

# Caltrans unveils \$7.3 billion spending program

State Transportation Director Adriana Gianturco has unveiled a proposed \$7.3 billion five-year state transportation spending plan that was approved by the California Transportation Commission last month.

"The 1980 State Transportation Improvement Program (STIP), including highway, transit guideway, aeronautics and toll bridge projects, represents a 12.4 percent increase in proposed transportation spending over the 1979 \$6.5 billion program," said Gianturco. "This increase is primarily attributed to

increased Interstate highway apportionments available to California and acceleration of Interstate projects in our plan."

The Alquist-Ingalls Act (Assembly Bill 402), enacted January 1, 1978, requires Caltrans to propose a five-year State Transportation Improvement Program to the California Transportation Commission to be used as a planning and scheduling tool. The five-year transportation program is revised and updated on an annual basis.

The new plan covers the period 1980/81 through 1984/85, and in-

cludes \$6.9 billion from the State Highway Account (including \$296 million for transit guideways), \$398 million from the Toll Bridge fund and \$34 million of Aeronautics funds, said Gianturco. "We have also programmed an additional \$182 million in federal discretionary Interstate funds we expect to be available during the five-year period, which is not included in the \$7.3 billion total."

The new program will spend all state and federal dollars the agency expects to receive over the next five years plus all reserves from previ-

ous years, according to Gianturco. "We've made a conscious decision to maximize our federal revenues," she said. "In order to do this, we're deferring a small number of projects that were in last year's program and were to be funded with state funds only. These projects will be rescheduled in the future when they can qualify for federal and for 80 percent to 90 percent of their costs."

The highway portion of the proposed program continues Caltrans' commitment to most of the projects contained in the 1979 STIP. The

major adjustments made were to reflect changes in escalation rates, project costs, and advertising dates and changes to insure compliance with statutory and federal constraints.

Highway funds for new facilities, the largest single expenditure within the highway portion of the plan, are programmed at \$1.8 billion and make up 26 percent of the total highway program. Projects in this category include work to close essential gaps in the system and to complete the Interstate System.

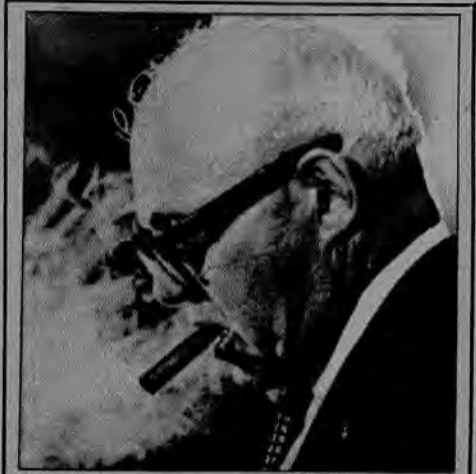
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## ENGINEERS NEWS

### Important Notices

Important information regarding upcoming Grievance Committee elections appear on page 16. Recent Grievance Committee election results appear on page 2. This is the last month the special notice on 1979-1980 Local 3 Scholarship competition will be run (see page 11).



'To see a legend'

### Thousands come to Meany's wake

George Meany, who led the AFL-CIO as president for nearly a quarter-century is dead at the age of 85. Meany passed away Jan. 10, less than two months after he had presided for the last time at a convention of the AFL-CIO.

Trade unionists from throughout the country and the world gathered with Meany's family for funeral services at Washington's Cathedral of St. Matthew the Apostle. President Carter and Vice President Mondale were among the many notables who shared in the moving occasion.

AFL-CIO President Lane Kirkland and Sec.-Treas. Thomas Donahue led the labor delegation, which included present and past members of the federation's Executive Council, national and international union heads and leaders of state federations and major central bodies.

Throughout a two-day wake, friends and admirers of George Meany filed through the lobby of the AFL-CIO building to pause respectfully at the casket of labor's great leader and to share a warm handshake with a member of the Meany family.

They were construction workers in hard hats just come from job sites and they were diplomats from the embassies of the free world. They were young people in blue jeans and retired union presidents who had served on the AFL-CIO Executive Council during Meany's long tenure as president of the federation.

Reporters and photographers looking for the famous found them, but they also found a cross section of America, which Meany strove to represent throughout his career.

A man carrying a baby in a backpack told a *New York Times* reporter that he came because, "This may be the last great leader our country will ever have, and I wanted my son to see him."

After more than 60 years, Meany is gone from the Americans who loved him most. Although it is a time of sadness and loss for our nation's trade unionists, it is no doubt a happy occasion for the great labor leader himself. As Msgr. George Higgins stated upon his funeral:

"Happy are those, who like George Meany, die in the Lord! Happy indeed, the Spirit says, now they can rest forever after their work, since their good deeds go with them."

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## Barkan gives a call to arms at Semi-Annual meeting

By James Earp, Managing Editor

Leaders of labor and union members, get your heads out of the sand. That was the message given by National COPE Director Al Barkan to the several hundred operating engineers in attendance at Local 3's January 6 semiannual meeting at the Marine Cooks and Stewards Hall in San Francisco.

Making a special appearance before the members at the request of Business Manager Dale Marr, Barkan gave a hard hitting report on the movements of the right wing.

One of the greatest threats to labor, he warned, is the recent formation of the "Council for a Union-Free Environment" by the National Manufacturers Association. "This isn't the Chamber of Commerce representing some gas station owner on main street," he declared. "This is the biggest of the big telling you there is no need for a third party to come between the employer and employee."

The National Right to Work Committee, Barkan continued, is financing over 100 lawsuits nationwide aimed at destroying the ability of unions to represent their members. One court case currently being appealed would restrict the expenditure of union funds to only those activities directly related to contract negotiations and grievance handling.

"Every other expenditure would be illegal," Barkan declared, if this lawsuit holds up before the Supreme Court. "Per

See Pages 8-9  
for complete transcript  
of Barkan's speech

capita tax to an international union, a sick and health fund, a death benefit fund, a local union newspaper, you name it. Unless it was directly involved for the contract negotiations of that individual union member, it would be illegal."

Barkan reviewed the 1976 and 1978 elections, naming several key legislators that labor lost because of a few thousand votes. Labor unions must be able to raise more political contributions through political check offs if we hope to keep the corporations from buying out the White

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"I've been in the labor movement 42 years. Never in that long period have I seen a time when labor as an organization is as threatened as it is today."



By DALE MARR, Business Manager

# LOOKING AT LABOR

## ENGINEERS NEWS

WIPA

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

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### Grievance Committee Election

At its regular quarterly membership meeting on January 17, the District 1 members elected the following brothers to serve on its Grievance Committee for the ensuing year: Bob Gilman, Ted Wright and Jim Derby.

At its meeting on January 10th, the District 6 membership reelected the following to serve on its Grievance Committee for the ensuing year: Brothers Richard Bagley, James Melton and Cy Shepard.

At its meeting on January 8th, the District 4 membership reelected the following to serve on its Grievance Committee for the ensuing year: Brothers Joe Biasca, Jay Powers and Darrel Robinson.

At its meeting on January 9th, the District 7 membership elected Brother Oscar Smith and reelected Brothers Danvil Hilbert and Larry Sackett to serve on its Grievance Committee for the ensuing year.

(Editor's Note: On January 30, Local 3 Business Manager Dale Marr was a featured speaker at a conference on "work and health," sponsored by the Western Institute for Occupational and Environmental Sciences and the California Labor Federation, AFL-CIO. The following are his remarks at this conference.)

### What are the Job-Related Causes of Worker Death? by Dale Marr

The topic of this panel discussion is in need of far more attention by all of us, including government, than it has received in the past. We do not know enough about the job-related causes of worker death. As a society, we have not given this subject the attention it deserves, even though we have known since before the industrial revolution that miners, factory workers, craftspeople and others who produced the goods and services for this world were subject to job-related diseases and accidents.

If you look at the history of the health sciences, you see remarkable progress. Modern hospitals, heart surgery, penicillin, and the virtual elimination of the contagious diseases, such as typhoid, cholera, bubonic plague, and poliomyelitis tell us that when the government and the people decide to conquer a particular cause of death, dramatic results are possible.

When I look at the history of occupational accidents and occupational diseases, there is little question that these causes of death have not been given much attention or even recognition by our society. Before 1970, there was no national law to protect workers against job-caused deaths and diseases. A few states had preventive programs, but for the most part these were weak and not very effective. Prior to passage of the occupational safety and health act of 1970, the United States government did not know how many or what kinds of occupational injuries, diseases and deaths were occurring in this country.

Even today, ten years after the Act was passed, we are not sure of the size and scope of our occupational safety and health problem from the statistical point of view. Deaths and serious injuries from accidents are now beginning to be known. This is because accidents are easy to count and record. An accidental injury or death on the job is immediately visible. There is need for first aid or an ambulance. The cause and effect relationship can be investigated, documented, and preventive action taken immediately. Union representatives and job supervisors can easily understand and take part in the preventive process, because the cause and effect relationship is known.

The problem of identifying and counting the deaths caused by occupational diseases is far more difficult. Diseases of occupations develop gradually. Often the worker has changed jobs so that exposure ceased before onset of the disease. World War II shipyard workers are a good example of this problem. They are now developing cancer caused by their exposure to asbestos 30 years ago.

This example of the shipyard workers brings to mind the importance of researchers, such as Doctor Selikoff who was honored here at a testimonial dinner last Monday evening. Most of the lung cancer caused by asbestos is the common form of lung cancer that may also be caused by cigarettes, coke oven smoke, and natural causes. How then, did we ever learn that asbestos caused lung cancer? Many people worked on this problem, but Doctor Selikoff proved it once and for all so far as the United States was concerned. By a very careful study of the members of the Heat and Frost Insulators Union Local in New York over a 20 year period, Dr. Selikoff showed a clear and irrefutable relationship between death from lung cancer and work with asbestos. The important lesson taught by Dr. Selikoff in his study of the New York Heat and Frost Insulators is that we will never conquer the problem of deaths caused by diseases of occupations until we are willing to do the detailed, long-term studies necessary to unravel the complicated relationships between occupations and deaths by specific causes.

There are other examples that demonstrate the importance of research. We have known for many years that breathing rock dust which contains quartz will cause the fatal lung disease, silicosis. Because we know the cause and effect relationship, we can prevent this disease by controlling the dust. There are other examples; cancer in radium dial painters and uranium miners, byssinosis in cotton textile workers, and cancers in coke oven crews. We have learned from bitter experience that jobs cause disease and death, but also that prevention is possible and practical.

As I pondered the question of job-caused deaths under discussion today, I listed some thoughts about the future that I wanted to share with you. They sum up my views of where we are and where we should be going to protect our own members and to carry our larger responsibility of improving working conditions throughout the country and the world.

**First:** don't wait for someone else to do it. Local unions can play a key role in the prevention of job-caused deaths. For example, Local 3 has been concerned and has been active in this field for many years. Through our efforts, roll over protection for heavy equipment was made mandatory in California ten years ago. This has saved hundreds of lives in our local union alone. We have stimulated and supported health studies. While the results have not been dramatic, we are encouraged. We suspect from these studies that heat, noise and dust have become health problems as the result of bigger and more powerful construction machinery. And we are working toward better control of these problems. Our knowledge of health hazards in underground construction has been important. Over the years we have monitored the development of tunnel drilling regulations in this state and have helped to assure that the codes for ventilation, dust control, explosives handling, fire prevention and other aspects of underground safety are a model for the nation. **Second:** Don't forget safety. Even though this is a health conference and even though we recognize that occupational disease is in need of study and control—don't forget safety. Acci-

dents still cause many deaths. They often take young people in the prime of their lives. And accidents most often can be prevented with the knowledge that we have on the job right now.

**Third:** Think in terms of prevention. You know in this day of excellent medical care and the unknown factors in many occupational diseases, we tend to look toward our health and welfare plans and medical examination programs as the easy way out. These are excellent as part of an overall program. But ultimately, we must not forget the value of prevention. Dust control will prevent silicosis. Noise control will prevent deafness, and so it goes. We must become familiar with these preventive measures and convince our employers of it.

**Fourth:** Think about the total person. As we move into the 1980's and into attacking this problem of job-caused death, we should begin thinking about more than just the impact of toxic agents on the job. The lesson of cigarettes in the causation of lung cancer should tell us that sometimes we will need to look further than just the job alone. The total person, how he or she feels, and what happens outside of work will become recognized as being important. A good example is the relationship between layoffs and premature deaths. Studies are now showing that people who have their lives disrupted by layoffs and unemployment have a higher death rate than those with steady jobs.

**Fifth:** We must learn to work together toward the solution of job safety and health problems. Traditionally, we have tended to think that operating engineers had one kind of health problem and steelworkers another problem and flight attendants a third problem, etc. This may not be completely true. Heat stress, vibration, noise, engine exhaust, and many other problems cut across all of our organizations. Attacking them together instead of separately would speed up progress.

In closing there is one other very important issue that I want to share with you today. And this is the problem of exportation of hazards and jobs to foreign countries. It is well and good for us to speak of job induced deaths and the control of these deaths, provided that we truly strive to accomplish our goal. However, our well-intended efforts will accomplish nothing at all if they simply result in industry relocating to a foreign country with resulting unemployment in the United States and the transfer of the occupational diseases and accidents to these foreign countries.

Ladies and gentlemen, I don't take this lightly. I think it is a real problem. Nearly the entire asbestos textile industry has moved outside the United States to escape OSHA. Our asbestos textile workers are now unemployed. And the foreign asbestos workers are unprotected. Will each new OSHA standard cause loss of jobs and transfer of death and disease overseas? Is this happening with cotton dust, lead, coke oven emissions, and the other standards promulgated by OSHA? We need to know. And we need national legislation which will prohibit the importation of products which are manufactured under conditions which are known to cause disease and death to workers.

I thank you.

## Sweeping dam safety rules near completion

Representatives of federal agencies that design, build and operate dams met last month to discuss how they will implement sweeping new guidelines developed in the wake of the 1976 Teton Dam collapse to provide a uniform high standard for safety practices at all federal dams.

According to the *Engineering News Record*, the guidelines were

sent last fall under a presidential directive to the Corps of Engineers, the Water and Power Resources Service (WPRS) and the Soil Conservation Service among other agencies.

"Federal agencies have already come a long way during the review process on the guidelines," says Bruce A. Tschantz, chief of federal dam safety in FEMA's office of

mitigation and research. He says the directive highlights four areas that should get special attention at this time in each agency: programs for inspecting existing dams to measure them against modern criteria; establishing a high-level dam safety office or officer; developing specific procedures for enforcing the guidelines, and making implementation of the guidelines a

high-priority budget item. The last may be the most important, says Tschantz, because "paper policies must be backed up with money."

He adds, however, that the guidelines have "presidential clout" and make it clear that dam safety is a high-priority item in the federal government. The format of the guidelines and the directive ac-

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## Tripling of Coal Seen as Possible

Utah's current coal production of about 10 million tons a year could triple to 30 million tons by the end of the 1980s according to John E. Willson, University of Utah mining engineering professor. The state can supply the intermountain Power Project's 3,000-megawatt, oil-fired electrical energy generation plant at Lynndyl, Mtlapl County," he said, "if the federal government and environmentalists cooperate to help boost production." Mr. Willson said the Lynndyl plant is expected to consume eight to 10 million tons of coal a year when it becomes fully operational.

It would supply power to municipal power agencies in California and Utah, with construction due to begin in 1981. Mr. Willson said 18 coal fields have been identified in Utah. The Book Cliffs and Wasatch Plateau fields are the state's prime areas of coal production now. Predicted by the professor of mining engineering to be "likely to be developed as growing suppliers of coal for utilities" are the Emery, Henry Mountains and Kaiparowits fields.

"The government could do its part by making more land available for production, with adequate safeguards, of course," Mr. Willson said. "Environmentalists could help by not fighting increased coal production every step of the way." Utah's coal, he said, is an attractive fuel source for electric power generation because of low sulfur content and high heating capabilities.

## Refiner Plans \$11 Million Alcohol Plant

Utah's first alcohol production plant will be built next year at Woods Cross. Its product will be blended with non-leaded gasoline to produce a "gasohol" motor fuel. The \$11 million plant is to be completed by fall. The developers are a new company, UALCO, Inc., headed by Harry McSwain who also is president of Western Refining Co., Woods Cross.

Western's refinery has a capacity of 12,500 barrels a day of crude. The gasohol plant will be built adjacent to the crude oil refinery to take advantage of its waste heat. The plant will produce about 330 barrels of alcohol a day at full capacity. It will be blended at the rate of one gallon of alcohol to nine gallons of gasoline. UALCO is a joint venture of Western Refining, a group of raw material suppliers and a group of private investors.

Ethyl alcohol, is one of the cleanest burning fuels—producing only carbon dioxide and water after burning. In addition, the feedstock is replenishable, in contrast to finite petroleum sources. Under most circumstances, production of alcohol for a motor fuel blend is not profitable because cost projections must include cost of burning fuel to heat the process and paying market price for feedstock and transportation costs.

## Council Approves Portion Of Lockheed Plan

SUNNYVALE—The City Council, uneasy about the ramifications of a proposed \$38 million expansion at Lockheed Missiles & Space Co., tabled action last month on a full environmental impact report. However, the council approved a small portion of the report and accompanying permits to allow completion of two buildings at Lockheed that will not generate new jobs. The buildings designed to give more "breathing room" to existing employees, will not aggravate current jobs-housing problems, city officials said. Approval of the full report is required on projects that might affect the environment before the council can consider specific architectural designs and issue building permits.

Lockheed wants to expand its building space by about 1 million square feet. Some council members were worried about the legalities of approving just a portion of the impact report. City Attorney James Hildebrand said that while such action might be unprecedented, it appears to be legally sound. The council delayed action on the remainder of the controversial report because of concerns about information contained in it. The planning commission twice revised the draft report before it reached the council, but there are still questions about how many jobs the five-year expansion project would generate.

The full Lockheed proposal to increase its

plant space by 20% has triggered discussion of the housing-jobs imbalance and related problems such as traffic congestion and air pollution. Six of the council members approved the special use permits for the two noncontroversial buildings. Action on the full report might be delayed for some time because the council is about to consider a proposed moratorium on industrial growth. In fact, the moratorium was proposed because of the magnitude of the Lockheed plan.

Partial approval by the council did not promise approval of the rest of the project, which would involve 350 new workers and about 800 workers from other Lockheed plants, according to Lockheed estimates. County planners have said the proposed project could attract between 5,100 and 20,000 new employees in support services and Lockheed replacements at other area plants.

The approval of the two buildings was taken so Lockheed could complete construction. One of the buildings is already finished except for electrical and plumbing necessities, and the foundation for the other has been laid.

The city staff, overlooking that the two buildings needed special use permits, issued building permits for them several months ago. The special use permits are required because the buildings are part of the overall project.

## Joint Study Would Eye Higher Shasta Dam

The state and federal governments signed papers this month that could lead to enlarging Shasta Dam. A "letter of intent" for a state agency and a federal agency to undertake a feasibility study on increasing the output of Shasta Dam was signed for the federal government by Billy Martin, regional director of the Water and Power Resources Service (formerly known as the Bureau of Reclamation). Before the agency can participate in any feasibility study, legislation pending in Congress must be signed by President Carter. Water Resources Director Ronald B. Robie signed for California.

The joint study will consider ways of using Shasta Dam, which is on the Sacramento River near Redding, for larger supplies of water and power for both the federal Central Valleys Project and the state Water Project. One proposal for increasing the dam's output was the object of a preliminary study last year by the federal agency. That study suggested tripling the size of Shasta Lake, from 4.5 million acre-feet to 14 million acre-feet, by raising the height of Shasta Dam by 200 feet.

The preliminary study concluded the proposed increase in the height of the dam would increase the annual supply of power from the project's generators by 30 percent and would increase the supply of water annually by 1.4 million acre-feet. Officials estimated the project would cost \$1.7 billion in 1980 dollars, with the main costs being the relocation of Interstate 5 and Southern Pacific railroad tracks. Other possibilities for enlarging the Shasta project include a new dam downstream, which would be more costly, or a smaller and less costly addition to the top of the dam.

The letter of intent not only calls for a study on the possible cost of increasing the project's water and power supply, but also for:

- Studies on the environmental impact of any additions.
- Additional flood protection along the river.
- Additional benefits, such as new recreational areas, resulting from an enlargement of the lake.

## PG&E Applies for Fifth Powerhouse

Pacific Gas & Electric has filed an application with the Federal Energy Regulatory Commission to build a fifth powerhouse at its Battle Creek Project on the Cross County Canal in Shasta County. The new powerhouse is the last phase of a \$25 million program to modernize and expand existing facilities. Various power companies have been generating electricity there since 1901, according to PG&E's Len Grzanka.

The project is about 25 miles northeast of Red Bluff. PG&E hopes to build a 1,000 kilowatt powerhouse there to be in operation by Dec. 1, 1980. The cost is projected at \$1.25 million. When complete, power capacity of the entire project would be boosted from 27,700 kilowatts to 35,100 kilowatts. If operating at capacity year-round, it would displace about 72,000 barrels of oil per year used to generate electricity elsewhere. PG&E's application is expected to be ruled on in March.

## Report Provides Jobs Outlook For Power Plant Construction

Demand for construction workers to build new U.S. power plants will drop slightly each year through 1983 as new plants are completed, but power plant construction will still provide nearly 900,000 year-long jobs over the five-year span. These forecasts were made in a study released last month by the U. S. Departments of Labor and Energy. According to the study, demand for on-site construction labor is expected to total 200,330 year-long jobs in 1979. This total will decline each year until 1983 when 142,840 jobs are projected.

Demand for construction workers on fossil-fueled plants is expected to stay relatively constant during the 1979-83 period. Labor requirements on nuclear power plant jobs, however, are expected to grow by some 5,000 year-long jobs in 1979-80, and then fall off through 1983. The study was undertaken as part of the research program of the Construction Labor Demand System (CLDS). CLDS is a computerized management information system of the Department of Labor and is designed to forecast—on a one- to five-year basis—future levels of construction activity and associated labor requirements. The Department of Energy is providing direction and funding support to the CLDS program.

## Delta-Mendota Canal Drained

The United States Department of the Interior's Water and Power Resources Service is dewatering the Delta-Mendota Canal so work can begin on \$3.9 million worth of rehabilitation work on 66.5 miles of the canal. The Water and Power Resources Service, formerly the Bureau of Reclamation, has awarded two construction contracts totalling \$3.9 million for rehabilitation work on the canal, which passes through the West Side of the San Joaquin Valley, according to Secretary of the Interior Cecil D. Andrus. Award of the contract for the first 36-plus-mile stretch of canal between mileposts 3.50 and 39.81, in Alameda, San Joaquin and Stanislaus counties, was made to Pacific Western Construction, Inc. of Fresno for \$1,939,366.

The second portion of the contract to rehabilitate canal sections between mileposts 39.81 and 70.04, in Stanislaus and Merced counties, went to El Camino Construction Co., of Fresno, whose low bid was \$1,994,095. Both contractors will construct reinforced concrete canal turnouts, repair concrete canal lining, and sealcoat or replace aggregate for an operation and maintenance road.

Contractors have a completion date of 510 days from notice to proceed. Water and Power Resources Service personnel of the Tracy Office began dewatering the canal on November 10th. Refilling of the canal will begin on January 31, 1980, regardless of the status of work. The canal will again be dewatered beginning November 10, 1980 until January 31, 1981. According to the California Central Irrigation District, "Very little irrigation demand exists at this time with only approximately 50 second feet of water being used this month."

## New rules make it harder to justify water projects

Federal agencies must consider water conservation and nonstructural solutions to water problems before suggesting new water projects after Jan. 14. The requirement is included in a new manual published by the Water Resources Council. It has the endorsement of President Carter and Interior Secretary Cecil D. Andrus, chairman of the council. It is intended to head off water projects before they are started if conservation or nonstructural improvements would suffice.

The same revision of the manual prescribes a consistent set of rules for federal agencies to use in figuring the costs and benefits of a project to determine whether it is economically justified. Still to come from the council is a second stage of the manual dealing with environmental quality evaluation procedures for projects.



By HAROLD HUSTON, President

## A Personal Note From The President's Pen

Our personal thanks to all the brothers and sisters who attended the Semi-Annual membership Meeting held on January 5, 1980, at San Francisco. Al Barkan, National Director Committee on Political Education, AFL-CIO, who was our guest speaker, did an excellent job in explaining the many problems and challenges labor faces today and in the future. We must continue to overcome these problems and challenges in order to stay strong!

The District Meetings held in Eureka, Redding and Oroville were well-attended; Our congratulations to the Grievance Committee Members who were elected in each district to serve for 1980! Their job is very important and we appreciate the many hours they put in.

Retiree Associations Meetings held at Redding and Gridley were also well-attended as usual. We cannot express strongly enough our gratitude to all the retirees and their lovely wives for the many meetings you have attended night after night, and 100 per cent support you have always given to us. We are very proud of all of you!

The monthly premium that most Medicare beneficiaries pay will raise from \$8.70 to \$9.60 next July 1, the government announced.

The 90 cent increase applies to the so called Part B of Medicare which covers doctor bills and certain outpatient medical expenses. There is no premium for Part A, which covers hospital stays.

The Department of Health, Education and Welfare said nearly 28 million persons will be enrolled in Part B of Medicare in the fiscal year starting October 1, including 25.1 million persons 65 or older and 2.8 million disabled persons under 65.

Part B is optional but most persons eligible for Medicare pay for it. The premium increase is required by law and is pegged to increases in the cost of the program.

The premiums went up 50 cents last July. The increase is limited to the same 9.9 percent boost that Social Security recipients received in their benefits last July.

Also in accordance with the terms of their contract with the Board of Trustees, the Union Labor Life Insurance Company has indicated its intention to increase the per capita monthly premium rate for the Pensioned Operating Engineer Health and Welfare Fund policy

period beginning March 1, 1980.

The carrier is proposing an increase of \$6.34 per month per capita; this represents an increase of approximately 12%, or \$456,000 on an annual basis.

The data submitted by the carrier along with its proposal is being analyzed and will be considered at the next Board of Trustees Meeting.

As of December 31, 1979, a total of 7,228 of our brothers have retired and are drawing their pensions. Also 712 of our brothers retired during the year 1979 to draw their pensions. Another interesting figure is that we now have over 1,000 of our brother engineers who received their 35 year Honorary Membership Card.

On January 9, 1980, the Union finally received the award in the long standing grievance against Pacific States Steel and the American Forge Company.

The Trade Act of 1974 provides relief from injury caused by import competition. The Union had assisted the employees in getting a "Trade Readjustment Allowance" (TRA) since Japanese imported steel had caused a number of layoffs at the Company.

Ultimately, the Company decided to permanently close its steel mill facility in October, 1978. The contract provided for severance pay and many employees appeared to be entitled to severance pay.

The severance pay provisions in the agreement provided that "If an individual shall become entitled to any discharge, liquidation, severance, or dismissal allowance or payment of similar kind by reason of any law of the United States, the total amount of such payments shall be deducted from the severance allowance . . ." Accordingly, the Company took the position that TRA was a proper offset from severance and further, that since they could not determine the amount of TRA drawn until the expiration of the TRA period, no severance was payable for from 52 to 78 weeks.

The severance pay provisions also stated that "statutory unemployment compensation payments shall be excluded from the non-duplication provisions . . ." The Union took the position that since TRA was in the nature of unemployment compensation, there could be no offset.

The Company strongly argued that TRA and unem-

ployment compensation have "different purposes, different funding and different criteria," and that "there is no federal unemployment insurance benefit program," and that TRA was therefore not unemployment insurance.

Our House Counsel, Larry Miller, argued that a severance allowance is generally a one time, lump sum payment, paid regardless of whether or not the employee received unemployment compensation, whereas TRA was a weekly payment dependent on the amount of State Unemployment Compensation received, whether or not the employee is reemployed.

Brother Miller went on to argue why each paragraph in the Trade Adjustment Act proved that TRA was in the nature of unemployment compensation.

Finally, Brother Miller argued that, while there was no past practice with the Employer with regard to TRA offset, that the Employer had traditionally followed the interpretations of Basic Steel, and since no Basic Steel Company had offset severance pay with the amount of TRA received, the Employer should be bound to the practice of the Basic Steel Companies.

After repeated attempts at resolving the grievance had failed, making arbitration necessary, we agreed to an arbitration on January 19, 1979. However, due to the arbitrator's unavailability until June 7, and the Company's failure to file their brief when due August 3, until November 15, the decision was delayed until January of 1980.

Finally, the arbitrator issued his decision in which he held: "I agree with the contentions of the Union that TRA benefits are a form of unemployment compensation, and they are not a severance or dismissal allowance" and "I hold the Company cannot offset these benefits (TRA) against severance pay allowance benefits."

The decision will result in approximately \$160,000 for the affected Operating Engineer Employees plus interest.

I want to thank Brother Miller, and Brothers Bob Skidgel, Ron Butler and Norris Casey, who all worked with me in bringing about this fair and just—though delayed—result.

## Local 3 member finds his children after years of search, separation

(Editor's Note: This story on Charles Allen, a 34-year member of Local 3 from Pacifica, appeared recently in the **Pacifica Tribune**.)  
by Diane Merlino

After 30 years of waiting and wondering a letter, a phone call and a chance find of half-fare airline tickets almost magically provided Hazel and Charles Allen with an instant family.

The Allens live in the picture-perfect red house ringed with a tidy, white picket fence at 1726 Palmetto. They have lived happily in Pacifica for 27 years: the move itself, made from San Francisco, has a lot to do with the beginnings of their family-reunion tale.

Relaxed in a cozy living room done in knotty pine, you can still hear the man from Virginia coming through when Allen says, "I really don't know where to begin."

Years ago, the Allens had kept up regular contact with Charles' children from a previous marriage, Charles Jr., Catherine, Bob, Ray, and James, all living with their mother in Virginia. There were letters from time to time and occasional exchange visits: son Charles Allen Jr. stopped by his father's home in 1950 when he was in the Navy. That was the last time either side of the family saw or heard from the other until just a few weeks ago.

When the Allens moved to Pacifica they sent their new address

to the children in Virginia. There was no response. Then, every letter they mailed after that was returned stamped "address unknown." The Pacifica Allens weren't sure if the Virginia Allens had ever received their own notification of a move.

Said Hazel, "I assumed that they were growing up and just didn't want to contact us—that's the only thing I could figure out."

The Allens could not figure out any way to regain contact with their family, so a blanket of silence, uninvited and unwanted, remained until this year.

On Sept. 28, a letter from the Social Security board reached the Allens' mailbox. It was from Catherine Gray, Allen's daughter.

Recalls Charles, "I was tickled to death to hear from them: I didn't even know that her last name was Gray." The Pacifica couple later discovered that Catherine had been trying unsuccessfully to get to her father through the Social Security system for four years.

That weekend Charles phoned the number Catherine had put in her letter; he reached her husband who informed him that he recently had been made a great-grandfather. Catherine was at the hospital with her daughter who had taken her newborn daughter Jamie in with a minor illness.

Catherine called Pacifica later that day. Then there were more calls from other children in Vir-

ginia and invitations to visit.

The Allens were happily planning a 1980 Virginia-or-bust vacation, until they happened upon a classified advertisement in the Tribune. Mrs. Rex Douglas, 543 Perry Ave., was advertising the sale of two half-fare airline tickets. Why not, thought the Allens. After 30 years of waiting, a few more months seemed unbearable.

Assembled to greet the couple in the Richmond airport were "three carloads of kids," said Hazel. How did that initial meeting feel? "Happy, happy, happy. We all cried like anything with tears of joy."

Then followed an entire week of "catching up," which included a "dedication" ceremony for great-granddaughter Jamie the day after the couple arrived.

There were no gaps between people, said Hazel. "It seemed as if we'd just lost track of them yesterday. They all looked the same, except they'd grown a little bit older, that's all."

On Sunday afternoon the Allens shared a big family reunion dinner. And Dad can't remember much that was said about those 30 years. "There was so much talkin' and goin' on," said Charles.

Now the Allens are back home in Pacifica, planning on visitors from Virginia to the little red house on Palmetto. Said Charles "I'm betting that before next year this time, we'll see them all again."





By BOB MAYFIELD  
Vice-President

## Rigging Lines

Although at the moment of this writing I find things extremely busy and especially for late January and early February, which ordinarily due to the nature of winter at its worst, makes things slow. However, news items that might be eye-catching, such as the MX Missile systems and Intermountain power projects, have already been initially written about in my column and in greater detail as feature articles in the Engineers News. I don't think a routine schedule will continue for long, however, as we all know by now this is a presidential election year and with today's news media (T.V., radio, newspapers) we are blitzed daily with every candidate's activities from both parties of consequence, whether it be debates in Iowa, or a fund raiser and speech anywhere in America by any candidate. Long before election time this has most of us somewhat bored.

Regardless, this still totally democratic process remains one of the most important functions we can do for ourselves in determining or helping to shape our own destiny. Every vote is counted freely and certainly many of the world's countries really don't have this true choice. If you haven't registered to vote, or if you failed to vote last time, please do so at once. Every Local #3 office has a person that can promptly register you, your wife, or any other voter of legal age in your family.

Like all presidential election years, it seems as though the incumbent president in the year of election seems to have a few extra rabbits to pull out of his hat that might please or touch a substantial amount of favorable voters. It will be interesting throughout our 4-state jurisdiction to see in fact how many new construction projects will be funded and started, which in an off year might have been kept on the back burner.

During this past month Oil Field Representative Frank Townley and I traveled to Los Angeles and met with representatives from Local #12 to discuss the merger possibility into a single Health & Welfare Plan covering all employees in oil and gas drilling operations presently organized throughout the jurisdiction of both Locals. This concept must be a little unique and, in my opinion, a giant step in the right direction. The interest and cooperation from our sister local was good, and certainly these suggestions for improvement in important areas were seriously taken and the end product, if and when completed, would make these employees covered by the best health plan of any in a similar occupation in America. This merger would also include joint trustees, not only of equal numbers of employer trustees as exists under the construction plan, but a corresponding number of union trustees with an even split between Local #12 and Local #3. Two heads have always got to be better than one!

I'm most happy to report that only last week we were able to complete contract negotiations with officials of the Cortex Gold Mine, whose property is located in Crescent Valley, Nevada—which is in the boon docks in an easterly direction somewhere far between the towns of Battle Mountain and Elko, Nevada. I was most ably assisted in this contract by Nevada District Representative Dale Beach and Nevada Mining Representative Micky Yarbro. Highlights of the negotiation included a 1st-year salary increase of about \$1.80 per hour, all head ended on all classifications. In addition, the Health & Welfare Plan was upgraded substantially with the Major Medical feature climbing to \$250,000 from \$30,000. The weekly indemnity was also raised, along with Severance Bonus Pay and the Holiday Section and Vacation Schedules were raised to match those of other organized mines in that state. During the second 13-month period a pure 12% raise head ended will be put into effect for all covered classifications. The remainder of this contract will then be opened for money only, which pretty much assures that the pay increases of those workers will be totally in tune with whatever the cost of living has risen to at that point.

The Carlin Gold Mine, about 60 miles to the West the way the eagle flies, will have its contract expire on the last day of March. With gold values at the moment of this writing averaging anywhere between \$700 to \$800 per ounce, and silver values to \$40 per ounce, and the cost of living ever inflating, it is a certainty that the Brothers and Sisters working at this gold and silver property are most deserving of a big boost in all categories at once. Furthermore, with the unity existing here in support of the union, I'm certain we will achieve these goals.

Whereas things are calm and looking relatively good at the above-mentioned property, a difficult battle at this hour is taking place just out of Vernal, Utah on the Stauffer Chemical Phosphate Mine where Local #3 for years has represented all employees on a wall-to-wall basis. Apparently a union-busting effort by corporate and local mine management of Stauffer Chemical has resulted in an attempt to do away with our union. We have heard from some of our members working there of promises of an immediate \$2.00 per hour increase by the company if they, the rank & file, would decertify from the union. At a similar mine in Wyoming where the steel workers had been certified, this company only 1½ years ago was successful in union-busting and the steel workers were decertified. Thus we have our suspicions of a deliberate attempt by the corporate headquarters. We think that with the efforts of our Business Representatives and through our rank & file membership's clear thinking and past representation by this union, we will beat back the efforts and attempts by a company whose integrity at this point is lower than a snake's rib cage.

## Stockton gears up for local elections

The Stockton district is hoping for another good work year, reports District Representative Jay Victor. The rains have finally brought most of the existing projects to a standstill, however, as soon as the weather breaks, a good percentage of the Engineers that are on the out of work list will be recalled.

There are a number of very important local and governmental political positions coming up for election. There are going to be quite a few elections held for political offices for almost all counties in districts 30 and 31. "Again we ask you to make sure that you are registered to vote," Victor says.

The Friends of the River are now taking dead aim on Calaveras county's upper river project. They have petitioned the Federal Regulatory Commission to be allowed to intervene in hearings this spring on the Calaveras Water District applica-

tion to generate hydro electric power on the upper Stanislaus.

This is a \$350 million project. It was defeated by the county voters in June of 1978, but was successful in passing the bond issue to finance the project in November of that same year. The hearing on granting of the license for power generation will be held before the Federal Commission in Washington, D.C. That date has not yet been set.

The present project includes the enlargement of Spicer Reservoir located on Highland Creek and utilization of Stanislaus River north fork water for domestic, agricultural and power generation use.

Water would be diverted from the river, carried several miles through a tunnel and dropped through a penstock into a powerhouse a short distance upstream from the present Pacific Gas and

Electric Co. powerhouse at Camp Nine. The water, upon leaving the County Water District Powerhouse, would continue downstream in the Stanislaus and flow into New Melones Reservoir.

Water would also be diverted from the river somewhere below Cottage Springs and pumped up the mountain to serve the Camp Connell-Big Trees-Arnold area.

Water District Manager Steve Felte said action this week by Federal Judge Lawrence K. Karlton of Sacramento, which freezes non-wilderness uses of forest lands being studied for wilderness designation, will have little effect at this time on the Upper Stanislaus project.

Karlton ordered that no non-wilderness use be made of the Carson Iceberg study area or other Stanislaus Forest wilderness study

(Continued on Page 6)

## Reno establishes grade setting school to help train influx of new members

As 1980 begins it brings to a close the best construction year the Operating Engineers have had in Nevada, reports District Representative Dale Beach. "With the building boom of the last two years in Reno along with federal pressure to complete I-80, we have taken in over 200 new members and most were very inexperienced. We have started a gradesetting school to help make these people more employable and have had two groups of ten each complete the program."

The program was not intended to turn out gradesetters but to

familiarize these new Engineers with a basic knowledge of the trade, Beach added. "We also expect to send a number of new Engineers from Nevada to Rancho Murieta when it opens in the spring."

The J.A.C. commissioned a national survey firm to conduct a survey in Northern Nevada to see if they can project the expected demand for Operating Engineers for at least the next five years. It takes a minimum of 3½ years from the time an apprentice is indentured until that person is a qualified Engineer.

"While it is nice to have full em-

ployment, we hope the results of this survey will enable us to meet the demands of qualified Engineers in the future," Beach said. The year of 1979 saw Nevada go from 0 to 18 women working as Operating Engineers in the construction industry. "Everything new causes a few problems but the novelty of having women on the jobs has finally worn off," Beach commented. "As a whole they have been able to do the work."

"While no one in Nevada expects construction in 1980 to keep up with the pace set in 1979, we do hope to be able to find jobs for everyone that wants to work."



## Duval Mine employees win safety award

Employees of the Duval Corporation Battle Mountain, Nevada properties were recently the recipients of the President's "Sentinel of Safety Award." The award, consisting of a traveling trophy and a permanent flag, is given to the open pit metal/nonmetal mining operation each year with the best safety record in the United States.

Duval's Battle Mountain operation recently converted from an open pit copper mine to a gold mine. In addition to winning the

President's safety award, the Battle Mountain employees have also received Duval's revolving safety award for four of the past five years. The two trophies are pictured above—the Sentinel at left and the Duval trophy at right.

Shown standing with the awards are (left to right): Dale Gibbons, safety committeeman; Bob Martin, safety committeeman; Larry Yopez, shop steward and Mickey Yarbro, Local 3 business agent.

# Long-fought Eureka sewer job goes to bid

It appears that the long overdue and controversial Eureka sewer project will finally become a reality, reports District Representative Gene Lake. Bids for construction are now being advertised for Contracts I and II. Opening date for the bids will be Feb. 13, 1980.

Contract I includes three schedules which are the crosstown interceptor lines. Contract II is for construction of three raw sewage pump stations. The estimated cost of Contracts I and II is about \$10 million with construction to begin this spring.

The contract will be to construct the sewage treatment plant. The final site of the plant has not yet been decided. Several possible locations on Humboldt Bay are under consideration. Estimated cost of the plant is \$30 million.

Bus. Rep. Jim Johnson has been appointed to serve on the advisory committee for the Greater Eureka area wastewater project. The appointment was announced by Mayor Fred Moore, and confirmed by the city council. "Jim's input as a representative of organized labor and particularly Operating Engineers Local 3 will give us much more influence on the forthcoming wastewater project than day to day job policing," Lake said.

"We also congratulate our Grievance Committee members Joe Biasca, Jay Powers and Darrel Robinson on their re-election for another term at the recent district meeting."

Two contracts were recently let by Cal-Trans in the district. A slip-out repair about three miles north of Big Lagoon Bridge on Highway 101 will go to Earl Nally of Rio Dell for \$276,919. Three bids were opened.

Replacement of a bridge on Highway 255 (Somoa Road) just north of Mad River Slough will be done by M.C.M. Construction of Sacramento for \$1,940,340. Three bids were received. Earl Nally will do the dirt work on this job.

"If so, Earl is off to a good start for the season," Lake commented.

The M.C.M. Construction

Company bridge project on Highway 101 south of Benbow will shortly be opened to traffic. With this \$5 million span of the Eel River, the next segment of the Highway 101 freeway system in Humboldt County will be the Richardson Grove bypass.

The Eureka District blood bank is getting low. For information where and when to donate call our office at (707) 443-7328.

Don't forget the annual Eureka Crab Feed February 16.

The C.K. Moseman bridge on the South Fork of the Smith River is well secured for the winter, reports Eureka Business Rep. Jim Johnson. The bridge is one of two

on the \$3.5 million federally funded project that C. K. Moseman has been working on since last season.

The deck is 35½ feet wide with approximately 2,500 tons of concrete and 150 tons of steel in it. It is 60 feet above the summer water level and 446 feet long.

This project has employed approximately 25 workers in the various crafts and according to the project superintendant the job has to shut down for the winter months to protect the anadromous fish runs. The project is expected to be completed by the end of next season.

J & W Pipelines, Inc. of San

Jose is still working between showers and should have all of their main line in the ground by the first of January, barring too much bad weather. It will be next season by the time that this project is complete.

The asphalt plants in the area have for all practical purposes shut down for the season and are in the process of doing maintenance work.

"Our local Equipment Dealers have seemed to have had a good season," said Johnson. "Negotiations have been opened for a new contract with our largest equipment dealer in this area, Matthews Machinery Caterpillar."



C.K. Moseman bridge job in Eureka hatched up for winter.

## Stockton eyes series of ship channel jobs

(Continued from Page 5)

areas until the Forest Service, which conducted the study, broadens its environmental impact report.

The judge's action was taken in response to a suit filed by the State of California, which charges that the environmental impact study is inadequate.

But Felte said the Federal Energy Commission is considering its own study. The Highland Creek area, which would be inundated by an enlarged Spicer Reservoir, borders the Carson-Iceberg Wilderness study area.

Felte said it will be a year before ground could be broken in the upper Stanislaus area of the project, and by that time, he expects the federal decision concerning the Carson-Iceberg area will be made.

Another important hearing coming up on March 10 deals with the deepening of the ship channel in the Stockton area, Victor reports.

This hearing will be held at 6:30 P.M. on the above mentioned date and the Operating Engineers of this area will be there in full force, Victor said.

The channel deepening was authorized by Congress in 1965 as part of the San Francisco bar to Stockton navigation project. It is a five phase project: (1) San Francisco Bar Channel, (2) West Richmond Channel, (3) Pinol-Shoal Channel, (4) Suisun Bay-Martinez to Avon, and (5) Avon to Stockton.

The first phase was completed in February, 1974. The remaining segments of the project were delayed for further study of possible salinity intrusion. The studies included not only the authorized projects but also analyzes the effects future proposed projects such as deepening of the Sacramento Channel and the Peripheral Canal would have on this project.

The studies have now been completed and were reviewed by an independent advisory committee. They concluded that deepening the Channel from Avon to Stockton from 30 feet to 35 feet will have no effect on salinity and will have no adverse effects on fish and wildlife.

The deepening will have no cumulative effects on the other projects, including the Sacramento Ship Channel and the Peripheral Canal. Other proposed projects will have no effect on the Stockton Channel deepening.

The deepening of the Stockton Ship Channel, therefore, can now be done and the benefits from this project can be obtained whether any of the other parts of the authorized projects are done or not and whether any of the proposed projects are done or not.

"The project is vital to the Port of Stockton, to our community and to the San Joaquin Valley, especially to agriculture, and that makes it important to the entire State of California," Victor said.

The Corps of Engineers has recommended that the Avon to Stockton segment be started now. The project will not require any State funds—it only requires the State of California's concurrence.

The San Joaquin Valley in particular and the State of California need the Port of Stockton if it is to remain prosperous and for the Port of Stockton to continue to be an economically viable port, it needs the deeper channel.

## Guam stays busy with negotiations, politics

On November 1, 1979, the Director of Administration certified as a bargaining unit all full-time non-supervisory employees of the Waste-Water Division at the Public

Utility Agency of Guam, Government of Guam, reports District Rep. Tommy Long.

Negotiations for the Local 3 Facilities and Maintenance unit at the Department of Public Health and Social Services began on November 1st and it appears that the negotiations should be concluded by mid-December.

On November 1st, a hearing on Bill No. 141, which would alter considerably the existing Employee-Management relations program in the Government of Guam, was held. The Bill, sponsored by Senator Frank F. Blas of Barrigada, would repeal the existing law and reenact a new one that would provide that wages and not only terms and conditions of employment can be negotiated. The other provisions of the bill provide for a positive employee-management relations program in the Government of Guam.

Bill No. 555 was also heard on November 2, 1979. This bill provided for an adjustment of all the salaries of Government of Guam classified employees on the basis of a survey done.

The survey proposes that all salaries be adjusted up and to bring them to a level that is prevailing on the island. The bill also appropriated \$3 million for implementing the recommendation of the salary survey task force.

The Guam office is also busy working with the Port Authority of Guam on two matters, namely, settling on comprehensive safety regulations, and working with a salary adjustment committee. The former

is to come up with a comprehensive safety rules and regulations that would embrace the whole Authority jurisdiction and the latter is to review the existing salary adjustment committee.

The former is to come up with comprehensive safety rules and regulations that would embrace the whole Authority jurisdiction and the latter is to review the existing salary structure of the Port and make an adjustment on all classifications to a level equal to the Navy rates.

The Guam office has also been busy working with Senator Tommy C. Crisostomo, some of the Board members of the Guam Community College, and the Executive committee of the Para-Journeymen Association about revamping the apprentice law on the island in order that it can adequately and positively address itself to the labor needs of our territory.

The Right-To-Work issue came up again at the Guam Legislature when a public hearing was held on Bill No. 600. Operating Engineers Local Union No. 3, represented by District Representative Tommy Long, and the newly established local union, were the only two organizations that testified against the measure. In an unprecedented move, the sponsor of the bill, Senator Carmen A. Kasperbauer testified that Bill 600 was a reaction to the problems of the employees at the Guam Airport Authority and she felt this bill, in its present form, would not address itself to those problems. For this reason, she withdrew her bill.

## EUREKA CRAB FEED



The 19th Annual Eureka Dinner-Dance (Crab Feed) for all Operating Engineers, their wives and guest will be held Saturday, February 16, 1980 at the V.F.W. Hall, 10th and H St., Eureka.

A no-host social hour will begin at 6:00 P.M., first seating for dinner will be 6:30 P.M., second seating will be at 8:00 P.M. Dancing will start at 8:30 P.M.

Any person wishing motel reservations for this affair will be gratefully handled by your Eureka office (707) 443-7328, by telephoning no later than February 2nd.

Tickets are \$10.000 per person and will be on sale at the Eureka office, 2806 Broadway, Eureka, Calif. 95501. Please make your checks payable to Humboldt Del-Norte Operating Membership. Please make reservations early. We would appreciate you ordering your tickets as soon as possible after January 1, 1980. WE ARE LIMITED TO 600 PERSONS. . . . .

us is going to happen overnight. It'll take years—maybe 10, maybe 20 years. They'll fight us and lick us on a picket line. They'll fight us and lick us in a legislative hall. They'll fight us and lick us in the Congress or in the Courts. It'll pain us, but I'm suggesting this fight is like a cancer and I'm afraid that one day 10 to 20 years from now we'll wake up to find the cancer has gone too far. It's fatal.

And so the first fighting back has got to be done in connection with the 1980 elections. I have two suggestions for your consideration.

First, Dale, I would suggest an educational campaign directed at the minds and hearts of your members who are not here, to open their eyes and their hearts and their heads to the seriousness of the threat by our enemies. There are many, many issues in the campaign. Surely, we're worried in spite of the high, favorable employment record that you read out Dale, but I'm sure you will agree that this favorable employment record is not shared by many other unions.

We have increasing unemployment. Need I say anything about inflation or the energy problem? They're important issues. But I say for the men and women of labor, for their families, for their present for their future, the overriding issue of the 1980 campaign is not employment, is not inflation, is not energy.

As important as they are, I suggest to you that the preservation of the union—your union, other unions—is the most important issue. Every candidate should be judged.

Over and over again the evidence shows that our members respond, once they believe that the union is threatened. They respond. Last year we faced a right to work threat in Missouri. The first meeting of the leadership that I attended in Kansas City, Senator Tom Eagleton sat next to me and said, "Al, I'm going to be with you all through this fight, but look around. Do you see any other politicians here other than me? I'm telling you, it's going to take a miracle for you to beat right to work in Missouri."

We took a poll, and that first poll showed one half of our own membership said they were going to vote for right to work. They didn't understand what was behind that phony, high sounding title of right to work. But again, I say our members aren't stupid and when they understood true leaders such as you, we had an outpouring of support that had Senator Eagleton call me up a week before the election in Missouri and recall for me what he said in Kansas City a couple of months before. He said, "Al, I don't know how you did it, but come Tuesday there's going to be a miracle." We licked right to work in Missouri by almost a million votes.

**T**HE OTHER SUGGESTION that I have for you goes to the question of political finances. 1978—if there was ever an election that was bought, I'm talking about federal elections—the 1978 election was bought. AFL-CIO unions contributed \$12 million to senatorial and congressional candidates. Corporations contributed \$55 million.

We lost in New Hampshire by a lousy 4,000 votes against a political neanderthal. He hasn't voted right since he's been there for labor, not even by mistake.

Under the law, each union can contribute \$10,000. Dale, I'm ashamed to admit it, but only nine unions out of the 103 international unions had raised enough voluntary dollars to give McIntyre, who had a 97 percent COPE voting record on labor, the full \$10,000. I know it in my bones, if we had five more unions that gave him what the law allowed—say another \$50,000—he could have gotten the 4,000 votes.

Down in Texas, Tower, a union hater of the worst kind. Our candidate was a Congressman Krueger. He lost by a handful of votes. Dick Clark in Iowa. Miller in Virginia, who had to run against Elizabeth Taylor as well as her husband. He lost by 4,000 votes.

Now, brothers, money is the mother milk of politics. The law allows corporations, it allows unions to "check off" voluntary political contributions and contribute to candidates. That law was passed in 1974. I'm ashamed to tell you as the National Director of COPE, that

**"The reason we have won and why we'll win again is because we never give up the fight. We lose an election. We lose a strike. We lose an arbitration. We don't quit. We come back again and again and again."**

corporations have done a much, much better job than we have in raising money.

I told you \$55 million to our \$12 million.

There's every indication that in 1980, they're going to go up to \$75 and some people talk about \$100 million. And I tell you Dale, that unless unions do a better job of raising money than ever before—if we don't raise a hell of a lot more than \$12 million to give our friends, we're going to lose the Senate, we're going to lose the White House.

And then I say, "Watch out!" I'm glad and happy that under your leadership, your local union is going to consider trying to remedy this situation. I'm happy that under the leadership of Jay Turner, President Meany, after I made this report that I'm making here about money, President Meany last February set up a special committee of Executive Council members headed up by Jay Turner, Lloyd McBride of the Steel Workers, Charlie Pillard of the Electricians, Bill Winn of the Food and Commercial Workers and Sol Chaikin of the Garment Workers.

We've been working very closely and over 35 international unions have adopted check off programs, going to individual members. The Steel Workers are asking their members for 10¢ a week. Now what the hell can you buy for 10¢ a week? That's all (they're asking for), but it adds up! Lloyd McBride at a meeting that Jay Turner called recently said the Steel Workers are going to raise a million dollars on 10¢ a week.

Other unions are going to increase their contributions, their money. And I want to see the Operating Engineers and Local 3 raise enough money so that you're going to be able to make your contribution to proven friends. You'll be able to conduct an educational campaign, direct mail, meetings,

any means of communication that you have to convince your members how dangerous, how serious the threat is to your union.

**A**ND NOW I CLOSE. I know I've sounded a rather solemn note here. But I don't want any of you to take leave feeling that the National Director of COPE is in any way discouraged or disheartened about our prospects in this fight against our opposition's program for destruction. Not at all.

I am comforted and I am confident that we will win this battle. I am fortified by history, which tells us there's nothing new about our enemies trying to destroy the labor movement. You read labor history back to the 18th century when weak, struggling, infant unions in colonial Philadelphia first tried to organize. From that time on in the 18th century down the sweep of American history, the record shows employers have used every means fair and foul, legal and illegal to prevent workers from organizing.

They failed in that effort. Why? I'll tell you why. In every generation there were labor leaders that arose from the ranks and gave leadership to the membership to fight this battle. I pay respects and tip my hat to Jay Turner and Dale Marr for being out front in recognizing the danger and providing the leadership that they're providing in Local 3 and in the Operating Engineers internationally.

Secondly, the reason we have won and why we'll win again is because we never give up the fight. We lose an election, we lose a strike, we lose an arbitration, we don't quit. We come back again and again and again.

I was home not many weeks ago watching TV with the wife, and here on educational TV was a story of 1940 when Hitler had all of Europe, with the exception of England, at his feet. Hitler threatened Churchill that he would bomb, he would invade if Churchill and England did not surrender.

The world awaited Churchill's response. And I've heard Churchill's voice ringing out many times. It never failed to stir me as it stirred me then hearing Churchill say to Hitler, "We will fight you on the waters, we will fight you in the air, we fight you if need be in the streets. We shall never surrender!"

In that spirit of Churchillian defiance, I ask you to join with me in saying to our enemies, the NAM, the Chambers of Commerce, the Right to Workers, the union haters: You do your damndest! We will fight you on the picket lines. We will fight you in the legislative halls. We will fight you in the courts. We will fight you in the ballot boxes!

We shall never, never, never give up the fight for our unions—not today, not tomorrow, not while there's a breath in our bodies! Good luck, God bless you and on to victory!

## Marr emphasizes need for political action

(Continued from Page 1)

House and Congress, he warned.

Barkan gave two suggestions to Local 3 to help in countering the growing movement to destroy the labor movement. "I would suggest an educational campaign directed at the minds and hearts of your members who are not here," he said, to convey "the seriousness of the threat by our enemies."

The other suggestion is that Local 3 should immediately engage in a political contribution checkoff program for the members. "The Steel Workers are asking their members for 10 cents a week," Barkan said. "Now what the hell can you buy for 10 cents a week?" Yet, he pointed out, Lloyd McBride at a recent meeting called by Jay Turner, and the Steel Workers will raise a million dollars on that 10 cents a week.

And yet, Barkan emphasized, he is confident that the labor movement can still prevail against its enemies. "God Almighty has blessed (our union mem-

bers) with plain common sense," he stated. "Over and over again the evidence shows that our members respond once they believe the union is threatened."

Business Manager Dale Marr capped off the meeting by reading to the members the statistics indicating that 1979 was the best work year in the history of the Local union.

As the last of the figures come into the Trust fund records, it appears that our members topped 32 million man-hours in 1979, Marr reported. "Our funds were based on a 27.5 million man-hour year, so needless to say, we had a tremendous work year."

By way of comparison, in 1977 Local 3 hiring halls wrote a total of 19,863 dispatches. In 1978 that figure rose to 27,391. In 1979, the total number of dispatches hit a record 33,941.

Yet, Marr warned, our members cannot expect to continue to receive such excellent work years without increased involvement in the political arena.

"If you will recall, when this group of officers took office, we were almost on our knees with no work," Marr stated. "We worked day and night with the politicians. Some you like, some you don't, but they are there and we had to deal with them, and we were gradually able to get the work coming."

With the "thunder on the right," the mechanism is there to wipe the labor movement out, Marr warned. "We have got to fight." He pointed out that last year a coordinated attack led by the Associated General Contractors tried 15 consecutive times to repeal all or portions of the Davis-Bacon Act, which is a vital protection to construction union members.

The AGC has promised that, despite its failure last year, it will come back again until it wins.

"I am not a pessimistic person at all," Marr commented. "We can win the fight, but we have got to fight."

# How tough are Operating Engineers? Only exercise can tell

(Editor's Note: The following is the third in a series of articles on how stress affects the operating engineer.)

By Bill Delaney

Operating Engineers are among the most highly skilled, highly paid workers in the world. Dollar for dollar, pound for pound, Local 3 members can move more dirt, hoist more steel, and garner more productivity than any similar group of craftsmen around. When it comes to defending their rights, both verbally and physically, if necessary, reports have it they do

all right in that area, too. Yes, Operating Engineers are tough.

But there's another side to this coin. When you ask how tough or able-bodied a man is, a number of things come into play.

To begin with, engineers operate machines for the most part, and machines were invented to replace human and animal muscular exertion. That means the machine is doing most of the hard work. What is the engineer doing? He primarily supplies technical precision and control over the machine, linking his machine's output with the on-going tasks of the construction job.

In short, the demands placed upon the engineer are of a special kind. He needs to possess superb eye-hand-and-foot coordination, class-A reflexes, steady nerves and levelheadedness. However, these qualities and highly priced skills are clearly distinct from the type of physical exertion that is needed to stay in reasonably good shape.

In plain terms, you could be a top flight operator, a professional in high demand, and be in lousy physical condition. The truth of this statement hit me when I began reviewing the number of cases of young heart attacks (men in their 40s and 50s) among our Local 3 members.

Let's state the case. When it comes to toughness and physical condition we are not talking about how much weight you can press, or how many long hours you can endure having your spine massaged by a hard seat. We are talking about two things: your heart and your lungs.

As we all know, the heart pumps blood and the lungs inject air into that blood. If in good physical shape, however, your heart moves a lot of blood on each and every pump, and your lungs provide high amounts of oxygen to the blood. Because you're moving a lot of blood on each pump, when in good shape, your heart pumps less often. Because you're using more inner lung capacity, when in good shape, your breathing is deeper, of

greater volume and often slower.

Having your heart and lungs functioning well means you have built up reserves—heart and lung or cardio-pulmonary reserves. As mentioned, these reserves are not guaranteed by the type of work operating engineers perform.

How do you obtain a level of fitness and sufficient reserves to improve your chances of avoiding an early heart attack?

Make no mistake about it: You have to exercise! You have to sweat, grunt, and bite the bullet. Because if you do not build into your life on a frequent and long-term basis some form of rhythmic, continuous exercise that works the

heart and lungs in a proper fashion, you will never attain that level of sufficient reserves that defines being fit and truly tough.

How to get started? First, if you are over 30 or have any medical abnormalities or recent symptoms, see your physician before starting to exercise, especially if you have laid off from exercising for a number of years. Second, get some sound advice and guidance about fitness.

The YMCA, competent health and racquetball clubs, and books like Dr. David Cooper's *Aerobics* are good places to look when starting out. But most importantly, go

slow. Build gradually on a day-to-day basis and think in terms of weeks and months before you start tackling any challenging goals.

A final thought. As a group, Local 3 engineers and their families are a fairly hearty lot. However, based on medical claims review and observation I would venture to say that upwards of 75% are not getting the minimal level of proper exercise. This means, from a preventive medicine point of view, that at least 40% of the illnesses and diseases our members and their families are suffering from at this very moment are unnecessary.

## FRINGE ACTION

**QUESTION:** Now that the new Health and Welfare booklets have been mailed out, when will the Pension Plan booklet be sent?

**ANSWER:** Your question has perfect timing. A Summary Plan Description of the Pension Plan for Operating Engineers has been printed and mailed to all Plan Participants on about January 11, 1980.

The new booklet describes in detail all of the major provisions of the Pension Plan and includes Questions and Answers, sample benefit calculations, information required by ERISA and the formal text of the Pension Plan. You should find the Pension booklet clear and informative.

Although booklets were mailed to all participants last month, some Operating Engineers may not have received a copy because of a recent change of address. The District Offices, the Fringe Benefit Center, and the Trust Fund Office will be happy to furnish you a copy of Pension or Health and Welfare booklets at your request.

OutlookVOL. 7, NO. 2  
FEBRUARY 1980

**Operating Engineers Trust Funds**

## A calendar of upcoming events

Health Examinetics moves into the Sacramento District in February. They are planning on setting up their mobile health testing vans at locations in Auburn, Placerville, Woodland and Sacramento during February. Look for their notices in the mail.

February 12, there will be a Retiree Association meeting in Stockton at 2 p.m. at the District Office, 2626 N. California Street.

February 16th, there will be a Retiree Association meeting in Eureka at 3 p.m. at the District Office, 2806 Broadway. The meeting will be adjourned early enough to give everyone time to get to the CRAB FEED that evening.

March 5th, there will be a Utah Retiree Association meeting in Salt Lake City at 2 p.m. at the District Office, 1958 W. N. Temple.

March 6th, there will be a Nevada Retiree Association meet-

ing in Reno at 2 p.m. at the Carpenters Hall #971, 1150 Terminal Way (near the Airport).

Retiree Association meeting

notices are usually mailed two weeks in advance of each scheduled meeting date to serve as a reminder.

Mail to: Attn: M. Kelly, Operating Engineers Local Union No. 3,  
474 Valencia Street, San Francisco, California 94103

Please send me: A Membership card for the Magic Kingdom Club

My name is: \_\_\_\_\_  
(PLEASE PRINT ALL INFORMATION)

Address: \_\_\_\_\_  
(Street number & name, or box number)

City, State & Zip Code \_\_\_\_\_ Social Security Number \_\_\_\_\_

## Fringe Benefits Forum

By MIKE KRAYNICK,  
Director of Fringe Benefits



I've just finished reading a 1979 study of American attitudes toward Pension and Retirement and I've found some very interesting points. This month, I would like to share these with you, and offer a few comparisons between Local 3 members and Americans on the whole, and our attitudes about retirement.

This particular study was conducted to present an overview of the American population's attitudes towards retirement in general. The idea was to find out what American workers and retirees think about their retirement and their pensions. The report brings into focus, the difficulties faced by today's retirees and the concerns of the working man about his eventual retirement.

The number one concern of both workers and retirees was, of course, inflation. Americans feel that inflation poses the largest single threat to a secure retirement. Many workers feel that this is the biggest obstacle to overcome in the future and, if the government can not solve the problem, they must go elsewhere for relief. Retirees relying on fixed incomes are

always the hardest hit by inflation, and unlike the working population, they are solely dependent on Social Security for relief.

The survey showed that among American workers, the Pension Plan was the largest single priority. Some 80% of the workers surveyed felt that employers should be required by law to provide a pension plan for employees. Interestingly, 75% of the workers surveyed, who had pensions, were satisfied with the way their Plan was designed and administered. Pensions are extremely important to the working man, however, he seems satisfied with what he has.

On the other hand, the vast majority of the working public are relying on Social Security to provide retirement income. Some 87% of American Workers are dependent on the promises of Social Security, while 4 out of 5 of them have less than full confidence that Social Security will be able to pay benefits. This means that the majority of American workers are dependent on a retirement system that they have very little faith in.

Finally, the survey showed that current retirees felt that pre-retirement planning was critical for a financially secure retirement. With double digit inflation, and the uncertainty of Social Security, retirees stressed the importance of early planning for retirement. Only 10% of the retirees who had planned for retirement, expressed dissatisfaction, compared to a whopping 56% of those who did not plan for their retirement. The message here is clear—retirement takes some serious advance planning.

These attitudes among American workers and retirees are very enlightening. They show that the American worker has recognized the largest threat to his retirement—inflation. Also, that there is an acute need for advance retirement planning among workers.

How do Operating Engineers Local Number 3 members compare with fellow American workers? Interestingly enough, we almost mirror the national attitudes on retirement.

A recent survey of Local 3 retirees show that inflation is the overriding economic issue in retirement. The simple fact of the matter is, that without the Operating Engineers Pension Plan, Local 3 members simply could not afford to retire. The Pension Plan continues to provide our retirees with substantial income based on their work and employer contributions. Of equal note, the Pension Plan has issued 9 supplemental benefit checks over the past 5 years to Local 3 retirees, adding to their fixed income.

We have received very few comments on Social Security. However, this does not mean that our retirees are satisfied, and not concerned about the future of Social Security and its ability to meet their obligations. Most retirees I've talked with express genuine concern because they are equally dependent on their Social Security income, as well as their Operating Engineers Pensions.

Our current retirees have expressed an overwhelming need for pre-retirement planning. They seem to be in agreement that advance planning is critical for a secure retirement. Local 3 provides much in the way of retirement benefits, and Social Security will supplement that income, however, there is much more to retirement than a pension check. People need advance training for retirement and not on-the-job-training. The consensus is that early planning for retirement simply makes good sense.

NEXT MONTH: Local 3 Pre-Retirement Counseling





## Troubles for Ponderosa grading job

Grading began earlier this month on 93 acres of Hayward hill land, incensing environmentalists who had sued the city last spring to halt any home development of the property, reports Business Representative Norris Casey. A permit issued in error by city officials was then withdrawn the same day, but not before Local 3 members had spent a couple of hours stripping grass and preparing the land for fill.

Ponderosa Homes of Santa Clara had won a tenta-

tive approval last year to build 157 homes on the property, but in April the city was sued by the Sierra Club and other no-growth groups, claiming the land had been set aside 11 years ago as an agricultural preserve.

Officials said the developer would not be penalized for starting work on the project, since it was the city's mistake in issuing a permit. At the present time, the project again remains at a standstill until resolved in the courts.

## East Bay jobs waiting for end of rainy season

Business Representative Chuck Ivy reports that the work picture in eastern Contra Costa county for the coming year looks as good as 1979. There are a number of jobs that are at a standstill at this time because of the rains, but many more are on the books to start when it dries up.

Some of the big ones for 1980 are Discovery Bay—house pads, streets, underground, etc., Brentwood is starting to boom with housing, Oakley is expanding with housing and a sewer treatment plant on the board, Bethel Island is due to start its big boom soon on building, Antioch is still going full bore with housing, plus the new city hall starts in 1980.

McGuire & Hester have the fishing pier to build in Antioch on the site where the old Antioch Bridge was. Allen Barreca out of Redwood City is the sub on the pier.

W. G. McCullough of Antioch had more work in 1979 than they

could handle, and it looks the same in 1980.

A. D. Seeno Company in Pittsburg has a lot of work lined up for Oliver DeSilva this year along with Briggs Pipeline and a few others. This work will be in Antioch, Pittsburg, Oakley, Brentwood, Concord, and Walnut Creek.

The City of Pittsburg is going to spend several million dollars on the downtown section. The marina is pretty well fixed up in Pittsburg now after several million dollars.

The Navy Base in Port Chicago is in the process of spending several million dollars building new bunkers to store ammunition closer

to the water. F. P. Lathrop is the general on this job. The Navy wants to spend a lot more if they can get the approval on it.

Leonard Construction is at Monsanto in Martinez doing a remodeling job on most of the plant. They will be on that job until approximately December 1980.

Peter Kiewit Sons just got the Hwy. 4 job that will take care of the bottleneck between Hwy. 24 and 680. It is approximately 1 3/4 miles long and will have 5 structures on it. This job will start in January. We are in the process of setting up a pre-job now.

U.C.O. Refinery looks good for getting off the drawing board and

construction getting started this year. This job will run approximately \$35 million.

"For all the work we had out in Eastern Contra Costa County we had not one fatality, which we think is just great," Ivy said.

West District Rep. Ron Butler reports that work in the shops continues to hold up pretty well in spite of the wet weather. Peterson Tractor Company in San Leandro has the shop full and more iron out in the rain waiting to get in. Other shops are keeping their crews busy full time as contractors repair the wear and tear of 1979 and look forward to a good year in 1980.

## Utah benefits from energy related jobs

Even though the work in southern Utah has slowed down because of the winter weather, 1979 has been one of the best work seasons in years, reports business Rep. Don Strate.

"It is very exciting to see the proposals on energy development in southern Utah," Strate commented. If the proposed programs are carried out, there will be more work in the next fifteen years than we can imagine." The State Office of Labor and Training is predicting 100,000 new jobs within the next ten years. They are also predicting shortages in Operating Engineer and Pipe Fitter classifications.

The Utah Department of Transportation is letting a road job in Carbon County on December 18th, which is the extension of Highway 6 & 50, also known as the Price Bypass. The project is estimated at a little over \$5 million. There are 2 1/2 miles to be constructed with 1,200,000 cu. yds. of borrow and 225,000 cu. yds. of excavation. No asphalt or structures are included.

Hensel & Phelps is still working on the bridge jobs on I-70 at Shingle Creek and Fish Creek. They plan on staying on the job as long as the weather permits.

Pullman Torkelson is still on their coal loading job in Levan. The job is scheduled to be finished the end of '79 but it may run over that time.

W.W. Clyde Company is working two shifts on the stripping job at Topaz Mountain. This first contract will run until May and, hopefully, more will be let to them on the same project.

W.W. Clyde has also moved their crusher in on the overlay job west of Green River, Utah. They expect to be crushing all winter.

Rick Jensen Construction has moved in on their Fremont Junction job on I-70. Not much will be accomplished this winter, but Steve Zabriskie is doing the crushing for Jensen. Steve bought a new crushing plant and has stuck his neck out a fair way to try to get going on his own. Steve and his crew are excellent members and we wish them all the good fortune in their endeavor.

Jelco has cut their crew in about half at the Hunter Power Plant. They will probably stay at this strength until the second unit is completed. "We hope they will be able to beat out the non-union bid."

(Continued on Page 11)

## Caltrans unveils spending program

(Continued from Page 1)

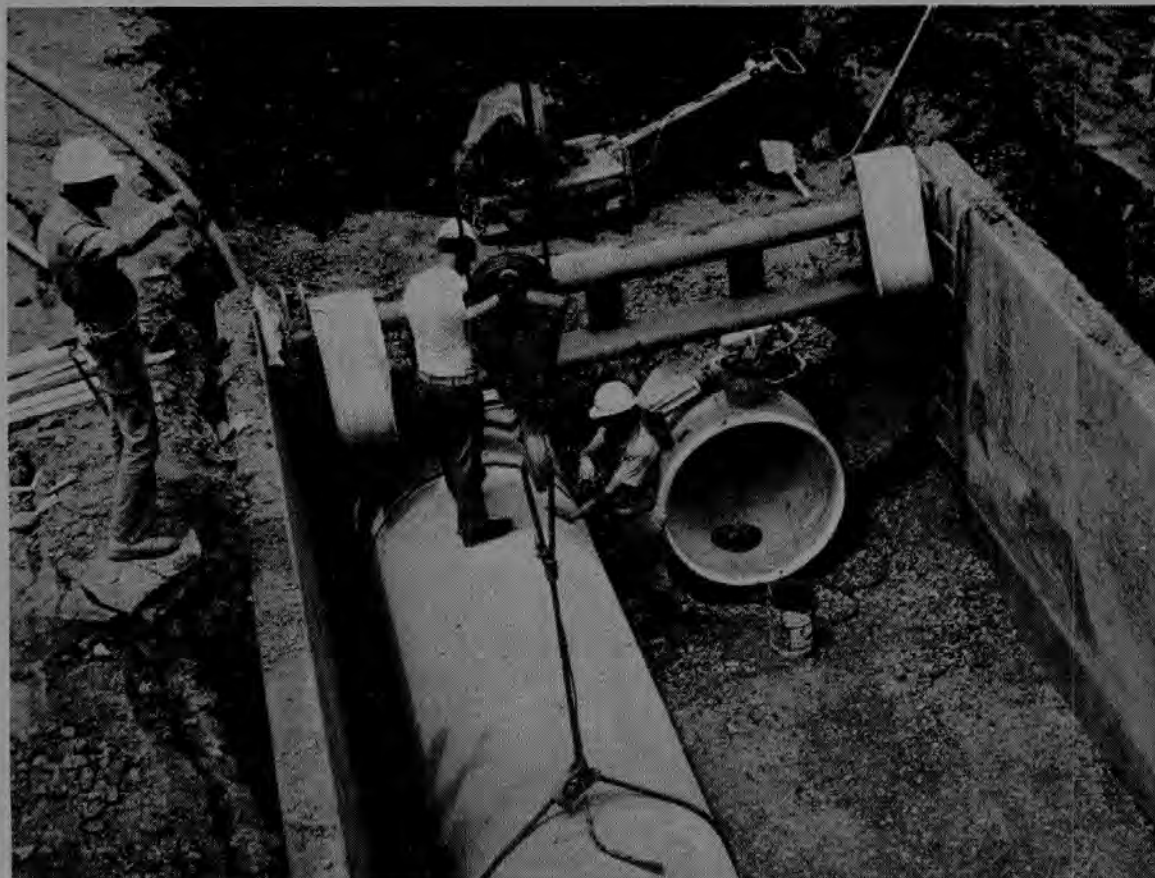
A total of \$1.5 billion, or 21 percent of the total highway program, would go to maintenance of the existing highway system and another \$725 million, or 10.6 percent, would go to rehabilitation and reconstruction.

"Caltrans is committed to the maintenance and rehabilitation of the existing highway system," said Gianturco. "We consider protecting the tremendous public invest-

ment in the existing highway system as our highest priority."

Other major categories of highway expenditures are as follows: \$856 million (12.4 percent of total highway expenditures) would go to city and county governments and transit districts for local transportation projects; \$1 billion (15 percent) would be spent on operational improvements—including safety projects, projects to improve traffic flow and to encourage the move-

ment of more people in fewer vehicles, with a portion of this to be spent on highway plantings and noise walls to make highways more compatible with the neighborhoods through which they pass; \$237 million (3.4 percent) is earmarked for ongoing operations such as traffic signals, and ridesharing programs; and, \$451 million (6 percent) will go to program development and administration of the department.



Local 3 member John Morris (above left) assists the crane operator in laying sewer line for Underground Construction Company on a force sewer main project in Waipahu, Hawaii.

### Job Stewards Activated From 9/14/79 to 11/26/79

Dist.	Member	Agent
06	Ely S. Gestada	J. Cruz
06	David J. Farnum	T. Long
01	Theodore E. Wright	R. Helmick
03	Raymond R. Mercier	N. Davidson
03	Leo M. Taylor	N. Davidson
11	Michael Loveseth	C. Canepa
11	Jessie D. Sample	M. Yarbro
11	Jack Larson	M. Yarbro
11	Everett Lovell Nay	M. Yarbro
11	David Woerner	M. Yarbro
11	Anthony Carone	M. Yarbro
12	Charles Fontenot	R. Daugherty
12	Burk Whitney	J. Bogle
12	Billy A. Morlan	D. Strate
12	Alan C. Kidman	R. Daugherty
12	Robert Jacobs	D. Wright
12	Owen Wooley	D. Wright
12	Clifford Dutcher	D. Wright
12	Charles Fretwell	D. Wright
12	Gary L. Christiansen	L. Lassiter
12	Bryce Christensen	D. Strate
12	Mark Cowlshaw	D. Wright
12	Jay Litt	D. Wright
12	Bobby San Juan	J. Bogle
17	Bernard R. Perreira	H. Lewis, Jr.
17	Wilfred Kekaha	R. Shuff
17	James Rust	R. Shuff
17	Jerry Takahama	W. Crozier
17	Richard Burns, Sr.	R. Shuff
20	Lloyd W. Lyman	D. Markham
20	Richard Wagner	H. Munroe
20	Alfred Rogers	J. Johnston
20	Rocky Passmore	J. Johnston
20	Mel Berg	H. Munroe
20	Don Goode	N. Casey
20	John Lloyd McCord	J. Johnston
20	John Norris	C. Ivie
20	Dean Cullup	R. Butler
20	Randy Hall	R. Butler
20	Arthur Snider	D. Markham
30	Steven McAlpine	D. MacDonald
30	Lloyd Phillips	R. Morgan
30	James Aja	R. Blagg
30	Robert Perdue	R. Blagg
30	Pai D. Shanklin	R. Blagg
30	Tom Aja	R. Blagg
40	Ernest Van Dyke	F. Johnson
40	Phillip Carey	F. Johnson
40	Lawrence J. McInerney	F. Johnson
50	Ralph Pimentel	B. Merriott
50	Al Preston	B. Merriott
50	Irving Anderson	J. Bennett
50	Jim Pellanda	C. Odom
80	Clarence Facha	K. Allen
80	William Ricker	B. Marshall
80	Jimmy Salaices	K. Allen
80	A. E. Stallons	B. Marshall
80	Charles Thomas	K. Allen
80	William Hatch	B. Marshall
90	Claude Johnson	J. Bullard
90	Leonard W. Nelson	J. Jackson
90	Robert Nicholson	J. Bullard
90	Richard Burns	J. Bullard
90	Anthony A. Aguilar	J. Bullard

## Al Barkan speaks to Local 3

# 'We shall never give up the fight!'

With the OK from our Executive Board, we have asked a man who I consider to be one of the greatest labor men in America, bar none. I kind of have to get a little aggravated when you read about the "big labor bosses" goofing around. This man works literally night and day year around. He travels the highways and biways all over America. If there is a political bone buried anywhere in America, this guy can tell you where it is.

He's the guy with a message, and I consider it a real privilege to be able to introduce to our sisters and brothers, Al Barkan, the head of the Committee of Political Education, better known as COPE. He has come out here for the AFL-CIO from Washington and will turn around and leave the first thing in the morning. So Al, we welcome you to Local 3's semi-annual meeting. We appreciate your being here, and I know you have a message for us. Let's give him a hand...

**D**ALE, OFFICERS, MEMBERS of Local 3, I come from headquarters in Washington to bring you a message that I have been delivering from every labor platform that I can grace. In a nutshell, that message is this: leaders of labor, get your heads out of the sand, look around and you will see

overwhelming evidence that even the blind can see; that the enemies of labor, the National Association of Manufacturers, the Chambers of Commerce, the Right-to-Work-for-Less Committee, the union haters, are trying to dig our organizational grave.

I am disturbed as I go around the country to find many labor leaders and even more labor members aren't aware of how serious a threat exists to the labor movement as an institution. So I have kind of appointed myself as a Paul Revere, a committee of one to go around the country and sound an alarm, hoping that our members and leaders will awaken to the danger.

I've been in the labor movement over 42 years. I joined the Textile Workers Organizing Committee in New Jersey in 1937. Never in that long period have I seen a time when labor as an organization is as threatened as it is today. Now that's a serious indictment and you've got a right to ask the National Director of COPE: "Where is your evidence?"

I now offer the evidence.

A few months ago in the nation's capital, the president of the National Association of Manufacturers held a press conference to announce the formation of a National Council for a Union-Free En-

vironment. Newspaper men present asked, "What does this mean—union free environment? Isn't this a union-busting proposition?"

With a straight face, the president of NAM, a former top official of U.S. Steel said: "No, we just believe there is no need for a third party to come between an employer and an employee." Where does that leave Local 3? Where does that leave the labor movement?

Now this is a National Association of Manufacturers. This isn't the Chamber of Commerce representing a gas station on the corner of a main street. This is the biggest of the big telling you there is no need for a third party to come between an employer and an employee.

The story of this press conference appeared on the front page of the *Washington Post*. I thought there would be an explosion. After all, the Wagner Act says workers of this country have a right to join unions without discrimination for the purpose of collective bargaining. And here's the president of the NAM saying there's no need for these unions. I regret to say Dale, all we got was loud silence from the White House and Capitol Hill. Not a single voice was raised challenging the NAM. Of course, George Meany and other labor leaders were outspoken, but it shows you the climate that we faced.

I go on.

The Right-to-work committee. Their promotion of open shops—20 states have so called right-to-work laws—in every one of those states, we have a weakened labor movement. Average hourly earnings are over a dollar an hour less than the 30 states of which California is one.

But the hard truth of the matter is the hustlers in the national right-to-work committee have gone beyond just the open shop. They have been promoting a concept that unions in union shop states like California, where what they call "compulsory unionism exists," workers have got to pay dues in order to work; they go to workers and encourage them to sue the union for misuses of their union dues, for programs and activities that they might disapprove of.

A couple of years ago in San Diego in a Railway Clerks local, the right-to-work committee provided high priced corporate legal counsel and a handful of so-called union members went to a federal district court and sued the union. A Nixon appointed federal judge came down with a decision which hangs like a sword of Damocles over the entire labor movement.

That decision says to the local union: you cannot spend dues money on any activity that is not directly—and the key word is directly—concerned with contract negotiations and grievance handling. Every other expenditure would be illegal—per capita tax to an international union, a sick and health fund, a death benefit fund,

a local union newspaper, an international union newspaper—you name it. Unless it was directly involved for the contract negotiations with that individual union member, it would be illegal.

Encouraged by their success in San Diego, the right-to-work committee boasts newspaper ads in the *Washington Post* such as this one—that they are financing 100 similar suits. The Communications Workers in Maryland lost a similar case financed by the right to work committee. Of course we're taking these cases up on appeal. I break out in a cold sweat thinking what this conservative Supreme Court will do when these cases reach the Supreme Court.

I go on.

The fastest growing industry in labor relations are lawyers and PR promoters that go to employees with a simple pitch. They say to them, "if you've got a union, hire us, and we'll show you how to get rid of the union. If you've got a union knocking at your door, hire us and we'll show you how to keep them out."

They're holding seminars all over the country, inviting companies to send representatives. Here's some of their promotional literature: "Avoiding unions," "Making unions unnecessary," "Strategies for preserving nonunion status," "Deunionizing," "The process of decertification."

Is this program working? You bet your life it's working, working against us. We used to win 64 percent of labor board elections. Last year we fell to 46 percent. Decertification: 10 years ago a handful of unions would decertify. Last year over 100 were decertified.

**N**OW WHAT DOES THIS ADD up to? My message to you is, the NAM program for a union-free environment, the Chamber of Commerce program to outlaw collective bargaining for public employees, the Right to Work Committee to restrict the use of union dues just to contract negotiations and grievances, drive us out of the political arena, out of the legislative halls, permitting the employers complete monopoly.

I say to you, this adds up to the annihilation, the destruction of your union and other unions. We can live with Taft Hartley. We can live with right to work in 20 states. We can live with Landrum-Griffin. Oh, they weaken us, but we can survive. But we cannot—we cannot brothers—survive this program of destruction that I just outlined.

They've softened us up with Taft Hartley/Landrum-Griffin and right to work and now they think the time is right to destroy us. That's my message. And now I ask you, what do we do about it? Do we just bury our heads in the sand? Do we weep, do we wail, do we knash our teeth, do we wrend our garments? No! We do what the labor movement has traditionally done down through the years, that has helped us build the most effective, dynamic labor movement in the entire free world.

We fight back. We fight back on every front. We fight back on the picket lines. We fight back in the legislative halls, we fight back in the ballot box.

Now I don't come to Local 3's meeting to insult your intelligence by saying this campaign to destroy



**"Money is the 'mother milk' of politics. I am ashamed to tell you as the national director of COPE that corporations have done a much, much better job than we have in raising money."**



**Credit  
Union**



DALE HANAN  
General Manager

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

Should you be saving some of your money?

With today's inflation gobbling the future buying power of our dollars, many people have come to believe it's foolish to be saving.

Trouble is, if you have no cash on hand, you might find yourself in a worse position—having to consistently borrow money just to make ends meet.

Since the cost of borrowing is rising and come credit sources are drying up, you could be faced with mortgaging too much of your future income or not being able to borrow at all.

So it still makes sense to save. In fact, most consumer affairs specialists and counselors still say you should have no less than 3 months income salted away for emergencies and possible loss of income. Some of the experts say you should strive to save 6 months income as a cushion against some catastrophe.

Moreover, possible emergencies aren't the only reason to save. With the cost of major consumer items such as cars, boats, pickups and vans continually rising, you're going to need larger sums of cash up front to buy what you want. You're going to have to save more to meet down payment requirements.

How can the Credit Union help?

We provide you easy ways to save some of your income:

1. Monthly Vacation Pay Transfer
2. Payroll Deduction
3. Save-From-Home kits

**MONTHLY VACATION PAY TRANSFER**—If your employer pays your Vacation Pay earnings to the Trust Fund, you can have your earnings transferred to the Credit Union monthly.

Those Local Union No. 3 members who have used this program and managed to save all or some of their Vacation Pay earnings each year instead of spending them annually now have tidy nest eggs to help them through any emergency.

**PAYROLL DEDUCTION**—Some employers provide the Credit Union with payroll deduction. You just set the amount you can comfortably save each month and the money is deducted from your paycheck before you have a chance to spend it. Check with your payroll department or business representative to see if your employer provides you with this program.

**SAVE FROM HOME**—This is a "pay yourself first" program. Each month when you write your bills, write your first check to "yourself." That is, make it for deposit to your Credit Union share (savings) account. Then use our Save From Home kit to make the deposit to your account.

If you're interested in any of these programs, return the coupon on the back page of this issue for more information. Or call the Credit Union at (415) 829-4400.

## Marysville nears seasonal standstill

Work on the west side is at a standstill due to the above average rainfall, reports Business Agent, George Morgan. Underground Construction is underway with the 42-mile pipeline job from Orland to Artios. Unfortunately, the weather has been a big factor as far as the length of time the job is taking.

This job went for \$10,778. Underground also picked up a job for

Water Screen and Pumping Plant structures for \$2,635,800.00. Harold L. James, Inc., has been low bidder at \$1.8 million on 12 miles of pipeline west of Willows. They're hoping to crank up about April 15 and complete the job by August 15, 1980.

Butte Creek Rock was going strong just before the holidays. They were working 6-10 hours a day, at some points, on the Prince-

ton Highway job, but rain brought it to a standstill around the 20th of December.

"I would like to thank all the brothers in District 60 for their cooperation and loyalty this past year in attending District meetings and specially-called meetings which constitutes a strong support of Local 3," commented District Representative Alex Cellini.



**Old idea  
reaps gravel,  
profits**

With rock, sand and gravel quarries around the state being threatened by environmentalists on a regular basis, the Hallwood plant owned by Baldwin Contracting of Marysville has found an old way of increasing their yield without increasing the size of their operation. Taken out of mothballs and rebuilt under the supervision of John Zerkovich, Baldwin Contracting has reconstructed a "High line" drag bucket to dig rock and sand out of the pond on their property. The bucket, shown above has an eight-yard capacity. Powered by two 275 H.P. motors, the bucket is thrown out a distance of 1100 feet, and then it is drug back to the operator. It completes a trip approximately every six minutes. Zerkovich hopes to be able to dredge to a depth of over 100 feet before they will have to move the rig.

## 1979-80 LOCAL 3 SCHOLARSHIP RULES

Two college scholarships of \$1,000 each will be awarded winners for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

Two college scholarships of \$500 each will be awarded 1st runners-up for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

### Who May Apply:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of:  
either: (1) the Fall Semester (beginning in 1979),  
or: (2) the Spring Semester (beginning in 1980),  
in public, private or parochial schools who are plan-

ning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1980, and March 1, 1980.

### Awarding Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning student's name at the college or university he plans to attend.

### Instructions:

All of the following items must be received by MARCH 1, 1980.

1. *The Application*—to be filled out and returned by the Applicant.
2. *Report on Applicant and Transcript*—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
3. *Letters of Recommendation*—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. *Photograph*—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back (Photo should be clear enough to reproduce in the Engineers News.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103  
or to College Scholarships at the address shown above.

# ENGINEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

## Teaching Techs

A member of Local Union No. 3—A Journeyman who chose to broaden his skills—became an Apprentice. He completed 7 periods of training and was offered the fantastic offer to be a crewman on a sailing expedition to the Sea of Cortez. Many younger persons would have simple leaped onto the boat and sailed off into the sunset leaving the real work behind. Mike Tarpey did not choose that way to go. In a show of real class and remarkable responsibility to his own future. Mike described his contemplated action in a letter to the J.A.C.



Dear Sirs:

I have recently been offered an opportunity to crew on a 37' sailboat bound for the Sea of Cortez. The trip will last 3-4 months. I am taking with me my workbook and 7-8 period test material. The owner of the boat, Glenn Carsten, is a competent senior party chief and will be able to assist me in my studies. Additionally, I will be learning principles of navigation and seamanship, and improving my command of the Spanish language.

I will petition to be reinstated in the apprenticeship program, and will turn in my completed test material upon my return.

Yours Truly,  
Michael D. Tarpey  
559-62-4597  
P.O. Box 431  
Forest Knolls, CA. 94933

Mike comes from good Tech Engineer Stock and will be in good Tech Engineer hands. He is a second generation Surveyor Member of Local Union No. 3. His dad, Certified Chief Hugh Tarpey, is into boats himself. The skipper, Glenn Carsten, is also a long time member of Local No. 3 and a Certified Chief of Party.

We don't know where Mike's motivation comes from: perhaps it's following his fathers success in the occupation or maybe he is looking at the ability of a Carsten to earn the price of a 42 foot boat or could be his earnings were enough to afford a four month expedition. Even if it were for some mundane reason like enjoying the work and pride enough to keep trying to be best it is refreshing to hear that even under these extraordinary conditions he has committed himself to finish the course of study and come back to be tested.

In the meantime, back on the home front: 28.4% of all Apprentices are deficient in Related Training Progress and 44.7% have not yet received their First Aid Certificate. We hope that during this rainy season those Apprentices will be able to find time to catch-up. By the end of January letters will have been in the mail to those who haven't found the time.

One of our instructors of the San Jose class has gone off to the State of Washington to open his own business. Ted Taylor, a Certified Chief of Party who is currently working for Bissell and Karn, in San Leandro, has agreed to take the class. Ted has been a Local No. 3 Tech Engineer for a good many years, has substituted for the Instructors at Oakland and San Francisco classes and conducts the indoctrination classes for new Apprentices with no previous experience.

Fred Seiji, member of the State Licensing Board, Instructor at R.M.T.C. Instructor of the Sacramento Related Training Class and Certified Chief, is back for a few weeks while R.M.T.C. is waiting for the rain to stop. After re-writing Workbook III and II over the past two seasons, he now has the toughest challenge of all. Workbook I is for the beginners, the person right off the street with no knowledge of the very basic things that an experienced Tech Engineer automatically does by habit.

He is suffering terribly from having to bring his thought process down to the lowest common denominator. It is an important but exasperating job so we feed him lots of coffee and offer no end of encouragement. Through it all Fred appears to be holding up well and we hope he will be recovered enough for another go around with the more esoteric stuff by next year.

## Talking to Techs

### TESTING AND INSPECTION

On January 7, 1980 a meeting was held in San Francisco for the Testing and Inspection Industry. The purpose of the meeting was to allocate the C.O.L.A. Increase that will become effective on March 1, 1980.

The current consumer's price index available to us at this time is from November, 1978 to November, 1979. The Collective Bargaining Agreement provides for January, 1978 to January, 1979. We will not have the C.O.L.A. Increase needed to compute the total wage package until the middle of February, 1979. As soon as these figures become available to us, we will notify all members that this is in effect.

### SURVEYING

With the heavy rains we are now having, most of the survey work has come to a substantial slowdown. Crews are doing final monuments, or final corners and miscellaneous clean-up work. We would like to remind the field surveyors that contract negotiations will be forthcoming. Pre-Negotiation meetings have already been scheduled. PLEASE MARK YOUR CALENDARS!

These forthcoming negotiations will be one of the most difficult. YOUR PARTICIPATION AT THESE MEETINGS IS EXTREMELY CRITICAL!!!

### TECHNICAL ENGINEERS PRE-NEGOTIATION MEETINGS

Tuesday, March 4, 1980 7:00 P.M.  
Holiday Inn . . . 500 Hegenberger Road and Nimitz Freeway . . . . .Oakland

Tuesday, March 11, 1980 7:00 P.M.  
Labor Temple . . . 2102 Almaden Road, Rooms A & B . . . . .San Jose

Tuesday, March 18, 1980 7:00 P.M.  
Woodlake Quality Inn, Cedar Room; Hwy. 160/Canterbury Road . . . . .Sacramento

Tuesday, March 25, 1980 7:00 P.M.  
El Rancho . . . 2200 Santa Rosa Avenue . . . . .Santa Rosa

Tuesday, April 1, 1980 7:00 P.M.  
Hilton Hotel . . . Vanness Avenue & Fresno . . . . .Fresno



### OIL

The price of world oil has almost doubled in the past year!!! Many exporting countries will certainly be announcing that they will be producing less in 1980. A major reason for the increase in oil prices is the rising demand for energy in this Country.

There is currently a proposal in Washington by some officials to put a 50¢ federal tax on each gallon. They claim the United States would save 600,000 to 700,000 barrels a day.

This type of proposal would have several economic drawbacks. The first would be the effect on the poor, or less affluent people. The most serious problem would be the effect on consumer prices. A 50¢ gasoline tax would add almost 3 points to the consumer price index. This would NOT be helpful in the fight against inflation!!! Additionally, this would directly effect UNION CONTRACTS AND SOCIAL BENEFITS that are tied to the consumer price index.

We certainly don't have all the answers; however, one thing is obvious—we must cut down on the amount of fuel we consume!!! Car Pool when possible! Plan your shopping trips!!! and Keep leisure activities close to home!!! When all else fails, USE BART!!!!

### HEALTH CARE COST

Health Care Cost last year came to \$200 billion dollars nationally. That is equivalent to one tenth of the gross national product, and like the weather, everyone talks about it, but no one seems to be able to do anything about it.

In the midst of rising health costs, the sound leadership of the Operating Engineers Local #3 have recognized the need to increase the coverage of medical needs, and at the same time keep the spiraling cost to a minimum. Booklets have been mailed to the membership. If for some reason you have not received one, contact your local district office. They will be happy to send you one.



Party Chief Sonny Daly is employed by Bryan and Murphy Co.

## Utah winter slows work

(Continued from Page 7)

ders on Units 3 & 4, but we probably won't know until about the middle of 1980," Strate said.

Bumstead and Wolford is doing maintenance work at Huntington and expect to keep a couple of operators busy this winter.

The Cedar City Iron Mines have cut back about twenty-five people, which is about normal for this time of year. "We are still hoping that the environmental problem with Geneva Steel gets ironed out quickly as this is where most of the ore that is mined at Utah International ends up," Strate said.

The Sand & Gravel industry in Utah County is slowly grinding

down due to the season, but Valley Asphalt and Geneva Rock Products both report excellent seasons.

Business Rep. Bill Markus reports that Kaibab Industries employees in Panguitch, Utah, have enjoyed a good work season despite the fact that they got a late start last spring. However, work in the woods is nearing an end for this year.

Carl Keepfe, Plant Manger, expects the timber fallers to be out of the woods by the 14th of December and the skidder crews by Christmas. Depending on the amount of snowfall, it is possible the log haulers could work until February 1st.

The crews in the sawmill and planer mill have worked two shifts most of the time and still have plenty of material to keep them busy.

The election to represent the

employees at Escalante Sawmills in southern Utah is now history. Two-thirds of the employees voted to have Operating Engineers representation.

District Representative Les Lassiter and Business Representative Bill Markus are now in the process of negotiating a contract. The Salt Lake City law firm of Moyle & Draper are representing Escalante Sawmills with Attorney Jeffery Clayton heading up negotiations for the Company.

Business Representative Bill Markus commented that it is hard to believe people are working for the kind of wages and practically non-existent fringe benefits that are in effect at this operation. The hourly wages, for all classifications, are under \$5.00. A Hyster Operator is only getting \$3.59 per hr. There is no vacation, no holidays or pension. The Health &

Welfare coverage is minimal, and it has a deductible clause that restricts payment on most claims. The employees pay half the premium out of their pockets. One employee, who has worked for Escalante Sawmills for 31 years, has never had a vacation or a paid holiday in all that time.

Bill Markus and Les Lassiter were talking to one of the employees and his wife who were so excited because they had found a good buy on a wood stove for their home which would keep their five children warm this winter—it is to be the family Christmas present this year.

"It makes us stop and take note how fortunate most of us are and how little we appreciate what we have," Markus commented.

Business Rep. Kay Leishman reports that Owl Engineers of Irvine, California submitted the low

bid of \$17,443,545 to complete the section of Interstate 80 from Saltair to 6000 West. The contract involves constructing the concrete pavement roadway and three major structures.

A full interchange will be constructed at 7200 West, where two of the structures will be located to carry 7200 West over I-80 and over the railroad tracks. The other structure will carry I-80 over the railroad tracks at 6200 West.

The contract will be done in several phases. The eastbound lanes of the Interstate will be constructed first and will parallel North Temple (US-40) on the south side. This section of the freeway calls for four inches of base concrete to be placed underneath an eleven-inch layer of cement concrete pavement.



## WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

## New work year the time to review safety habits

### Safety Committeemen

Activated From 9/14/79 to 11/26/79

#### Dist. Member

03 Jim T. Kochan  
 03 Wayne Swinyer  
 03 Leo M. Taylor  
 11 Everett Lovell Nay  
 12 Norman G. Alexander  
 12 Roy Chamberlan  
 30 John Philpot  
 40 Chester Menacher  
 80 Ken Smeltzer

#### Agent

N. Davidson  
 N. Davidson  
 N. Davidson  
 D. Beach  
 V. Abbott  
 D. Wright  
 G. MacDonald  
 F. Johnson  
 B. Marshall

### Job Stewards

Inactivated From 9/14/79 - 11/26/79

#### Dist. Member

03 Victor M. Balibrera  
 12 Dean Ekker  
 12 James Smith  
 12 William K. Christensen  
 12 Kevin Chan Memmott  
 12 Donald R. Newby  
 12 John L. Chadwick  
 12 William Anliker  
 12 Douglas Palmer  
 12 Herman Dunigan  
 12 Richard Trimble  
 17 Richard Burns, Sr.  
 20 Richard Chaika  
 20 P. DeGregorio  
 30 William John Parker  
 30 Glenn Thorns  
 30 Clark Delphia  
 40 Phillip Carey  
 90 William Sousa  
 90 Gary Hill

#### Agent

N. Davidson  
 D. Strate  
 D. Strate  
 D. Strate  
 D. Strate  
 D. Strate  
 L. Lassiter  
 D. Wright  
 D. Wright  
 D. Wright  
 J. Bogle  
 R. Shuff  
 R. Butler  
 N. Casey  
 R. Blagg  
 R. Blagg  
 R. Morgan  
 F. Johnson  
 J. Bullard  
 R. Fleckenstein

This is a new work year. It is customary to make a fresh start and look at our past safety efforts in a very critical manner. Unsafe practices should be discarded and new safety ideas added to those that have proven effective.

At the beginning of a new year, we should recognize the need for personal improvement, compile a list of all bad habits and discard them. Many of us are successful in this effort. Others either set their goals too high or really do not want to change, and will soon fall back to their old routines (bad habits).

Each of us should do some soul-searching and take a long, hard look at our safe work habits and resolve to improve. Naturally, not all of your work habits are bad, so all that is necessary is a refinement of the safe practices that we know and discuss each shift. Before beginning any work, thoroughly examine the working area and always be sincere in your efforts. This should be at the top of your list of New Year's resolutions.

In the handling of your equipment, are you always aware of the potential dangers that could

result in any injury if you fail to keep your mind on the job?

One of the things that makes America great is our desire to keep improving and always do better in our efforts. We do not like to stand still. We want better cars, better living conditions, and more of everything that spells advancement and progress. That should hold true for our accident record. Why should we be content to advance in all other fields and yet stand still when it comes to injuries to ourselves?

We have a better safety record now than we did several years ago, but it is still not good enough. We must improve until injuries in our industry are rarities. Accidents are as unnecessary now as they were years ago. We will be guilty of neglect if we do not improve our record in 1980.

In the past year we showed a marked improvement over our worst year in 1976. In 1976 we had 127 lost time accidents, including 11 fatalities out of 26,000,000 manhours. In 1979 we had 64 lost time accidents including 7 fatalities out of 32,000,000 manhours. Let's make more progress in safety and careful work habits in the new year.

### THE ENEMY

I am more powerful than the combined armies of the world. I have destroyed more men than all the wars of all

nations. I massacre thousands of people every year. I am more deadly than bullets, and I have wrecked more homes than the mightiest guns.

In the United States alone, I steal over 500 million dollars each year. I spare no one and I find my victims among the rich and poor alike, the young and old, the strong and weak. Widows know me to their everlasting sorrow. I loom up in such proportions that I cast my shadow over every field of labor.

I lurk in unseen places and do most of my work silently. You are warned against me, yet, you heed me not. I am relentless, merciless and cruel. I am everywhere, in the home, on the streets, in the factory, at railroad crossings, on land, in the air and on the sea.

I bring sickness, degradation and death, yet few seek me out to destroy me. I crush, I maim, I will give you nothing and rob you of all you have.

I am your worst enemy—I am CARELESSNESS.

—Author Unknown, reprinted in Ohio Mason

No time is the time for carelessness, brothers!

## Home building looks shaky for South Bay

Work in the San Jose area and South Santa Clara County looks very promising for 1980, reports Business Rep. Don Luba. "Having just completed an all time record high year of 1979 as far as work opportunity was concerned, we can only conclude that 1980 holds for us almost the same work picture as 1979.

In the San Jose and South County area, public works projects are no longer the mainstay of the industry, as industrial, commercial, and housing construction have taken the lead.

Developers are reporting they have construction loans committed to them through mid 1980 at early 1979 interest rates, and are selling everything they can build under \$125,000 as soon as the foundations are poured.

They indicate an air of uncertainty on construction loan rates after mid 1980 but are very optimistic about current talk that rates will come down and, therefore, the industry would hold at its present pace.

### San Jose report

## First link in 'Blood Alley' proceeding on schedule

The first link in the freeway between Morgan Hill and San Jose is proceeding on schedule and should be completed by spring, reports District Representative Tom Carter. This section includes grading and construction of six structures for overcrossings. The contractor is Granite Construction of Watsonville.

Bids for the second contract calling for more grading and structure work will be advertised in late spring and the last phase, which will include signs, paving, and lighting is scheduled for summer 1981.

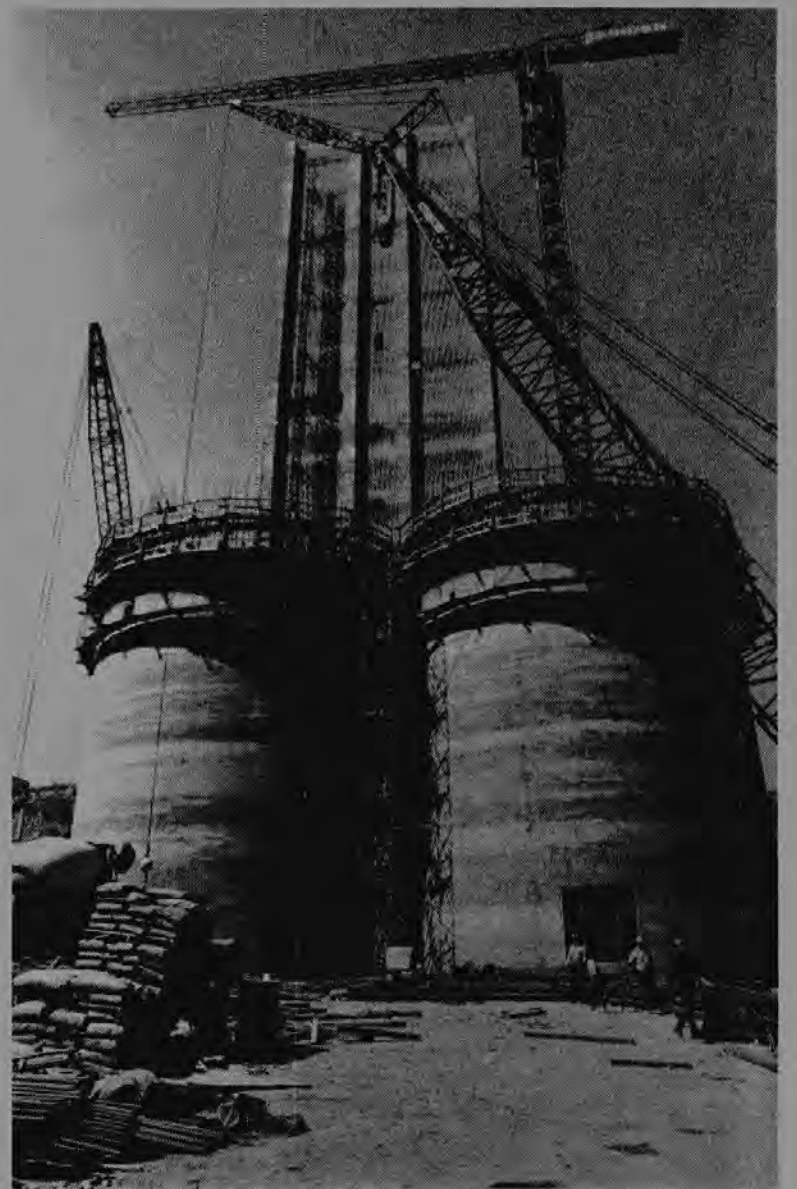
O'Grady Paving of San Jose was low bidder on the southbound connector ramp from Monterey Highway to Ford Road in San Jose. This project will improve traffic between these two major routes.

Howard Electric's \$206,922 bid was the lowest submitted this month to CalTrans for work on the

realignment of the highway to accommodate the new intersection. Approximately \$43,000 comes from state funds with the rest from the Federal Aid to Urban Roads program.

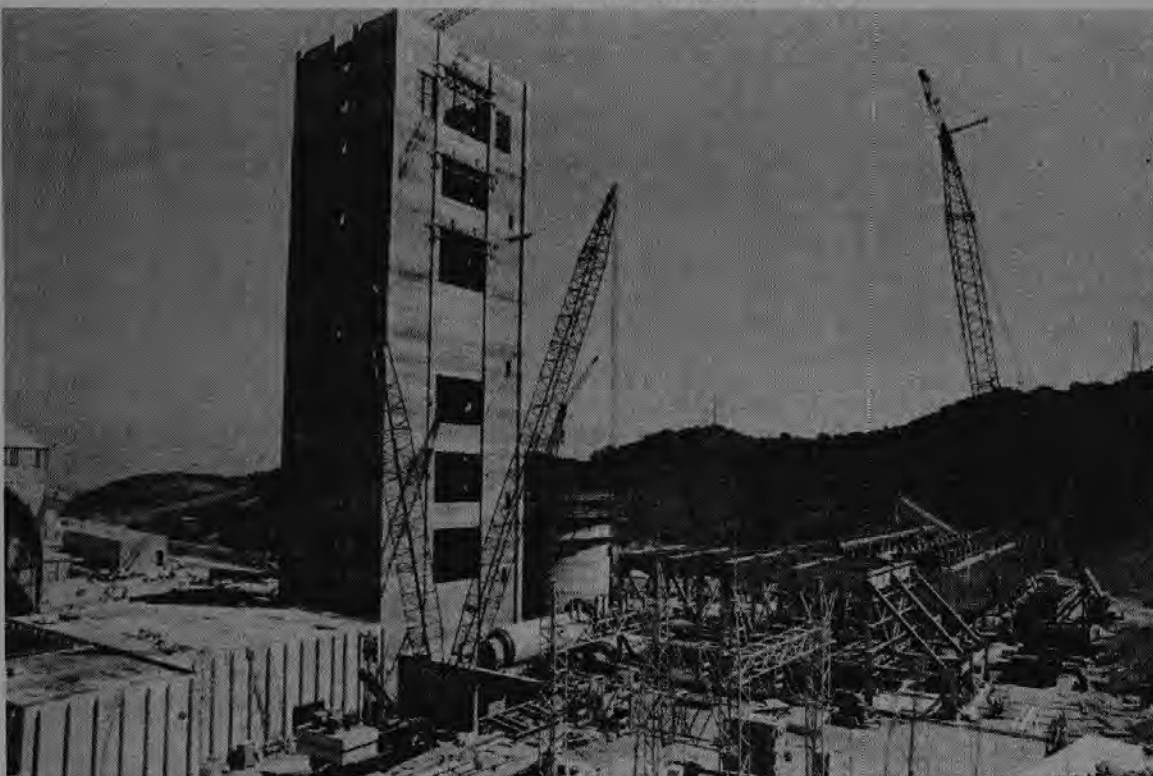
Granite Construction is also finished with the resurfacing of portions of the Pacheco Pass Highway east from U.S. 101 to a point 1.4 miles east of Highway 156. This \$385,000 project is paid for by federal and state funds.

The following is a list of people who have checks in the San Jose Office: Carmen Martinez, J. Scott, John F. Morris, E.H. Trujillo, Tom Montgomery, Patrick Bevenue, Herbert P. Cannon, R. Rosin, Douglas Colburn, Gerald Hayes, Robert J. Garcia, Floyd Woods, Gene Ray Gattung, D.M. Canciamilla, Max Weaver, J.S. Green. If these checks are not picked up soon, they will be returned to the sender.



## Region's largest tower crane

As far as Business Representative Bob Fleckenstein knows, this free standing tower crane, at 300 feet, is the tallest one in Northern California. Operated by Local 3 member Lionel Waiole, the rig is being used to help construct Kaiser Permanente's new cement and gypsum facility just south of I-280 above Cupertino. The massive \$150 million modernization program involves the set-up and installation of a new "dry process" cement kiln expected to have a production capacity equal to the combined output of all seven of the "wet process" kilns presently in operation. The plant currently provides over two-thirds of all the cement used in construction in Northern California.



# 'Endangered species' designation could disrupt Fresno hydro project

Fresno District Representative Claude Odom reports that U.S. Fish and Wildlife Service specialists in Sacramento will recommend within two months an endangered species status for Carex Whitneyi, starting a federal plant protection process that could wind up disrupting plans for the Kings River Conservation District's hydro-electric project on Dinkey Creek Seventy miles east of Fresno.

The grasslike plant will be among several hundred species in California and Nevada recommended for protection under the federal Endangered Species Act.

After the estimated nine month process, if the grass is placed on the list, it would mean "a federal agency must insure that their activities do not interfere with the plant."

Meanwhile the KRCD will continue on a course to prove a step-by-step process required in seeking a project operating license from the Federal Energy Regulatory Commission. The separate timetable indicates the paperwork should be ready for a commission decision on the license about the same time the

Fish and Wildlife Service might decide whether to add Carex Whitneyi to the endangered species list.

About one-third of the 270 plants at the Dinkey Creek site would be underwater if the dam is built.

Tulare County Flood Control officials hope to open bids on the construction of Sand Creek Dam at the Tulare-Fresno County line by the end of February.

Jack Carlson, head of the Flood Control division of the County Public Works Department, said the intent is to advertise for construction bids about February, allowing nearly a month for bidders to respond.

Tulare County Supervisors ordered construction of the earth-filled structure along Sand Creek to prevent downstream flooding during heavy rain runoffs in the Orosi and Cutler areas.

So far the County has acquired the ponding area behind the proposed structure, but faces possible litigation with the owners of 7,258 acres where the dam is to be built.

Carlson said the design calls for an impervious core structure sur-

rounded on both sides by more pervious materials to add weight and stability. On the upstream side, he explained, will be a two-foot layer of cement treated soil.

The dam will span 900 feet across the top with 65 feet maximum elevation to hold back about 1,300 acre feet in a pond. Carlson said there will be a continuous drain along the bottom to allow a controlled outflow of a maximum 600 cubic feet per second.

The Department of Park and Recreation is calling for bids in January for a supplemental water supply at El Portal.

Gentz Construction has been awarded a contract of \$383,561.00 to reconstruct Road 274 near North Fork in Madera County.

An organizational drive is on in the District to bring more shop units into the Union. Non-union shops in the area are far below our Union shops in wages and fringe benefits.

Among those shops now being organized are Kovac Equipment Co. and Grundfors Pumps.

## 35 YEARS

At its meeting on Dec. 17, the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3.

Name	Reg. No.	Initiated by	Local No.
Antone S. Aguiar	292558	11/40	3
Charles E. Arruda	466364	12/44	3
Andrew Benedetti	381435	9/24	3
William L. Bowlin	262530	5/38	65
V. B. Christensen	402411	1/43	3
Louis Dotta	373017	8/42	3
John C. Ernst	466380	12/44	3
Vern H. Holmes	442381	(12/43—initiated by 595 (9/44—transferred to 3	
Blaine J. Jones	466453	12/44	3A
James Kelleher	466456	12/44	3A
E. Z. London	367887	(7/42—initiated by 9 (3/44—transferred to 3	
Leslie Moorman	434998	(9/43—initiated by 285 (2/44—transferred to 3	
Joe Osborne	449734	5/44	3A
Leonard S. Perry	292630	11/40	3A
William H. Rabe, Jr.	431500	4/43	3
Leon C. Rees	437997	11/43	3A
Henry Alfred Swarouth	466408	12/44	3
Clyde A. Stonecipher	464121	11/44	3A
Frank H. Young	452482	1/44	353A
James Bettencourt	461266	10/44	3A
A. C. Lindsey	329151	11/41	3
Leonard Martinelli	262655	6/38	45
Virgil Lauritzen	462851	6/44	353A

## 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
Anderfurgan, Charles J. (Margaret—Wife) 1846 Center Rd., Novato, California	10-2-79
Armentrout, Carl (Mabel—Wife) 9066 Polly Avenue, Orangevale, California	10-7-79
Chase, Jere A. (Teresa—Wife) #29 Birdie Lane, Aptos, California	10-1-79
Cline, John (Laura—Wife) 451 N Rose, Farmersville, California	10-15-79
Crigler, Harry W. (Monte—Son) 4611 - 39th Avenue, Sacramento, California	10-17-79
Daniel, Cecil B. (Cecilia—Daughter) P.O. Box 81, Rio Vista, California	10-19-79
Dills, Alton (Josephine—Wife) P.O. Box 5142, Stockton, California	10-29-79
Fine, Gary (Charles—Father) 2646 Emma Drive, Pinole, California	10-8-79
George, Clarence J. (Josephine—Wife) 337 Whipple Avenue, Union City, California	10-24-79

Hamlin, Kenneth (Eunice—Wife) 7235 Prince Valle, Gilroy, California	10-9-79
Hansen, Dave (Ruth—Wife) 1781 Franklin Rd., Yuba City, California	10-17-79
Harsh, William F. (Lois—Wife) 350 Vaqueros Avenue, Rodeo, California	10-7-79
Hodges, Homer (Lillian—Wife) P.O. Box 543, Truckee, California	10-18-79
Jensen, John A. (Mary—Wife) P.O. Box 1035, Redwood City, California	10-19-79
Larsen, La Verne (Helen—Wife) 10555 Lockwood #70, Sparks, Nevada	10-4-79
Le Maire, Oleus (Corinne—Wife) 5296 Lodi Rd., Marysville, California	10-14-79
Miller, Ralph (Martha May—Wife) 1521 Edgewood Drive, Lodi, California	9-25-79
Moss, Arnold (Donna—Wife) 1895 Maybelle Drive, Pleasant Hill, Calif.	10-22-79
Muir, Eugene (Sietse—Wife) P.O. Box A 47, Couterville, Calif.	10-15-79
Peterson, Roy J. (Jean—Wife) 3116 Cherokee Avenue, Santa Rosa, California	9-26-79
Privitt, Ben (Lois—Wife) 1287 Fulton Rd., Santa Rosa, California	10-3-79
Rice, Wally (Zella—Wife) 33 La Cresenta, Oroville, California	10-18-79
Robinson, John (Yvonne—Wife) 185 Garden Lane #11, Millbrae, California	10-18-79

Vineyard, James W. (Molly—Wife) 3210 West McKinley, Fresno, California	10-28-79
Washburn, Charles (Brenda—Wife) 1698 Bivar Ct., Pleasanton, California	10-7-79
Williams, Beecher (De Wayne—Son) 2060 Lambourne, Salt Lake City, Utah	10-17-79
88 Deceased Members August 1979 thru October 1979 2 Industrial Accidents August 1979 thru October 1979	10-18-79
<b>DECEASED DEPENDENTS October 1979</b>	
Beardsley, Mary Jane—Deceased October 15, 1979 Wife of Merlyn Beardsley	10-14-79
Harrison, Betty May—Deceased October 6, 1979 Wife of Roy A. Harrison	9-25-79
Lumby, Abbie A.—Deceased October 25, 1979 Wife of Henry Lumby	10-22-79
Mendonca, Madeline—Deceased October 21, 1979 Wife of John Mendonca	10-15-79
Pinard, De Willma—Deceased October 9, 1979 Wife of Morris Pinard	9-26-79
Richardson, Earnese—Deceased October 16, 1979 Wife of James C. Richardson	10-3-79
Rodgers, Elizabeth—Deceased October 21, 1979 Wife of Alva Rodgers	10-18-79
Spikula, Florence D.—Deceased October 12, 1979 Wife of John Spikula	10-18-79

NAME/ADDRESS	DECEASED
Babin, Augustion (Mona—Daughter) 1124 Alta Avenue, Napa, California	10-23-79
Brodose, Allie (Lee Mancuso—Daughter) 1521 Madrone Ave., West Sacramento, CA.	11-7-79
Conger, Oral T. (Rosebud—Wife) P.O. Box 365, Avery, California	11-11-79
Davis, Roy (Dorothy—Wife) 2675 Alderwood Drive, San Jose, CA.	10-29-79
De Herrera, Frank Jr. (Josephine—Wife) 1033 San Jose Street, San Leandro, CA.	11-1-79
Doyle, Daniel W. (Pearl—Wife) 5935 95 Auburn, Citrus Heights, California	11-29-79
Edwards, Roy H. (Opal—Wife) 1029 Grand Avenue, Marysville, California	11-19-79
Frank, W. I. (Jean—Wife) 1155 Pease Bx. 228, Yuba City, California	11-27-79
Halverstadt, David H. (Ida Halverstadt— Sister-in-law) P.O. Box 1853, Grass Valley, California	11-19-79
Helean, Emmett (Alta—Wife) 37694 Birch Street, Newark, California	11-20-79
Hunsaker, Dallas (Sandi—Wife) 144 No. 4th East, Moab, Utah	10-19-79
Johnson, William D. (Louise—Wife) P.O. Box 41356, Sacramento, California	11-12-79
Kemp, Lloyd E. (Alice—Wife) 1934 E. 8th Avenue, Olivehurst, California	11-13-79
Linford, Joseph (Mildred—Wife) Box 59, Panguitch, Utah	11-24-79

Manjeot, Donald (Noland—Son) 2369 Beaumont Street, Sacramento, CA.	11-21-79
Mecham, Francis E. (Evelyn—Wife) 20893 Creek Ct., Soulsbyville, California	11-13-79
Overton, Nat (Donata—Wife) 5320 Poplar Blvd., No. Highlands, CA.	11-25-79
Pearson, Harry C. (Alice—Wife) P.O. Box 1307, Cupertino, California	11-8-79
Pero, Tony (Bessie—Wife) 1080 12th Street, Oroville, California	11-6-79
Probst, Fred (Betty—Wife) 9115 N. Nassano, Stockton, California	11-5-79
Ridgway, James (Lola—Wife) 840 J. Street, Reedley, California	11-29-79
Rivera, Regalado (Easterlita—Wife) P.O. Box 8560, Tamuning, Guam	11-10-79
Sa, George (Halcene—Wife) 312 G Street, Fremont, California	12-3-79
Smith, Loy B. (Clata—Wife) 4315 Garden Drive, Salt Lake City, Utah	11-28-79
Welschmeyer, Vincent (Virginia—Wife) 2120 S. Santa Fe, Visalia, California	11-3-79
Wiley, Don (Dorothy—Wife) P.O. Box 5103, Cottonwood, California	11-20-79
Woods, Dave R. (Next of Kin) 3642 Neuces, Amarillo, Texas	11-9-79
Yturraspe, Joe (Helen—Wife) Box 954, Sparks, Nevada	10-27-79

<b>DECEASED DEPENDENTS November 1979</b>	
Bell, Alice—Deceased August 22, 1979 Wife of Francis	11-21-79
Cash, Maxine—Deceased November 16, 1979 Wife of Dennis	11-13-79
Carpenter, Pauline—Deceased August 29, 1979 Wife of Edgar	11-25-79
Clancy, Ethel—Deceased November 13, 1979 Wife of A. Thomas	11-8-79
Designori, Nellie—Deceased October 29, 1979 Wife of Lee	11-6-79
Fahrni, Dorothy—Deceased October 5, 1979 Wife of Victor	11-5-79
Frechou, Rosie—Deceased November 16, 1979 Wife of Art	11-29-79
Johnson, Kathryn—Deceased November 3, 1979 Daughter of Duane	11-10-79
McRay, Gladys—Deceased November 21, 1979 Wife of Lester	12-3-79
Paulson, Ida—Deceased November 29, 1979 Wife of Leo	11-28-79
Sanchez, Josefina—Deceased October 30, 1979 Wife of Celso R	11-3-79
Schnell, Etta C.—Deceased November 1, 1979 Wife of Harry	11-20-79
Sorenson, Helen—Deceased November 27, 1979 Wife of Harold	11-9-79

# Swap Shop: Free Want Ads for Engineers

**FOR SALE: STEEL BOAT** 35' x 12' x 7' no motor, cabin almost finished, lots of extras, in Los Molinos, Ca. Call Dave Hanny, 916/384-2841 asking \$2,500. Reg. #284751 11-79

**FOR SALE: 15 ACRES**, small pond, trees & pasture, large 4 bdrm, 2 bath, all new siding, attached shop ideal for small business, 45 miles from Okla. City on US 66, 16 x 110 concrete floor barn \$46,500, Thomas Stevens, 1548 Hudson St., #201, Redwood City, Ca. 94061 call 415/369-1625 for more info. Reg. #1509085 11-79

**FOR SALE:** 1977 John Deere 410 loader backhoe 1,600 hrs cab, radio, heater, cab pressurizer, buckets hd. 18" x 2' x 41" \$27,000; 1977 Tumdum axle 825-20 air brakes tilt bed 24', 20,000 lb axle \$4,000; 1972 Pet Cabover 3 axle 1693 cat-10 sp. spier 220" WB 10 new 16 ply radial on new polished alum. 11.24.5 \$17,000; good 10 yd dump box air gate \$1,600; John Fullenwider, 1211 Esther Way, Minden, Neb. 89423 702/782-4358 11-79

**FOR SALE:** 1977 JOHN DEERE 410 Loader backhoe 1,600 hrs cab, radio, heater, cab pressurizer, buckets, hd 12" x 18" x 24" x 41" \$25,000.; 1777 Tamdum axle 825-20 air brakes tilt bd. 24', 20,000 lb arles \$4,000.; 1972 Pet cabover 3 axle 1693 cot-10 sp. spier 220" WB 10 new 16 ply radial on new polished alum, 11.24.5 \$15,000. good 10 yd dump box air gate \$1,600. John Fullenwider 1211 Ester Way, Minden, Nev. 89423 702/782-4358 12-79

**FOR SALE:** 1 ACRE lot near Dunnellon, Florida, high and dry trees, garden soil \$3,500, including interest \$75 per month. Write A. J. Benish, Box 144 Lewiston, Ca. 96052 Reg.#0884521 12-79

**FOR SALE:** 220 & C160 CUMMINS engines, to be rebuilt, as is \$500. ea.; 7041 Series transmission, nearly new run only 1 mo. \$500.; large radiator \$100, saddle tanks & step tanks, Rodger Robbins, P.O. 314, Standard, Ca. 95373 209/532-2547 Reg.#1511009 12-79

**FOR SALE:** 1979 6-PACK CAMPER, 9 1/2' self contained, cab over, fits a 3/4 ton long bed \$4,500. Jerry Briggs, 4076 Garden Highway, Nicolaus, Ca. 95659 916/782-6251 Reg.#1144643 12-79

**FOR SALE:** 1978 3/4 ton Chevy pickup, 4 wheel drive, fully loaded, Jerry Briggs, 4076 Garden Highway, Nicolaus, Ca. 95659 916/782-6251 Reg.#1144643 12-79

**FOR SALE:** 1977 150 Dodge pickup, top of the line, like new w/chrome wheels & new tires \$4,000. low mileage. Ronald D. Phillips, 12867 Lake Valley Ln., Sonora, Ca. 95370 209/532-5979 Reg.#1157835 12-79

**FOR SALE:** 17 1/2' TRAVEL TRAILER, self cont. sleeps 6, stove, frig., shower, toilet, air cond., new used once, \$3,700. best offer; 120 acres lovelock-Unionville, Nevada Creek \$300 per acre; Lot for sale California City, Kern County, desert climate, 7 miles from city center \$4,000 or terms; contact Carol, days 622-3808, nights 355-6499 Carol & Pericles Cosseboort, 430 Ehken, Pacifica, Ca. 94044 Reg.#1733035 12-79

**FOR SALE: KINGMAN, ARIZ.** 4 lots together, large work shop, mobil home built on living room, fenced, gas elec. water \$22,000, will finance. Herschel Larue, P.O. Box 97, Skull Valley, Ariz. 86338 Reg.#0791408 12-79

**WANTED: AIRCRAFT PARTS**, run out, basket case unfinished Stinson & Franklin engines. Frank J. Huffman, 738 Robin Dr., Santa Clara, Ca. 95050 408/296-6943 Reg.#1087515 12-79

**FOR SALE:** 2 bdrm. 1 bath, refer, stove, oil furnace, 1.6 acres, 2 barns, tack & feed, 2 car shed, chick coops, bird aviaries, all fenced & cross fenced, part in pasture, pinto mare, goats, assort birds & fowl, Monroe Ut. Charles Garden. 195 N2W, Monroe, Ut. 84754 Reg.#0351398 12-79

**FOR SALE:** 3/4 DRIVE, 12 pt. socket set, 7/8-2 1/2, 22 sockets 3 extension 3" 8" 16", 1 elect. tie handle, 1 flex handle, 1 ratchet 18" Proto set #5500A in heavy metal box, most socket never used \$250. 58" long w/ sliding tray \$75.; 1 French Provincial Fruit wood drop side table w/ 2 leaves goes from 2' 6" to 8' long 40" wide 3250. or best offer; 1 1967 4 dr. hard top Chev caprice all power, 396 eng, large trem. radio, heater, dark blue all original, never wrecked mint cond. 62000 mi. \$750. W1 D. Sorensen, 7028 Thornhill Dr., Oakland, Ca. 94611 339-1040 Reg. #238823 1-80

**FOR SALE:** KNESKILL self-contained camp trailer very clean \$2,275.; 1951 Chev tractor w/20' dump trailer \$5,250.; Lincoln, portable welder \$1,250. W.L. Maddox, 17311 Mercy Spgs, Los Banos, Ca. 93635 209/826-0684 Reg. #1043556 1-80

**FOR SALE:** 79' PONTIAC FIREBIRD, V6, low mileage, AM/FM 8 track, A/C, ext. cond. \$5,900. or best offer, call eve. 245-3838 1-80

**FOR SALE:** 1977 CADILLAC ELDO, 38,000 mi. one owner, all extras, new tire & brakes, die hard battery, firemist rust color, make offer, before 10 AM or after 6 PM, Donald Kiemele, 1908 Chelwood Way, Modesto, Ca. 95355 Reg. #1070947 2-80

**FOR SALE:** 1 set 3/4 dr. SOCKET SET, OTC, extra socket & ext., G.H. Teeslink, 945 Via Mariposa, San Lorenzo, Ca. 94580 276-8893 Reg. #360835 2-80

**FOR SALE:** 77 DIPLOMAT MOTOR HOME, 16,500 mi, R/B rust interior, new cond. \$16,950. L. D. McKinney, 30,000-8 Kannon Rd., Tracy, Ca. 95376 209/835-4272 Reg. #0689219 2-80

**FOR SALE:** 30 ton AMERICAN TRUCK CRANE, 4 axles, good working cond., comp. w/drag bucket, 2 clam shells, cement bucket 95' of boom & 30' jib, comp. rigging, cummin downstairs, G.M.C. diesel upstairs. Hope to retire. Maurice W. Batt, 598 Meridian St., Crescent City, Ca. 95531 707/464-3994 eve. Reg. #0814756 2-80

**FOR SALE: TRUCK BED** 8x14x4' head board, very good cond. \$795.; Int garden tractor, 12 hr. w/mower, plow, rotor tiller & scraper, good cond. \$1,795, Joe C. Haslouer, 12964 E. Tikay Colony Rd., Lodi, Ca. 95240 931-0781 Reg. #0921408 2-80

**FOR SALE 1967 1/2-ton CHEVY PICKUP**, V8 350, ps pb A/T, radio & heater, small utility box, wired to pull trailer, excel cond. 26,000 mi, best offer. Duane Knize, 2014 Beach Street, Concord, Ca. 94519 689-4775 Reg. #0620295 2-80

**FOR SALE NEW Heat King Wood & Coal stove** \$800.; still in wrapper. kitchen range, lappen (Butane) clean, like new; NEW 2 bdrm. home, Spring City, Utah, on 4 1/2 ac. 1133 sq., full basement, large fireplace, in city. \$75,000. near coal mines. Norman Clemens, P.O. Box 62, Lockeford, Ca. 209/369-1397 Reg. #1238702 2-80

**FOR SALE:** 1962 INTERNATIONAL BUS, 5 sp., v/8, 4 wheel dr., low mileage, good rubber, make a nice motor home.; 1963 Ford Bus, 6 cyl, 4 sp., conventional dr., good cond. & good tires; 1972 AMC Motador, v/8 AT, PS PB & A/C. sacrifice \$695. Albert F. Panlazzo, 915 W. Miner St. #16, Yreka, Ca. 96097 916/842-2181 Reg. #0603448 2-80

**FOR SALE:** CATAPILLAR 28 gas tractor, good tracks, sprockets & idlers, rollers, putting out or \$350 for all. Lee Mansker, 11330 Farndon Ave. Los Altos, Ca. 94022 Reg. #1067423 2-80

**FOR SALE:** Retired Mechanic's tools, all kinds & sizes, including 600' Lb Forgue wrench, 1" & 3/4" socket set, chain falls come-a-long reasonable. Norman Clemens, 14346 E Collier Rd., Acampo, Ca. 209/369-1397 Reg. #1238702 2-80

**FOR SALE:** AFRICAN pygmy goats, born in Dec., black & white bucks, will wether gray & white Doe, Make wonderful pets. \$50 & 100 also guineas \$5 ea. John F. Meyer, P.O. Box 308, Valley Springs, Ca. 95252 Reg. #0409005 2-80

**FOR SALE:** 21' Fibreglass, fish or ski boat, I/O drive, Ford V8, tandem trailer, excel. cond. \$5,500.; Volkswagen engine, one w/transaxel, \$225. for all. Jared Byrd, 415/344-6541 Reg. #1216125 2-80

**FOR SALE:** 550 HOPTO truck mounted, various buckets, 5' extension, 45 degree swivel bucket, engines & pump recently overhauled, extras. \$28,900.; 1972 Vacationer 19' mini-home, Dodge Chassis, 3 gas tanks, reinforced bumper, dual wheels, A/C, sleeps 6, 34,000 mi. gets good gas mileage. \$6,500. 415/223-4674 Don Brown, 4339 Santa Rita Rd., El Sobrante, Ca. 94803 Reg. #1025346 2-80

**RULES FOR SUBMITTING ADS**  
+ Any Operating Engineer may advertise in

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

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

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

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

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

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

## Personal Notes

### Santa Rosa

We wish to extend our deepest sympathy to Brother Lester McKay on the recent death of his wife, Gladys.

### Guam

Our most sincere condolences to the family of Brother Regalado Rivera, who passed away on November 10, 1979; he was employed with Foremost Foods, Inc. Brother Rivera's sincerity and loyalty to our organization and his fellow members was unequalled and will be remembered forever.

### Sacramento

Our sympathies are extended to the families and friends of our deceased Brothers Thomas Connelly, David Halverstadt, Nat Overton, Thomas Moran, Daniel Doyle, Tee Burns, Donald Manjeot, William Larimer, Gerald Leake, W. D. Johnson, Carl Armentrout, Harry Crigler, and Homer Hodges.

We regret to hear the passing of Maxine Cash, wife of Dennis Cash, and Etta Schnell, wife of Harry Schnell.

### San Jose

We in the San Jose office want to express our heartfelt sympathy to the family and many friends of Brother Earl Higginbotham, who passed away in December from cancer, after a short illness. Earl was a 23-year member of Local 3 and will be missed by all who knew him.

### Ignacio

Brother Ray Chattman is entering Marin General Hospital for an operation on his wrist. We wish him a speedy recovery. Brother Chattman works at Basalt Rock Plant, in San Rafael as an Oiler.

We wish to thank the members who sent us greeting cards during the Holidays, and do hope that you and your families have a Healthy and Happy 1980.

### Reno

We would like to extend condolences to the family and friends of Victor Heenan who passed away on 12/26/79 and also to Bill Adams whose wife, Audrey, passed away on 12/9/79.

Congratulations to new parents Harvey and Carol Johnson for their daughter born 11/16/79.

### Oakland

Our deepest sympathies go to the wife and family of Brother Antonio Gomes. Brother Gomes died very suddenly on December 27, 1979 at the young age of 48 years. He had been a member of Local 3 for 27 years, and for the past few years was a foreman for A & H Construction of Union City.

Brother Bob Albertini from Livermore is at home recovering from a recent operation. Bob who has been a member of Operating Engineers since 1937 when he joined Local 45, worked for Kaiser Sand & Gravel most of his adult life. At the age of 82 he is getting along real well. Mrs. Albertini claims he is so ornery he will make another 80 before he cashes in. We hope so . . . . .

### Marysville

Walter and Opal Davis of Gridley, California, celebrated their 50th wedding anniversary on Dec. 29, 1979. Their five children, seven grandchildren, and some of their many friends hosted a reception for the couple in Ventura, Calif. for the occasion. Walter is a 14 year member of Local 3 and former grader operator, having retired in 1973.

## Politics will play key role

### Redding looks forward to promising year

Work this coming season for the Redding area looks as promising this year as last year, reports District Representative Ken Green. For the first time in the nine years that I have worked here in Redding—the past year our 'Out of Work' list depleted in early July."

These projects do not just happen but are fought for in Sacramento by our elected legislators. For example, the Clean Water Act which was passed several years ago seemed like a good idea for cleaning up waste water, but it also created billions of dollars of work for operating engineers in the form of sewer plants, new line locations for sewer lines, new water filtra-

tion plants and cleaning our river banks.

"This is why we must help our elected officials so they in turn will help us when these very important bills come up in Sacramento and Washington," Green comments. "We are very lucky to have our man in Sacramento (Stan Statham) who does recognize the needs of his Assembly District and the people he represents.

This coming season the work year looks very good—except for the non-union work that is creeping in from all directions. "We will be asking you Brothers to help us in this fight for our very survival," Green stated.

In and around Redding in this coming year already four good jobs have gone to scab contractors. Last year alone there were 14 attempts to do away with the prevailing wage "Davis-Bacon." Only our elected officials in Washington can help us. Senator Cranston is up for election—the Republican Party has put up millions for his defeat—not for some one to run against him, but for his defeat.

Business Rep. Bob Havenhill reports that Easley Construction has finished the sewer ponds east of Susanville but picked up another good job near Willow Creek.

M.C.M. got the Rattlesnake Creek Bridge job near Alturas and will have Judd Drilling in to do the piledriving. They have not said who will do the dirt work yet.

J. F. Shea Company finished the Montague-Ager road job in Northern Siskiyou County. There are at least two more sections of the Collier Grade By-Pass left to do and it looks like one of those will go to bid this Spring. Shea's Grass Lake job on Hiway 97, will re-open as soon as weather permits.

K. G. Walters and John M. Frank still have work to do on the Fall River Mills waste-water project this Spring and will move back in as soon as things thaw out a bit.

Natkin/U.S. Steel have been working right through the worst storms this Winter on the Calaveras Cement Plant expansion job and are showing good progress on the project. This job will last through late Summer or early Fall.

## Dam safety rules

(Continued from Page 2)

knowledge, however, that the primary responsibility for dam safety rests with the agencies and should continue to reside there, he says.

The guidelines are a result of a memorandum from President Carter in 1977 that directed agencies to review safety practices, develop emergency preparedness plans and review the adequacy of existing structures. The reviews showed that sound practices were generally being used but concluded that improvement was needed in some management practices.

The guidelines, published in June, 1979, were written by an ad hoc interagency committee of the Federal Coordinating Council for

Science, Engineering and Technology and reviewed by an independent panel of recognized experts from the academic and private sectors.

### Failure considered

A key feature of the new plan is that it explicitly considers the possibility of dam failure.

The guidelines state: "... no dam can ever be completely 'fail-safe' because of incomplete understanding of or uncertainties associated with natural (earthquakes and floods) and man-made (sabotage) destructive forces; with materials behavior . . . and in control of the construction process."

# Attend Your Union Meetings *Providing money, machinery*

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.).

## February

**12th** Stockton: Engineers Bldg., 2626 No. Calif. St.  
**19th** Fresno: Engineers News, 3121 East Olive St.  
**26th** Sacramento: Woodlake Quality Inn, Hwy. 160 and Canterbury Road

## March

**5th** Salt Lake City: Engineers Bldg., 1958 W. N. Temple  
**6th** Reno: Musicians Hall, 124 West Taylor  
**13th** Santa Rosa: Veterans Bldg., 1351 Maple St.  
**20th** San Jose: Labor Temple, 2102 Almaden Rd.

## April

**1st** Eureka: Engineers Bldg., 2806 Broadway  
**2nd** Redding: Engineers Bldg., 100 Lake Blvd.  
**3rd** Yuba City: Yuba-Sutter Fairgrnds, Arts & Crafts Bldg., Franklin Ave.  
**9th** Honolulu: United Public Worker Union Mtg. Hall, 1426 No. School St.  
**10th** Hilo: Kapiolani School, 966 Kilauea Ave.  
**11th** Maui: Cameron Center Auditrm., Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

# Energy legislation appears eminent

Legislation providing the money, the legislative machinery and the business apparatus for producing more energy domestically should get final approval now that Congress has reconvened. The mammoth federal program is a victory for President Carter—it's the battle plan for his war on energy—and a triumph for the construction industry, commented Local 3 Business Manager Dale Marr.

Tentative agreements on the three-pronged energy package emerged shortly before the Christmas recess following months of often heated debate in the House and Senate. The outcome is sure to be close enough to what President Carter has been seeking for him to declare it a major legislative success as he works for reelection this year.

The energy program is viewed by Marr and many other construction union leaders as the mainstay of new construction in the eighties—particularly as highway and water development projects are winding down.

### Details forthcoming

Many of the details of the program will be worked out in conference committees. But both the House and Senate have accepted the basic components of Carter's program—a windfall profits tax on oil companies, an Energy Security Corp. and an Energy Mobilization Board—so final action is just a matter of time.

Conferees have agreed to a windfall profits tax on decontrolled oil that is expected to raise \$227 billion by 1990. A large chunk of this revenue will be funneled into support for synthetic fuel plants. Carter had earlier promised additional funds for mass transit projects but it is now known how much money, if any, the House and Senate will provide.

A compromise proposed by House majority leader Rep. James C. Wright (D-Tex.) would provide an initial \$20 billion in funds for the Energy Security Corp. to subsidize and in some cases build plants for production of shale oil, coal gas, coal-derived liquid fuels and other synfuels. In 1985 another \$68 billion would be authorized for a 10-year extension of the program. Wright's proposed compromise sets a target of 2 million bbl a day

of synfuel production by 1990, higher than even Carter's goal of 1.5 to 1.75 million bbl per day.

### Cutting Red Tape

Also, to assure that critical energy projects, too, don't get bogged down in the regulatory web, lawmakers are approving a high-level Energy Mobilization Board. This fast-track group will be charged with providing a short cut through the bureaucratic-maze for developers of synfuels plants, refineries and pipelines.

Two minor energy conservation measures were approved by Congress late last year. One sets up a plan for mandatory allocation of energy to states and the other creates a standby gasoline rationing plan.

The idea behind the energy package, however, is not conservation, which was the original intent of Carter's energy plan, but rather new production, which Congress tends to favor.

### Other Bills Clear

While House and Senate conferees were cloistered working out the details of a new energy program, other members of Congress were busy doing what they do best at the end of each year—passing laws. Many of them are important to construction.

Congress approved a three-year reauthorization of the Endangered

Species Act. In a softening of language, however, it now only insists that federal agencies planning construction projects certify that their projects "are not likely" to jeopardize an endangered species. Previously, agencies had to determine that a project "does not" jeopardize a species.

And the House passed an amendment to the Clean Water Act which would help stabilize funding under the construction grants program, although the bill's fate in the Senate is difficult to predict.

The House version would authorize a two-tier funding approach to the Environmental Protection Agency's grants program by providing an additional appropriation for those states which had obligated 90% of their previous year's allotments.

## RENO MEETING CHANGE

Due to a typographical error in the December and January issues of Engineers News, the March 6 Grievance Committee meeting for the Reno District was listed as 7:30 p.m. The correct time for this meeting is 8:00 p.m.

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

Local 3	\$102.	(Per Qtr.)	vance of an increase at the
Local 3A	\$99.	(Per Qtr.)	"old" rate (the rate in effect
Local 3B	\$99.	(Per Qtr.)	prior to the effective date of
Local 3C	\$99.	(Per Qtr.)	such increase). <b>Therefore, the</b>
Local 3E	\$99.	(Per Qtr.)	<b>dues rates for the periods as</b>
Local 3R	\$99.	(Per Qtr.)	<b>indicated above apply regard-</b>
Local 3D	*Variable by Unit		<b>less of when payment is made.</b>

Please Note: An amendment to Article VI—Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in ad-

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

## ANNOUNCEMENT

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 CREDIT UNION  
 P.O. BOX 2082  
 DUBLIN, CA. 94566

## IMPORTANT

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

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

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Clip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103  
 Incomplete forms will not be processed

## Recent rains slow work for Marin County

Asst. District Rep. Harvey Pahel reports that contractors were working all over Marin county trying to beat the rains, but at the present time the torrential rains have brought the work to a halt.

The Rock, Sand and Gravel Plants have been pretty busy, as well as the Material Dealer Plants. Santa Fe-Pomeroy PRESTRESS Yard in Petaluma has been very busy, working the Brothers overtime on the sewer outfall job.

The Health Examinetics Mobile Health Testing Facility started their "kick-off program" in Ignacio, and was very successful. "We wish to thank those Brothers and their wives who took the time out to take the Exams," Pahel said. "The work picture in Marin looks very good for this year, provided the rains let up, as at this writing, we have had storms that have dumped over 6 inches of rain in 48 hours."

## 1980 Grievance Committee Elections

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1980. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

District	Date	Meeting Place
3 Stockton	Feb. 12th	Engineers Blvd., 2626 N. California St., Stockton
5 Fresno	Feb. 19th	Engineers Bldg., 3121 E. Olive St., Fresno
8 Sacramento	Feb. 26th	Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
12 Salt Lake	Mar. 5th	Engineers Bldg., 1958 W.N. Temple, Salt Lake City
11 Reno	Mar. 6th	Musicians Hall, 124 West Taylor, Reno
10 Santa Rosa	Mar. 13th	Veterans Bldg., 1351 Maple St., Santa Rosa
9 San Jose	Mar. 20th	Labor Temple, 2102 Almaden Rd., San Jose

Pertinent excerpts from Article X of the Local Union By-Laws, Grievance Committees:

### Section 1

District and Sub-district Grievance Committee.  
 (a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district; one (1) District Representative or Sub-district Representative; and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

### Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:  
 (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;  
 (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination;  
 (c) if he is an officer of, or is on the full-time payroll of the Local Union, and  
 (d) if he is an owner-operator or a contractor.

No Member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

### Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.