I announced last month that about $13 remaining $5.6 billion from state trans-
mission Chairman Claude Fernandez to come from federal sources and the out-
putation taxes.

Spring will bring major hwy. projects

With the upturn in the economy and the additional funds coming in from the
2-cent gas tax increase last year, highway construction in Northern Califor-
nia is booming. And all indications are that the influx of new construction will
come from Day 1. From 1937 bids for the first section of the project.

A solution to the never ending problem with Highway 1 at Devil's Slide in San Mateo County took a step forward this month with a public

They first opened in 1951, the road was closed

for a total of 218 days. Since that
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the bypass which would have taken an inland route around the slide. In
1966, the Federal Highway Adminis-
tration approved an agreement with
Caltrans on the highway replace-
ment. In September 1972, Caltrans began advertising for construction
bids for the first section of the project.

This slide closed down Highway 1 for 64 days last year.

Local 3 backs Devil's Slide bypass

By John McMahon

A solution to the never ending problem with Highway 1 at Devil’s Slide in San Mateo County took a step forward this month with a public hearing held by Caltrans to review alternatives to the crumbling road-
way.

The highway, which first opened in 1937, has steadily slid into the Pacific ocean as each passing winter took its
toll. Built in a geologically active slide just south of the City of Pacifica, the winding road began to fall apart virtually from Day 1. From 1937 through 1951, the road was closed

for a total of 218 days. Since that
time, it has been closed for a period of
time every winter, including 84
days last year.

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road back in October 1958. In 1960, they adopted a proposed route for
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bids for the first section of the project.

NLRB supports Local 3 in charge against AGC

By James Earp, Managing Editor

Local 3 Business Manager Tom
Stapleton announced this month that the National Labor Relations Board, in a key decision, has backed the union in an unfair labor practice charge filed against the Associated General Con-
tractors in their handling of negotiations for the Northern California Master Construction Agreement last year.

According to Local 3 attorney Larry Miller, "The Advice Section of the National Labor Relations Board has sent a memo to the regional office instructing it to issue a complaint against the AGC. In taking this action, the Board is saying there is cause to believe that the AGC acted illegally last
May when it advised Local 3 that it had disbanded the multi-employer bargain-
ing group in the midst of contract negotiations."

On May 3, 1983 when negotiations on the Master Agreement were still in progress, the AGC sent formal notice to Local 3 disbarring the multi-employer bargaining unit with the Operating Engineers.

"The intent of the AGC was to put the union in a defensive position by forcing us to negotiate separately with the several hundred contractors that had historically been bound to the AGC," Business Manager Tom Stapleton ex-
plained. "This would have been im-
possible to do with the size staff we have, which would have seriously delayed negotiations on behalf of many employees."

Rather than submit to the ploy, Local 3 continued to bargain with the AGC, even though the AGC maintained that any agreement reached with them would have to be ratified by each
individual employer.

"We disagreed with the AGC's claim that they were within their legal rights to disband the bargaining unit," Stapleton added. "But if we had filed charges against them at that time, negotiations would have ended and we would undoubtedly have suffered a very grim
portation taxes.

That's Why!
This past month has been a combination of good news and bad news. The good news is that we have won a very key round in an unfair labor practice action that we filed against the AGC for the way they handled the negotiations for the Northern California Master Construction Agreement for the year.

At the semi-annual membership meeting this month, I reported that the regional office of the National Labor Relations Board is preparing to issue a complaint against the Associated General Contractors over their attempt to disband the multi-employer bargaining unit during last year's negotiations on the Master Construction Agreement for Northern California.

A full report of the case appears on the front page of this issue. I would like to add, however, that this is an extremely important case. It has been our contention all along that the AGC acted illegally when it attempted to disband the bargaining unit last year and force us to bargain with every individual employer.

In the past, once a bargaining group such as the AGC enters into formal negotiations, an employer cannot withdraw from the bargaining unit.

The AGC tried to get around this by forcing us to enter into "informal negotiations" or face a mass withdrawal. Further, we were told that if Local 3 did not come to an agreement with the AGC (when informal negotiations were to commence), there might not be any employers to bargain with, because a lot of employers were considering going double breasted or non-union.

Because of the economic situation last year, we could not take their threats lightly. We went along with them at the agreement until recently, without a work stoppage that would have been harmful to both sides.

As you know, we were finally able to get a good contract. Even after nearly a year, our agreement will stand as the best in the building trades and we were able to do it without a strike.

However, our success did not change our opinion that the AGC acted illegally, and we are determined to take every legal recourse to ensure that they are not allowed to do this again.

Also on the good news list is that the Davis-Bacon Act has been signed into law, which is designed to assure that workers on federally funded construction projects receive prevailing wage rates. We took this to the courts and won in the lower court. We were able to get a very strong order against the AGC.

The changes that Donovan made were so extreme that they literally crippled the effectiveness of the law, which is designed to stop the back-lining of bargaining contractors, and to assure that the work is improved.

Unfortunately, there is some bad news, too. Just as we were going to press, we received the announcement that the Supreme Court has agreed to hear a case over the issue and won in the lower court.

On appeal, the Supreme Court has already ruled that Donovan acted within his powers when he made these changes. By the time we write this, we will have the better idea just exactly how this ruling will affect the building trades. I can say that it does not bode well for us.

The key to the Davis-Bacon Act was the enforcement provision which allowed unions to inspect certified payroll if a contractor failed to do it. All of Donovan's changes have been struck down, and we are now able to demand certified payrolls from employers who could be eliminated or at least seriously weakened. We will know more in the next few months.

Now that winter weather has shut down many of the jobs, we are getting more inquiries from the members about eligibility for unemployment. The information is available at every district office and dispatch hall. However, for your information, the requirements are listed below.

In order to be eligible for unemployed doies, you must:

1. Apply at the Job Placement Center within 10 days following the month that you were totally unemployed.

2. Be a current dues-paying member each month you apply.

3. Have been registered on the out-of-work list for the entire month.

4. Not have refused more than two dispatches in a month.

5. Not have worked at the trade that month.

6. Sign a certification that you understand the rules for unemployed doies and are aware of the actions that will be taken if you actually worked at the trade in the month you claimed you were unemployed.

You will be given credit for unemployed doies for all months after the first month that you were totally unemployed in the fiscal year October 1 through the following September 30.

You will receive a voucher for eligible months which is for your records and which need not be sent in with your next dues payment. You may deduct from your dues payment the amount of any voucher received after receipt of your billing card. However, you should be aware that three former district representatives in the union have filed a lawsuit to stop the implementation of the new rules structure which includes the provision for unemployed 'half' doies, and rate that the union's ability to continue to provide the lower doies rates for unemployed members will be determined by the outcome of this case.
Carpenters ratify contract in south state

LOS ANGELES — Union Carpenters in 11 southern California counties late last month ratified a new three-year Master Agreement with the Associated General Contractors of California, the Building Industry Assn. of Southern California and the Southern California Contractors Assn.

Thus the Southland's construction industry has been able to head into the new year free of labor dispute that began last July when the Carpenters walked out on strike.

The big hangup in dealing throughout to grant that much because they deal...
A Piombo crew

Local 3 member Mike Smookler submitted this photo of a Piombo crew working on the Alacra Lorraine Assessment held in San Francisco on January 7th. We appreciate your interest in the building trade. We are building three miles of local streets. From left to right are: Jeff Ormonde, Donnie Wood, Steve Baker, T.J. Buckley, Mike Avila and Mike Smookler.

By HAROLD HUSTON, President

A Personal Note from the President's Pen

First, please let me say “Thank you” to the 338 brother and sister workers who attended the Semi-Annual Meeting held in San Francisco on January 7th. We appreciate your interest in the building trade. We are building three miles of local streets. We do our best to always give to you our 100% effort. We are a service organization and you are entitled to the very best service possible.

Social Security headquarters in Baltimore has begun issuing new account numbers card on special banknote paper and the identification number is cut down on the fraudulent use of social security cards. Approximately 13 million account numbers on the new printing stock will be issued by the end of 1984. Of this number, half will be for persons seeking a card for the first time and the balance as replacement for lost or stolen cards and for those seeking new cards because of a change of name.

Persons already having a social security card should not seek a replacement unless a new card is necessary because of one of the foregoing reasons.

The new account number cards are the result of legislation enacted in 1983 designed to make social security cards as tamper-proof as possible.

Over the years these cards have gradually become a national identifier, although their original purpose was solely to record an individual’s earnings for later payment of benefits. Expansion in the use of the card for other purposes began in 1961 when the Civil Service Commission established a name and identification system using the social security number for all federal employees. The following year the Internal Revenue Service began using the numbers for taxpayer identification.

Fifteen years later, in 1967, the Department of Defense adopted the social security number to replace military income plus tax exempt earnings plus one-half of social security retirement benefits, a person seeking reduced payments at the following year the Internal Revenue Service began using the numbers for taxpayer identification.

For the first time, some social security benefits will be taxed. You will be taxed if your earnings (adjusted gross income plus tax exempt earnings plus one-half of social security retirement benefits) exceed the threshold of $25,000 for single taxpayers or $32,000 for married couples filing joint returns.

The amount of benefits included in your taxable income will be the lesser of one-half of your benefits or one-half of the excess of your combined income over the threshold amount.

The amount you can earn without losing SS benefits will edge up to a limit of $5,160 a year from today’s ceiling of $4,920 for recipients under age 65. The exemption for beneficiaries who are 65 through 69 will climb from $6,600 in 1983 to $6,940 in 1984.

The ceiling on income subject to withholding SS taxes will increase from $35,700 to $37,800 — meaning the maximum tax for those paying into Social Security will rise to $2,330.60 in 1984 from $2,302.90 in 1983. If your salary stays below $35,700 in 1984, you won’t pay anymore SS tax than this year, but eight million will pay more.

The tax rate of 6.7% on pre-tax income will remain the same for employees. (Actually, the rate will be 6.6% but when the government advanced a tax increase in 1983, it softened the impact on employees with a 0.3 percent tax credit.) Not so for employers, though. The employees share will be hit by the tax increase to seven percent and the higher wage base of $37,800. The maximum tax that workers will pay goes from $2,302.90 in 1983 to $2,330.60 in 1984.

If you’re self employed, you’ll really be punched. Your tax will be boosted by $831.45 to $4,271.40 in 1984 and your tax rate will jump from a current 9.95 percent to 11.3 percent. From 1984 through 1989, you will receive additional tax credits to help offset the substantial increases in social security taxes now.

For everyone, the amount of earnings required for a retirement benefit under social security coverage will increase by $20, from $370 to $390.

Beginning in the year 2000, the age of eligibility for full social security benefits will gradually increase until it reaches 67 in the year 2022. This means that anyone born prior to 1938 will continue to qualify for unreduced benefits at the age of 65, but those born in 1960 and later will have to reach the age of 67 to receive full benefits. The following chart shows the age at which such benefits will be paid.

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<tr>
<th>Retirement Age</th>
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<td>1938</td>
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<td>1939</td>
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<td>1947</td>
<td>66/10</td>
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Under the change in retirement age brought about by the 1983 amendments to the Social Security Act, workers can continue to qualify for reduced benefits at the age of 62. However, by the time that age 67 is the standard for full retirement benefits, a person seeking reduced payments at age 62 would draw 70 percent of the age 67 benefit amount, rather than the 80 percent based on the current retirement age of 65.

According to social security officials, the increase in retirement age is justified by changes in longevity. As a result, they feel there will be no change in retirement age for women.

At that time the average male retiree could expect to live and draw benefits about 12 years past age 65. For women, benefits were payable on average another 14 years beyond age 65.

By 1983, a retired social security male beneficiary can be expected to live approximately 14.5 years longer and a female beneficiary more than 19 years after the age of 65.

Current estimates indicate that when the new social security retirement age is phased in, longevity will have increased at least two additional years for men and three years for women. As a result, they feel there will be no additional benefits for future retirees affected by the change in retirement age.

The increase in the social security retirement age for full unreduced benefits is but one part of comprehensive amendments enacted last year to restore financial stability to the social security system. Information about this and other changes is contained in a free pamphlet, "Social Security Strengthened — the 1983 Social Security Amendments." This pamphlet can be obtained by calling or writing any local social security office.
Official lists ways to curb rising lake

SALT LAKE — A three-pronged effort to control the level of the Great Salt Lake was recommended last month by Temple Reynolds, director of the Utah Department of Natural Resources.

In a letter to Sen. Fred W. Finlinson, R-Murray, Mr. Reynolds urged the Legislature to:

* Break the Southern Pacific Railroad causeway "as soon as possible.
* Cutting a 300-foot-wide hole in the causeway would lower the water level in the southern arm of the lake by approximately nine inches.

* Begin work immediately on the environmental, economic and final engineering studies needed to carry out the so-called "west desert pumping" plan. These studies could take from one to two years to complete.

"This does not mean the department is committed to the actual pumping, but I feel we should take the preliminary steps to facilitate the idea. The plan is to "float" the water level in the lake and increase the potential of affording relief any time in the near future."

The plan is to cut the causeway near the Bear River. The railroad tracks using the causeway would be carried over the cut on a trestle. Southern Pacific Railroad officials believe the work could be done as soon as May 1 if the Legislature appropriates the needed $3.2 million by Feb. 1. If the work is completed, the state might help ease this spring's flooding.

Additional studies of west desert pumping would move the state to a point where construction could begin any time the Legislature decides to allocate the estimated $50 million to implement the idea. The plan is to pump water into the desert around the Newellton Mountains and allow much of it to evaporate away.

Controversy over Embarcadero Fwy.

SAN FRANCISCO — The Embarcadero Freeway — an elevated freeway — is working its way west to a state route that skirts one mile of the San Francisco waterfront — could be on the road to demolition because some citizens think it's ugly.

It is a giant, concrete monster; filthy, dirty, and it blocks the view of the water. But it is an estimated $90 million to $180 million every year, the state transportation commission said. This freeway would replace a two-lane, two-level Configuration Program, California's five-year blueprint of upcoming work. The environmental study, which is expected to take about one year, will examine the proposed freeway and its alternatives. As part of the environmental process, a public hearing will be held sometime next summer to gather comments from local officials and the general public.

Pantow to start on Oakland building

OAKLAND — Pankow Development Corp. has broken ground for 2101 Webster, a 20-story office building under construction by the company. The building is located west of the San Francisco-Oakland Bay Bridge.

The building's owner is Pankow with Matthew Bender & Co., of San Francisco, as a joint venture partner, according to Webster Street, a San Francisco-based developer. Bender is a subsidiary of the Times Mirror Co., which owns the Oakland Tribune.

"The city is interested in a wide range of activities," said Mr. Reynolds.

The removal of the mile-long Embarcadero Freeway, which links the Oakland waterfront to San Francisco, would complete the financial district and the night life of North Beach, is being studied by the city, state and federal transportation departments as part of a comprehensive transportation plan for San Francisco.

If the freeway were removed, the 77,000 cars that use it daily would be forced onto the surface roads, trips would take longer and pollution would increase. According to Russell Sayer of Caltrans. Those who favor the freeway's removal would benefit from the removal of the freeway.

"To get commerce and business moving, you have to have good roads," said James Lockhart, vice president of the Transamerica Corporation, owner of the pyramid-shaped skyscraper situated in the city's financial district.

Controversy over Embarcadero Fwy.

The state transportation commission said that the proposed project would include interchanges at CR 27, CR 25 east of the existing 101 and an interchange connecting the new freeway with the existing highways from the existing highways at the intersection between the 101 and 280. Cost: $52 million.

Construction of interchanges at Espina and San Juan roads and a toll road from the new highway to Echo Valley roads, if the freeway bypass can't be built by 1990. Cost: $9 million.

State is dusting off Hwy. 113 studies

Design and environmental studies have been formally resumed for the construction of a new section of freeway on Highway 113 between Woodward and Davis, said a spokesperson for Caltrans.

The new 4.3-mile section of freeway would replace the existing 101 bypass section of roadway between 0.4 of a mile of County Road 27 and 0.2 of a mile of Highway 16 in Woodward.

The placement would complete Highway 113 between Interstate 80 near Davis and I-5 in Woodland.

Bill Green, Caltrans district director, said that the proposed project would include interchanges at CR 27, CR 25 east of the existing 101 and an interchange connecting the new freeway with the existing highways from the existing highways at the intersection between the 101 and 280. Cost: $52 million.
Going for the ‘Big One’

Utah member goes for excitement of chariot racing

By Bill Markus, District Representative

Every once in a while we discover a unique, intriguing, even exciting hobby, to which all spare time and money is devoted when he is not working at the trade. Such a man is Brother Engineer, Jay Sulser, a member of Operating Engineers Local Union No. 3 since October, 1949.

Jay’s hobby is Cutter Racing, which he says makes drag racing look safe. When those suicide jockeys get behind the reins of their horse drawn chariots there is no telling what might happen.

Jay has been involved in chariot racing for the past 18 years and has seen a great change in the type of horses being run over the years. Cutter racing primarily involves quarter horses, but just about every breed is being run now, with a price tag for a cutter horse ranging anywhere from $5,000 to $15,000.

Jay’s son Lynn, also a member of Local 3, since September 1979, has been involved with “Dad” working alongside as a team member. Jay said he stepped out of the chariot a couple of years ago and turned the reins over to Lynn and took his place as the second team member and helper.

Lynn is presently Vice President of the Utah State Chariot and Cutter Racing Association. He was also a top Bull-rider, Bulldogger, and team roper while he was in high school.

There are 10 associations in Utah and 31 in the World Association. Every state has a state racing meet held in February each year, and they run the top 12 teams from each association in that state. To be eligible you have to run 9 league races in your own association.

The World Championship Meet is held in March and the four top teams from every association are selected to run and compete against each other for the big one, the World Champion.

Jay and Lynn have run 457 chariot races in Utah, Wyoming, Idaho, Colorado and Nevada, and have placed in two-third of these meets. They placed third one year at the Stare Finals, and have finished second, third and fourth at Heber-Kamas Meets. Last year they ran third at Salt Lake Valley.

“We did take First Place one year at Heber-Kamas and we have placed sixth in the Third Division at the World Finals”, Jay said, “but we still haven’t picked up the Big One.” Maybe next year. “Nobody gets rich at this sport,” he added, “but Lynn and I have won trophies, belt buckles, caps, horse blankets, halters, chaps, and some “day money” to boot on memories of past races. It’s real dangerous. Sure I’ve had a few runaways, but hell, that’s what makes it so exciting. You sure can’t afford to make any mistakes, that flimsy fiberglass chariot feels about as sturdy as a hundred year old fence when you are racing down that track.

“Many of the teams sport matching bridles with colorful tassles and eye blinders, but once the horses leave the starting gates, the showy trappings are forgotten and all that matters is how fast the driver can coax his team to run. Why, it takes your breath away just to watch the driver maintain a standing position in an open chariot, behind a mildly galloping team, nostrils flared, whip cracking, the horses hooves throwing mud in your face.

“No one can fully explain,” says Jay, “the excitement and challenge of a chariot race make it all worthwhile.”

I know that all the members and staff of Local 3 join me in saying “thanks” to Jay Sulser and his family for sharing this adventure with us and we’re rooting for you, Jay. Go for the Big One.

In Jay’s own words, “you have to be a trainer, jockey and Vet all in one”, but he was quick to add, “although only one man drives the team. Cutter Racing is definitely a family sport. There is a lot of pride and care involved, and the wives become the trainers and tenders while Dad is away at work during the week, so everyone gets involved. Why, some men will take food right off the table just so their horses can run,” Jay joked. Even the horses have family ties. Some of the older ones have sired horses that are now running and placing in these events.

Jay sat quietly for a moment reflecting on memories of past races. “It’s real dangerous. Sure I’ve had a few runaways, but hell, that’s what makes it so exciting. You sure can’t afford to make any mistakes, that flimsy fiberglass chariot feels about as sturdy as a hundred year old fence when you are racing down that track.

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Pictured above are Jay Sulser and his son, Lynn. Jay is pictured lower left taking First Place at the SLVCA races in January 1983. Pictured lower right are his prize horses, Ky Oh Tee Lena and Jets Renegade.
The Golden Gate Bridge, yesterday and today

Feature & photos by James Earp
Managing Editor

Fifty one years ago this month, construction commenced on what many believe to be the most beautiful bridge in the world — the Golden Gate Bridge.

This "golden plus one year" anniversary comes just as the bridge is in the midst of the largest rehabilitation project in its history, a deck and sidewalk replacement job which, at a price tag of $64 million, will cost over twice as much as it did to build the entire bridge.

There were many doubters who proclaimed the bridge could never be built. Yet, after two decades of controversy, four years of construction and 47 years of daily use, the famous bridge stretches grandly across the famous "Golden Gate" way to the Pacific, an awesome testimony of man's ability to surpass himself.

And what have the intervening years done to the bridge? First and foremost, it became the instant symbol of the "City by the Bay." Transamerica Pyramids, Fisherman's Wharf and BART tubes notwithstanding, it is the Golden Gate Bridge that brings instant recognition to one of America's most popular and visited cities.

Despite cries by Depression era conservatives that it was economically unsound, the Golden Gate Bridge brought newfound prosperity and development to the Redwood Empire. Today over 100,000 vehicles per day make their way across the bridge — the vast majority of them commuters from Marin and Sonoma counties.

While millions have driven across over the years, untold additional millions of pedestrians have also made the walk from the San Francisco toll plaza to Vista Point on the Marin side. Others have never made it that far — choosing this famous span as the place to end their lives with a 250-foot plunge to the frigid waters below.

But the real story of the Golden Gate isn't told by the civic leaders who supported it, or the people who use it every day, or even the engineers who conceived and designed it.

The real story is told by the craftsmen who built it — the ironworkers, carpenters, laborers, painters, and the crane and heavy equipment operators, many of whom a few short years after completing the bridge would become members of a newly amalgamated Operating Engineers Local 3.

Operating engineers have the distinction of being the first workers to begin construction of the bridge. On January 5, 1933 two gigantic steam shovels opened excavation.

Continued on next page
Keeping it all in tip top shape

There's more to a bridge than designing and building it. Painting the Golden Gate Bridge is a never-ending task. A crew of Local 5's heavy equipment repairmen perform a key task in maintaining and operating the compressors and hoisting apparatus used on the bridge.

Perched at a dizzying height on the south tower (right), mechanic Richard Castan inspects a hoist used by the painters. Starting with the picture below and going counter clockwise are Luis Perez, Dean Geisz, George Haskin (formann) and Business Representative Ted Wright with Richard Castan.

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Continued from page 7

for the foundation pit of the Marin anchorage.

As frequently happens on major construction jobs, official groundbreaking ceremonies did not actually occur until several weeks later when on February 26 at 12:45, a parade began with an artillery barrage. Army, Navy, Marines, veterans, American Legion, National Guard and Boy Scouts passed in review before excited throngs lining the streets and dotting porches of the Marina District.

From that point on, bridge construction began in earnest. The Golden Gate Bridge was to be, where possible, union-built by District residents working for respectable wages ranging from $4 a day for unskilled labor to $11 a day for skilled.

These were good wages in a time when depression era unemployed were hustling jobs for a $1 a day in many parts of the country. Some contractors still scorned organized labor, but others, such as J.A. Roebling & Sons, who would spin the giant cables, demanded union membership of their employees.

Although there were some exceptions to the residency rules which required an employee to have lived in the jurisdiction of the Golden Gate Bridge District for at least one year, as a whole, bridge officials were responsive to the plight of the locally unemployed.

Work began simultaneously on the Marin anchorage, San Francisco anchorage and the Marin pier. A few weeks later construction began on the trestle on the San Francisco side, which would access the south tower.

The north tower was the first to begin construction in October 1933. The south tower, which was much more difficult to construct due to its underwater foundation, was not begun until January 1935.

The bridge began to really look like a bridge in mid-1935 when the main suspension cables began to be spun across the vast expanse of water. The deck steel was laid a year later.

Finally in January 1937, the deck surface was poured while the last rivets were still being driven into the two towers.

Stories of building the bridge would fill volumes.

There was the unprecedented challenge of building the south tower in the open sea. Up until that time, it had never been done. The treacherous tides and high seas only made it more difficult.

To make matters worse, an outbound freighter, lost in mid-August fog plowed into the newly erected pier in 1935 which was used to access the south tower work site. In late October of the same year, a Pacific storm demolished 600 feet of the rebuilt structure.

There were earthquakes that shook the towers and made workers seasick and scared to death. There was the summer fog and ever-present gusty winds that made working on steel girders slippery and treacherous.

There was the safety net spread under the bridge - a first in construction history. Many lives were saved by the net, which eventually spawned the "Halfway to Hell Club" — those who were caught by the net.

There was the fateful day of February 7, 1937 when 12 men plunged into the water when the platform they were working on gave way. Only two survived that fall. Even with this tragic accident, the bridge still surpassed all other bridges of the time in preventing loss of life.

There was the mysterious sickness that plagued the painters who worked in the confined tower cells - later to be diagnosed as lead poisoning.

And finally, there was the opening day — actually two of them. One for the vehicles and another for the pedestrians.

At precisely 6 a.m. on May 27, foghorns blasted into the air and barriers holding back thousands of exuberant spectators at both ends of the bridge fell. Some sprinted, others strolled and still others simply stood in awe at mid span, paying homage to the marvel of engineering and craftsmanship.

The next day the automobiles got to the bridge after President William Filmer, Strauss quivered notice- ably. For 21 years, Strauss had been synonymous with the bridge. He had supervised its design. He had lobbied for it and supported it for two decades before it was ever built. He had overseen the entire construction. More than anybody, he was responsible for this magnificent structure.

Barely audible through the unrestrained cheering of spectators, his voice cracked with emotion. "This bridge needs neither praise nor eulogy nor encomium. It speaks for itself."
Out with the old...in with the new

For those who travel across the Golden Gate Bridge late at night, it has become a common, but still fascinating sight. Working under bright lights, construction crews are tearing up the existing deck of the bridge and replacing it section by section with a new one.

After 46 years of constant use and enduring the elements, the old concrete deck of the Golden Gate Bridge is in need of replacement. It is the most ambitious and costly rehabilitation project in the history of the bridge.

Because of heavy use by commuters in the morning and evening hours, putting in a new deck is no simple procedure. Most of the work has to be done at night when the flow of cars subsides to a trickle.

The General Contractor for the $64 million project is a joint venture of Dillingham-Tokola. To replace the deck, says night Superintendent Wynn Choate, 750 deck and sidewalk sections will have to be installed. Each section measures 50 feet long and 14 to 16 feet wide.

During the day, workers perched under the bridge on a moving scaffold bust the rivets that tie the concrete roadbed to its steel supports.

Then by 8 p.m. each night, all but two traffic lanes are closed off and Local 3 crane operators Jim Stevens and Lake Austin move their 25-ton Linkbelt hydraulic cranes to the worksite.

During the previous night’s work, work crews have already cut the sections to be replaced with diamond saws. Now comes the touchy part—wrenching out the old section.

Pulling out sections of the old deck is like pulling wisdom teeth. Sometimes they come out easy and sometimes they don’t.

But now that they have been doing it a few months, it has become a fairly smooth routine, says crane operator Lake Austin.

“We get good productivity because we have good equipment and excellent journeymen working on the job,” he points out. “There are many factors to this job that a layman never sees. It’s a tough job, but we are able to do it because we’ve got a good union crew.”

After each old section is pulled out and placed on a waiting truck, workmen prepare the site for the new section. Seams and joints are hammered and ground smooth. Steel supports are sandblasted and given a new coat of paint.

New steel pads are bolted onto the deck supports. In the mean time a truck carrying the new section is driven onto the site. After about an hour and a half, the new section is lifted off the truck and carefully lowered into place—with only tiny fractions of an inch to spare.

The crew has been averaging three sections per night shift. In about a year and a half they will have put in all 750 sections and welded them together.

Once that is done the deck will receive a two-inch layer of asphalt to finish the job—at least for another 40 or 50 years!
Pension plan change for work after retirement

An Amendment to the Pension Plan on working after retirement was required as a result of U.S. Department of Labor regulations. Amendment No. 13 to the Pension Plan became effective January 1, 1982. An briefing was held to prepare which includes the actual Amendment and Summary Plan Description Language for Amendment No. 13.

RETRIEVAL, SUSPENSION OF BENEFIT PAYMENTS, AND ADDITIONAL CREDITS AFTER RETURN TO COVERED EMPLOYMENT

Retirement

In order to receive monthly pension payments you must be retired, and must refrain from the employment or self-employment described below. If you continue to work, however, engage in other types of employment or self-employment without having your pension payments suspended.

(a) Before Normal Retirement Age (65)

To be and remain retired before you reach age 65, you must withdraw completely from any employment of self-employment for wages or profit anywhere:

(1) in an industry in which Employees have been employed and received benefits under this Plan as a result of such employment at the time your pension coverage or would have continued if you had not remained in or returned to such employment; and

(2) in a trade or craft in which you were employed at any time under this Plan.

(b) After Normal Retirement Age

To be or remain retired after you reach age 65, you must refrain from employment or self-employment for wages or profit of 40 hours or more during a calendar month (or during any 4 or 5-week payroll period ending in a calendar month) in work of the type described in (a) above, in the states of California, Nevada, Utah or Hawaii.

Suspension of Benefits

If you are employed or self-employed in work described in paragraph (a) above, your pension payments will be suspended and permanently withheld for a period equal to the number of months during which you were so employed or self-employed. Your pension payments will also be suspended for the three months' period which immediately follows the foregoing period, unless you were working a Disability Pension prior to such employment, and may be suspended for up to an additional twelve-month period as determined by the Board of Trustees of the Trustee Fund if you fail to notify the Plan of such employment in accordance with the requirements described below. If you are employed or self-employed in work described in paragraph (b) above, your vacation payments will be suspended and permanently withheld for each calendar month in which you were so employed or self-employed.

Notification

Within 15 days after starting any employment described in either paragraph (a) or (b) above, you must notify the Plan of such employment in writing by a report sent by first class mail addressed to the Plan at 50 Francisco Street, San Francisco, California 94133, or at such other address as may be held on file by the Plan. Such notice and report must be given regardless of the number of hours of such work. You must also notify the Plan in writing at such address when your prohibited employment has ended, and the suspension of your pension payments may continue until such notice is filed with the Plan. If you fail to comply with these notice requirements, the Board may act on this information under the provisions in Section 9.09 of the Plan, described below, and may take such other action as is provided in the Plan.

Presumptions

The Plan provides the following presumptions:

Whenever the Board becomes aware that you are working or have worked in prohibited employment in any month after Normal Retirement Age (age 65), the Plan is not required to give timely notice to you to let you know that such work was not in fact fact of a rebuttable presumption that you worked for at least 40 hours in such month and any subsequent month before giving notice in writing to the Board that you have ceased prohibited employment. You may overcome such presumption by establishing that you were not employed in the work for at least 40 hours or was not in fact in an appropriate basis under the Plan, for suspension of your benefits.

In addition, whenever the Board becomes aware that you are working at any number of hours of an employer engaged in business of the type described in paragraph (a) above, at such address as may be held on file by the Plan. Such notice is filed with the Plan. If you fail to comply with these notice requirements, the Board may act on this information under the provisions in Section 9.09 of the Plan, described below, and may take such other action as is provided in the Plan.

(Continued on Page 15)

Fringe Benefits Forum

By Don Jones, Director of Fringe Benefits

It is a New Year and we want to start off on the right foot. Last month we said there was a listing of the Retiree Association meetings on the same page. It ended up being printed two pages later. That shouldn't be a problem because you Retirees read Engineers News from cover to cover. Keep checking here for updates on the Retirement meeting schedule, you also mail to these notices to Retiree Association members.

Remember, this is our Winter Round of Retiree Association meetings. The next round will be late summer and fall. We have a lot of information for you, so please try to attend.

About the middle of the year we will dust off the Pre-Retirement Counseling and make it available with all the new changes in the Pension Plan and Retiree Welfare Plan and conduct sessions in each of the district. This program is a must for Engineers and their wives contemplating retirement in the next several years. You are probably aware of the continuing cutbacks in medicare insurance problems. The Social Security system. These make your Local 3 fringe benefits critical for a financially sound retirement. It is important for you to understand the Plans before you retire in order to get the most advantage from them.

As you know, Retirement Funds are transferred to the Local 3 Credit Union twice each year about May 15th and November 15th. Almost 80% of Active Local 3 members have signed authorizations to have their Vacation Funds transferred monthly.

The Board of Trustees makes it easy for you to view your accounts. We have been offering assistance and information about medical claims files. We have been offering assistance and information about medical claims files. If you need help or information, simply call your local district office. They can electronically transfer your request to the Fringe Benefit Center and we can respond within minutes. It is fast, simple and right up to date. You can also call us or the Trust Fund office directly.

You may not be aware that the Fringe Benefit Center has immediate access to the Trust Fund computer and your Health & Welfare claims files. We have been offering assistance and information about medical claims files. If you need help or information, simply call your local district office. They can electronically transfer your request to the Fringe Benefit Center and we can respond within minutes. It is fast, simple and right up to date. You can also call us or the Trust Fund office directly.

Personal Notes

Marysville: Our sincere condolences are extended to Brother Kenneth Donovan on the recent death of his wife Edith "Connie" Donovan on March 12 (25/83).

Fresno: Our sympathy is extended to the families and friends of Donald Casey, who died on February 12 (25/83). Sammy Porter, who passed away February 11 (25/82); and Robert Barrett, who passed away December 10 (25/83). Each calendar month in which you were to determine whether specific contributions to the Plan have been made. If you need more information, simply call your local district office. They can electronically transfer your request to the Fringe Benefit Center and we can respond within minutes. It is fast, simple and right up to date. You can also call us or the Trust Fund office directly.
Local 3 backs by-pass choice on Devil's Slide
(Continued from Page 1)
All of this action came to a halt, however, in December 1972, with a lawsuit filed by the Sierra Club. The project was approved in April 1982, when the San Mateo Board of Supervisors agreed to finance studies on possible alternate routes.

The closure of Devil's Slide again last winter, combined with slides on nearby Highway 92, increased local interest in a permanent solution substantially.

Over 20 members of Local 3 attended the first of several hearings to the closure of Devil's Slide accepted to receive comments on four different alternatives. The Caltrans meeting lasted until after 2:30 a.m. The options which the highway agency considered included:

- a do nothing, no project alternative,
- a rebuilding of the road on the existing route,
- a two lane road of a 4-6 lane freeway bypass which follows the route adopted in 1960 from Pacifica to the Half Moon Bay Airport, and
- a 2 lane road of a 4-6 lane freeway bypass from Pacifica to Highway 1 just north of Montana.

A Local 3 spokesman at the hearing presented the views of Operating Engineers on all the four alternatives. The “do nothing, no project” alternative was dismissed outright because of the obvious need for a safe and dependable route.

The second option, the rebuilding of the road at the existing route was also dismissed as unrealistic and economically unfeasible. This option, also known as the marine disposal alternative, calls for the excavation of over 14.5 million cubic yards of the slide, dumping it into the ocean, and reconstructing approximately 500 feet of roadway at an impact of close to $50 million. This option also means that the road would be closed for up to three years.

The two other options studied were varied in terms of the route they would take and the effect they would have on the community. The route adopted in 1960, known as the “adopted route alternative” would bypass the slide area entirely by traversing San Pedro Mountain and with the existing Highway 1 at the Half Moon Bay airport.

The third alternative, a 2 lane road or a four lane freeway.

The other alternative, known as Martini Creek, also bypasses the slide entirely by traversing San Pedro Mountain on the same alignment as the “adopted route alternative”. The difference in this is that Martini Creek rejoins Highway 1 just north of Montana rather than at the airport.

Although Local 3’s speaker did not indicate any preference for either of these two, it is known the Local 3 members favor Caltrans to design and build the bypass for full freeway standards. Cling the growth projections for the mid-coast area from San Mateo County, he pointed out that a two lane road would be crowded and obsolete long before the time of completion.

IN EER S + TECH ENGINEERS + T

Talking to Techs
By Frank Morales, Wally Schissler and Jerry Steele

Your Tech Representatives hope you all had a good Christmas and New Year, and that 1984 is the year that none of our members will be on the out-of-work list.

More and more projects are being approved. After nine years of debate, the City Council of Clayton voted to allow 1,825 homes on the 2,100 acre Keller Ranch in Clayton to be built. The Council also approved a four-lane, elevated extension of Ellsworth Road to run from the old Paul de Martini Winery to the Concord Blvd. extension. There are many other projects that have been approved and will be starting construction in the spring. Also, Prop. 5 that was approved on the November 1982 Ballot will make it easier for potential first-time buyers in California to qualify for home ownership. This should help keep our members working in '84.

The Tech Department would like to inform our members that are not aware of the “Good Standing Fund”. The purpose of this Fund is to provide a means to financially assist those members who have not been suspended for non-payment of dues and who are stricken with extended illness, or disabled for protracted periods of sickness, accident or injury, by payment from the Fund of their dues, thereby securing their Membership and protecting their benefits in the Local Union and the International Union. This Fund is not to be used for those who are on the Employer’s payroll or receiving sick pay or leave or who are receiving a pension.

Application for benefits from this Fund shall be in the form and accompanied by such medical or other certificates as the Administrators of the Fund shall from time to time determine.

We hope that very few of our members will need to use this Fund, but for those of you that do, your District Office or Business Representative to obtain a Certificate of Illness Card if you have been stricken by an illness, because of illness for at least thirty (30) days.

A look at the upcoming 1984 work season, we can see one of the best work pictures in a number of years. Soils and concrete work will slow down due to the rain, but there is still a large amount of work in all areas. All types of steel work should go strong through the winter months and get even better in the early part of 1984. Any member with ultrasonic experience on high rise buildings should contact the Tech Engineer Department for information on job opportunities.

Teaching Techs
By Gene Machado, Administrator, Surveyors JAC

As the new year begins, a new and different Apprenticeship program is emerging for the Apprentices, Journeyman Apprentices, and the Journeyman. New curricula is now being used in the 1st through 4th periods. New regulations are in effect and for the first time college credits will be available to the registered Apprentices in our program.

A minimum of 24 credits will be available and includes an AA degree within the community college districts at this time. We do not know what the maximum number of credits will be.

A fourth period curriculum are also being expanded and seminars on the HP41 CV field calculator are current. A seminar held in three locations: San Jose, Sacramento and Lafayette. A fourth seminar in Santa Rosa is almost ready, too. Several classes on slope staking have already been completed by a number of journeymen.

Many more journeymen have signed up for the program, so additional seminars are being held on this subject this coming year. One class in the San Jose area has already started and one in the Lafayette area will start in February. They have also been good response to the Heavy Construction Plan Reading course and classes will soon begin. Those signed up will be notified by mail.

The Apprenticeship Program, which came into being in the 60’s, first used the popular survey books being used by those colleges that had survey courses. The journeyman attended those first courses in order to earn his or her knowledge and skill. During the early years, the journeyman gave as much to the program as they received. Over the years the Apprentice Program has used input from the journeyman to rearrange, rewrite, and create a curricula that will provide training that will make him or her the most knowledgeable surveyor possible.

That method of curricula development is in the journeyman working in the field providing necessary in the field that everyone could benefit from their experience and knowledge, is still being used today. That is the major reason that the Apprenticeship Program is as successful as it is.

The journeyman is by far the most numerous participant in the Program and also its greatest contributor. The survey course taught within this structure turns out chainmen and party chiefs that can cope with the multi-faceted construction industry.

Many colleges present survey courses and it has been found that very little usable, or working, knowledge needed in the construction industry is taught. Theory and law are extensively taught, which provides a good background for the professional surveyor and civil engineer.

However, this is not the field that the NCSJAC has a strong interest in. This is not to say that courses taught in the school system are worthless. Courses such as basic math should be thoroughly learned since it provides the basis for our apprentice curricula.

New methods, equipment and standards are being imposed on the field surveyor at an ever increasing rate. It is a constant challenge to keep in step with these changes for both thesurveyor and the training program. The Surveyor Committee has funded monies for 1984 for the necessary program developments and the future projections and conditions are not coming in as in the past, the committee has funded the money because they feel the need to expand the curricula to keep pace with the times.

The Union and the Employer are jointly concerned that the Surveyors JAC have available the best training that can be provided. It is our turn now to make a commitment to upgrade your present skills and to take advantage of the time, effort and money spent bringing a good training program to your doorstep.

Classes are held at night to that they will not interfere with your job. They are held in a local area so that getting to class is not a long commute. One night a week is a small price to pay for the large returns you will get. This is a good training program to your doorstep.

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Since class size determines when a class is started, as well as availability of an instructor and a classroom, it is difficult to offer a class if the class is not filled. However, if you are interested in any of the classes mentioned, call our office and get on our mailing list for positive contact when classes are available in your area.
Election of Delegates and Alternate Delegates to the 32nd Convention of the International Union of Operating Engineers

Pursuant to the provisions of Article II of the Constitution of the International Union of Operating Engineers, By-Laws of the Local Union, and Article XII, Section 3, of these Articles, the Executive Board hereby publishes this notice of an election to be held on February 27th next following at 10 o'clock A.M. of that day.

Section 3

ELECTIONS

(a) The election of Delegates and Alternate Delegates to the 32nd I.U.O.E. Convention shall be held during the month of February, 1965, pursuant to the provisions of Article XII, Section 3, of these Articles, by a referendum vote of the Membership of the Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District meetings, and in the event it is unable to be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local No. 3 for one (1) year next year preceding his nomination and election, and shall not be a candidate for Delegate or Alternate Delegate in the 32nd Convention.

The nominee for Committee Member in each District shall be elected, and, in the event he is unable, or shall not be a candidate or nominator of a candidate for Delegate or Alternate Delegate in the 32nd Convention.

The nominees for Alternate Delegate in each District receiving the highest number of votes shall be elected, and, in the event it is unable or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, in turn, by the next highest, and so on, until the list of nominees is exhausted.

(c) The Election Committee shall determine whether or not each candidate nominates an eligible candidate who found not to be eligible shall be declared ineligible by the Election Committee. The Committee shall be promptly communicated to each such ineligible candidate in writing. Unless the Election Committee's decision is reversed on appeal, it shall govern, and the ballots shall be declared invalid accordingly.

(d) The Election Committee shall be responsible for the conduct of the election, and, specifically, for the preparation of the list of eligible voters, the drawing of the names of eligible voters, and the preparation and printing of the ballots, listing the nominees for Delegates and Alternate Delegates to the 32nd I.U.O.E. Convention in alphabetical order by their last name (the candidate's name, his Office or his Position or his collective bargaining agreement classification given by him being printed as it appears on Acceptance of Nomination form) and envelopes; and giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of the Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

The Election Committee shall cause a sample ballot to be published in the January edition of the Engineers News preceding the election, and to be promptly posted in the District Job Placement Centers.

The Election Committee shall deliver the list of names and last known addresses of eligible voters, and cause the printer to deliver the ballots and envelopes to the nationally known firm of certified public accountants chosen by the Local Union Executive Board, which firm shall rent a post office box to which the ballots shall be returned.

(e) The certified public accountants shall mail the ballots and return envelopes to the eligible voters on February 13th and shall open the post office box, have the first and last time, on February 27th next following, at 10 o'clock A.M. of that day.

The certified public accountants shall remove the return envelopes and the sample ballot and submit their report in writing to the Election Committee.

A profile of alcoholism in the American community

By Nate Davidson

A. R. P. Director

If you live in a typical American community, one of five or six people in your neighborhood is affected by alcoholism. The effects of this disease could at the same time affect all. Alcoholism is a disease of unknown origin, which at this time has no known cure, though it is treatable. It is a disease which knows no distinction by race, sex, religion, family background, economic level, or social status; it affects men and women equally.

The alcoholics who make up the alcoholic population of this country today are very diverse in character and personality. They may be any race or color; they may be any age or sex; they may be any religion or occupation. They may be anyone who, in his drinking, has developed a psychological or physiological dependence on the drug alcohol. Alcoholics are people who have experienced a change in tolerance to alcohol and need to drink more to get the desired effect. They are people who are not able to control their drinking, nor who can predict their behavior once they start to drink. They have a need to drink which becomes progressively greater and greater as the problem increases in their lives. They are people who, at one time in their lives, made a decision to drink just as any other social drinker does. However, for them, in time, drinking became not a matter of choice, but a compulsion.

Many people are confused about alcoholism because there is not one specific pattern of behavior typical to the alcoholic. Alcoholics often differ in their styles of drinking, and the consequences of their drinking vary widely. Some alcoholics drink daily; others in specific situations; some the first long intervals between binges; some drink enormous quantities of alcohol; others do not. Some alcoholics only beer; some drink only wine, while others choose whiskey. Still others may drink a wide variety of alcoholic beverages. The most common consequence for the children is that they are the one, more likely than any other group to be emotionally disturbed. Fifty to sixty percent of all alcoholics (a low estimate) have, or had, at least one alcoholic parent. Alcoholism is a genetic condition. A fact received as a kind of knowledge and passed on through the generations; an incident every day is that alcoholism runs in families. The exact cause and effect relationship is still unknown. It is believed both genetics and the environment play a role in the onset and progression of alcoholism.

While children of alcoholics are at high risk to become alcoholic, research also demonstrates that should a child of an alcoholic neither become alcoholic, nor marry an alcoholic, emotional and/or psychological patterns develop which may cause problems for this person in a variety of ways. Children of alcoholics have been shown to have a tendency to be very rigid and controlling. Some find themselves overly dependent on others; they feel no sense of power of their own. They are more likely to be passive observers, they feel fear and guilt often exist in their lives. Many experience depression and frequently do not have the ability to feel closely related to another human being.

It is my belief that, while science may someday determine how these children develop and why, any alcoholics or alcoholics-to-be are the ability to impact the role the environment plays in their lives. While children are growing up in homes affected by alcoholism, they are growing up in homes where their parents are coping with the consequences of their drinking, the consequences of their alcoholism, the ways their children react to their parents' alcoholism, the ways their parents react to their children's behavior.

It is my belief that, while science may someday determine how these children develop and why, any alcoholics or alcoholics-to-be are the ability to impact the role the environment plays in their lives. While children are growing up in homes affected by alcoholism, they are growing up in homes where their parents are coping with the consequences of their drinking, the consequences of their alcoholism, the ways their children react to their parents' alcoholism, the ways their parents react to their children's behavior.
Section 6
The Recording-Appointing Secretary, upon request of any bona fide candidate for office, shall distribute such candidate's campaign literature by mail or otherwise, provided the candidate making such request does so in writing, advising the Recording-Appointing Secretary of the type of mailing, or other form of distribution involved, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Appointing Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Appointing Secretary if it is to be distributed other than by mail.

No such requests shall be honored if made on or after 5:00 P.M. Local Time the day of February next preceding the mailing of the ballots.

Section 7
Where any candidate duly nominated is unopposed for election, the secret ballot vote being dispensed with and the Recording-Appointing Secretary shall cast one (1) ballot for such nominee who shall then be declared duly elected to their respective offices. Nomination, Acceptance of Nomination, Acceptance of Election and other records -- including but not limited to the list of eligible voters, the ballots cast and all challenges and challenged ballots, the certificate of the certified public accountant, copies of all requests for distribution of campaign literature with copies thereof, and envelopes in which mailed, if mailed, the record of the cost thereof and the amount received for such work -- shall be preserved by the Recording-Appointing Secretary for a period of at least one (1) year.

SPECIAL ELECTION NOTICE
Unopposed candidates
Pursuant to Article XII, Section 7, first sentence: "When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Appointing Secretary shall cast one (1) ballot for such nominee who shall then be declared duly elected to their respective offices." the Election Committee has found that the following candidates for Alternate Delegate have been duly nominated and are unopposed, and by virtue of Article XII, Section 7, the following candidate names will not appear on the Official Ballot:

ALTERNATE DELEGATE
Larry Miller
Derrin Proctor

ELECTION COMMITTEE
The election of District Election Committee members to serve during the election of Local 3 Delegates and Alternate Delegates to the 32nd U.I.O.E. Convention has been completed. The brothers listed below were elected by their district membership.

District 1
Name
1 Peter T. Fogarty
2 Tee Zee Sanders
3 Robert M. Butler
4 H. L. Spence
5 Robert L. Daniels
6 Preston Christy
7 Harry G. Johnson
8 Jack F. Misener
9 John Martinez
10 Robert Wagon
11 James D. Caumant
12 Don Barney
13 Yoshih Azuma

VOTING INSTRUCTIONS
In accordance with Article XII, Section 3(e) of the Local Union By-Laws, certified public accountants shall mail the ballots and return envelopes to the eligible voters on February 13th, and shall open the post office box for the first and last time on the February 27th next following, at 10 o'clock a.m. of that day.

In an envelope marked "OFFICIAL BALLOT," you will receive a business reply envelope, a ballot card and a ballot envelope with voting instructions. When you receive your Official Ballot envelope, open it, and remove the contents. Follow the voting instructions. When you have made your choices and marked the ballot accordingly, place the ballot card in the secrecy envelope, seal it and insert it in the business reply envelope.

IMPORTANT: Remove stub from ballot card before placing it in secrecy envelope. Have you sealed your ballot card in the secrecy envelope and then in the business reply envelope, you must sign your name on the reverse side of the business reply envelope or your ballot will be voided (not counted). Your signature will only identify you as an eligible voter, but in no way will indicate how you voted, because the secrecy envelope containing your ballot will be separated from the return envelope before it is opened.

BALLOT WILL BE VOID IF YOUR SIGNATURE IS NOT ON THE BUSINESS REPLY ENVELOPE. IF YOU DO NOT INTEND TO VOTE, DESTROY ENTIRE VOTING PACKAGE TO PREVENT MISUSE.

DETACH THIS STUB BEFORE RETURNING BALLOT

OPERATING ENGINEERS LOCAL UNION NO. 3
OFFICIAL BALLOT

Election of Delegates to the 32nd Convention of the International Union of Operating Engineers.

Candidates for Delegate appear on both sides of this ballot. Vote for no more than a total of 32 of these candidates. IF YOU VOTE FOR MORE THAN 32 YOUR BALLOT IS VOID.

Richard Abtton
Paul Anae
Richard L. Bagley
Jack Bagley
Dink Ball
Ken Brown
John B. Burns
A. A. Alex Cerrato
Richard L. Bridger
Harvey D. Brown
John Broady
Bill Bums
A. A. Alex Cerrato
Richard L. Bridger
Bill L. Dalton
B. L. Dalton
Dawn Dalton
Russ Daugherth
John R. Donegan
Donald H. Douglas
Lee E. Ellison
Adam Gonzalez
Ralph M. Hammond
Ralph M. Hammond
Bill Houghtagh
Chuck Hough
Jim Johnson
Jim E. Johnston
Don Jones

DELEGATES (Continued)
Jane Lake
Wayne Less Amsler
Glenn D. Lien
Kay Leiterman
Jack B. Lewis
Don Luba
Markus Markus
Akih "Max" Matson
George Mathias
Ron W. Matz
Stan McElhaney
Frank Morin
Raymond R. Morgan
Dennis H. Mitchell
Jim O'Brien
Pat O'Connell
Claude Odom
Bill Prichard
Robert R. Pringle
Bill Pringle
John Rodericker
Paul Schaefer
Dan Senechal
Jack Short
Charles "Chuck" Smith
Bruce Stevens
Jim Thomas
Frank "Gary" Wagner
Merion (Clar"es) Whitehead
Tom A. Williams
Paul B. Wise
Denise "Denny" Wright
Ted Wright

NOTE: The Sample Ballot set out on this page is subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

DETACH THIS STUB BEFORE RETURNING BALLOT

(Ballot Box Closes February 27, 1984 at 10:00 a.m.)

Candidates for Delegate appear on both sides of this ballot. Vote for no more than a total of 32 of these candidates. IF YOU VOTE FOR MORE THAN 32 YOUR BALLOT IS VOID.

DELEGATES (Continued)

VOTE BOTH SIDES

32 YOUR BALLOT IS VOID.

3.1 - IF YOU VOTE FOR MORE THAN 32 YOUR BALLOT IS VOID.

2.1 - IF YOU VOTE FOR MORE THAN 32 YOUR BALLOT IS VOID.

1.1 - IF YOU VOTE FOR MORE THAN 32 YOUR BALLOT IS VOID.

0.1 - IF YOU VOTE FOR MORE THAN 32 YOUR BALLOT IS VOID.
Granite puts final touches on first light rail transit contract

Granite Construction is putting the finishing touches on the three overcrossings of the first contract awarded on the light rail transit system at Arden, El Camino, and Marezoni Avenues, reports Business Representative Dan Carpenter.

Over the next seven months approximately $40 million in various contracts will be awarded. This will be the North Sacramento Corridor starting at 18th Street and connecting at the K Street Mall and running out to Watt Avenue and Interstate 80. Between the Mall and Watt Avenue will be several park and ride stations to be built in 1988.

The leg of the system from 18th Street to Bradshaw Road will probably be built in 1985 due to negotiations with the Southern Pacific for right of way, which is continuing. Two large overpasses above railroad lines will have to be constructed over 30th and R Streets downtown and at Cal State University. An underpass at the Southern Pacific tracks at Cal State University will also be built.

The $131 million system will increase trunk commuter efficiency and capacity by replacing 60 peak hour buses with five light rail trains and up to 7,000 suburban park and ride spaces with high-quality transit to ease downtown parking. If you have tried to get a parking place in downtown Sacramento, you know the hassle.

The light rail transit system will provide service every 15 minutes with suburban feeder bus schedules coordinated to connect with light rail transit and other bus routes to improve transit usefulness throughout the north area service area by 27%.

The Northeast Sacramento Light Rail Transit facility will be the major public works project in Sacramento County during the 1980's. Its building will boost the region's construction industry and the entire local economy. This project will create over 600 construction jobs overall during the length of the project.

Light rail transit will require large amounts of locally supplied building materials, including 50,000 cubic yards of gravel track ballast and one and one-half million square feet of paving and subbase material.

The system will improve or rebuild over 6 miles of streets and provide for a new K Street Mall to be rebuilt from 7th to 12th Street and an entirely new transit pedestrian mall from 7th to 12th Street on O Street.

Cost to build the project is $6.7 million per mile for the 18-mile system at a total of $123.3 million associated with $7.7 million added for the North Sacramento overpasses for a project budget of $131 million. It will cost 4.4 million per year to operate and maintain the project, about 15% of the transit budget, but will carry 25% to 35% of all weekday transit riders.

Setting deck forms for the job is operator Bill Harris of Sacramento Valley Crane.

Pictured above (left to right) are Dale Johnson, gradesetter; Business Representative Dan Carpenter; scraper operator Chester Clark; and blade operator Frank Reese. Pictured below is Executive Board Member Jim Brown lubing the finish grade equipment.

Local 3 1983-84 scholarship competition

Rules & Instructions for College Scholarship Awards: 1983-1984 School Year

Two college scholarships of $1,000.00 each will be awarded

1. to a son of Members of Operating Engineers Local 3
2. to a daughter of Members of Operating Engineers Local 3

Two college scholarships of $500.00 each will be awarded:
1. first runner-up for study at any accredited college or university, one award to a son of Members of Operating Engineers Local 3
2. second runner-up for study at any accredited college or university, one award to a daughter of Members of Operating Engineers Local 3

Local 3 scholarships will impose no restrictions on any kind on the course of study. Recipients may accept any other grants or awards which do not conflict with the scholarship aid from this source.

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.

An applicant must be senior high school students who have, or will be, graduated at the end of either: (1) the Fall Semester (beginning in 1983), or (2) the Spring Semester (beginning in 1984), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1984 and March 1, 1984.

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 to the Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

The list of potential winners will be selected. The list of potential winners will be reviewed and studied by the Scholarship Selection Committee before a final list of winners is selected.

Scholarship winners will be announced as soon as possible, probably in 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, 1984:
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 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, CA 94103

or to College Scholarships at the address shown above.
Pension changes on retirement

(Continued from Page 10)

Recovery of Overpayments

Overpayments attributable to payments of any month or months during which you are engaged in prohibited employment will be deducted. These payments are refundable to you, subsequent to the period of suspension. If you are over age 65, the deduction will be 100% of the initial receipt, regardless of the amount, whichever is less; thereafter, the deduction will not exceed in any month or months during which you are engaged in prohibited employment, the total benefit payment which would have been due but for the deduction.

If you die before recovery of suspended amounts has been completed, deductions will be made from any benefits payable to your surviving beneficiary, subject to the amount paid or refundable prior to your death.

If you over 65 at the time the suspension ended, to the 25 percent limitation on the amount of your monthly benefit payments for the first such payment.

Additional Credits after Return to Covered Employment

If your employment was suspended in any month after you are in a job covered by this Plan and earn at least one Year of Covered Service, you will receive a higher benefit if you return to Covered Employment, again, based on the additional Pension Credit you earned. The amount of the additional pension benefit shall be determined in accordance with the provisions of the Plan.

You may not continue the potential pension you previously selected. If you previously selected a Husband and/or Wife Pension, any other option of benefit, you will continue to receive the type of pension originally selected.

Note: Your reduced pension will not be less than the amount you were awarded when you originally retired.

Continuance of Employment after Age 65

If you continue in prohibited employment beyond age 65 you will be notified within three months of that age, that your potential retirement benefits will not commence until you have retired and filed an application for benefits, and that since you have delayed commencement of your benefits, you will incur a forfeiture in receiving after payments commences. Less than the value of your benefits were you not to continue in employment.

District Meeting Change

At its meeting on December 18th, the Executive Board in accordance with the District 17 rules and regulations, change to the dates of the following District 17 Membership Meetings to:

DISTRICT 17 - HILO (Date Change Only)

Date change from: 12/26/83 to: January 27, 1984

DISTRICT 17 - MAUI (Date Change Only)

Date change from: 12/26/83 to: January 26, 1984

January 1984
ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

January
25th Honolulu: Kalihi Waena School, 1240 Gulick Ave.
26th Maui: Kahului Elementary School, 410 S. Hina Ave., Kahului
27th Hilo: Kapiolani School, 966 Kilauea Ave.

February
14th Stockton: Engineers Bldg., 1916 North Broadway
16th Oakland: Teamsters’ Local 853, 8055 Collins Dr.
21st Fresno: Laborer’s Hall, 5431 East Hedges
26th Sacramento: Laborer’s Hall, 6545 Stockton Blvd.

March
7th Salt Lake City: Engineers Bldg., 1958 W. N. Temple
8th Reno: Musicians Hall, 124 West Taylor
9th Stockton: Engineers Bldg., 1916 North Broadway
13th Richmond: Musicians Hall, 124 West Taylor
21st Fresno: Laborer’s Hall, 5431 East Hedges
26th Sacramento: Laborer’s Hall, 6545 Stockton Blvd.

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon to:

My name is: ____________________________
Address: _______________________________
(Street number & name, or box number)

City State & Zip Code Social Security Number

CREDIT UNION INFORMATION
Dear Credit Union: Send me the following brochures, kits, or applications:

☐ Phone-A-Loan Application ☐ Membership Card
☐ Individual Retirement Account (IRA) ☐ Money Market Certificate
☐ Vacation Pay Kit ☐ Save From Home Kit
☐ Easy Way Transfer ☐ Loan Plus

(my name) ____________________________
(my Social Security number) ___________
(address) ______________________________

(city) __________________ (state) _____ (zip) ___________

Operating Engineers Local Union No. 3 CREDIT UNION PO Box 2082, Dublin, CA 94566

April
15th Santa Rosa: Veterans Bldg., 1351 Maple Street
16th San Jose: Labor Temple, 2102 Almaden Rd.

NLRB to file complaint on AGC
(Continued from Page 1)

We haven’t won the war yet, but material and it looks as if they will once an agreement was reached.

An agreement was finally reached later in May and ratified by the AGC Negotiation Committee and the Local 3 rank and file.

Many employers that had historically been signatory with Local 3 subsequently signed the agreement, but there was also a substantial number that maintained they were not bound to the agreement.

Local 3 then filed an unfair labor practice charge against the AGC, contending that the employers in question had not given timely notice of withdrawal from the bargaining unit and were therefore bound to the agreement.

After several months of review, the National Labor Relations Board this month sent a memo to the Regional office instructing it to issue a complaint against the AGC and schedule a date for a hearing.

“We haven’t won the war yet, but getting the NLRB to issue a complaint is a very significant win,” Stapleton declared.

“It shows that the NLRB also seriously questions AGC’s contention that it disbanded the multi-employer bargaining unit, even though it continued to remain in force for other crafts.

Stapleton pointed out that this tactic was used by the AGC throughout the country in negotiations with building trades unions, and that it was obviously part of an industry-wide strategy to deal a crippling blow to the building trades when they were already suffering from the effects of a severe recession.

“We feel that this NLRB case is crucial, because it will hopefully force the AGC to act more responsibly during contract negotiations,” Stapleton said.

Work good in Contra Costa except for rain

The work in the west Contra Costa area is good although the rain is slowing a few of the jobs down, reports Business Representative Bill Dorresteyn.

The Pacific Refinery is going well but few engineers are required.

Union Oil is starting to accelerate and will be a fair job. The subcontractors are three weeks behind, but Bechtel will start a direct hire in January.

Levin Terminals is moving a lot of material and it looks as if they will once again be a major loading and unloading facility. Their agreement is a good one and a first for this operation.

Quarry Products is moving a lot of rock and it looks as if they will be busy all next year.

Pittsburg-Des Moines Steel is putting in some storage tanks at Standard Oil. This job is coming to a finish.

O. C. Jones work is fair as the weather permits. They have a lot of small work here and there.

There will be a major project in Richmond soon; a large capacity trash burning plant which will be a union project.

Grievance Committee Elections

Recording-Corresponding Secretary James “Red” has announced that in accordance with Local 3 By-Laws, the election of Grievance Committee members shall take place at the first regular quarterly district or sub-district meeting of 1984. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

February
14th Stockton: Engineers Bldg., 1916 North Broadway
16th Oakland: Teamsters Local #853, 8055 Collins Dr.
21st Fresno: Laborer’s Hall, 5431 East Hedges
26th Sacramento: Laborer’s Hall, 6545 Stockton Blvd.

March
7th Salt Lake City: Engineers Bldg., 1958 W. N. Temple
8th Reno: Musicians Hall, 124 West Taylor
15th Santa Rosa: Veterans Bldg., 1351 Maple Street
22nd San Jose: Labor Temple, 2102 Almaden Rd.

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

Section 1 District and Sub-district Grievance Committee: There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—

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 2 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 of 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.

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

REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
NAME

NEW ADDRESS.

CITY & STATE ZIP.

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