personal communication and visits to the many areas of Local #3 will also highlight my activities. But a health campaign in the end boils down to motivating people, and that takes understanding and cooperation.

(Continued from Page 1)

construction and other industries to get enough diesel.

The regulation, originally meant to remain in effect through July 31, was cut short to June 30 by the President in response to the independent truckers strike.

While construction firms in California, Nevada and Utah have generally been able to get by (see June *Engineers News*), diesel fuel shortages have reached crisis proportions in the Rocky Mountain areas.

Ken Edwards, director of the Bay Area Construction Committee, criticized the priority given to agriculture at the expense of all other industries. Construction accounts for four million jobs—twice the number in farming—and 10 percent of the gross national product, Edwards observed. Who's going to buy the groceries that agriculture provides if there isn't enough fuel to maintain employment?

A spokesman for the Associated

General Contractors at the meeting said his organization has about a dozen contractors who have experienced severe diesel fuel shortages.

Many oil firms are allocating diesel to their regular customers at about 90 percent of the customer's usage in 1978. This poses a problem for many contractors who have more construction work this year than last and therefore need more fuel.

There have also been reported instances where diesel fuel jobbers have been afraid to sell more fuel to their regular customers for fear they will be violating some federal regulation they are not familiar with.

In trying to come up with workable solutions to these problems, one participant suggested the Department of Energy institute a "moving average system" of determining fuel allocations.

Rather than basing the contractor's allocation on the same month the

previous year, the moving average would average consumption over three or four months the previous year. This would allow the contractor some fluctuation in the amount of fuel he gets.

DOE spokesman Wong suggested that one way of increasing fuel availability in California would be for the state to relax some of the air quality regulations that

are stricter than the federal regulations.

Easing lead content regulations to the federal levels would increase production in California by 10,000 to 15,000 barrels a day, he said.

Relaxing other regulations on vapor pressure and cutting through the red tape holding up development in Kern County would increase production another 110,000 barrels a day, he said.

More from Eureka Area

(Continued from Page 12)

\$50 million in federal funds for the Prairie Creek bypass in the "north-south split," Keene reported. Under the north-south split, 60 percent of all highway funds in California must be spent in southern California, leaving just 40 percent for everything north of the Tehachapi Mountains.

"If the north-south split applies to this project, it would be many

years before it is built—because Cal Trans would budget only a small amount of the federal funds for expenditure each year to avoid upsetting the balance between north and south," Keene explained.

Moreover, he said, it would reduce the probability of construction of other needed projects to improve the Redwood Highway.



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

ROPS Should be Inspected To Avoid 'False Security'

Job Stewards Activated
From 5/14/79 to 6/13/79

Dist. Member

- 06 Ignacio Mesngon
- 06 Jose L. Ninete
- 06 Manuel Tagle
- 12 Norman Cary
- 12 Joe Jones
- 12 Fred Schiess
- 12 George Stavros
- 10 Wes Hay
- 30 Bill Mataska
- 60 George Genise

Agent

- T. Long
- T. Long
- R. Long
- L. Lassiter
- W. Markus
- R. Daugherty
- W. Markus
- B. Datson
- G. MacDonald
- G. Morgan

Job Stewards Inactivated
From 5/14/79 to 6/13/79

Dist. Member

- 06 Dennis Aseron
- 06 Armando Dominguez
- 12 Duane Franklin
- 12 Ronald Ross
- 20 Arthur Laurant
- 31 David Blake
- 31 Dave Johnson
- 31 Waldo E. Ogan
- 70 David Hoie
- 70 Michael MacGinniss
- 70 Henry Waits
- 90 Allen Palmer

Agent

- T. Long
- T. Long
- W. Markus
- B. Markus
- P. Schiessler
- R. Morgan
- R. Morgan
- R. Morgan
- R. Havenhill
- R. Havenhill
- R. Havenhill
- R. Fleckenstein

Safety Committeemen Activated
From 5/14/79 to 6/13/79

Dist. Member

- 12 John Elliott
- 12 Boyd Lowder

Agent

- V. Abbott
- V. Abbott

Safety Committeemen Inactivated
From 5/14/79 to 6/13/79

Dist. Member

- 50 Melvin Armstrong
- 50 William Cogburn
- 50 A. J. Elias
- 50 Leon Goad
- 50 Kenneth Hasley
- 50 Dillard W. Hensley
- 50 Robert Hernandez
- 50 George Johnson
- 50 Thomas Koop
- 50 Abel Mejia
- 50 Gary Dee Nason
- 50 William Price
- 50 Alfred Rogers
- 50 J. W. Vineyard
- 70 Ben Carvalho
- 70 Clarence Dittner
- 70 Clyde Hutra
- 70 David Hoie
- 70 Jim Lambert

Agent

- B. Merriott
- H. Smith
- H. Smith
- J. Bennett
- H. Smith
- H. Smith
- B. Merriott
- J. Bennett
- H. Smith
- B. Merriott
- H. Smith
- B. Merriott
- B. Merriott
- H. Smith
- R. Havenhill
- R. Havenhill
- R. Havenhill
- R. Havenhill

Job Stewards Inactivated
From 3/12/79 to 4/13/79

Dist. Member

- 02 Don J. Verke
- 02 Billy E. Wilhelm
- 12 Doug Johnston
- 12 John Jackson
- 12 Randy Bronson
- 12 John Bale
- 12 Phil Baum
- 12 Ray Summrell
- 12 Robert L. Spears
- 12 Tom Sperry
- 12 Delbert Olsen
- 12 Duane Nye
- 12 Thomas D. Galloway
- 12 Orin Hatch
- 12 Rodney Woolsey
- 80 Merle L.X. HXARKER

Agent

- H. Pabel
- H. Pabel
- L. Lassiter
- D. Wright
- D. Wright
- D. Wright
- D. Wright
- R. Daugherty
- W. Markus
- R. Daugherty
- R. Daugherty
- R. Daugherty
- W. Markus
- R. Daugherty
- R. Daugherty
- J. Brown

Safety Committeemen Inactivated
From 3/12/79 to 4/13/79

Dist. Member

- 10 Floyd V. Graham
- 12 Mark Oakes
- 12 John Dickey
- 12 Coleman Seal

Agent

- B. Datson
- V. Abbott
- V. Abbott
- R. Daugherty

The safety advantages of installing rollover protective structures (ROPS) and seat belts on vehicles used in construction and surface mining have been proven repeatedly over the years. Long-term studies involving rollovers of front-end loaders and other vehicles provide compelling evidence that the use of ROPS and seat belts has dramatically reduced the death toll in such accidents.

But problems remain, and one of the most serious is the apparent ignorance of many persons in the mining community about the potential dangers of performing improper cutting, welding or other do-it-yourself field modifications of rollover protective structures that can significantly weaken them.

A grim case in point was the death in May 1977 of a young barite miner in Nevada who was crushed to death when the 116,000-pound Hough 400A front-end loader he was operating overturned and the ROPS collapsed.

Following the tragedy, a thorough examination was made of the events leading up to the accident, the accident site, and the equipment involved.

A mandatory standard published in the Federal Register on Feb. 4, 1977, requires installation of ROPS and seat belts on specified self-propelled track-type or wheeled vehicles used in metal and nonmetal mining surface operations and in surface areas of underground mines, excluding remotely-controlled vehicles.

Under the regulations, ROPS may be repaired, altered or welded only under direction of the manufacturer or a registered professional engineer. ROPS and seat belts are mandatory on equipment manufactured after July 1, 1969. Equipment made before that date was exempted from the installation requirements. The ROPS exemption regarding pre-1969 equipment was based on evidence during hearings on the standards that installation of ROPS on some earlier model vehicle frames could itself cause safety problems.

The machine involved in the fatal accident was produced before July 1, 1969, and therefore was not required to be equipped with a rollover protective structure, although it did have one. However, the circumstances surrounding the Nevada accident are significant in illustrating conditions that may occur on any machine equipped with ROPS. The front-end loader involved in the fatal accident was equipped with a protective structure mounted over a sheet metal cab. The loader, which had recently been purchased by the mine operator,

rolled over after going off a narrow dirt road with about a 10 percent grade. At the time, it was being driven forward up the grade in first gear at less than 10 miles an hour.

The rollover protective structure on the loader, the investigation showed, had been improperly modified at some time prior to delivery of the loader to the barite mine, and these modifications had seriously weakened the ROPS. Before it had even been put to use by its new owner then, this particular piece of equipment which gave the comforting appearance of both utility and safety was, in effect, a dangerous booby trap primed to kill or maim in the type of rollover accident to which front-end loaders have been particularly prone in the past.

When the loader rolled over, the left side of the upper rollover protective structure hit the ground, causing the structure to deflect to the right. Because both rear columns were severely distorted and the front columns suffered only minor permanent damage, it was determined that, upon impact, the left rear column failed at a crack observed in the socket.

This transferred the forces to the other columns, contributing to the general collapse of the ROPS.

The MSHA investigation determined that at some time before the loader was delivered to the Nevada mine, the ROPS had been modified by installation of three-inch spacer boxes beneath the rear column sockets. In addition, the front columns had been cut from their base plates with a cutting torch and rewelded to the plates to compensate for the ROPS' rear column base elevation, the right rear column base and socket had two sets of holes in them, the left rear column base had five holes, and the left rear socket had four holes cut in them.

The cutting of holes in the rear column bases and sockets had weakened the member strength because the holes were jagged and irregular, leading to the formation of areas of high stress concentration, which in turn may lead to fatigue cracks. In addition, three-quarter-inch diameter bolts, rather than the one and one-eighth-inch bolts specified by the manufacturer, had been used to secure the rear columns.

The complete failure of the left front column base weld and the right rear column spacer box welds indicate that the welds may not have been properly made. The design and construction of a rollover protective structure is such that most have some margin of safety, but every ROPS manufacturer and each different structure for each make and model of equipment provides a slightly different apparent margin of safety which can range from nearly nothing to unknown.

The Bureau of Mines is currently directing a research project to develop guidelines for ROPS field maintenance and inspection proce-

dures which will lead to development of educational materials for operators, inspectors and others.

Pending results of the research project, the following points should be emphasized in any consideration of ROPS field maintenance and safety inspection procedures, not only for mine related work, but construction as well.

- Although the true margin of safety provided by any rollover protective structure can never be accurately quantified, the ROPS provided on any equipment may be considered acceptable if it is certified by the ROPS manufacturer, or by a professional engineer—as long as it meets the existing standards for the particular make and model of equipment. Shop drawings should be kept in the employers files.

- Any ROPS alteration, including but not limited to field cutting and welding (other than that required for proper field assembly or installation), the drilling of holes in structural members or the reinforcement of structural members or mounts will void the certification unless written authorization for such work has been received from the ROPS manufacturer and the ROPS, as altered, has been recertified by a professional engineer as meeting the existing requirements.

- If structural parts of the ROPS, especially the support columns and frame mounts, are visibly distorted by more than one percent of the length of the member, the ROPS may not be able to withstand a rollover without failing. Any condition which results in visible deformation in an adjacent side of a member has crippled that part and has induced an area of stress concentration;

- If the mounting bolts and nuts are not kept tight, the strength of the attachment of the ROPS to the equipment mounts has been compromised;

- Washing down of the ROPS under high pressure may allow water to get inside structural parts, causing them to burst if the water freezes;

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

The failure of the flawed rollover protective structure on the loader at the Nevada barite mine is a clear-cut example of the needless tragedies that occur far too often in mining. The lesson offered to employers and Local 3 members alike also is clear-cut. It is this: Be extremely wary about the possibility that ROPS on used equipment may have been improperly modified by a previous owner. Before buying either new or used equipment and putting it to work, have the ROPS carefully inspected to assure that it is structurally sound. To do less is to equate false security with safety.

DEPARTED BROTHERS

(Continued from Page 11)

Brown, Ralph H. (Ruby Mize, Daughter) 7689 Manorside Drive, Sacramento, CA	4/10/79	Goins, Ira P.O. Box 338, Shasta, CA	3/27/79	DECEASED DEPENDENTS APRIL 1979	
Button, Emery N. (Donalda Klug, Daughter) 821 St. Marks St. #3, Redding, CA	4/12/79	Johnson, Ralph (Zella, Wife) 22 Larkspur Ave., Auburn, CA	4/12/79	Brownlee, Kirsten—Deceased March 29, 1979 Step-daughter of Wm Locklin	
Cavazza, Frank (Virginia, Wife) 1080 San Miguel Rd., Concord, CA	3/22/79	Kerr, Charles L. (Leifa, Wife) 835 Mary St., Santa Rosa, CA	4/21/79	Clark, Tracy—Deceased February 14, 1979 Step-daughter of Raymond Berg	
Dillman, Orville (Helen, Wife) P.O. Box 1586, Klamath Fall, OR	3/28-79	Kirkpatrick, Roscoe (Mary Viola, Wife) 783 Alpha Avenue, Eureka, CA	4/21/79	Golden, Tina Louise—Deceased March 26, 1979 Daughter of Bobby Golden	
Dwyer, Vincent (Marjorie, Wife) 18661 Medicus Court, Cupertino, CA	4/1/79	Myers, Bruce E. (Rebecca, Wife) 54 Sherwood Circle, Cloverdale, CA	4/11/79	McCoy, Lucy—Deceased April 11, 1979 Wife of Robert E.	
Eades, Carl (Laura, Wife) P.O. Box 248, Lakehead, CA	4/4/79	Perkins, Paul E. (Marjorie, Wife) 975 California St., Calimesa, CA	4/5/79	Morris, Lorraine—Deceased April 3, 1979 Wife of Harry	
Emery, Charles M. (Norma, Wife) 2528 Sunnyside, Clovis, CA	4/1/79	2Pollard, Ethan (Elizabeth, Wife) P.O. Box 2708, Yountville, CA	4/17/79	Maxwell, Ouida—Deceased April 7, 1979 Wife of Karl C.	
Fields, Corneli (Ruth, Wife) Rt. 2, Box 666 #21, Sand Springs, OK	4/1/79	Simpson, James W. (Mildred, Wife) 19106 San Miguel, Castro Valley, CA	4/11/79	O'Hara, Virginia Lee—Deceased April 10, 1979 Wife of Thomas F.	
Flynn, John M. (Fern, Wife) 26462 Jane Avenue, Hayward, CA	4/4/79	Sliger, William (Naomi, Wife) 412-17th St., Marysville, CA	4/8/79	Peterson, Lenore—Deceased December 26, 1978 Wife of Harvey	
Gerlock, Jake (Peggy Reeder, Daughter) 19170 Lowell Avenue, Hayward, CA	4/22/79	Sturm, Sam (Vera, Wife) 7001 Folsom Auburn, Folsom, CA	4/9/79	Pruitt, Bessie—Deceased April 16, 1979 Wife of Wilburn	
Gianella, Henry (Nannette, Wife) 1000 Sutter Granada, San Francisco, CA	4/21/79	Tachera, Clifford (Thelma, Wife) 3710 Harding Avenue, Honolulu, Hawaii	3/26/79	Reyno, Elmo Jr.—Deceased March 30, 1979 Son of Elmo, Sr.	
Gibson, Joseph (Demy, Wife) 1466 Elizabeth Rd., Vacaville, CA	4/5/79	Thissell, Norman (Marjorie, Wife) Rt. 1, Box 108, Dixon, CA	4/25/79	Schrag, Helen—Deceased April 3, 1979 Wife of Lester	
Godding, John T. (Marie, Wife) 3317 Mark Allen Dr., Modesto, CA	4/12/79	Van Winkle, Thomas (Evelyn, Wife) 2014 Slater St., Santa Rosa, CA	4/12/79	Tavasci, Jeannette—Deceased April 19, 1979 Wife of Gino	
		Wilson, Sam R. (Ethel Britton, Daughter) 1354 Elliott Rd., Paradise, CA	3/22/79	Waters, Ronald—Deceased April 6, 1979 Son of Walter	
				Waughtel, Lois M.—Deceased January 26, 1979 Wife of Grant L.	

East Bay Truck Crane Work Remains High

Business Rep. Bill Dorresteyn reports that Truck Cranes are still doing very well in the East Bay. Hill Crane is moving some cranes in at their Antioch yard and also will be in Fairfield.

Sheedy is very busy also. They have work in San Francisco and at the Geysers. They are almost finished with their decorator panel job in Oakland.

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

Bigge has their new rigs working and they are very busy. They are now in full swing up at Garberville on a tunnel job. They prefabricated a bridge and had two 140 P&H's railed to the jobsite. They are cutting new loads and are getting ready for moving some trapped locomotives.

This will be a very professional job as they are very heavy and the terrain is almost impossible, Dorresteyn commented. They also have approximately \$8 million at Kaiser Permanente. They are setting up a job in Alameda for British Petroleum. They have some transporters to move some modules onto barges for Alaska.

Winton Jones is doing fair with mostly refinery and Dow Chemical work. Marin Van is still going very well as they are doing lots of

work in the Santa Rosa area. San Jose Crane is working very good. They had jobs at Warm Springs and in the San Francisco area.

Reinholm is still going very strong. He has another go at the Port of Redwood City. This is a good dollar job. He is getting work at Kaiser Permanente, in San Francisco, and is doing a lot of tilt up work all over the place.

Peninsula Crane is doing very well in the San Jose and peninsula areas. They also do a lot of machinery work.

"The safety record is still very good and let's try and keep it this way," Dorresteyn urges the members. "It's really not very pleasant investigating an injury accident. Some of these accidents are very very bad, and in most cases were

totally uncalled for. So Brothers, please work hard on safety as the lifts are getting heavier and the booms are getting longer. Keep up the good record."

Western Contra Costa

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

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

Some of the new plants and pumping stations scattered around

the bay area are Underground's job at the end of Davis Street, San Leandro at \$7.5 million, Fred J. Early off Keller Ave., Oakland at \$3.5 million, Elmer J. Freethy off Grand Ave. by the Oakland Army Base at \$9½ million, Union City's new Wastewater Treatment Plant at \$24 million which is being done by C. Norman Peterson, Alvarado-Newark Force Main at \$8.4 million by Homer J. Olsen, Freethy again is working on Richmond's Effluent Treatment Plant for \$3.5 million, Dorfman Construction out of Los Angeles has both the Point Richmond Station and the San Pablo Plants under construction at over \$12 million and the latest contract to be let is the \$3 million Effluent Pumping Station Force Main at Rodeo by Peter Kiewit.

Santa Rosa Going Full Steam

(Continued from Page 8)

Berryessa Tyler-Engelke is keeping several brothers busy working a lot of overtime.

Business Rep. Brad Datson reports that Titan, in Sonoma, is going full steam with about 15 engineers, and Ebert-Spartan is right behind with about 10. Also in the Sonoma area DeMartini, Soiland, Ghilotti and Sonoma Rock are hard at it, going as fast as they can,

along with a number of owner-operators on smaller work. Slinsen Const. has everyone called back in the Napa area and Huntington is also busy on the big bridge approaches south of Napa under M. L. Duback. Up the Napa valley, Montelli Const. has all hands working all over the valley.

Closer to Santa Rosa, Don Dowd, Siri, Ghilotti and Soiland are in full swing while Argonaut

has a lot of work to be done in coming months, although they are starting out slower than usual this year.

"All this business so early in the season means we are going to be out of hands in short order," Datson reports "As of mid June we are out of double-ender scraper hands, blade men, graders, screedmen, etc., etc. In fact, it is easier to list what we do have now, which is a few dozer hands.

Marin in High Gear

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

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

Mel Weir has been keeping quite a few Brothers busy on their Marin Oaks Park job. Talbott Brothers from Napa have been working on Olive in Novato. There hasn't been too much activity at the SoulaJule Dam—Tutor-Saliba as it is just about finished up.

McGuire & Hester has been doing a job at Stinson Beach with a small crew. Fanfa-Mulloy is still at Larkspur Landing. Basalt Rock at McNear's Point is keeping two shifts going. Conrad Von Blankenburg working a Lull Hi Lift at Harbor & Bridgeway, Sausalito.



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



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.).

- July**
- 10th **Eureka:** Engineers Bldg., 2806 Broadway
 - 11th **Redding:** Engineers Bldg., 100 Lake Blvd.
 - 12th **Oroville:** Prospectors Village, Oroville Dam Blvd.
 - 19th **Fairfield:** Holiday Inn, 1350 Holiday Lane
 - 25th **Honolulu:** Washington School, 1633 S. King St.
 - 26th **Hilo:** Kapiolano School, 966 Kilauea Ave.
 - 27th **Maui:** Kahului Elementary School, S. Hina Ave., Kahului
- August**
- 2nd **Oakland:** Labor Temple, 23rd and Valdez St.
 - 7th **Stockton:** Engineers Bldg., 2626 No. California St.
 - 14th **Fresno:** Engineers Bldg., 3121 E. Olive St.
 - 21st **Sacramento:** Woodlake Quality Inn, Hwy. 160 and Canterbury Road
- September**
- 5th **Salt Lake City:** Engineers Bldg., 1958 W. No. Temple
 - 6th **Reno:** Musicians Hall, 124 West Taylor
 - 20th **Santa Rosa:** Veterans Bldg., 1351 Maple St.
 - 27th **San Jose:** Labor Temple, 2101 Almaden Rd.

Semi-Annual Meetings

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

Have You Checked Your Dues?

Dues Schedule for Period	Annual Meeting Held on July 9, 1977
10-1-78 through 9-30-79	Deletes the provision that a member can pay dues in advance of an increase at the "old" rate (the rate in effect prior to the effective date of such increase). Therefore, the dues rates for the periods as indicated above apply regardless of when payment is made.
Local 3 \$90 (Per Qtr.)	*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.
Local 3A \$87. (Per Qtr.)	
Local 3B \$87. (Per Qtr.)	
Local 3C \$87. (Per Qtr.)	
Local 3E \$87. (Per Qtr.)	
Local 3R \$87. (Per Qtr.)	
Local 3D *Variable by Unit	

Please Note: An amendment to Article VI—Dues of the Local Union By-Laws adopted by the members at the semi-

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Dirt Moves on San Felipe

(Continued from Page 1)

claimed the project would syphon too much water from the Delta Region, endangering water quality and causing salt water intrusion.

No Growth Issue

Other activists, grabbing onto the Sierra Club's shirttails were more interested in restricting further growth in the Santa Clara Valley. Restricting water development, they reasoned, would strangle the area's industrial and residential growth.

The burgeoning controversy over San Felipe came at about the time the Santa Clara valley was experiencing tremendous population growth, due primarily to the establishment of the lower peninsula as the electronics capital of the world.

Public opinion was at a fever pitch by the time the public hearings for the project were held. Vacillating with the tide, the San Jose city council gave qualified approval for the project in May 1975, on conditions that (1) the Delta's water quality was protected, (2) that waste water reclamation and conservation be an integral part of the proposed plan and (3) that the need for industrial and agricultural use of the water be substantiated by the Bureau of Reclamation.

A few days later, the State Water Resources Agency sent a letter to the Santa Clara Valley Water District, advising them that the county would have to hold a local referendum to determine approval of San Felipe, if they expected to get approval from the state. The water agency also stipulated that the Delta water quality problem would have to be resolved through negotiation between the federal government and the state.

Controversy Rages

In the meantime, while controversy increased at a local level, the House Appropriations Committee gave the go ahead for \$12.5 million in funding for the project for the 1975-76 fiscal year.

In July 1975, the Sierra Club and the Environmental Defense Fund filed suit against the Bureau of Reclamation, claiming the Bureau had not secured adequate water diversion rights nor obtained ap-

proval from the state to use the state-owned California Aqueduct for transporting water from the Delta to the San Luis Reservoir, from which the Pacheco Tunnel would draw its water.

However, the case was dropped when the plaintiffs failed to appear for the preliminary hearings. In making his ruling, Judge Weigle left a provision for the plaintiffs to reopen the case if they could provide sufficient cause.

For the next six months, the issue of San Felipe appeared to cool off. The Bureau of Reclamation proceeded on with preparations for the project as the environmental impact statement marched into its final stages.

Then in May 1976, a number of events occurred which suggested that opponents of the project and EPA officials were acting in tandem.

EPA Administrator Russell Train fired a memo off to Interior Secretary Thomas Kleppe, requesting him to block the project as it currently stood on grounds that the EIS prepared by the Bureau left significant questions unanswered.

Simultaneous with the EPA's action was a request by the Sierra Club to reopen the lawsuit that had been shelved the year before.

Bureau officials and supporters of the project were confused and enraged at the latest turn of events. The EPA had had several months to respond to the Bureau's draft environmental impact statement. Now they were requesting changes after the report had entered its final stages and at the same time the no growth opponents were reopening the case.

Bidding Delayed

The immediate effect upon the project was to delay bid openings for a month, while a hearing date was scheduled and the Bureau responded to the EPA's charges.

This time around, the Sierra Club and the Environmental Defense Fund dropped the charges they had made the previous year and centered on the Environmental Impact Statement.

On May 27, the parties met in U.S. District Court chambers in San Francisco to present their case.

Following testimony from both sides, Judge Weigle ordered an injunction halting any further progress on the project and required the Bureau to provide a supplemental EIS answering specific questions on Delta Water quality and a variety of other issues.

The project, in the eyes of the supporters had effectively been delayed for another year. Little did they know at that time that it would be exactly three years before dirt would ever be broken on San Felipe.

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

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

San Felipe Wins

Just weeks after the election, the trial between the Bureau and the Sierra Club reconvened, only to be rescheduled for February 1977. In this new round of litigation, Local 3 supported the Bureau as "intervenor."

It would be six months before Judge Weigle would finally rule in favor of the environmental impact statements, clearing the way for bidding on the project. And, following rejection of the first set of bids, it would be two more years before actual work would begin.

At the present time, with work barely started, excavation is underway on the tunnel's east portal, with construction soon to begin on the west portal outlet.

The project is designed to provide a water supply of about 216,000 acre-feet annually by the year 2020. Water will be delivered through a combination of direct diversion, reclamation and ground water recharge.

Marr Receives Coro Service Award

"The Young People of America, as exemplified by the Coro Fellows, are the foundation for the continuing greatness of our nation," said Business Manager Dale Marr during his talk on April 27th when he accepted the 1979 Coro Foundation award honoring distinguished Northern California citizens for Outstanding Achievement in Public Affairs.

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

Marr received his award from Mistress of Ceremonies Dianne Feinstein during presentations held at



the Mark Hopkins Hotel in San Francisco. She introduced him as a person who has met the Coro Foundation goals of excellence in his career in public service. His remarks were applauded warmly by the assembled guests—friends and associates of the honorees, Coro management, graduates and

fellows. Leo T. McCarthy, Speaker of the Assembly, Rhoda Goldman, a Bay Area civic leader, Edgar F. Kaiser, Chairman of the Board of Kaiser Steel Corporation, and Charles J. Patterson, Senior Vice President of World Airways, Inc. received similar awards.