

Report shows Caltrans in financial trouble

Last March in a special report on California's transportation program, *Engineers News* predicted the state would run out of money if the state gas tax—unchanged for over a decade—was not increased. Those predictions are now becoming a reality.

This month the state Transportation Commission announced there will be no more money to build road and highway projects by the middle of 1982, unless ways of raising additional funds are devised.

Gianturco and Gov. Brown reportedly favor a user fee system that would partially bail Caltrans out of the predicted future financial hole.

If its money runs out in 1982, Gianturco's state Department of Transportation would be forced to lay off as many as 4,000 employees—a layoff of unprecedented proportions for state government, according to estimates made by the commission staff.

Caltrans might get by with as few as 1,000 layoffs, but legislative sources were not as optimistic.

A 4,000-person layoff would amount to more than 25 percent of the department's employees.

Gianturco said a plan by her department to spend money more evenly over the next five years than the commission recommends would allow normal attri-

tion—retirements and resignations—to reduce the Caltrans payroll without outright layoffs.

She and Gov. Brown, both of whom oppose any increase in gasoline taxes, now are working on a package of "user fee" increases to provide substitute financing for future transportation needs.

The two reportedly hope the Legislature will adopt the fee proposals to bail the department out of its financial plight and avoid a complete shutdown of highway building, state aid to county transportation programs and large-scale layoffs.

Gianturco said the governor has not signed off on the package, but other

sources said it probably will include an increase in truck weight fees and perhaps a \$4 tax on every tire purchased in California. The package also is thought to include raises in driver's license and vehicle registration fees.

Criticizing the commission, Gianturco said, "What it amounts to is playing a lot of games with public finances to scare the public into thinking they need a major tax increase. We're going to leave billions of dollars of federal aid on the table (if the commission plan is adopted)," she said.

The issue is shaping up as one of the thorniest that the new and more conser-

(CONTINUED ON PAGE 9)



ENGINEERS NEWS

OPERATING ENGINEERS
LOCAL UNION 3, AFL-CIO

VOL. 31, NO. 11

SAN FRANCISCO, CA

NOVEMBER 1980

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, January 10, 1981 at 1 p.m., Seafarers International Union Auditorium, 350 Fremont St., San Francisco, CA.

PENSION PLAN CHANGES

Turn to page 10 for an important notice regarding recent amendments to the Pension Plan.

Important Notice From the Trust Fund

Last month the Outlook page announced the latest improvements to the Pension and Health & Welfare Plans, which all become effective January 1, 1981.

An error appeared in the effective date for the Burial Expense Benefit. This benefit becomes effective January 1, 1981. We are sorry for any misunderstanding this may have caused.

A look at the incoming U.S. Senators

Of the 18 new members of the Senate elected last Tuesday, 16 are Republicans and one is a woman. All are white.

The huge turnover means the Republicans won a net 12 seats and will control the new Senate in January for the first time in 28 years, by a margin of 53 to 47.

Here's a look at the newcomers:

REPUBLICANS:

• **Alabama:** Jeremiah Denton, 56, a retired admiral and devout Catholic who spent seven years in a North Vietnam prisoner of war camp and who was backed by the Moral Majority and the fundamentalist lobby headed by evangelist Jerry Falwell. Denton defeated Democrat Jim Folsom Jr., son of former Gov. James "Big Jim" Folsom, by 50 percent to 48 percent.

• **Alaska:** Frank Murkowski, 46, a Fairbanks banker and a conservative who has served in two state offices. He defeated Clark Gruening, nephew of the late Sen. Ernest Gruening, by 55 percent to 45 percent. Incumbent Democratic Sen. Mike Gravel was defeated in the primary.

• **Florida:** Paula Hawkins, 53, former state Public Service Commissioner who is a Mormon conservative and mother of three married to an electronics engineer. She defeated Democrat William Gunter by 51 percent to 49 percent. Gunter had defeated incumbent Sen. Richard Stone in the primary.

• **Georgia:** Mack Mattingly, 49, businessman and former Republican state chairman, defeated veteran Democrat Herman Talmadge by less than 1.0 percent—less than 15,000 votes.

• **Idaho:** Steve Symms, 42, four-

(CONTINUED ON PAGE 8)

GOP deals Labor knockdown blow as right wing takes nation's helm

By James Earp
Managing Editor

THE DUST HAS YET to completely settle from the November 4 election, but already we can assess clearly what's on the horizon. Labor has suffered its worst political defeat in a generation, despite the most vigorous campaign we have ever waged.

What makes that loss even more difficult to accept is that, according to a number of public opinion polls, a significant percentage of labor's own ranks chose not to vote for the candidates their leaders endorsed. One poll showed union members voting 47 percent in favor of Carter and 44 percent for Reagan.

Those same surveys also point out the reasons. There were too many union members who were out of a job on election day. They voted out of frustration and anger. Union members were not at all sure that Reagan can do any better. They just wanted a change.

And change is what we got. A new president was part of that change, but definitely not the most important. That distinction is reserved for the U.S. Senate, which saw the GOP party grab the majority away from the Democrats for the first time in 25 years. Powerful, long-time Senate leaders—and close friends of labor—like Birch Bayh, Warren Magnuson, Frank Church and John Culver were dumped by conservative Republican candidates receiving huge war-chests from right wing political action committees.

With the loss of the Democratic majority go all the committee chairmanships the party held, which are so crucial in deciding the fate of legislation. Senator Strom Thurmond, an ultra-conservative Republican will replace Ted Kennedy as Chairman of the Judiciary Committee.

Other Committee changes are equally dismal: Orrin Hatch (R-Utah)

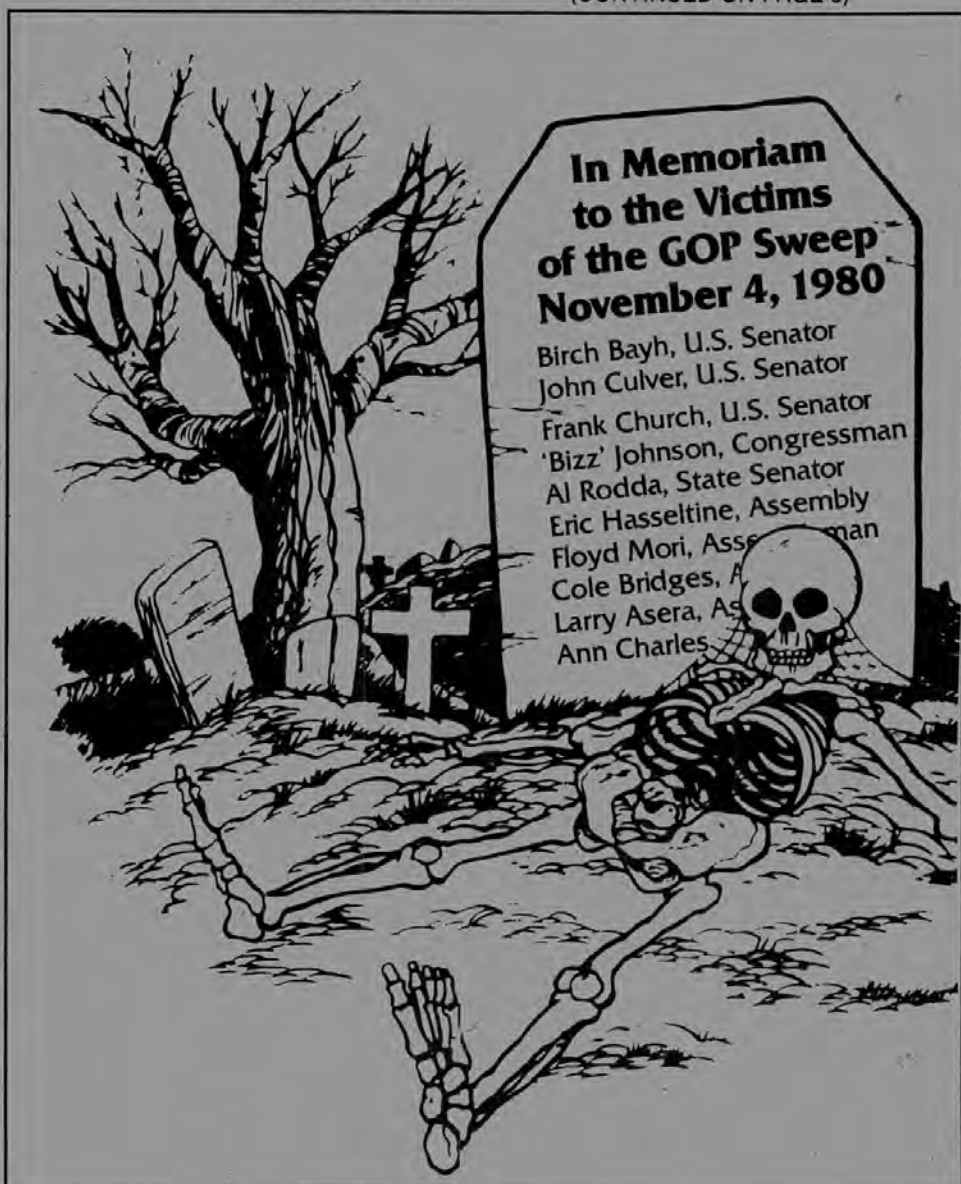
will take the lead in the Labor and Human Resources Committee. This was the committee in which the controversial bill S. 2153 on OSHA reform saw so much action last year. Under Hatch's leadership, the future of this vital occupational safety program will be placed in even greater jeopardy.

Jesse Helms will become chairman

of the Agriculture Committee, Jake Garn will chair the Banking Committee. Senator Alan Cranston of California, one of only two Democratic incumbents that withstood right wing targeting, will lose his post as majority whip.

It is only a matter of time before we will see how these changes will affect

(CONTINUED ON PAGE 8)





By DALE MARR, Business Manager

LOOKING AT LABOR

We have no one to blame but ourselves

ENGINEERS NEWS

WIPA

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

DALE MARR
Business Manager
and Editor

HAROLD HUSTON
President

BOB MAYFIELD
Vice President

JAMES "RED" IVY
Recording-Corresponding Secretary

HAROLD K. LEWIS
Financial Secretary

DON KINCHLOE
Treasurer

BOB MARR
Director of Public Relations

JAMES EARP
Managing Editor

Advertising Rates Available
on Request

Engineers News is published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia Street, San Francisco, CA 94103. It is sent free to the approximately 35,000 Local 3 members in good standing throughout the union's jurisdiction (N. California, N. Nevada, Utah, Hawaii, Guam). Subscription price \$30 per year. Second Class postage paid at San Francisco, CA.

(USPS 176-560)

On the evening of the General Election, we had a district meeting in Stockton. The events that occurred there provide a classic example of why Local 3 and the labor movement throughout the nation suffered the worst political defeat in a generation.

Several of our business agents and rank and file members were at the Stockton office that night making calls to the members and urging them to vote if they had not already done so. At about 6:30 p.m. the news came over the networks that President Jimmy Carter had conceded the election to Ronald Reagan. Almost immediately the response we received from most of the members we called went like this: "Why bother to vote now? Carter has already lost the election."

I think the results of at least one local election answered that question for them much better than I ever could. Pat Johnston, Democratic candidate for State Assemblyman in the Stockton area had been successfully backed by Local 3 through the Primary in June and had an excellent chance of carrying the General Election. He lost to his Republican opponent by 57 votes. There is no way you can convince either him or me that the early Carter concession did not affect his election.

As the local assemblyman, Pat Johnston would have wielded far more influence than President Carter on many issues concerning our members. Yet, we lost him because a few voters felt there was no need to make the trip down to the polls if President Carter had already conceded.

All across the state the same story can be told. In Alameda County, Assemblyman Floyd Mori was leading by at least ten per cent in all the polls, and ended up losing by that amount to Republican challenger Gib Marguth. In the Vallejo/Santa Rosa area, Assemblyman Larry Asera was neck and neck with his Republican opponent up until election day and then lost by eleven per cent. In Sacramento, State Senator Al Rodda was upset by a complete unknown who was heavily financed by the ultra-conservative Gun Owners political machine.

Who takes the blame for these dismal results? We can blame the media for predicting the winner early in the day. We can criticize President Carter for conceding the election before the polls were even closed on the west coast. In my book, however, we

have no one to blame but ourselves.

Carter's early concession was simply a footnote to the media's eagerness in telling us that Reagan had already gathered up more than enough electoral votes to win. But nothing absolved us as citizens and trade unionists from going to the polls and voting on scores of other important candidates and issues.

The 1980 General Election will long be remembered for the dozens of our friends who lost the election for lack of a small handful of votes. The fact that labor did not provide those votes is a sad commentary on the flabby attitude we hold for this sacred privilege.

I'm afraid we will have ample opportunity to regret our negligence in the months and years to come. All the dire warnings we have given about the power of right wing political action committees is coming true. I'm not referring to the Reagan presidency. His margin of victory was far too great to be credited only to the right wing.

I'm referring to the upset in the U.S. Senate. For the first time in 25 years, a Republican president has a Republican majority in the Senate to support his legislative proposals. Long time friends of labor, like George McGovern, Frank Church, Warren Magnuson and Birch Bayh have been unseated by ultraconservatives whose campaigns were injected with tons of right wing PAC money.

We will see a different face on Capitol Hill. Come January, the new leader of the Senate Committee on Labor and Human Resources will be Orrin Hatch of Utah, who was one of the key players in the defeat of the Labor Law Reform bill in 1978. The Agriculture Committee chairman will be Jesse Helms of North Carolina. Chairman of the Banking Committee will be Jake Garn of Utah. Chairman of the Judiciary Committee will be Strom Thurmond.

Each one of these men is well known for his anti-union views. Each one will now wield tremendous new powers in the Senate that will work to the detriment of trade unions.

We will undoubtedly have to fight off a new attack on the Davis-Bacon Act—only this time we will probably lose in the Senate. Without the protection of the Davis-Bacon Act, the construction industry will be left wide open to open shop and double-breasted contractors.

The Senate Judiciary Committee under the leadership of Strom Thurmond will very likely push through current legislation that would make any violence committed by union members in the course of a labor dispute a federal offense. This legislation as it is now written does not apply to employers. It means a union member could serve time in a federal penitentiary for a simple assault and battery charge.

I am sure there will be renewed attempts to pass a national right to work law and to dismantle the OSHA program.

I and many other labor union leaders have warned continually of the possibility of these developments. But apparently there were many rank and file union members who refused to believe these warnings, who did not believe that the actions of the right wing could have any direct bearing on their personal livelihoods. I am sure that the coming months will dispel that kind of thinking.

Already—just one week after the election—conservative political action committees are announcing their plans to target a new group of so called "liberal" U.S. Senators. This election has whetted their appetites and now they are out for new blood. It remains to be seen whether their extreme, uncompromising stance will ultimately cut them off even from the GOP that has found new power, but the fact remains these PAC money men are a significant force to contend with.

The labor movement has proven its ability to survive over the last century. We are now entering a period when our strength will be put once again to the acid test. Whether we prove ourselves depends a great deal on our willingness to work once again from the ground level—forming new political coalitions, taking time to write letters to our representatives, keeping ourselves truly informed on the issues.

Lest anyone get the wrong idea, let me say I am not about to say all is lost and concede defeat just because we have suffered at the polls. I have great confidence in the resilience of the American Labor Movement. Even though we have lost our majority in the Senate, we have the ability to block the extreme legislative proposals of the radical right just as they blocked some of our most important legislation. Now is the time to button up and show our enemies how tough we really are.

Federal highway program faces major overhaul

The newly elected Congress next year will have to undertake the most far-reaching overhaul of the federal-aid highway program since the creation of the Interstate program in 1956. Starting point for congressional consideration will be a five-year funding proposal just completed by the Transportation Department.

So far, both construction industry spokesmen and state transportation officials are happy with the way things are going.

The Transportation Department sent its suggested five-year authorization package to the Office of Management and Budget for consideration just a few days before the presidential election. In its current form the plan calls for total federal aid levels of \$13.3 billion in fiscal year 1982, climbing to \$17.8

billion in fiscal '86. The fiscal '81 figure is \$9.5 billion.

DOT also proposes retention of the Highway Trust Fund—which now is slated to expire Sept. 30, 1984—and a beefing up of user taxes to make sure the trust fund remains adequate.

In fiscal 1982, DOT is proposing a total of \$6.5 billion for the Interstate system, compared with \$3.9 billion in fiscal 1981.

The preliminary DOT plan would reshuffle the levels of federal participation and aid categories. It would add a fourth "R"—reconstruction—to the current 3R program of restoration, rehabilitation and resurfacing, and change the level of federal/state matching grants from the current 75/25 to 90/10. The reasons for the reshuffling: the completion of the Interstate

program.

DOT cost estimates for the highway program are so high that officials want to make sure the Interstate program is completed by redefining "completion".

According to DOT budget and program official Carolina Mederos, "Interstate completion, in dollar terms, is an unattainable goal under current definitions. It would require an additional \$50.7 billion to be completed as originally planned. Even assuming 7% inflation, current authorizations through 1990 could meet only \$30.1 billion of the cost." Since 96% of the designated system is functionally complete, DOT wants to put the upgrading costs that are now included in the "completion" program in separate funding. In this way, FHWA will finally be able

to say the Interstate system is finished, while continuing work to bring sections up to current standards through separate funding.

All of the reconstruction money would be put in a separate category, thus assuring the "completion" of the Interstate within the new definition. DOT projects authorization of \$3.8 billion for completion in fiscal '83 plus \$3.25 billion for the 4R program on up to \$4.7 billion for completion in fiscal '86 plus \$4.05 billion for the 4R program.

The primary program would also continue, although the matching ratio would change from a 75/25 federal/state role to a uniform 80/20.

DOT is pushing heavily the idea of maximum program efficiency through consolidation. However, the highway bridge program would

remain unchanged. The secondary road program would be combined with some rural programs for a so-called consolidated rural program. The same combination approach is part of the consolidated urban program which would provide funds for any highway capital and safety improvement, any traffic systems management project and any transit capital improvement. The four highway safety programs, including pavement marking, would be brought together into one safety program.

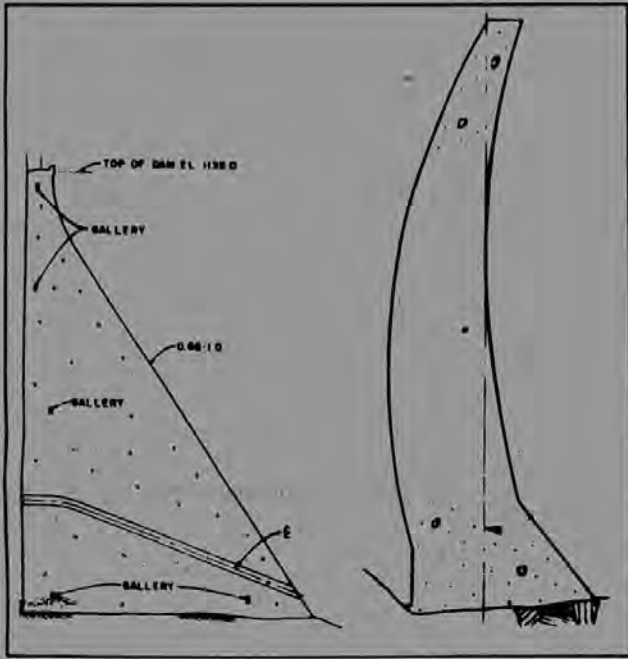
The DOT proposal is subject to changes by OBM—most likely a cutback in the totals—and to further adjustment by the White House for the next four years. But Federal Highway Administration officials believe the administration (CONTINUED ON PAGE 10)

PROJECT

Water Dept. gets approval for 55 mw power plant

The California Energy Commission has given final approval to plans for a 55-megawatt geothermal power plant to be developed by the State Dept. of Water Resources in the Geysers area of Lake County. Construction will cost an estimated \$70 million. A contract worth \$6,178,090 to build and install the plant's turbine-generator has been awarded to Nissho-Iwai American Corp. of Los Angeles. Site development will start in March and the plant is supposed to be in operation by June of 1984.

DWR is building the Bottle Rock plant as part of a mix of energy sources for the State Water Project which uses large amounts of electricity for pumping. The department is also going to spend \$1.7 million to rebuild Bottle Rock Rd. and another \$250,000 to install a flashboard dam on nearby Kelsey Creek. Improvements in wildlife habitat will also be made to compensate for the natural habitat area to be usurped by the plant and by steam well pads. The facility is supposed to incorporate pollution control features including a primary scrubber system and secondary system to reduce the hydrogen sulfide emissions given off by geothermal steam.



New dam design is recommended

The Auburn Dam should have a concrete curved-gravity design and be built on the existing foundation, the chief of the federal Water and Power Resources Service has recommended to Secretary of the Interior Cecil Andrus. Andrus is expected to make a decision on the design by this month. Project construction engineer Rod Somerday said Andrus also has the option to choose another design or decide not to build a dam at all.

The recommendation from WPRS Commissioner R. Keith Higginson is based on more than a year of design research by WPRS staff in Denver. The original design, a thin concrete arch, was rejected because it could not withstand enough movement during an earthquake to meet standards set by Andrus. The WPRS will be able to utilize an estimated \$150 million worth of work by locating the dam on the existing foundation. The agency considered locating the dam one mile downstream. If Andrus agrees with the design, construction would begin in one to two years following final design work, according to Somerday. He estimated it will be late 1989 before the dam is completed and generating power.

Before seeking a construction contract, the WPRS must ask Congress to re-authorize the Auburn Dam project because the cost will be higher than the amount in the original authorization. The entire project will cost about \$1.4 billion if the concrete curved-gravity design is used, Somerday estimated. He said a second alternative, a rock and earthfill dam, would cost \$80 million less but would produce less power.

MX Power plant considered

Electrical needs for the planned \$33 billion MX missile system, scheduled for construction in parts of Nevada and Utah, may require construction of its

own power plant, an Air Force official said. Lt. Col. Louis Montulli, energy development officer for the MX project, said in a telephone interview from Washington that three options are being studied for the system's 180 megawatt power needs:

— Using solar, geothermal, photovoltaic or wind-power energy systems.

— Contracting for guaranteed purchases of electricity from utilities in the area.

— Building a coal-fired power plant at one of the base sites.

Montulli said the Air Force will soon announce a \$200 million research and development plan to test five possible power sources for the MX system: geothermal, photovoltaic, wind and two types of solar thermal power. He said if the tests prove successful, construction of such power generators would add "between half a billion to a billion dollars to the system" cost.

Jack Lyman, director of the Utah Energy Office, has said the MX system "is not included in any regional utilities' plans for growth and expansion, and I don't think sufficient power will be available when they say they need it." If a traditional coal-fired power plant is chosen, Montulli said the Air Force "can build a dedicated coal plant in roughly four years." He said the Air Force must decide on its power solution by mid-1982.

Matheson pushes White River Dam

The next step in getting the White River Dam in Utah County built will be to ask Congress for an exemption under the Endangered Species Act, Gov. Scott M. Matheson said last month. Because other alternatives have been exhausted or will take too much time, Matheson said he will ask Congress for an exemption on the Colorado squawfish, humpback chub, and bonytailed sucker. Those three species live in the muddy habitat of the White River. Because they are on the endangered list, nothing can be done, such as building a dam, that will destroy their habitat.

Construction of the White River Dam is considered essential if development of oil shale in Utah Basin is to become a reality. Officials of several companies experimenting with oil shale production were among a large group of people meeting with Matheson Thursday to express their support for building the dam. Besides trying to obtain an exemption from Congress, Matheson said another alternative is to ask the U.S. Fish and Wildlife Service for an exemption or file a suit and contest the jurisdiction of the federal agency. During the meeting, one of Matheson's aides said it looks very doubtful that the U.S. Fish and Wildlife Service will grant an exemption. And because a lawsuit will take many months, the best alternative appears to be through Congress.

The governor said all four members of Utah's congressional delegation favor building the dam despite the three species of fish. Matheson expressed pleasure over the beginning of negotiations between the Division of Water Resources and the oil shale companies for delivery of water to develop oil shale. Lawrence said the division has hired an engineer for construction drawings of the dam that should be completed by next April. The State Land Board has granted an easement for part of the reservoir area, and the State Board of Examiners has given authority for the division to negotiate with owners of private land for the purchase of other reservoir area.

Harbor district unveils plans for big expansion

A \$3.8-million expansion of the Santa Cruz yacht harbor is being proposed as part of a master development plan by the Santa Cruz Port District. The master development and the environmental impact proposal prepared for the district calls for expansion of the existing commercial and recreational facilities at the harbor as well as building new ones. The harbor today is a major recreational and economic force in Santa Cruz County today. It is home to 215 commercial fishing vessels which land fish each year valued in excess of \$1 million. Fish buyers and retailers add another \$1 million to the area's gross product.

To meet some of the growing demands for new facilities, the development plan is proposing a large dry boat storage facility at the north end of the upper harbor, able to accommodate 111 boat trail-

ers and 13 combined cars and boat trailers. Two boat launching cranes will launch boats from the dry storage area and transient users. Next to the dry boat storage area, a 4,777-square-foot building will house a coffee shop and marine related, retail-commercial uses. A little further south, next to "X" dock on the east side of the harbor, a 10,000-square-foot restaurant would look out over the water area. In the lower harbor, the existing dry boat storage on the west side of the harbor will be expanded to accommodate 99 boat trailers, with new boat launching and wash down facilities provided.

The UCSC dock next to the Eaton Street bridge would be remodeled into a 130-foot, L-shaped dock, with part of it to be used by the University for its small sailboats and dories.

A 2,000-square-foot building will be built under the Eaton Street bridge to house classrooms, shop area, restrooms and showers. Cost of the improvements would be split among federal, state and local tax sources, and private developers. The dry boat storage and launch facilities in the upper harbor would cost \$600,000, split equally between the state Division of Boating and Waterways and private sources. The 10,000-square-foot restaurant proposed for the upper harbor would cost \$1,000,000, and come entirely from private sources.

42-story office tower for lower Mission area

Sohio Petroleum Co., subsidiary of Standard Oil Co. of Ohio, commonly called Sohio, has announced signing of a lease to occupy 20 floors of a new \$110 million office tower project to be constructed at the northwest corner of Mission and Fremont Sts. Owner-developers are Metropolitan Life Insurance Co., Walter H. Shorenstein, chairman of Milton Meyer & Co., and Sequoia Ventures Inc., a privately held investment company affiliated with Bechtel interests. Architect is Skidmore, Owings & Merrill, and construction will be by Bechtel International Corp.

The project involves a 42-story building with about 810,000 sq. ft. of office area and contiguous two-story building containing 30,000 sq. ft. of retail space. The office tower, presently identified as Five Fremont Center, will join the four existing buildings in the two-block complex of Fremont Center, which is bounded by Market, Beale, Mission and First Sts., and which already includes One Metropolitan Plaza, 333 Market St., and the Bechtel buildings at 50 Beale and 45 Fremont.

The cladding will be of travertine from Italy of a warm buff color—the first major building to use this historic material in San Francisco. Eighteen elevators in three banks will provide vertical transportation and there will be parking for approximately 160 cars on two basement levels. The latest energy conservation, building security and life safety systems will be incorporated. The plaza and pedestrian walkways occupy over 17,000 square feet of the 60,000 sq. ft. site and spaces will be landscaped with places for relaxation as well as for outdoor dining and shopping.



UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

We just concluded the round of Special-Called Meetings with the Retirees and their lovely wives in each district and appreciate the good attendance. At these meetings your officers reported to you in detail of the Benefit Improvements in the Pension and Pensioned Health and Welfare Trust Funds. These benefit increases should ease the pressure from inflation a little and make your lives a little more enjoyable.

Thanks to all the suggestions given to us at previous meetings on where you felt improvements should be made. This was a great help to your officers.

During the 1979 Plan Year the Trustees approved 802 pensions, bringing the total pension awards since inception up to 9,209. Of these awards, 6,396 were still being paid at the year's end; payments were also being continued to 424 beneficiaries. The Funds actual benefit payments amounted to \$9.89 million for the year.

The active membership increased by 7% while the total employment activity was up by 10% over 1978. In 1979, the average active engineer earned a benefit based on 1,663 hours of work.

Effective November 1, 1979 a supplemental pen-

sion check equal to the monthly pension amount was paid to existing members on the pension rolls as of January 1, 1979.

The maximum amount of the Pre-Retirement Death Benefit was increased effective January 1, 1980, from the Regular Pension benefit earned during 25 consecutive years of credit service to the Regular Pension amount earned during 35 years of credited service. In addition, the payment period for the Pre-Retirement Death Benefit was extended to 60 months.

The Pensioned Health & Welfare paid benefits valued at \$4,873,800 to the beneficiaries during the Fund's 1979 fiscal year. Since it began operation in 1963, the Fund has paid benefits valued at more than 28 million.

The number of retirees (and wives) eligible for health and welfare benefits continued to increase. This, of course, is a direct result of the net increase in the pensions awarded through the Pension Trust Fund for Operating Engineers.

On New Year's Day, the amount Medicare may deduct from its hospital insurance claims will rise

from \$180.00 to \$204.00, meaning those who are hospitalized will have to pay more of the bill out of their own pockets.

The Health Care Financing Administration cited rising hospital costs in announcing the increased deductible.

The agency also said the amount a Medicare recipient would pay if hospitalized for more than 60 days is going up. From the 61st through the 90th day, the patient's share will increase from \$45.00 to \$51.00 a day. After 90 days, the patient's share will rise from \$90.00 to \$102.00 a day.

I attended the Western Conference of Operating Engineers Convention at Butte, Montana along with the rest of the Officers and District Representatives and it seems that all the Local Unions in this conference are fighting the same problem of open-shop employers trying to move in and take the work away from our fair employers who are signatory to agreements. We know all Labor is faced with a hard fight in the future; however, with the 100% support in cooperation from the membership, we can win this battle as we have done so successfully in the past.

\$42 million Calaveras cement plant coming together

The \$42 million dollar plant expansion Natkin/U.S. Steel is doing for the Flintcote Corporation (Calaveras Cement Division) at Mt. Gate is starting to fall together very rapidly, reports Redding Business Representative Bob Havenhill.

The 4100 Manitowac was moved out this month. The operator Brother Norm Parsons said he thinks he will take a nice long vacation. The 3900 Manitowac with Brother Adam Gonzalez (operator) and Brother Tom Jenkins (oiler) should last until the end of September—at which time it will be moved to San Francisco to work on the Opera House. Brother Larry Sackett (elevator operator and Job Steward) is looking forward to moving over to the new elevator about the time this paper reaches the members. Brother Tom Wynett (SPETLD), Larry Sackett and Whitey Bristow (oiler) will likely

be around until sometime near Thanksgiving.

This project has been a tremendous shot in the arm to all the crafts in this area and will more than double the cement producing capacity of the Mt. Gate Plant, Havenhill stated. The total project has been administered by Kaiser Engineers—although Flintcote Company was the general. It was Kaiser's responsibility to get the sub-contractors together and coordinate the construction. This was done under the supervision of Mr. Clyde Gray.

Natkin/U.S. Steel had the plant erection phase of the work. Although there were a few problems which had to be resolved (foul weather gear, minimum hours and jurisdiction) they were handled fairly and expeditiously by Mr. Don Scott, Natkins Project Manager.

When the project Pre-Job was

held, Mr. Scott promised he would try to run the job "by the book" with all the crafts. He certainly lived up to his word. There were no major problems with any of the crafts and the job has proceeded ahead of schedule with very little loss of time due to weather.

Jerry Commingdeer (Crystal Creek Construction) picked up the Red Bluff Airport job (run-way extension and will be trying to beat the weather).

C.F.B. Construction was the successful low-bidder on the potable water pipe-line job for So. Redding (Cedar Road Branstetter area).

Mittry-G.E.B. Construction was the successful low-bidder on the Forks of the Salmon Road between Somes Bar and The Forks in So. Western Siskiyou County.

All of the traffic coming west from Cecilville, Sawyers Bar and the Forks of the Salmon have to

pass this rugged, dangerous road, sections of which are not wide enough for two vehicles to pass.

Easley-Crystal Creek has almost finished up on their Oregon Mountain job on Hiway 299, west of Weaverville—with O'Hair Construction doing the paving. After O'Hair winds up there will be stripping, signing, guard rails and shoulders to pull before selling the job to Cal-Trans.

O'Hair is getting tooled up for the Alturas over-lay job in Modoc County. This job was right at \$900,000 and should keep the boys going until the snow flies which it can do early at the elevation of 5000 ft.

Roy E. Ladd is going great on the Fredonyer Pass job in Lassen County (between Chester and Susanville). This job was pretty rocky and was mostly a loader and truck-haul job, although some scraper time was also utilized.

Yates Construction and Nielson-Nichols are still working on the water treatment plant for the City of Redding and should be winding down in the next month or two.

J. F. Shea Company has completed the Pit River Bridge deck replacement on the north-bound lanes of Hiway I-5. They also added a concrete barrier rail in the center and new guard rails on both the north and south-bound lanes.

Hensel-Phelps is working long hours on the Douglas City Bridge job on Hiway 299, trying to beat the heavy run-off from the more than fifty inches of rainfall that comes to that portion of the state. They lost a lot of money and time last winter when flash floods roared down Indian Creek and carried away false work, material stock piles and equipment after an unexpected week-end storm dumped several inches of rain in the area.



982-room additions to the MGM Grand-Reno
PAGE 4/ENGINEERS NEWS/NOVEMBER 1980

Out-of-work list growing

Nevada wrapping up highway jobs

The out-of-work list grows as some highway jobs are finishing up in eastern Nevada with Jack Parsons completing dirt work on the I-80 5½-mile Wells bypass, reports Business Representative Ed Jones. They will be running two crusher set-ups through the winter. The Parsons Construction dirt spread will be moving to the Pilot Peak 11½-mile I-80 job to do dirt work on the westbound lane which will run through the winter months, weather permitting.

Helms Construction is finishing up on the Elko I-80 bypass and also paving on Hwy. 51 at Elko before winter sets in. Max Riggs Construction is getting started on the 8.842-mile railroad relocation project in Elko. G.P. Construction is finishing up the dirt work on the 5.836-mile I-80 Battle Mountain bypass and running two crusher set-ups through the winter making

base and C.T.B. material and concrete aggregate for white paving.

The Helms Construction crew has been working on the 4.574-mile \$5,724,257 Fallon job on U.S. Hwy. 50. They have finished the southbound lane and moved traffic over, importing material for the northbound lane. They have been running a crusher out of a pit in Hazen for base rock and plant mix on the Fallon job.

The State of Nevada has advertised for bids on November 13th for 8.049 miles of the I-80 Lovelock bypass. A widening and safety overlay job for 26.211 miles of I-80 west of Lovelock is to be bid on November 20th. A job for 5.641 miles of the I-80 Winnemucca bypass is to be bid on December 4th.

Around the Reno area, Helms Construction crews are working on the 1.950-mile Clearacre Lane job

widening it to four lanes from McCarran Blvd. to Second Ave. in Sun Valley. The Helms paving and hot plant crews have also been busy finishing up \$958,760.94 of work for the City of Reno 1980 heater remix street program and \$310,439.86 of work for the City of Sparks 1980 street improvement program.

Granite Construction has a crew working of \$337,815 of work for the University Heights sewer line from Comstock Drive to East 9th Street and also on the \$238,015 job at the Fallon Municipal Airport for runway improvements, plus several small jobs around the Reno area. T. W. Construction has a crew working on underground utilities for Lewis Homes in Sparks along with Seaberry-Depaoli Construction putting in house pads for 60 homes also in the Lewis Homes subdivision.



By BOB MAYFIELD
Vice-President

Rigging Lines

For better or worse, Election Day 1980 is now a page in history. At this early date, those people on the Labor side of the fence understand fully that the American people have spoken with their votes and thus, those in politics, who will run the country and make the major decision day to day for the next four years, have been chosen. In truth what the next four years will bring as far as organized Labor is concerned, remains very clouded, and if anything an educated guess is that a great many glum possibilities truly now exist. An ultra-conservative President and Vice President (Reagan and Bush), as we all know have been duly elected by a heavy majority of the American people.

The United States Senate, which has for many years held a large edge in votes with mostly, but not all Democrats and pro-working people, is a page in history, as all but two of the very liberal and targeted Democratic Senators were beaten and replaced by anti-labor Republicans. These Senators, whose Labor record (Church-Idaho, Bayh-Indiana, Magnusen-Washington and Thompson-New Jersey, and others), were opposed by endless dollars from the Oil Companies and other giant businesses. These new Senators now owe and are heavily obligated to pay back this type of campaign support to those companies' needs and profits.

Who is paying the price for gasoline and other energy needs—record prices these past two years, except for us, the general public, and these same Oil Companies, as a result are among the most profitable companies in the world, in these times. I would elaborate further on what, in my personal opinion, did not happen for the best, but this of course will not change a single vote. Tomorrow will be another day, and we all must survive and continue to work and make a better living for ourselves and others, the best we know how.

In the next four years with what has been done, and with a President to be sworn into office in January, 1981, whose Labor record in his prior political career was not exactly shining, I only hope that organized Labor will successfully be able to resist what in short order will be an attempt to pass a National Right to Work Law (actually right to work for less) as a first order of business. Secondly, I would hope that any attempt to weaken or delete altogether the National Labor Relations Act can be defended. This Act passed in 1935 was the statute that let people in this country have and choose a Labor Union, or not have one. Before this time, the industrial giants (General Motors, Ford, U.S. Steel and most other industrial greats) were anti-union, very bitterly and were never organized as a result, because nothing in the law could make them recognize any union or bargaining representative. This Act must be preserved, as it is the most single important law ever passed in this country to date, which affects working men and women whether they be union or nonunion.

The third and last important topic I will mention that already has been a target of repeal lately is the Davis-Bacon Act. To any Building and Construction Trades person this Act has kept the wages, fringe benefits and working conditions at the high level we now enjoy, at this time—on all federally funded projects, which literally is every dam, highway job and federal building (such as post offices and courts and others) in all of these United States. This Law has guaranteed a livable wage for those doing the required work. In a strong way it has assured, by the result the best qualified workmen to do the quality work available. Repeal of this Law, which now may be inevitable because it's now directly affected because a veto-proof senate is gone, as I previously spoke about in this article and would help to bring such a Law change to the new President's desk for his signature. The bottom line if this happens is that, federally-funded jobs then would only have to be paid under minimum wage laws, which on this date, I think is \$3.10 per hour. I hate for anybody to think about trying to even survive in these times at those wages. People doing so today really are not living, but only surviving. Time will tell what happens. I hope that we and all others in organized labor will be able to at least stay status quo, as far as these laws and others that have been painfully gained over the years.

On the brighter side, I am most happy to report that the last Contract Negotiation that I have been involved with in 1980 was completed and ratified by the membership involved. The biggest single unit in Local 3, which is the Caterpillar dealer in Utah (Wheeler Machinery) in various locations. Around 430 bargaining unit people are presently employed, and I am told by the company officials that in the next 18 months, their employees could easily be 600 or more. Further, if the MX Missile is built in Nevada and Utah, these figures could be even more. Highlights of the settlement included a hard money package over and above that of the copper industry, plus maintenance C.O.L.A. (Cost of Living Adjustment); a pension increase during this three-year contract was increased by 60% and Holidays were increased also and several major classifications were upgraded as bargained for.

Much credit should be given to the Rank and File Stewards, who attended these sessions, and to the Union Officials (Kay Leishman and Les Lassiter) who worked together as a team to get this contract successfully negotiated without having any strike such as occurred in the copper industry. By the time this article reaches the press and is distributed, it will be near Turkey Time. I would like to wish all of our members and family to have full tables and happy family gatherings on this 1980 Thanksgiving Day.

But some limitations imposed

Utah highway program to get \$90 million

According to the Utah Department of Transportation, Total federal funds apportioned to Utah during the current 1980-81 Fiscal Year amount to more than \$90 million. However, congressional limitations have set Utah's ceiling at \$75 million until at least August, 1981, reports Asst. District Representative Don Strate.

Figures released by the U.S. Department of Transportation, Federal Highway Administration show that the State of Utah is fourth nationally in obligating federal dollars for highway construction. When funds are obligated it means that the Utah DOT has advertised for bids, let contracts or initiated construction work on projects utilizing federal funds.

Only the states of Georgia and Florida have obligated a higher percentage of their federal funds. Utah and Maryland have both obligated 74 percent of the money available; Georgia has obligated 87 percent and Florida, 84 percent.

According to Howard Leatham, UDOT Engineer for Policy and Planning, at the end of September the State of Utah obligated all federal funds made legally available under the current congressional limitation. "We hope to succeed in our continuing efforts to increase the amount of Utah's apportionment for Interstate construction, Utah's Interstate program is UDOT's top priority."

Owl Construction is still hauling in fill on the I-80 project west of Salt Lake City. According to the State specifications they had to quit pouring concrete on the 15th of October. Consequently, the concrete crew has been laid off.

S. J. Groves Company is still working plenty of hours on the I-80 project and will be going strong until freezing weather makes them quit.

Granite Construction has started on the Jordan Aqueduct. They have had some delays but it looks like they are starting to get lined out. Here again the weather will determine the work schedule.

Enoch Smith Sons' Company and M. H. Cook Pipeline Company are keeping a few crews going in the Salt Lake area on gas service work. Thanks to the excellent weather so far this fall, Gibbons and Reed Company has about wrapped up the airport job. Their crews are still working on I-215. However, most of the grade is in and work still to be done is some excavating, backfill and retaining walls. G & R Contractors is busy with multiple projects throughout the valley.

Peter Kiewit Sons' Company has started on the flood control ponds above the Kennecott Smelter. About 200,000 yards of embankment are to be placed as well as 1,000 yards of concrete in walls and spillway. Approximately fifteen Brothers are working on this project and Dick Jensen is the Superintendent. If the weather holds they may complete the project this fall but in all probability they may have to finish next spring.

The work at Geneva Rock Products has been down compared to last year, but they have still had a pretty busy year in Salt Lake and Utah counties.

Gibbons & Reed is nearing completion of the \$4.2 million contract for entrance roads to the Salt Lake International Airport. The completion of the roadway is just one portion of the Salt Lake International Airport master plan developed by the Airport Authority. The Western

Airline terminal was completed last year and Jacobsen Construction has just about completed construction on the second story of Terminal No. 1.

Gibbons & Reed has cut back their crew on the I-215 Belt Route job as the biggest share of the dirt work is completed.

Building construction in Salt Lake City is going strong with no sign of slowing down this year.

Construction of a new city in the Uintah Basin, more than twice the size of Vernal, has been proposed by the U.S. Department of Housing and Urban Development (H.U.D.) to accommodate the boom expected with oil shale development.

Under the proposal, H.U.D. would supply up to \$50 million in loan guarantees and the Department of Energy would contribute another \$20 million in grants to get the new community underway.

Also in the Vernal area, the Department of Energy has agreed upon funding for three roads in the energy area of Uintah County, estimated cost over \$60 million. The projects are centered around the rich oil shale deposits and will need better roads to serve the isolated sites.

The impact from these projects will more than double the present area population in the next ten years. The network of roads generally connect Vernal to Bonanza, Bonanza to Ouray and Ouray to Geokinetics Camp. The roads will be built to State secondary standards, 32 feet wide and paved.

Valley Asphalt is still going strong with a great deal of work around Utah Valley including parking lots for K Mart and Grand Central in Spanish Fork. They have also picked up a good job excavat-

ing and paving a shopping center in Price.

H-E Lowdermilk has approximately \$6 million worth of work lined up on the Coastal States job at Eccles Canyon. The project is the development of coal mines, a coal handling facility, belt line and haul road. The project is expected to last at least four years. There are presently 25 operators working.

Jelco has almost completed their contract at the Hunter Power Plant at Castle Dale and M-K is just getting a good start on their project at the plant and have hired many of the people working for Jelco. The Brothers working for W. W. Clyde on the job should be happy with the subsistence that Local 3 representatives were able to get for them.

W. W. Clyde will keep working at their job in Green River until shut down by weather. Neeley Construction, behind schedule on their job at Moab, did get an extension to the middle of October before going on penalty.

The Curran-Houston pipeline job is in full swing with four or five crews. They are having right-of-way problems and have had to skip areas where they have not received the right-of-way. However, most of the ditch between Grand Junction and Moab has been dug. The contract has a completion date of December 15th, but they are running about a month behind schedule.

Wheeler Machinery Ratifies Agreement

Business Representative Key Leishman reports that members of Operating Engineers Local #3 working for Wheeler Machinery in Utah ratified a new three-year (CONTINUED ON PAGE 11)



Get a 'load' of this!

Many brides get lifted over the threshold, but when Beth Jensen married Local 3 member Ned Shurtleff, they soared over the whole house. The decorated crane basket hovered about 30 feet up in the early morning sunshine at Ned's home, while a justice of the peace performed the ceremony.



Mechanic Frank Krutz cleans off compactor blade.



Pictured above is part of the Ghilotti crew.

'Star Wars' director builds Marin complex

The most successful man in the motion-picture industry, *Star Wars* creator George Lucas has embarked on another extravaganza. At a cost of over \$30 million, Lucas is building his own "little film complex" on 3,000 expensive acres of Marin County's Lucas Valley (no relation).

Ghilotti Construction has the contract

for the major dirt moving portion of the project. Along with vast film and print libraries, "the ranch" will house its own special effects labs and post-production facilities. There will be a pool, tennis courts and a stable of horses, but the real eye catcher is a man-made lake that had to be excavated from scratch, along with a rustic country road and cleared out brook.

The Local 3 hands on this job are

perhaps the most photographed bunch around. Nearly every week Lucas' crew comes to the project to film its progress. There is even a stationary camera located on one of the hillsides taking time lapse photographs of the project.

Lucas, who followed his block buster science fiction film with the sequel *The Empire Strikes Back*, plans to make a new sequel every two years until the year 2000.



Pictured above, loader operator moves rip rap into the stream that will drain the man-made lake. Pictured lower left is mechanic Eddy Nave. Pictured far left is part of the housing complex that will contain the film facilities as well as corporate offices.

Ways to reduce your heating costs

(Editor's Note: The following is the first in what will become a frequent feature on consumer issues. This month, Engineers News examines ways to reduce home heating costs.)

Winter is fast approaching. And with the falling thermometer come rising utility bills. This winter the cost of home heating will be higher than ever—whether your home is heated with natural gas, oil or electricity. So it pays to conserve. Here is a checklist of ways you can save money on your heating bills.

Start with the simple, obvious things first:

- Check the air filter to your furnace. A dirtier filter forces the furnace to work harder to heat your home. Some filters are washable. Others are disposable and need to be replaced with a new filter when they become dirty.

- Repair leaks in your heater ducts with heavy duct tape.

- Install an insulation blanket on your water heater. They are available at hardware stores or home centers at a cost of about \$16 to \$25 and are very effective at preventing heat loss.

- Watch your thermostat setting. Set it at 65 degrees in the day time and 55 degrees or lower at night.

- Keep the fireplace damper closed when not in use to prevent warm air from rising through the chimney.

- Set your water heater at normal or medium. This has proven to be the most cost effective setting.

- Open drapes and shades on the south side of your house on sunny days to let in the warm radiant heat of the sun. Keep drapes and shades closed in other areas of the house—particularly the north side—which receive little or no direct sunlight in the winter.

Remember that, although the cost of natural gas is rising rapidly, electricity remains the most costly form of energy in most areas. Therefore, the efforts you take to cut down on the uses of lighting

and electrical appliances will trim large dollars off your bill. Here are a few tips:

- Reduce bulb size when replacing burned out bulbs. Remember that the wattage is not a direct measure of the amount of light a bulb gives off, but simply the amount of power it uses. Light is measured in lumens. Read bulb packages carefully to get the most lumens for the wattage.

- Dimmer switches purchased at \$3 to \$6 each are a wise investment. They can reduce the amount of power consumed to a fraction of a bulb's normal capacity.

- Fluorescent lighting is far more economical watt for watt than incandescent bulbs. They give twice the light for the same wattage and last up to ten times as long as ordinary bulbs. They're cooler, too. Use deluxe warm fluorescent lamps for home use. They blend with incandescent and create a warm, pleasant atmosphere. Adaptors are now available to convert table lamps to fluorescent lamps.

- Paint your walls a light color which reflects more light and makes efficient use of the lighting in your room. Lower wattage bulbs can then be used, reducing energy use.

- Minimize use of your washer. Save laundry until you have a full load. You'll save energy and water. Never overload the clothes dryer and always clean the lint filter after each load. Overdried clothes feel harsh and waste energy. Try shorter drying times.

- Install a new, reduced flow shower head or a special flow-reducing device on your existing one. By reducing hot water flow, you save not only water, but energy.

The kitchen is a big energy user. Economize in your cooking with these suggestions.

- Keep oven doors completely closed until food is cooked. Every time you open the door, the oven temperature drops from 25 to 50 degrees.

- Use cooking utensils with flat bot-

oms and tight fitting covers whenever possible. Be sure pots and pans are the right size for range burners or elements.

- Use only enough water (about 1/4 cup) to create steam and prevent sticking when cooking vegetables. They retain more vitamins, taste better and save energy.

- Whenever possible, use your oven to prepare a complete meal, rather than one or two items. Select foods that bake at the same time and temperature.

- Use aluminum pans for most baked goods because aluminum reflects and distributes heat evenly. Pastry crusts are the exception. Use glass, ceramic, enamel or darkened tin for quicker baking of lower crust. Ceramic, stainless steel and glass baking dishes retain heat. Therefore when baking cakes or similar products in materials made of these materials, reduce the oven temperature 25 degrees.

- Bake and broil all foods from a cold oven start. There's no need to pre-heat an oven unless both oven and broiler elements initially turn on at the same time, or if your oven is old with little insulation.

- Turn off electric surface elements a short time before food is done. Food will continue cooking in heat stored in the elements.

- Microwave ovens may reduce your overall cooking energy requirements by about 15 to 20 percent. They can keep your kitchens cooler in the summer, too and reduce the amount of time you have to spend preparing meals.

These are all simple and obvious ways to reduce your energy costs this winter, yet they will cut your utility bills by a surprising amount if carried out properly.

In upcoming issues, *Engineers News* will take a look at whether or not it may be worthwhile for you to invest in more sophisticated forms of energy conservation, like insulation and solar heating.

PG&E offers information on energy savings

If you are serviced by Pacific Gas & Electric, there are a number of brochures and pamphlets that are designed to help you reduce your energy costs. Here is a list of some of them. They can be obtained by writing to Pacific Gas & Electric Company, Energy Conservation and Services Dept., 77 Beale Street, San Francisco, CA 94106. Be sure to mention the publication number in your request.

If you are not serviced by PG&E, there is a good possibility your utility company has similar brochures available for the asking. If not, write to PG&E. They may send you the brochures you ask for anyway.

- A Guide to Energy Usage and Cost (62-8661)

- Cut Your Heating and Cooling Losses with Door and Window Weatherstrip (62-8690)

- Cold Weather Money Saving Tips (62-8646)

- Insulate. Save Energy. (62-8656)

- A Guide to Solar Control and Insulating Glass Products (62-8662)

- Weatherize Your Mobile Home (62-8697)

- Energy Saving Skillet Meals (62-8642)

- Apartment Dwellers' Handbook (62-8691)

- Save Energy with Oven Meals (61-8175)

- Sun Energy: A Guide to Active Solar Heating Equipment (62-8668)

There are tax credits offered for some of these programs which help reduce the investment cost. We'll also take a look at wood burning stoves, fireplaces and the cost of operating them versus conventional heating systems.



Credit Union



DALE HANAN
General Manager

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

VACATION PAY—For members on semi-annual transfer of their Vacation Pay earnings, your money will be available for withdrawal on December 1.

This semi-annual transfer of your Vacation Pay from the Trust Fund to your Credit Union share savings account represents your earnings from March 1 through August 31, 1980.

BEFORE WITHDRAWING—Think about leaving all or some of your Vacation Pay in your share savings account. It's the best way to save... especially if you haven't saved before.

7.5% PER-ANNUUM—That's what you're earning on your share savings right now... the 6.5% per-annum we've paid since 1974 plus a 1% per-annum dividend bonus.

So if you leave your money on deposit, you'll earn an excellent return... more than you'd earn from a bank or savings and loan passbook-type account.

You'll earn this rate on any shares you now have on deposit or that you deposit by December 10th.

PLUS—You'll get a tax break. Your first \$200 (\$400, if you file jointly) of dividend interest earnings paid to you in 1981 and 1982 will be tax free as far as your Federal taxes are concerned. Since the dividends you're now earning on your share savings account won't be paid to you until January 1, 1981, they qualify for the tax exemption.

Utah power plant faces smog issues

Possible visibility reductions in Bryce Canyon and Zion national parks, and violation of air quality standards in the latter, are among major adverse impacts of the proposed Allen-Warner Valley power project, according to a Bureau of Land Management report.

In a draft environmental impact statement just released for the 2,500-megawatt coal-fired electrical generating system, BLM also reported possible adverse impacts on two endangered plant species and two fish species as well as the possibility that the projected pumping of ground water could adversely affect existing springs and water rights.

The proposed energy system would involve 28,500 acres of BLM land, construction of a 500-megawatt power plant and 55,000 acre-foot reservoir at Warner Valley, near St. George, and construction of a 2,000-megawatt power plant at Dry Lake, Nevada, near Las Vegas.

Cane County Coal

Both plants would be supplied with coal from the deposits at Alton, Kane County, about 30 miles north of Kanab, transported through two coal slurry pipelines. From the generating plants a 323-mile electrical transmission system would deliver power to

market areas in Utah, Nevada and California.

The initial power distribution would be 125 megawatts to St. George, 285 to Nevada Power Co. and 1,045 each to Southern California Edison Co. and Pacific Gas and Electric Co.

Regarding need for the additional power, the statement said the Public Service Commission of Nevada responded that Nevada Power would need its proposed share of 285 megawatts by 1990 and the California Energy Commission staff indicated the two California utilities would need a total of about 1,543 megawatts by 1990.

No Utah Comment

The Utah Public Service Commission declined comment since St. George's municipal power system is not under its jurisdiction, but BLM assessment indicates St. George would not need the power represented by the proposed system, provided that the existing power purchase contract with Utah Power and Light Co. would be continued and expanded to meet future energy demand, the agency said.

Emissions from the plant near St. George could violate Class 1 air quality standards in Zion National Park and emissions from both plants could also violate Class 2 standards in the plant vicinities,

according to preliminary evaluations by the Environmental Protection Agency. Another study indicated emissions from the Nevada plant could violate Class 1 standards in Nevada's Valley of Fire State Park.

'Perceivable' Reductions

The National Park Service, with several photographic simulations, indicates perceivable visibility reductions in Zion National Park and "preliminary information indicates that surface coal mining at the Alton coal fields would reduce visibility in Bryce Canyon National Park by 2.3 percent at full mine production level (11 million tons per year). Other studies indicate significantly higher visibility reductions."

Positive aspects of the project include the impetus for future industrial and community growth provided by the proposed Warner Valley water project, a 31,000 acre-foot annual supply, and increased tax base and employment in Kane and Washington counties and Clark County, Nev.

Offsetting the job and revenue gains in Kane County, major infrastructural and sociological problems would be created in such areas as law enforcement, sewage treatment, education and health care, the report said.

Election proves tough on Labor's friends

(CONTINUED FROM PAGE 1)

labor legislation. Already contractor associations like AGC and ABC are wringing their hands in anticipation of introducing once again a bill to dismantle the Davis-Bacon Act, which is so crucial to the wage structure of construction union members.

There is talk of a national right-to-work law that would mandate compulsory open shop in every state. Another bill was launched in the last Congress that would impose federal penalties on union members involved in picket line violence.

Many of these legislative proposals are being voiced by the right wing PAC men who financed so many of the victorious campaigns. They are making no secret of their intent to call the shots. How faithfully the newly elected Senators carry out their orders remains to be seen.

There is some hope though, that they may hang themselves. In their fervor to rid Capitol Hill of any vestige of "left wing liberalism," they may harangue themselves out of the picture as well. Already they are gloating, laying down the law and wielding the sword. They threaten to oppose GOP Senator Howard Baker as the new majority leader, because he is supposedly not conservative enough for them.

They have put George Bush on notice that he is dispensable as Vice President unless he takes a harder conservative line. They have already put together a new "target" list for the 1982 Senate elections that, in addition to a lot of Democrats, even includes a number of Republicans. So there is still hope that the ultra-conservatives may prove to be their own worst enemies. Nevertheless labor is clearly going to have to fight hard just to keep what we have gained. The

thought of making any large, new gains is almost out of the question. Labor Law Reform is dead. Repeal of the Taft-Hartley "right-to-work" provision is a pipedream. Situs Picketing legislation is gone.

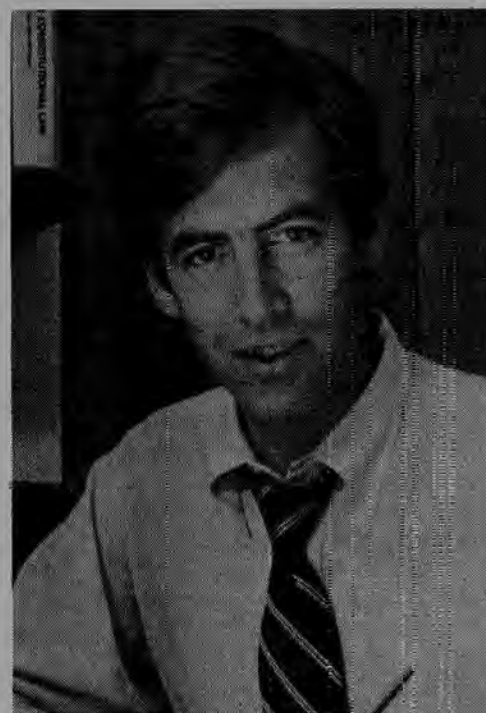
ON THE STATE LEVEL the political outlook is equally bleak. Half of all the Assembly candidates supported by Local 3 in California went down to defeat in the wake of the Reagan landslide. With those losses came the biggest disappointment of all—the apparent unseating of Assembly Speaker Leo McCarthy.

Although McCarthy won his own reelection battle, he lost the war. Caught in a year-long conflict with Southern California Democrat Howard Berman to retain his speakership post, McCarthy appears to have been edged out as Berman-linked Democrats won more Assembly races than did those supporting McCarthy.

For Berman, the key element of his victory over McCarthy was the ability to oust two Republican incumbents at the same time two Democratic incumbents who supported McCarthy went down to defeat. Assemblyman Floyd Mori, a McCarthy backer, was turned out of office by a GOP Livermore businessman, while Huntington Beach Democrat Dennis Mangers, another McCarthy supporter, was beaten by Costa Mesa businessman Nolan Frizelle.

There were other unexpected losses. George Garcia in Sacramento lost to his Republican opponent, as did Cole Bridges in San Jose, Eric Hasseltine in Contra Costa County, Ann Charles in Marin County and Larry Asera in Sonoma-Solano counties. All of these candidates were McCarthy supporters backed by Local 3.

Another bitter loss occurred in Stockton, where Assembly candidate Pat Johnston by latest count was trailing his Republican opponent by a hairsplitting 17 votes. The initial count had him losing



Pat Johnston

Too close to call?

So far Pat Johnston is 17 votes behind in his race for District 26 Assemblyman, and they are still counting. A batch of uncounted absentee ballots were found after an initial count had him losing to his Republican opponent by only 67 votes. The additional votes sliced that narrow margin even closer and at press time a recount was underway.

by 67 votes, but some uncounted absentee ballots were found bringing the margin to 17. At press time a recount was underway.

How these losses will affect legislation key to Local 3 and the rest of the construction trades remains to be seen. Under McCarthy's leadership, the building trades enjoyed a very productive relationship. Although the Democrats still retain power in both houses, there will be new leaders in the Assembly and possibly the Senate as well.

The list of victims does not end there. One of Local 3's strongest allies, Congressman "Bizz" Johnson of Northern California and chairman of the powerful Public Works Committee was ousted by



Bizz Johnson Loses Congressional Seat

After 22 years of dedicated service, District 1 Congressman Harold T. "Bizz" Johnson was turned out of office by a Reagan-mold conservative, former Assemblyman Gene Chappie. Johnson had become a living legend in Congress and among his constituents in California.

As Chairman of the powerful Public Works and Transportation Committee, he was one of the key Congressmen who controlled the purse strings of this nation's government. California's vast Central Valley Project and dozens of freeway and other public projects throughout the state testify to his ability to get things done.

On November 4, that all came to an end. As the results came in it was clear that his once loyal constituency had turned their backs on him by a 54 to 40 percent margin.

A look at the newly elected senators

(CONTINUED FROM PAGE 1)

term conservative congressman who said he rode Ronald Reagan's coattails to defeat Chairman Frank Church of the Senate Foreign Relations Committee by slightly less than 1.0 percent of the vote.

- **Indiana:** Dan Quayle, 33, two-term congressman, defeated three-term Democratic incumbent Sen. Birch Bayh, by 54 percent to 46 percent.

- **Iowa:** Chuck Grassley, 47, ex-farmer and three-term congressman who also served eight terms in the state legislature, defeated liberal Sen. John Culver by 54 percent to 46 percent.

- **New Hampshire:** Warren Rudman, 50, a lawyer and six-year state attorney general who rejected all out-of-state political action committee money for the campaign, defeated Democratic Sen. John Durkin by 52 percent to 48 percent.

- **New York:** Alfonse D'Amato, 43, Hempstead Town Supervisor, defeated Democrat Elizabeth Holtzman and Liberal Sen. Jacob Javits by 45 percent to Holtzman's 44 percent and Javits' 11 percent. He earlier defeated incumbent Javits in the Republican primary.

- **North Carolina:** Conservative John East, 49, a political science professor at East Carolina University who was disabled by polio in 1955 and campaigns in a wheelchair, defeated Democratic Sen. Robert B. Morgan by less than 1.0 percent of the vote.

- **North Dakota:** Rep. Mark Andrews, 54, eight-term congressman, defeated Democrat Ken Johanneson, a state senator, by 71 percent to 29 percent for the seat being vacated by retiring Sen. Milton Young.

- **Oklahoma:** Don Nickles, 31, one-term state senator who was backed by the Moral Majority, defeated Democrat Andy Coats by 52 percent to 48 percent for the seat being vacated by retiring Republican Sen. Henry Bellmon.

- **Pennsylvania:** Arlen Specter, 50, former counsel to the Warren Commission and a loser in his last three attempts at elected office, defeated former Pittsburgh Democratic Mayor Pete Flaherty by 51 percent to 49 percent for the seat being vacated by retiring Republican Sen. Richard Schweiker.

- **South Dakota:** James Abdnor, 57, four-term congressman after being lieutenant governor and state senator in South Dakota, defeated Sen. George McGovern, who was the

Democratic presidential nominee in 1972, by 58 percent to 39 percent.

- **Washington:** State Attorney General Slade Gorton, 52, former majority leader in the state House, defeated the nation's senior senator, incumbent Democrat Warren Magnuson, president pro tem of the Senate, by 54 percent to 46 percent.

- **Wisconsin:** Robert Kasten Jr., 38, former two-term congressman and state senator, defeated three-term Democratic Sen. Gaylord Nelson by 51 percent to 49 percent.

DEMOCRATS:

- **Connecticut:** Rep. Christopher Dodd, 36, three-term congressman and son of the late Sen. Thomas Dodd, shuns liberal label but served in Peace Corps as a rural community developer in the Dominican Republic. Defeated former New York Republican Sen. James Buckley by 57 percent to 43 percent for the seat of retiring Democratic Sen. Abraham Ribicoff.

- **Illinois:** Democrat Alan Dixon, 53, former Illinois secretary of state, treasurer, and member of state House and Senate, defeated Lt. Gov. Dave O'Neal by 56 percent to 43 percent for the seat of retiring Democratic Sen. Adlai Stevenson III.



Henry Mello

Wins a close one

Henry Mello had proven himself a topnotch assemblyman and this year announced his retirement from that post to seek a state Senate seat. It turned out to be a very tough one as a total unknown, GOP conservative Eric Seastrand, received heavy backing from the Gun Owners of California and nearly beat him, losing out by a mere 1,000 votes.



Leo McCarthy Out of a Speakership

For Leo McCarthy, 1980 and 1981 were supposed to have been years to lay the groundwork for bigger and better things, such as a possible race against Hayakawa in the 1982 senatorial campaign. But the November 4 elections put a massive cog in those plans.

Caught in a surprise attempt to usurp the Speakership last year by his former protege Howard Berman, McCarthy had to drop everything last January and devote all his attention to avoid losing

former Assemblyman Gene Chappie. Johnson had overseen the congressional passage of dozens of key federally funded construction projects throughout California. His loss will be one of the most deeply felt by the construction trades.

OUT OF THIS RUBBLE there were some victories. Senator Alan Cranston, managed to fend off an attack by the right wing and retain his Senate seat. Governor Scott Matheson of Utah, backed by Local 3, was reelected. A number of good California legislators

his post prematurely.

Although Berman had secretly gathered enough Assemblymen to give him a very slight majority of Democrats, McCarthy lined up enough loyal supporters to prevent Berman from getting the 41 clear votes he needed to take the Speakership.

That began a year-long battle between the two. Berman, in an attempt to get more votes, activated his considerable Southern California political machine to field a number of Democratic candidates in Assembly races throughout California against incumbents who were loyal to McCarthy.

His actions threatened to tear the party apart and resulted in an extremely bitter and expensive Primary election last June. After the smoke cleared on June 4, it appeared that both men had an equal number of supporters.

However, the general election changed everything around as Berman-linked candidates proved victorious in greater numbers than McCarthy's men. Following the election, McCarthy announced that he would not seek reelection as Speaker of the Assembly, clearing the way supposedly for Berman.

But all is not cut and dried. There are still a few Assemblymen who say they will refuse to vote for Berman under any circumstance and others who will not give him their vote until he guarantees there will be no retribution.

There may be a few surprises yet in this marathon fight when the California Legislature reconvenes in December.

such as Lou Papan, Art Agnos, Leroy Greene, Doug Bosco, Henry Mello and others were reelected to their Assembly and Senate posts.

Congressman Don Clausen, a long time friend of Local 3 and one of the few Republicans endorsed by the union, also managed to beat out environmentalist Norma Bork in a very heated campaign.

The overall picture, however, is a bleak one. The right wing has dealt labor a knock-down blow in this election and it appears we helped them by leaning into the punch. Obviously there are many trade unionists who are so discouraged



Alan Cranston A bittersweet victory

For Alan Cranston, his reelection to the U.S. Senate should be a sweet victory. He broke all kinds of elections records. He was reelected by the widest margin of any Senator from any state in the union, beating Republican Paul Gann by over 1.6 million votes. He became the first U.S. Senator from California to win a third term since Hiram Johnson did it in 1928.

He won the largest number of total votes of any Senatorial candidate in the nation's history. Yet, he was subdued on the day after the election, realizing that when he returns to Capitol Hill in January, it will be without many of his Democratic friends who were ousted by right wing targeting. He will also be without his post as Senate majority whip.

with the present economic situation that they would rather take a chance on anti-union politicians if it means the possibility of some kind of economic upturn.

The big question is: if there are any new jobs forthcoming, who will they go to? Union or nonunion workers?

The answer to that question will be largely up to us. Perhaps, as Senate Majority Leader Robert Byrd suggests, our political losses will provide a "healthy setback," a time to regroup, analyze our weaknesses and build our strength up. If that is true, it's time to get to work.

Caltrans

(CONTINUED FROM PAGE 1)

vative Legislature must face, say legislators, lobbyists and others close to the issue. With both the Congress and the Legislature generally thinking in terms of a tax cut, it will be extremely difficult to get any legislator to carry such a fee increase package.

But it will also be difficult for legislators to ignore if they are forced to go home and tell their constituents there will be no more roads built in their district.

Shortly after the Legislature adjourned in September, Caltrans, in a dramatic re-evaluation of its fiscal position, quietly told legislative staffers that if all the highway projects and transit programs stayed in the five-year plan that begins in 1981, there would be a \$915 million deficit in 1986.

That was a drastic about-face for a department that only four months earlier predicted the 1981-86 transportation funding plan would fall only \$20 million short.

The fiscal plight of the state transportation program is particularly awkward, several legislative sources noted, because it comes at a time when Caltrans still has about \$500 million in the bank—unspent from the last 4½ years when Brown and Gianturco argued it would be needed in future years to match massive amounts of federal transportation dollars.

To get those federal dollars, the state usually must put up 10 percent of the money it wants to spend. The U.S. Department of Transportation comes through with 90 percent.

Inflation, however, far outstripped the state's 8 percent estimate for highway construction, the amount of federal dollars shrank and Caltrans delays in getting projects "off the shelf" and ready to bid finally caught up with Gov. Brown and Gianturco's planners.

The state Transportation Commission, which by law must designate on which projects and programs Caltrans can spend its money, began to take a hard look at transportation financing a year ago.



H. L. "Bill" Richardson

'Gun Owners' head emerges kingmaker

Last month *Engineers News* gave a special report on how State Senator H. L. Richardson and his Gun Owners of California political action committee was pumping immense sums of money into campaigns all over the state.

This month we can report that this right wing money man has emerged as the new GOP kingmaker in Sacramento. Using his campaign committee which specializes in soliciting money from gun owners, Richardson was successful this month in pulling off one of the greatest behind-the-scenes coups in recent elections.

Richardson was responsible for the stunning upset of the dean of the State Senate, Senator Al Rodda of Sacramento, by 30-year-old attorney John Doolittle, his protege. A soft-spoken, mild mannered liberal, Rodda has never faced any serious opposition since he first took office in 1958, and this year had been considered no exception.

But Rodda was undone by Doolittle's ceaseless attacks on his education legislation record and by a last minute media blitz assailing Rodda for being "soft on crime," opposing the death penalty and not supporting tough rape legislation.

Doolittle was a total unknown. A former attorney for the Law and Order

Campaign Committee—another of Richardson's PACs—he received substantial funding from the Gun Owners of California after being turned down for support from state GOP campaign officials.

Richardson money also played a significant role in electing former Los Angeles police chief Ed Davis to a San Fernando Valley state senate seat. It came within an eyelash of electing Eric Seastrand, Richardson's stockbroker, against Watsonville Democrat Henry Mello.

In all, Richardson's money is credited with electing seven members of the California Senate over the past two years. He also pumped money into the campaign of GOP Assembly candidate Gib Marguth who upset Floyd Mori in Alameda County, and Don Sebastiani of Santa Rosa, who defeated Larry Asera. Both of the defeated candidates were backed by Local 3.

An additional \$400,000 of Richardson's money went to national races.

Engineers News has monitored Richardson's activities for the past three years, but most conventional politicians have never taken him seriously until recently. He is so far to the right of most California Republican state senators that he was once turned out as caucus chair-

man in 1976.

Today his peers are taking him very seriously indeed.

Richardson's various conservative organizations have been very controversial in the past. This month, for example, the Fair Political Practices Commission fined the Gun Owners of California and its Treasurer John Hodgson \$1,100 for failing to report late in-kind and direct contributions totaling \$40,082 to the 1979 special election of Republican Dan O'Keefe to the State Senate.

He was also the key mover in a statewide campaign to oust so-called "liberal" superior court judges throughout the state.

What Richardson plans to do next doesn't require much imagination. His well-oiled Gun Owners machine will continue to reap hundreds of thousands of dollars from citizens throughout the state. He will undoubtedly expand his operation to a national level, using his warchests to "buy" legislative seats throughout California and the rest of the country.

Unfortunately, much of that money will come from unwitting trade union members who may be pro-gun, but unaware that the money they send in will support anti-union politicians.

Fringe Benefits Forum

By Art Garofalo,
Fringe Benefits Director



As you probably have heard by now, Mike Kraynick has retired. Over the years and especially at this job, he contributed a great deal. I am certain that I am not alone in wishing Mike and his wife Peg continued success in their retirement.

Returning to the Fringe Benefit Center after a three year leave is a lot like climbing up onto a brand new rig—I wasn't too sure what to expect or how she would handle. But with a little on-the-job training, I found out she runs smoother than ever. We are here to help you with your Pension and Health and Welfare Plans and we have the most modern tools and equipment to do that job.

We have just completed a round of Special Call Retiree Association meetings in all of the districts to announce the new Retiree Health and Welfare Plan improvements and Pension increases. The largest crowds ever turned out in each district. Almost 3,000 Retirees and their spouses came

out to get the good news and pass on their appreciation. The Supplemental "half checks" will be sent out from New York Life by the middle of November should arrive just in time for the Holidays. The new increases will be mailed from New York so they should arrive about the first of the year.

If you were unable to attend a meeting and have a question about the new benefits, please give the office a call.

* * *

The Kaiser open enrollment month for all Operating Engineers was October with coverage changing November 1st. If you enrolled in Kaiser during October, your new identification card should be issued to you no later than mid-December. However, you may use the Kaiser facilities immediately. If you need to see a doctor before you receive your I.D. card simply advise them that you have coverage through Operating Engineers, group number 33 for active members and group number 7703 for retirees.

There won't be any delays in service or problems with continued coverage. If you have any questions about your eligibility, call the Fringe Benefit Center. If Kaiser has a question, refer them to the Trust Fund Office during regular business hours for an immediate response.

* * *

The Local 3 Burial Expense benefit has been increased from \$1,000 to \$2,000 effective January 1, 1981. We can't seem to say this enough so here it goes again. Be sure that you have an up to date designation of beneficiary card on file with Local 3. An Engineer's death benefits must be paid to the beneficiary named on the most recent designation of beneficiary card. You may change your beneficiary at any time by filing a new card with Local 3. Also, you can name contingent beneficiaries in the event your primary beneficiary is

deceased. One thing is certain—your death benefits will be paid to someone. Make sure that it's to a person you designate. Beneficiary cards are available at all district offices upon request.

* * *

All of us are a little spoiled by the usual speedy claims service we get from the Trust Fund office. Prescription drug payments are made twice each week and there are normally very few delays in processing and issuing checks. Remember, however, that our Prescription Drug Program covers charges for a "reasonable" supply of drugs. "Reasonable" means a 34 day supply and prescriptions that exceed that amount can be delayed.

Also, some Engineers are submitting claims which contain prescriptions for themselves and a dependent on the same claim form. This will also cause a delay in your reimbursement. Be sure to file a separate claim form for yourself and any of your dependents.

* * *

A reminder about our services. The Fringe Benefit Center was set up many years ago to help Operating Engineers and their families with problems or questions about the Pension and Health and Welfare Plans. Over the years our services have been modernized and expanded. We are as close to you as your telephone. If you have any questions about your benefits or need help with a claim, call your district office. In turn, they can contact the Center by computer and we can assist you immediately.

On a more personal note, it's good to be back and I am enjoying the job. We look forward to the upcoming year. From the staff at the Fringe Benefit Center, we wish you all a happy Thanksgiving.

Bad weather slows work in Eureka

Some of the jobs in the Eureka area are temporarily shut down today due to the weather, reports District Representative Gene Lake. "Despite the fact we have had less work this season than usual, most of the brothers in District 40 have had a pretty good year. Some reported this was their best in several years."

It should also be reported that many of the local members are working outside of the district. Several are working on the dredges in the Portland, Oregon area.

Here in Eureka H. M. Byars Construction Company is moving along pretty much on schedule on the crosstown sewer line. Occasional shortage of the ductile iron sewer pipe causes a temporary slow down in work. Hopefully the winter rains will not bog this job down too much.

Over on the Marina work is progressing again after a two month labor dispute between an out of state contractor and the Carpenters

and Laborers Unions. Nally Enterprises and Redwood Empire Aggregates are doing the site work and Jarrett Drilling the pile driving.

A contractor new to the area and just signatory has moved in to install the floating docks. They are Coast Marine Construction, Inc. from Coos Bay, Oregon. At the present time they employ five Engineers. They are also low bidders on a half million dollar bridge project in Del Norte County and the Kramer Dock project at Fields Landing. Their bid of \$1,950,000 is somewhat over the engineers estimate, but due to the complexity

of the project, the additional money will be made available rather than rebidding.

Other new work includes a \$1,033,000 worth of realignment on Highway 36 in the Dinsmore area. Low bidder was Stimpel-Baker & Associates of Redding. It is doubtful whether much will be done here this fall.

Another bridge in the Garberville area is also to be built across the Eel River to replace the old Moody bridge. Roy Ladd of Redding was the low bidder at \$1,683,233. Once again it is late in the year to be starting a new project.

Highways

(CONTINUED FROM PAGE 2) would support the streamlining they have proposed for efficiency and reduction of bureaucracy.

However, the trust fund is now set to expire Sept. 30, 1984, a fast approaching date that has forced the government to keep enough money in the fund—\$12 billion—to be able to liquidate obligations outstanding at that time. DOT has proposed, again with industry concurrence, that the Trust Fund be made permanent to maximize the flow of funds.

IMPORTANT NOTICE ON PENSION PLAN REVISIONS

Participant Operating Engineers received copies of the printed Pension Plan, Third Revised Appendix A, in January, 1980.

Pursuant to the authority given to the Board of Trustees by Section I of Article IV of the Trust Agreement dated December 30, 1959, establishing the Fund, the Pension Plan has been further amended.

A printed insert for the Pension Plan booklet is being prepared for printing and will be mailed to all participants when available.

The formal text of the following Articles of the Plan now read:

ARTICLE III EFFECTIVE JANUARY 1, 1981

1. The following new paragraph is added to Section 3.03: Effective January 1, 1981, Pensions in effect prior to January 1, 1980, and which are based on at least 10 Years of Credited Service under this Plan, shall be increased as follows:

- Pensions in effect prior to January 1, 1976, shall be increased by 20%.
- Pensions in effect on or after January 1, 1976, and before January 1, 1978, shall be increased by 10%.
- Pensions in effect on or after January 1, 1978, and before January 1, 1980, shall be increased by 5%.

2. Section 3.08 is revised to read as follows:

Section 3.08. Amount of the Disability Pension.

- For a Participant who becomes disabled on or after January 1, 1981, the Disability Pension shall be determined in accordance with Section 3.05, except that the amount so determined shall not be less than 70% of the Regular Pension amount determined in accordance with Section 3.03.
- For a Participant who became disabled on or after December 1, 1976, and before January 1, 1981, the Disability Pension shall be determined in accordance with Section 3.05, except the amount so determined shall not be less than 60% of the Regular Pension amount determined in accordance with Section 3.03.

EFFECTIVE NOVEMBER 1, 1980

New Section 3.17 reads as follows:

Section 3.17. Additional Pension Payments. The Pension Fund will pay to each Pensioner or Beneficiary who is receiving a monthly benefit on November 1, 1980, and whose benefit was effective prior to January 1, 1980, an amount equal to one-half the monthly amount payable to him or her for the month of November, 1980, in addition to the monthly payment for November, 1980, to which he or she is otherwise entitled.

ARTICLE V EFFECTIVE DECEMBER 1, 1976

The following new paragraph is added to Section 5.06.a.:

If a person incurred a Permanent Break in Service before January 1, 1976, which Break would not have occurred if moratorium years under the Job Placement Regulations of a Collective Bargaining Agreement were excluded from the period of the Break, and if during each of the excluded years the person was continuously registered under the Job Placement Regulations and available for work in Covered Employment, all of his cancelled years of Credited Service and Pension Credit shall be reinstated and his Separation from Covered Employment cancelled on the first day of the month coincident with or next following his subsequent accumulation of five years of Credited Service, without an intervening Separation from Covered Employment, but only if he returned to Covered Employment and earned some Credited Future Service within the two calendar years following the date his Break in Service occurred.

ARTICLE VII EFFECTIVE JANUARY 1, 1980

Section 7.01 is revised to read as follows:

Section 7.01. Pre-Retirement Death Benefit. If a Participant who meets the following requirements dies before his Pension Effective Date, and after December 31, 1979, 60 monthly payments will be made to the Participant's ben-

eficiary in a monthly amount determined in the same manner as the Regular Pension limited to the benefit amount accrued during the period establishing the 35 consecutive Years of Credited Service which results in the highest monthly amount (but not less than the amount accrued as of November 30, 1976 under the provisions of the Plan, as in effect on that date).

a. he has at least 10 Years of Credited Service (without a Permanent Break in Service), exclusive, however, of Credited Future Service earned as a result of Continuous Non-Covered Employment.

b. he had, as a result of Contributory Hours of work, earned two quarters of Credited Future Service.

The Board will make payment in such form and on such terms and conditions as it, in its sole discretion, shall decide.

The benefits provided by this Section shall not be payable if payments are due under the Husband-and-Wife Pension.

The monthly payments described herein will begin with the first month following the death of the Participant.

For Participants who died on or before December 31, 1978, the pre-retirement death benefit was limited to 36 monthly payments.

For Participants who died on or before December 31, 1979, the pre-retirement death benefit was limited to the benefit amount accrued during the period establishing the 25 consecutive Years of Credited Service which resulted in the highest monthly amount.

EFFECTIVE JANUARY 1, 1981

Sections 7.03 through 7.06 are redesignated Sections 7.04 through 7.07, respectively, and the following new Section 7.03 is added:

Section 7.03. Pensioners' Lump Sum Death Benefit.

If a Pensioner dies on or after January 1, 1981, a lump sum benefit of \$2,000 will be paid to his beneficiary.

Newly designated Section 7.04 is revised so that the second paragraph is hereby deleted and has no further effect.

New agreement for Wheeler Machinery ratified

(CONTINUED FROM PAGE 5)

Agreement. Meetings were held October 16th in Salt Lake City, Vernal and Salina. The contract calls for a Cost-of-Living Allowance with the last quarter adjustment of the contract rolled in as of October 31, 1983, plus a three percent increase effective 10/18/80, a three percent increase effective 11/1/81 and a two percent increase effective 11/1/82.

Employees will be granted 10-minute breaks half-way through their first and second shifts, one-half day holiday on Christmas Eve and two additional floating holidays for employees after seven years of employment; increased medical benefits and increases in pension and Pensioners' Health & Welfare contributions.

I-80 Concrete Job Nears Completion

Acme Construction Company's contract for the six miles of concrete paving of both east and west bound lanes on I-80 near Wasatch is near completion, reports Business Representative Rex Daugherty, Gibbons and Reed Construction has the subcontract for widening the shoulders on both lanes and Concrete Products Company has the subcontract for furnishing the gravel. The pit is located in Evanston, Wyoming. The crushing crews have been working two 10-hour shifts six and 7 days. Acme Construction and Gibbons and Reed crews have been working anywhere from ten to fourteen hours. This has been an excellent job for the Brothers.



Wheeler Machinery negotiating team

The Local 3 negotiating team for the recently ratified Wheeler Machinery agreement are (seated left to right): Utah District Representative Wayne "Les" Lassiter, job stewards Merlin Barnhurst,

Wayne Hansen, Terry Pollack, Gaylen Walker and Local 3 Vice President Bob Mayfield. Standing in back are management representatives Don Wheeler and Lyle Campbell.

Jack B. Parsons Construction Company is putting the final touches on their Rattlesnake Pass job. The project consisted of approximately eight miles of recycling asphalt and laying it back down. This has also been a good

time hours worked.

The Department of Transportation will advertise another asphalt overlay project in December on I-80 at Castle Rock. The project will be on the stretch constructed by L. A. Young Sons' Company and Peter Kiewit Sons' Company.

L.A. Young Sons' Construction Company of Richfield, Utah, has completed the first major road construction and surfacing project in the Fish Lake National Forest, reports Business Representative Bill Markus. The 6.2 mile extension of U-25 from Bowery Haven Resort,

at the north end of Fish Lake, to Johnson Valley Reservoir was completed at a cost of \$1.5 million. The project started the fall of 1979 but cold weather and heavy snow stopped work until this past summer.

The new road will provide a fabulous scenic tour for sightseers as well as provide access between the two lakes for hunting, fishing and the use of a forty-eight unit campground for recreational vehicles.

Hensel-Phelps Company is progressing according to schedule on the bridge structures on I-70 near Cove Fort. Seventeen Operating Engineers are currently working on the project. The crews have started to set iron on the first span at the upper end and will be pouring caps on the second span next week. The Company hopes to work throughout the winter providing the weather permits.

Even though Kaibab Industries, Panguitch, Utah, only operated at 60 percent capacity earlier this summer, they are now currently operating at 100 percent. Plant Manager Carl Keepf doesn't foresee any problems in the coming weeks and expects to continue operating at 100 percent capacity. If the winter weather will hold out for awhile, the Brothers at Kaibab can still have a good season in the timber this year.

Anaconda at Peak

Business Representative Dennis Wright reports that Anaconda's Carr Fork operation at Tooele, (CONTINUED ON PAGE 13)

Hawaii looks forward to military appropriations

With the passage late last month by the full Senate of the Fiscal Year 1981 Military Construction Bill, it appears almost certain that Hawaii will receive \$130.7 million for local military construction projects, including \$84.5 million for Phase One of the Tripler Army Medical Center Renovation, reports District Representative Wallace Lean.

Senator Daniel K. Inouye noted that California was the only State that received more funds than Hawaii for military construction projects. Senator stated that the impact of these projects will be felt by all segments of Hawaii's economy, particularly our local construction and equipment industries.

"While our nation depends on Hawaii as a vital military outpost in the Pacific, our Island's economy benefits from the large amount of defense related federal spending.

It is my hope that this relationship will continue long into the future," Senator Inouye, a member of the Appropriations Committee, added.

Major Hawaii construction projects in the bill are: \$84.5 million for the Tripler Army Medical Center; \$13.5 million for the Schofield Barracks; \$2.5 million for the Barbers Point Naval Air Station; \$2 million for Naval Satellite Communications; \$6.6 million for a Navy Magazine at Lualualei; \$6.7 million for Pearl Harbor; \$7.9 million for a Public Works Center; \$2.7 million for the Kunia Remote Operations Facility and \$2.85 million for the Air National Guard, Keaukaha Military Reservation.

The initial Phase of Construction at Triplet Army Medical Center will consist of a 450,000 square

feet addition to the present Hospital Building. The four story structure will contain facilities for the surgical, Labor and Delivery, Laboratory, Diagnostic, and Radiology Departments, and also space for approximately 40 Intensive Care Patients. All of the floors will be directly connected to the present building.

The Kahoolawe Funds would be used by the Navy for a demolition project to begin clearing portions of the Island of Ordinance.

Work on the Island of Hawaii has not improved much in the last several months, reports Business Rep. William Crozier. A few bids have been let.

In the Hilo Area, some of the successful bidders have been Hirahara, Inc., they will be doing the repair work on the Wailoa Stream that was recently damaged due to the heavy rain. Constructors Hawaii was a low bidder on the Waiakea Business Plaza here in downtown Hilo.

On the Kona Side of the Island, Hawaiian Dredging is the low bidder for the Extension of the Mauna Kea Beach Hotel. This will be a Twenty Million Dollar project. Frank Coluccio Construction, Inc. has started the Lalamilo Puukapu Irrigation System Job in Kamuela.

The State should speed up work on the second Runway at Lihue Airport to avoid having to close the facility when an incident such as the recent crash of the Navy Plane shut down the airport for 23 hours. This was a resolution passed by the City Council. The proposed additional North-South Runway should be built quickly to relieve

(CONTINUED ON PAGE 13)



A labor of love for retiree

Brother Edwin Ige who is a member in good standing and a pensioner since December, 1977, has been in Operating Engineers Local Union No. 3 for over 20 years. He was employed as a mechanic but was upgraded to a shop foreman with Reed and Marin for 14 years. He also was employed at Ectna Hawaii Kai, as a mechanic the same time the late Henry J. Kaiser was active in developing this area.

Brother Ige is a quiet person by nature and became interested in plants only as a diversion to his every day work as a

mechanic. Because of the unlimited amount of problems that occur throughout his work day, he found that growing and caring for plants eases his mind at home. He became especially interested in miniature plants, otherwise known as "Bonsai Plants." Although this type of plant take years to grow, Brother Ige has established himself as a connoisseur in his field. His collection is known throughout the country including Japan.

He especially is proud of his "Sago Palm" that took him over 20 years to grow. It has a huge hole at the

base of the plant and a person wonders how it can survive. He believes that it is so rare that there is no other of its kind around to be found. As the pictures show his many varieties of plants, it fails to show the entire collection that is planted in every available space in his back yard. He also sells plants at the various "Swap Meets" and profits from them. His rare collections of Bonsai Plants are also used in various establishments for display and are given a considerable amount of appreciation. Brother Ige is now doing what he loves and he does it well.

INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

All Registered Apprentices have been notified by mail to the last known address in the Administrative Office, that we have moved the office to a new location on Saturday, October 18, 1980.

**NEW ADMINISTRATIVE
OFFICE ADDRESS:
3620 HAPPY VALLEY ROAD,
SUITE 202
LAFAYETTE, CA 94549
TELEPHONE:
(415) 283-4440**

We reported earlier that Walnut Creek was the goal because it appeared to be the most centrally located position. Space was found next to BART and two blocks from on and off ramps to the freeway system. Everything seemed perfect; further investigation produced a more negative view.



The air goes off at 6:00 P.M. Monday through Friday and the windows are sealed. A generous offer was made by the Landlord to furnish air for Monday and Tuesday night classes and other night meetings and Saturdays when the Administrator is working—all at cost. Cost includes cranking up the system for the whole 10 story building because the ventilation system is one unit for the whole works. Obviously we looked elsewhere.

Found a place in Lafayette—next to BART—near on and off ramps—good air—windows open when needed—10¢ a foot less rental and only a couple of miles from optimum goal. Not the best—not the worst—certainly adequate for the Apprenticeship needs.

We recently met with Don Vial, Director of Industrial Relations and representatives of three of his Divisions: Labor Statistics, Apprenticeship Standards and Labor Law Enforcement. All of these State entities have mandated responsibilities by various sections of the law pertaining to Apprenticeship and Individual Registered Apprentices.

It appears that the approval of Proposition 13 by the voters and the general anti-tax attitude of the populus has reduced the effectiveness of the three Divisions. The employees of these three Divisions are not volunteers, they are paid employees and when available funds were reduced then available employee time was reduced.

Despite the insufficiencies of funding, the three Divisions have seen fit to meet individually with the Administrator and Assistant Administrator to find ways and means to encourage compliance with the Law by both Public and Private entities concerning Public Works.

It is our perception that the State entities are willing to strain their limited resources because the Survey Industry has not only not asked for a handout, but is expending its own energies toward fairness and equality in the work place.

We must understand that over the many years of Labor Law and its many years of usage, the Building Trades have developed certain accepted procedures that are well understood. Surveying is a relatively new entrant into the field that requires new concepts and designs in order to cope with the unique requirements of the occupation.

There is no magic, just a lot of hard work; education of those persons who do not understand, a bit of hardassing for those who understand but won't move and a whole lot of patient impatience as the world slowly turns.

The Administrator and Assistant Administrator recently met with several entities concerned with Job Corps. There were representatives from Job Corps San Jose and Sacramento, State Employment Development Department, BACOP, Local Union No. 3, the two instructors of the Surveyors Classes and George Farrell, the regional director of the International Union of Operating Engineers Job Corps programs throughout the Western United States.

Mr. Farrell announced that the two Local Union No. 3 Job Corps programs had a better placement record than any other in the United States.

Winter is upon us and we can expect a day off from time to time due to the weather. The next few months will be an excellent time to complete several extra topics of Related Training. It is just like putting money in the bank, to be used when the sun is out, the days are long and it is difficult to find the time to study.

DEFICIENCIES SHOULD DROP TO ZERO!

PAGE 12/ENGINEERS NEWS/NOVEMBER 1980

Talking to Techs

WORK IS STILL GOING STRONG in most areas! With Alameda, San Mateo, Sacramento, Contra Costa, Santa Clara and San Francisco the hot spots!!! Most of the developers are, as usual, trying to rush the jobs to beat the rains. The Jensen Ranch Job, in the Hayward-Castro Valley area, has just about all their curbs and gutters in; with the streets rocked, they are in good shape.

Foster is moving a lot of dirt over in San Ramon for Damé, with three survey crews going strong.

Down South in San Jose-Milpitas area, some good-sized industrial parks are currently under construction.

The Tech Engineers Department was invited to the Ford Aero Space Company in Palo Alto to talk about the possibility of bringing the Techs into the space program! They need good instrumentmen with solid math backgrounds. They don't seem to be able to find a work pool to draw from to fill these needed positions. It was a quickie tour and we were amazed by what we saw! It was like being in a "James Bond" movie. You have seen it all on T.V. and in the theater, but until you find yourself in a huge room with five satellites in various stages of completion, you haven't seen anything! With all the activity going on around you, and everyone doing a certain specialized task, you really feel small.

Here, in this room you are standing in, are hundreds of millions of dollars of space material and work going on. We can't report about the finer points of production, simply because of security reasons. The result of our conversation is that they are going to send us material as to the specific jobs are looking for. From what we could see, this absolutely would not be a boring job. They did tell us that they have a launch planned for December 1980, and if it succeeds, they will be the front runners in the commercial field of aerospace.

Organizing

Organizing within the Tech Engineers Division is starting to move very well. To show the need for Union Representation in the Surveying Industry, we would like to give you a small example of a non-union firm in the Fresno area. The Company is primarily involved with civil engineering



and land surveying, employing two field crews. We filed with the N.L.R.B. for an election. Just before the election, a bonus was given to the employees to change their vote to favor the employer. The employees all voted "no" for Local #3. We filed an unfair labor charge on the company, which caused the election to be held again. The company wrote a three-page letter to the employees, telling them how Local #3 would be adverse for them, and all the good things the company would do for them if they would vote "no."

One thing should be noted here—the Chief of Party was getting approximately \$6.80 per hour and the Chairmen were getting about \$5.25 per hour—this was with absolutely no fringe benefits! The election was held again and there was a tie vote; in this case the company wins. Remember, the company had made various promises of what they would do for them if they remained non-union.

About one week after the last election all employees were fired and the surveying part of the company was closed down. If the employees had voted Local #3 in, we could have helped them. But as it stands now, they are on their own!

Throughout the Stockton, Fresno Areas, your Tech Engineers Department is taking on non-union firms; not only in organizing, but in the public work areas, where non-union employers pay employees less than the prevailing wage as required by law.

With the help of YOU, THE MEMBERS OF LOCAL #3, we can add more firms to the growing list of Union firms throughout the valley!

Testing and Inspection

There will be a pre-negotiation meeting held for all C.E.L.E. employees working in the Testing & Inspection Industry on December 4, 1980 at the Holiday Inn on 500 Hegenberger Road in Oakland, at 7:30 P.M. As you know, your input into the upcoming negotiations will make a difference. You work under this contract every day and will have helpful suggestions as how to better this contract—so, please come to the meeting!

We have two good job openings that we are trying to fill at this time. They are at Smith-Emery in San Francisco. One is a two-year contract; the other is a 15 to 20 month contract. They are looking for Inspectors with experience in concrete, steel and weld inspection. If you need work and meet the requirements, this is an excellent opportunity to get started with a growing Lab. Contact the Tech Engineers Department for more information.

San Jose Water Works

A pre-negotiation meeting was recently held with the employees of San Jose Water Works. Negotiations have been scheduled to kick off on November 6, 1980. We will keep you posted on all progress.

More 'Project Update'

Nine big highway jobs set for north

Cal/Trans's tentative three-month bid advertising schedule for the November-January period lists nine over-\$1-million highway construction projects for Northern California. The State Dept. of Transportation schedule lists major jobs budgeted for that period but listing does not represent commitment.

"There are many factors which may delay or possibly advance project advertising," according to the usual cautionary statement. Plans and proposals will not be available until the project is advertised. Largest Northern California job on the list is a \$36,490,000 freeway and structures project for Route 580 in Alameda County, scheduled for December. Involved are 1.8 miles of improvement, located near Castro Valley from .4 miles east of Eden Canyon Road to East Castro Valley Blvd.

Second biggest is the \$13,368,000 budget item, also listed for December, for earth fill and drainage on Route 84 in San Mateo County, 3.4 miles of work, located from .4 mile west of Ravenswood Slough to .2 mile east of the New Dumbarton Bridge. Third in size is \$3,377,000 worth of roadway reconstruction slated for Colusa County's Route 20 in November. The project entails some 1.7 miles of work located from 1.9 miles west of Route 16 to .2 mile west of Route 16.

The six other budgeted projects are: Lake County, Route 29, December, \$1.4 million for truck passing lane, 1.8 miles, from 3 miles to 4.8 miles north of Putah Creek Bridge to about 7 miles north of Midletown. Plumas County, Route 70, November, \$2,576,000 for widening and realigning roadway, 2.2 miles, from 1.9 miles west to 13 miles east of

Route 89 near Blairsden.

Nevada County, Route 80, November, \$1,850,000 for repairing ramps and shoulders, 20.2 miles, from Donner Park overcrossing near Truckee to the Nevada state line. Sierra County, Route 89, January, \$1,250,000 to replace bridge, .1 mile, about 11.5 miles north of Truckee at Little Truckee River. Yolo County, Route 84, January, \$3,265,000 for four-lane highway and railroad bridge, .7 miles, at Broderick from .2 mile north of West Capitol Ave. to Sacramento Ave. Alameda County, Route 61, November, \$2,024,000, four-lane widening, 1 mile, from Route 112 in San Leandro to Airport Access Road in Oakland.

Crocker's \$100 million building is getting there

Structural steel for the Crocker Center building in San Francisco is completed through the 8th floor, including three floors below Kearny Street, announced George Rutland, executive vice president and cashier of Crocker Bank. Once the steel is completed next spring, the 38-story office tower will have 7,882 tons of structural steel representing 9,776 pieces. The structure will contain 86,450 high-strength bolts and 30,000 pounds of field welding. The steel is being erected with a 50-ton capacity guide derrick, with crews completing 1.5 floors per week. The center will serve as Crocker's Northern California headquarters. It will include, along with the office tower on Post and Kearny Streets, a rooftop park and a three-level shopping complex with a pedestrian walkway adjoining Post and Sutter Streets.

The roof park will be atop the classic main banking hall at Post and Montgomery Streets, where the 11 stories above the hall will be removed.



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Know your job safety rights under the Master Agreement

Utah cont.

(CONTINUED FROM PAGE 11)

Utah, has reached its peak with 600 employees now on the payroll. Production is up and running smoothly. However, the strike in Montana has caused Carr Fork to stockpile all milled products.

A skeleton crew is presently working for American Bridge at the U.S. Steel Plant at Geneva. "It is our understanding that U.S. Steel Company has agreed to spend \$93 million to meet E.P.A. Standards," Wright said. Contracts for the work should be forthcoming in the near future.

Employees at Heckett Engineering have been working six days a week, around the clock at the Geneva plant. With the increase at U.S. Steel, Heckett will be busy.

Business Representative Murray Stevens reports that Valley Asphalt is keeping busy doing the lion's share of the work around Utah County on parking lots, etc. They also have a few jobs in the Price area.

W. W. Clyde Company is still working at the Hunter Power Plant and the Brothers working for them are glad to be getting the subsistence. Morrison-Knudsen has close to 54 Operators and 15 Surveyors at the site and are running a night shift on their backfill work.

W. W. Clyde's shop is a busy place these days with all the equipment coming in for repair work. This is the time of the year most of the shops are pretty busy.

H. E. Lowdermilk plans to work until the snow gets too deep to move at the Eccles Canyon job. However, at 9,000 feet, the job could be shut down at any time. This contractor seems to get most of the coal mine work, site preparation and coal handling plants around Carbon and Emery counties.

Neeley Construction is still running behind on the dam at Moab. They have been on penalty since October 15th at \$1,000 per day.

Curran-Houston Company started their pipeline job at Grand Junction, Colorado and now have pipe in the ground all the way to Moab.

Some recent accidents would not have occurred to our members in Operating Engineers Local No. 3 if they had paid heed to this reminder. It is impossible for the



safety representatives and business agents to be on top of every change as it takes place on the jobsite but they will respond as soon as you call their attention to an unsafe condition. In the meantime, if you are asked to work in a situation that has been designated as hazardous, you should refuse, then stay on the jobsite and call your safety representative or business agent.

The following paragraphs of the Master Agreement specifically state your responsibility:

16.03.00 UNSAFE CONDITIONS.

It is further agreed by both parties that too great an emphasis cannot be laid upon the need of safe working conditions. The Individual Employers agree to provide and the Union agrees that Employees shall use the provided health and safety equipment, said equipment to be returned to the Individual Employer upon termination of its use on the project. No Employee shall be required to work on, with, or about an unsafe piece of equipment or under an unsafe condition if

such equipment or condition is determined to be unsafe by an authorized representative of the Division of Industrial Safety or the authorized safety representative of a Federal awarding agency. Such determination shall be in writing.

16.03.01 *No set of health or safety regulations, however, can comprehensively cover all possible unsafe practices of working; therefore, the Union and the Individual Employer undertake to promote in every way possible the realization of the responsibility of the Employees and the Individual Employer with regard to preventing accidents to himself or to his fellow Employees. No Employee shall be discharged for refusal to work on or about equipment or a condition that has been found to be unsafe by an authorized representative of the Division of Industrial Safety or the authorized safety representative of a Federal awarding agency and such determination shall be reduced to writing. Any Employee discharged for refusal to work under above conditions shall be made whole by the Employer for lost wages and benefits.*

Workers sometimes worry about losing their jobs if they refuse to work, but as an Operating Engineer, as you can see from the Agreement, your job, wages and benefits are totally protected if you refuse to work in a situation that has been determined as hazardous.

It took years and years to get safety clauses in our contracts and they shouldn't be ignored. As an Operating Engineer, en-

courage the other members on your job to work safely. Exercise your right as an Operating Engineer to refuse to take an unnecessary chance with your life!!

KNOWING AND DOING

IT'S A big advantage for an employee to know a lot about safety. No argument about that. But the employee who practices safety is the one who's really valuable to the organization.

There's a difference there. Let's explore it.

Some people go to safety meetings, sit there and listen attentively and soak up most of what's explained and discussed. They file facts away, mentally, and if someone should pop a question to them about safe procedures on a certain machine or a certain operation, they can come right back with the correct answer.

But for some reason they don't always translate that safety knowledge into action. They do things without consulting those facts on file. Maybe they figure it won't happen to them; that it always happens to the other guy. Maybe they just don't think. Whatever, they're vulnerable. A setup for an accident. And it's a shame, since they know better.

Find out the safe ways. That's smart. But don't let them gather dust. That's dumb. Put them into action on all phases of your job—and also at home and when you're driving.

That's a smart approach to life.

Alternatives for North Fork sewer plant eyed

Alternatives for correcting problems with the North Fork sewage treatment plant range in estimated cost from \$990,000 to \$1,229,000, reports District Representative Claude Odom. The Central Valley Regional Water Quality Control Board says the existing sewage treatment plant fails to meet discharge requirements.

But there are also other problems, to avoid pumping efficiently. The plant was built below the normal water level of the North Fork of Willion Creek. The Creek has overflowed into the treatment plant and flooded.

The alternatives are to improve

the levy around the plant and construction of a retaining wall at a cost of \$1,092,500, or hauling sludge to the Bass Lake sewage treatment plant at a cost of \$1,019,900. A public hearing on the proposals will be held this month.

State transportation planning leaders have made it clear they don't see additional freeways in Fresno's future. They've developed alternatives they could use if two freeway routes proposed long ago are abandoned.

The state says they could develop alternatives to Freeways 168 and 180 in the Fresno Clovis area

by widening and using existing roads and abandoning the current freeway corridors.

The state contends it can't afford the \$226 million Caltrans projects it would cost to build 4 lane freeways along the route 168 and 180 corridors. The \$226 million is on top of the \$16.1 million the state has spent on right-of-way parcels along the routes.

Alternatives for a freeway along route 168 from route 180 to Herndon Ave. on the west side to Highland Avenue on the east side. Caltrans estimates are about \$2 million compared to a freeway cost of \$140 million.

The alternatives aren't set in stone, but they preview what state officials would consider as possible options to 2 more freeways if the routes were abandoned.

A prenegotiation meeting was held at B.J. Carney Company in Madera on September 24th. Members presented their requests for the upcoming negotiation. The contract expired December 31, 1980. Since the pre-negotiation meeting, however, Local 3 has been notified by B.J. Carney it sold out to the Magillis & Gibbs Co.

The Central San Joaquin Valley needs a waste water drain now, but the valley's southern part does not, the State Senate Agriculture Committee was told here this week. That could cause a conflict in the timing of financing of a drain to remove salt laden waste water from the Valley's west side.

Westlands Water District in western Fresno and Kings Counties has 140,000 acres that should be drained now, said William Johnston, Westlands assistant manager. Estimates are that salinity problems cause crop losses averaging \$200 a year per acre.

The report calls for construction of a 300-mile-long concrete lined drainage canal from Kern County to Suisun Bay tidal waters of Contra Costa County to dispose brackish water drained from valley farms by subsurface systems. The first segment would be 82 miles of San Luis Drain already constructed in Westlands. Another 26 miles would be added to the San Luis Drain's southern end from Mt. Whitney Avenue to Kettleman City Area by 1983, and the drain would be extended north from Kesterson Reservoir to Suisun Bay by 1986.

The cost estimated at \$1.26 billion, would be 55 percent financed by the state and 45 percent by the federal government

EPA sewerage funding studied

Bracing for possible major changes in the multibillion-dollar municipal construction grants program in the next congressional session, the Environmental Protection Agency has embarked on a comprehensive review that could lead to substantial alterations in how project priorities are set and how funds are funneled to states, reports the Engineering News Record.

Responding to stinging criticism over management of the program by Congress, states and clean water interests, the intensive review was initiated last year by Eckardt C. Beck, assistant administrator for water and waste management "Over the past few years there has been lots of criticism coming from all quarters," says a Beck aide. Beck's aim is basically three-fold: to streamline management of the controversial program, head-off potential wholesale changes in the program by Congress, and prepare recommendations for Congress

when the Clean Water Act comes up for reauthorization in 1982.

The initial working papers are largely an overview of alternative ways to address various problems in the program such as how to stretch funds over more projects, making sure funds are channeled to priority projects, and speeding up the approval process. Although the working papers make some recommendations, EPA officials stress that they are not yet carved in stone. Right now "we have the luxury of feeling no constraints," says an EPA official. Eventually the review will propose options and recommendations in five broad areas—funding, management, operations, compliance and planning.

The funding strategy paper attempts to identify all the possible changes in funding that could occur. It lists nine alternatives to adjust state eligibilities; among them, lowering the federal share of a project's cost to 50% from 75% (85% for innovative or alternative

projects) and eliminating eligibility for sewer rehabilitation, new collector systems and reserve capacity for new interceptor sewers. The proposal to defer or possible eliminate combined sewer overflow projects comes in the wake of a General Accounting Office report that suggests such projects simply may not be worth the cost.

Another recommendation made in the initial report is to change the appropriate request system so that it is based on a project's near-term capability for spending the obligated funds or so that it covers a three-to-five year period. The funding study also examines such incentives as two-tier funding or establishing a borrow-in pool of funds to permit states to borrow money from the unobligated balances of other states.

Recent EPA estimates have put the cost of fulfilling all remaining treatment needs at \$106 billion, with secondary treatment projects accounting for 24% of the total.

Hawaii

(CONTINUED FROM PAGE 11)

the "Special Vulnerability" of Lihue Airport, the council said, in the resolution aimed at the State Department of Transportation.

"Bids for work will go out next month and construction should begin by January, 1981," Jonathan Shimada, Deputy Director of the Transportation Department, told the council.

The \$22 million Runway should be in operation by mid-1983, and a new \$25 million passenger terminal should be ready by 1985.

In the new Aquaculture Industry, which is creating earth work for brother Engineers throughout the Islands, Kauai is about to take a giant step forward with Amfac Aquatech Hawaii's passing from a two year research and planning phase into the development of a 65 Acre pilot farm and processing plant near Kakaha. Royal Contractors Co., Ltd., will start carving almost 40 Acres of ponds out of the Kekaha Sugar Plantation Fields.

Letters From The Members

Dear Sir & Brothers:

A few days ago, I was pleasantly surprised to receive my new Gold Card. It is a beautiful card, a work of art. I am sincerely grateful for receiving it. It is a valuable gift.

Please pardon me for delaying this note. I am a poor hand at corresponding and my penmanship is poor. I need time to work it out.

When I joined the Operating Engineers in 1935, little did I realize what a wise and important choice I made.

It was comparable to a choice I made a few years earlier. At that time I chose a wonderful woman to be my wife. We had forty-five years of happy marriage. She bore me two fine children, a boy and a girl.

My membership in the Operating Engineers was a happy experience for me also. I have enjoyed thirty-six years of continuous employment. My work was interesting and never became monotonous.

I am grateful for financial help the Health and Welfare fund was able to give me during my wife's extended illness. She had three major surgeries which were of no avail as she passed away at home.

In closing I wish to thank Local for all the things it did for my wife and what it is doing for me.

Sincerely yours
Francis M. Lauritzen
Antioch, Ca.

Dear Officers & Brothers of Local #3:

We wish to thank you for the \$1,000 burial check, \$750 from the International, and the beautiful white bible.

Since our brother Joseph C. "Skip" Bartlett had a heart problem he couldn't qualify for insurance. So your union insurance policies were all we had for last expenses.

We wish to especially and publicly thank James Cologna of the Ogden, Utah office, George R. Farrell for his comforting remarks at the services, and John R. Moody, a long time personal friend, for all his help and many more who can't all be mentioned many many thanks.

"Skip" will be missed by many as he always stood by ready and willing to help any and everyone in need. Again our most heartfelt thanks to Doris B. Shepard, a sister in behalf of the Bartlett Family.

Ogden, Utah

Dear Officers & Members of Local #3:

Thank you for the beautiful bible which was presented to me at the recent passing of my dear husband Jack Row.

I shall cherish it in his memory forever, also for sympathy which were appreciated by our daughter Betty Thomas & family, as well as myself. May God bless you all.

Muricle Row & family
Windsor, Ca.

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
Austin, Ray (Ray & Gene—Sons) 6805 Douglas B 1 #58, Roseville, California	8-5-80
Baker, Windham (Hettie—Wife) 26569 Underwood Ave., Hayward, California	8-9-80
Brown, Alvin L. (Margarett—Wife) 3765 Grass Vly #32, Auburn, California	8-23-80
Creekmore, Dave (Erma Whiteside—Dtr.) P. O. Box 326, Carnelian Bay, California	8-10-80
Dietz, Louis (Wilhelmina—Wife) 5720 S Edmonds Dr., Carson City, Nevada	8-13-80
Dix, Leslie (Jay Mackinzie—) 9-1 So 11th West, Provo, Utah	8-17-80
Eastwood, William (Thelda—Wife) P. O. Box 1154, Tooele, Utah	7-3-80
Freidt, Nick (Josephine—Wife) 352 Baltimore Way, San Francisco	7-10-80
Gray, Ludie H. (Eunice—Wife) 11475 - 34th Pl., Yuma, Arizona	8-27-80
Hurley, William (Diana—Wife) 757 N Roset, Farmersville, California	8-6-80
James, Herman (Armista—Wife) 1263 Las Juntas Way, Walnut Creek, California	8-9-80
Jennings, Bernard (Shirley—Wife) 3140 Union St., Eureka, California	8-1-80
Magatagan, Thomas (Velma Stoughton—Sister) 4454 E Madison, Fresno, California	8-2-80
Moore, Frank D. (T.E. Moore—Brother) 1931 Happy Vly #57, Anderson, California	7-30-80
Murphy, Charles B. (Reba—Wife) 932 Dorthei St., Sebastopol, California	8-15-80
St. Croix, William G. (Myrna—Wife) 2891 Pruneridge Ave., Santa Clara, California	8-3-80
Stevens, Orlan (Garna—Wife) 4949 Clayton #24, Concord, California	8-21-80
Stover, Ray R. (Perry & Rayburn—Sons) 506 Trail - Bx 337, Moss Landing, California	8-11-80
Talbott, James W. (Marguerite—Wife) 1090 - 1st Avenue, Napa, California	8-24-80
Turner, Woodrow (Laura—Wife) 524 Maplewood Dr., Petaluma, California	8-12-80

80 Deceased Members June 1, 1980 thru August 31, 1980
0 Industrial Accidents June 1, 1980 thru August 31, 1980

DECEASED DEPENDENTS August 1980

Kutz, Harriet—Deceased August 1, 1980
Wife of Cyrus Kutz

Crane work still strong in Bay Area

Cranes are fair to good as of this writing, reports Business Representative Bill Dorresteyn. There are a lot of tilt ups, a little steel, derailments, and miscellaneous work, etc.

"I have had a couple of operators call me regarding suicide panels," Dorresteyn stated. "If the panel can fall on you or hit the crane as to endanger you, this type of lift is out. Call me or the Safety Representative, and don't leave the job. Some of these panels can be set with a big enough crane."

Highway safety is getting lax. You Oilers drive safe as you are very responsible on the road.

"There have been some bad injuries while putting and taking out boom," Dorresteyn continued. "Keep your feet from under the boom while knocking pins out. Never get under the boom and knock the pins out. We had a fatality this year with this type of mistake. Part of this was unawareness of the working design of this function, no proper instructions, and not doing this very often."

Note booms and damaged booms and get them repaired as soon as possible by the responsible superintendent or crane superintendent.

"We have lots of work in the making, and will need all you brothers able and well, not layed up with a broken foot, arm or any other injury," Dorresteyn added.

**ATTEND YOUR
UNION
MEETINGS**

35 YEARS

On August 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.
Philip Allen	338453	1/42	3-A
Bruce Ayers	486133	8/45	3
Carl E. Baker	486134	8/45	3
Joseph Cathcart	486974	7/45	635-B
Noah A. Chilcoat	413428	3/43	3-B
Robert S. Collette	429849	(8/43 initiated by 369-B (8/45 transferred to 3-B	
Edwin M. Conner	289238	8/40	3-A
Arthur L. Dethlefs	486148	8/45	3
Leo R. Farmer	369092	7/42	3
Manuel Frager	486255	8/45	3-A
Beauford F. Helling	486162	8/45	3
Olney S. Hicks	402728	1/43	3-A
Volney I. Janes	322204	(9/41 initiated by 12 (7/42 transferred to 3	
Oswald Johnson	408078	2/43	3
Herman Kesler	486992	8/45	3-D
Thompson Kilauano	341995	10/41	635
Richard Mansfield	486182	8/45	3
William Calvin Mixon	466472	12/44	3-A
Twain McGoyne	395650	11/42	3-C
Joannes U. Peters	305092	4/41	635
Dick Richards	308745	5/41	635
Coy Floyd Sanders	363050	5/42	635
W. L. Unger	486226	8/45	3
Orville Unruh	481917	6/45	3
Paul Willingham	466419	12/44	3

At its meeting on September 14th 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 #
Preston Beck	340893	(1/42 initiated by 12-A transferred	
		to 3A 12/42 transferred	
Richard H. Beebe	238164	11/36	45
Tracy Blood	385918	10/42	3
Laurence B. Cawelti	461085	10/44	3
Don Chappelone	443282	2/44	3B
Leeland Cline	488672	9/45	3A
Floyd Crites	354913	5/42	3C
Paul Ellis	354915	5/42	3C
C. E. Fisher	290030	3/45	353
R. F. Gilbert	386744	10/42	3A
Lester D. Hodge	353902	(5/42 initiated by 123B 9/45 transferred to 3	
Johnnie Edward Jarvis	369665	7/42	3A
Joseph Kahalehoe	488698	9/45	3A
G. A. Lash	309674	6/41	3
Lawrence W. Mehaffey	484631	7/45	3
O. D. Montgomery	346304	(2/42 initiated by 16 (1/45 transferred to 3	
Norman Moreland	488713	9/45	3A
C. L. Plymesser	477062	4/45	3A
Sidney John Raingruber	382243	5/42	3A
Frank O. Ramos Sr.	394590	11/42	3
Carroll Reed	402936	1/43	3A
James A. Thompson	434364	10/43	3
B. E. Yarnell	488751	9/45	3A
Frank Youtsey	422739	6/43	3

At its meeting on October 12, 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.
Elfred Armstrong	381425	9/42	3
George Criddle	399311	12/42	3
Tom Davies	334534	12/41	3
Alvin Delaney	490934	1/45	3
Nicholas O. Estok	298592	(2/41 initiated by 12-A (4/42 transferred to 3-A	
G. Gava	292575	11/40	3
Clarence Guzek	491079	10/45	3-A
W. J. Hammersmith	342652	2/42	3-A
C. V. Hazelwood	490961	10/45	3
Hugh Jessee	304354	5/41	3
Leroy S. Lilley	490978	10/45	3
Josef Magnusson	491168	10/45	3-C
James D. Monroe	490992	10/45	3
Carl G. Moore	369206	7/42	3
Lyman R. Moulster	246404	(5/37 initiated by 370 (8/40 transferred to 3-A	
Floyd S. Ostler	303501	3/41	353-A
Denzil R. Patterson	354408	5/42	3
Robert R. Rein	334895	12/41	3-A
Tanner W. Sandin	491131	10/45	3-A
Harlan Glen Shackelford	491015	10/45	3
Ed Walker	491034	10/45	3
King W. Walters	226657	7/35	45-A
Alva Andrew Watkins	491037	10/45	3

Swap Shop: Free Want Ads for Engineers

FOR SALE: 1974 FORD, 1 ton truck, steel bed, side boards, tool box, excel. cond. \$5,700. W.E. Hewlett, Pleasanton, Ca. 415/846-7225. Reg. #1359556. 8-80

FOR SALE: 1972 DODGE 1/2 ton long bed, 36,000 miles on 1975-318 motor transmission, A/T, power steering, A/C, stereo & good radials \$2,500; 1969 Baha-bug-1600 big boar motor completely rebuilt, K70x15 tires on white spokers, very good shape \$1,800. Don Riggs, 772 Via Granada, Livermore, Ca. 94550. 415/443-2983. Reg. #0900556. 8-80

FOR SALE: WATCH FOB COLLECT N, Paul Gooden, P.O. Box 282, Lockeford, Ca. 95237 209/727-3115 Reg. #1101963 9-80

FOR SALE: 5th WHEEL ME-TO TRAILER, self cont., sleeps four, 20' w/1968 Dodge 1/2 ton pickup w/1976 Fury motor 36,000 miles, \$4,500.; Siesta Telescopic camper mounted on 2 wheel trailer, good cond. w/chemical toilet \$750.; steel canopy for short wide bed pickup \$40. James B. Sutton, 608 Bryte Ave., Bryte, Ca. 95605 Reg. #0822705 9-80

FOR SALE: HEAVY DUTY COMMERCIAL HYDRAULIC WOODSPLITTER \$2,000. or best offer. Also four very old electric motors \$400. or best offer. Ervin Cooper, 873 Via Granada, Livermore, Ca. 94550 415/477-7632 Reg. #1196430 9-80

FOR SALE: 1978 SILVER STREAK TRAILER, 33 1/2' loader air awning twins new condition \$16,500. E.L. Carkhuff, 1 Corral Lane, sp2, Ashland, Or. 97520 503/482-9466 Reg. #0318652 9-80

WANTED: CLASS A motor home w/freestand bedroom to exchange equity in beautiful 1979 Traneleze Park trailer 40', double tipouts, dual king bed, full mirrored closet, large bath rm., queen size sofa sleeper, side by side refrig-freezer, now set up to beer bar near Hoyon Res., Calaveras County, possibly can lease at site to adults only. J.E. Bashom, 223 MacArthur, Pittsburg, Ca. 94565 Reg. #0413422 9-80

FOR SALE: 1972 FOUR STAR 10 1/2' cabover camper, fully self-contained

w/hydraulic jacks & boot, sleep 6; 1969 Chevy station wagon, good work car, call David Geier, 415/443-6813 Reg. #1251266 9-80

FOR SALE or TRADE: 26' + 10' Monterey Commercial Fishing boat, well equipped, valued at 10,500 will trade for Motorhome of approximate value. A.W. Maxwell, 9396 Argonne Way, Forestville, Ca. 95436 707/887-2590 Reg. #0625884 9-80

FOR SALE: JD 500C Backhoe w/3 bucket, low hrs. \$28,000., 200 gal oil pot w/propane tank \$3,000.; 105 Jaeger air compressor \$1,200. Call 707/275-2447 Chip Warren, P.O. Box 54, Upper Lake, Ca. 95485 Reg. #1313819 9-80

FOR SALE: 1969 MGC GT, 6 cyl eng, runs good, needs paint, Owen P. Hatch, 15400 S. Camp William Rd., Riverton, Utah 84065 Reg. #1764331 9-80

FOR SALE: SKYLINE HILLS LOT. Build your dream home in the finest subdivision of the beautiful Ozarks. Located in Forsyth, Mo. Near Bull Shoals Lake. Handy to shopping, parks, golf, and fishing. \$4,000.00 Willard Graham, P.O. Box 1599, Kihel, Hawaii 96753 Reg. #0850140 10/80

FOR SALE: 801 DIESEL FORD TRACTOR, heavy duty front axle, power steering, wagner front end loader bucket, forklift attachment, rear scraper, 14' gallon 10 yd dump body & hoist, good cond. \$1,200 or make offer; 14' Commercial 10 yd dump body and hoist, hoist needs work \$600. Singer upholstery machine model #16-188, 1/4 H.P. Singer motor \$400, Henry P. Sand Jr., 6643 Woodward, Manteca, Ca. 95336 209/239-2242 Reg. #1101983 10/80

FOR SALE: PARTS for R-D-8 tracks, rails, R.O.P.S., front winch & dozer blade, rear logging winch, starting motor, hyd. steering set up, misc. cooling system & motor & trams parts. Robert J. Ferreira, 11030 Hwy 116, Forestville, Ca. 95436 707/869-2349 Reg. #0993927 10/80

FOR SALE: AKC reg. foxterrier puppies Aristocrat trailer w/or without 72 Merc. Sta. Wag. Richard Eagen, 16510 Topping

Way, Los Gatos, Ca. 95030 408/356-5207 or 358-1229 Reg. #0997088 10/80

FOR SALE: Due to health, DAHLCO 3000 TRACTOR 16 H.P. approx 30 hrs. use since new hyd. loader, tandem disk, scarifier tool bar kit, rear 3 pt. blade, ballast box, other att. available, can haul in std. P.U. bed \$5,600. or trade for small motor home or crew cab P.U. John E. Cooley, 685 N Oregon St., Ontario, Ore. 97914 503/889-3769 Reg. #0529726 10/80

FOR SALE: POWER TAKEOFFS \$25. ea. and pumps \$50. ea. for 10 wheeler and semi dump trucks. Walking beams for 1974 Eaton-Hendrickson \$75. Leslie E. Mulhair, 97 Southridge Way, Daly City, Ca. 94014 415/333-9006 Reg. #154371 10/80

FOR SALE: 2 bath, 3 bdrm house 2 doors from cask creek w/room for garden & R.V. located at 7418 Lakeland Dr. \$65,000. Call 707/994-5663 O.E. Mitchell, P.O. Box 2016, Clearlake Hi. Ca. 95422 Reg. #561076376 10/80

FOR SALE: 23' KENMORE PORCELAIN KETTLE BARBECUE GRILL, never used \$79.95. originally, asking \$50. Manuel Romero, 1885 E. Bayshore Rd. Sp#5, Palo Alto, Ca. 94303 415/326-4218 Reg. #0310699 10/80

FOR SALE: LISTEN to year-round stream running by QUALITY 2-story, 2 bed, 1 1/2 bath home on 1+ acres. Spacious covered porch overlooks stream & beautifully landscaped grounds. Just \$86,500 w/25% down & owner will carry. Lou Eck, P.O. 27, Gasquet, Ca. 95543 707/457-3356 Reg. #0346986 10/80

FOR SALE: 10-50 PAR/MT MOBILEHOME w/awning & building in park, can be moved. Harold Cooper, P.O. Box Y, Lucerne, Ca. 707/274-8384 10/80

FOR SALE: 22' AIRSTREAM TRAILER (1959) w/A.C., utility trailer w/14' bed, 1 lb. honey jars (5' ea.) Norman Clemens, 14346 E. Collier Red., Acampo, Ca. 95220 209/369-1397 Reg. #1238702 10/80

FOR SALE: INGERSOL RAND 105 Rotary Compressor, mounted on 650 x 16 tires. Call Pittsburg 415/439-9056 after 5

pm week days. James Bashom Reg. #0413422 10/80

FOR SALE: 1972 DODGE CORONET, "immaculate thru-out," new tires \$1,500. A.L. Sperber, 415/531-4988. Reg. #0795154 11/80

FOR SALE: 1977 LINDY MOTOR HOME, 22' very low mileage, \$14,000. Troy Bly, 2533 Spender Pl., San Pablo. 415/758-9210 Reg. #0830860 11/80

FOR SALE: BOOMING GOLD MINING AREA: two 5 acre parcels nr/Elko, Nev., view of Ruby Mtn. close to hunting, fishing, excel. for underground homes or regular building sites, water available, close to main power lines, \$15,000. takes both. J. Schettler, 1338 Banner Dr., Gradenerville, Nv. 89410. Reg. #1686964 11/80

FOR SALE: 38' TRAVELEZE, park model, Tipout, A.C., 6 ball jacks, complete no extras to buy, like new condition, sacrifice \$8,500. Ralph L. Slomiker, P.O. Box 9, Wallace, CA 95254 209/763-5423 Reg. #0622796 11/80

FOR SALE: ONE/CYLINDER, 3 h.p. Fairbanks-Morse gas engine \$500. or best offer. Mel Geister, 3480 Donahue Rd. Santa Rosa, Ca. 707/528-7496 Reg. #0540928 11/80

FOR SALE: UNIMPROVED 76x100 South Lake Tahoe lot on paved street off upper Truckee Rd. \$9,000. Contact Bob Nilmeyer-owner, 13035 New Ave., San Marin, Ca. 95046 Reg. #1055026 11/80

FOR SALE BY OWNER: 3 brms, 1 1/2 bath, HOME w/fireplace & landscaping in Morgan Hill. Owner will consider financing w/\$30,000 down. Bob Nilmeyer, 13035 New Ave., San Martin, Ca. 95046 408/683-4613 Reg. #1055026 11/80

FOR SALE: WATER TRUCK, 1961 K.W., 4000 gal, complete w/250 Cummins diesel engine, w/blower, approx. 250 hrs. on engine, 4 cyl Pontiac Pony engine, excel. rubber, 3 back & 3 front spray, piped for jetting \$12,000; REAR END, for older White, complete w/wheel; WATER TANK, hvy duty approx. 2500 gals \$1,100. FUEL TANK, square type, approx. 60 gals \$35. Frank Dye, San Jose, 280-1390 or 274-5370 Reg. #0848357 11/80

FOR SALE: BRIDGECRANE, H-18', W-18', L-40' (infinitely extendable), 120 volt travelling beam, 1 ton chainfall, easily dismantled, \$2,000. or best offer Steve

Goodhue, P.O. Box 6293, Oakland, Ca. 94614 415/652-4401 x659 Reg. #1594876 11/80

FOR SALE: 1973 FIBER GLASS SLOOP, 21' center board, new 6 hp Evinrude out board, beautiful cabin, sleeps 4, 2 set's sails, buddy bearing trailer, 650x13 tires \$3,800. 415/472-1681 Wallace S. Hover, 542 N. San Pedro Rd., San Rafael, Ca. 94903. Reg. #0618007 11/80

FOR SALE: NEW FOLEY MO. 387 auto saw sharpener, mo. 352 saw setter & mo. 308 chain saw grinder w/stand. \$1,400. or will trade for small P.U. car or tractor of same value. Robert J. Ferreira, 11030 Hwy 116, forestville, Ca. 95436 707/869-2349 Reg. #0993927 11/80

FOR SALE: 79 HARVEST 29', motor home, excel. cond. 10,000 miles, roof air, dash air, stereo, loaded w/extras \$1,000 & assume load. Harold L. Varwig, 804 Spindrift St., San Jose, Ca. 95134 Reg. #09115654 11/80

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.

Hwy. 20 realignment project begun

The work picture on the East Side still looks good, reports Business Representative Dan Mostats. Teichert & Son have begun work on the Hwy. 20 realignment and widening project.

Baldwin Contracting Company was low bidder on the road job in Oroville and was also low bidder on the asphalt projects for the Department of Transportation in Yuba, Butte & Colusa Counties.

First signs of winter in Hilo

The first signs of the winter rain have been felt here in Hilo recently. After an exceptionally dry summer, the rain has returned to the Big Island.

The work picture on the east side of the island has not improved much over the last month with only a few small jobs being awarded.

A few of the new projects to start will be the Waiakea High School Library which was awarded to Constructors Hawaii and the Kuakini Highway Pipeline phase II that was awarded to Isemoto Contracting Company.

Some of the projects that will be breaking ground shortly will be the Papaikou-Paukaa Sewage Treatment Plant by Constructors Hawaii and the Manienie Bridge Job by Magnus Construction Company.

M. Sonomura Contracting is well into Panaewa Flood Control Project Phase II. The project is located on the outskirts of Hilo and runs through the farm section of the Hawaiian Homes Lands.

On the western side of the Island, General Construction is busy at work putting in roads and waterlines for the Mauna Loa Hotel Project. Hawaiian Dredging and Construction is still busy at work in Waikoloa doing the roads and

partment of Transportation in Yuba, Butte & Colusa Counties.

Contri Construction of Reno was low bidder on the first phase of a three-phase sewer project in Quincy. Phase One of the project is construction of the interceptor sewer which collects sewage and sends it to the treatment plant. Phase Two is construction of the

utilities for the Sheraton Royal Waikoloa Hotel Project.

Charles Pankow, the contractor for the Sheraton Royal Waikoloa is shut down due to the Carpenter's strike. Magnus Construction is nearing completion of the Kuakini Highway Pipeline Phase II project in Kailua, Kona. Isemoto Contracting is the low bidder for the Kuakini Highway Pipeline Phase II section.

Isemoto Contracting is the low bidder for the Kona Hospital expansion job.

collector system and Phase Three is to expand the existing waste water treatment plant.

D.V. DeBrito Construction of Hayward was low bidder on water, sewer and storm drain installation project in Oroville and should begin working any day, weather permitting.

We are still in need of blood in our Bank. Blood may be given at the following donor centers:

Marysville: Marysville Art Center, 2nd Tuesday of each month, 1:00 p.m. to 6:00 p.m. and at Ride-out Memorial Hospital, 4th Tuesday of each month, 10:30 a.m. to 4:00 p.m.

Oroville: Thermalito Grange Hall, 479 Plumas Ave., 1st Thursday of each month from 1:00 to 6:00 p.m.

Chico: 169 Cohassett Road, Fridays between 8:00 and 12:00 Noon, Saturdays between 9:00 a.m. and 12:00 Noon and Tuesdays between 3:00 and 7:00 p.m.

Be sure to tell them your donations are for the Operating Engineers Marysville District bank.

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 _____

Personal Notes

Sacramento

We would like to extend our condolences to the families and friends of departed Brothers Alvin Brown, Gerald Cuneo, Frank Gill, Robert Jones, Allie Moffett, Robert Sutherland, and Anthony Tarvin.

Our condolences are extended to retired Brother Charles Temple; his wife Ann passed away on August 17, 1980.

It is with great sorrow we report the passing of Sharon Duggin, age 36, wife of Howard Duggin, who passed away on August 29, 1980. She was a loving wife and mother.

Utah

The Utah office extends its heartfelt sympathy to Brother Isaac Valdez and his family, whose wife, Mary Lou Valdez, was killed in a fall Sept. 28.

Reno

We would like to extend condolences to the family and friends of Louie Kopp who passed away on 10/19/80 and also to retired member Ralph Stephens whose wife, Elinor, passed away on 7/27/80.

Congratulations to the new parents: Mathew & Renee Heaphy, a girl on 10/2/80; Greg & Kristin Weathers, a boy on 10/8/80; James & Karen Tatomer, a boy on 10/8/80.

Ignacio

Brother James Farnham has been confined at Novato Community Hospital, and we wish him a speedy recovery.

We are sorry to report the death of Brother Bill Hooks, deceased September 15th. Bill was retired, and we extend our condolences to his wife Irene. We wish each and everyone a Happy Thanksgiving Day.

Eureka

It is our sad duty to report the following deaths in Eureka district. It is with great sorrow we report the passing of retired Brother Ralph Sparks who passed away on August 10, 1980. Our deepest sympathies to his widow and friends.

We extend our condolences to the family and friends of retired Brother Nathan Bates who was killed in an auto accident on August 30, 1980.

We also extend our sympathies to the widow and friends of retired Brother Everett Metcalf who passed away very suddenly October 3, 1980.

It is with great sorrow we report the death of Viola Gilbert, wife of retired Brother Ray Gilbert. Viola passed away October 8, 1980 after a lengthy illness.

Attend Your Union Meetings

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

November

- 4th **Stockton:** Engineers Bldg., 2626 No. Calif. St.
 6th **Oakland:** 23rd & Valdez St.
 11th **Fresno:** Engineers Bldg., 3121 E. Olive St.
 18th **Sacramento:** Woodlake Quality Inn, Hwy. 160/
 Canterbury Rd.
 20th **Ukiah:** Grange Hall, 740 State St.

December

- 3rd **Ogden:** Ramada Inn, 2433 Adams Ave.
 4th **Reno:** Musicians Hall, 124 West Taylor
 11th **Watsonville:** Veterans Bldg., 215 E. Beach St.

DUES SCHEDULE FOR PERIOD 10/1/80—9/30/81

Local 3	\$120.	(Per Qtr.)
Local 3A	\$117.	(Per Qtr.)
Local 3B	\$120.	(Per Qtr.)
Local 3C	\$117.	(Per Qtr.)
Local 3E	\$117.	(Per Qtr.)
Local 3R	\$117.	(Per Qtr.)
Local 3D	*Variable by Unit	

The dues rates for the periods as indicated above apply regardless of when payment is made.

*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.

GIVE ME THE TAX BREAK

Dear Credit Union:

I'd like to take advantage of the upcoming tax break. Please send me the following:

- Easy Way Transfer Save From Home Kit

(my name) _____

(social security number) _____

(address) _____

(city) _____

(state) _____

(zip) _____

P.S.

- I haven't opened a Phone-A-Loan account, please send me an application.

**OPERATING ENGINEERS LOCAL UNION NO. 3
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.

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

After many delays

Congress passes multi-employer pension bill

Congress has given final approval to a labor-supported bill to improve protection of workers covered by multiemployer pension plans. The legislation, which revises the Employee Retirement Income Security Act (ERISA) to take into account special problems of multiemployer plans, is designed to create incentives for companies to remain in the plans, improve funding standards and provide penalties for employers who withdraw from participation.

In working for passage of the measure, the AFL-CIO regarded it as essential to shore up the entire system of multiemployer pension plans.

About 8 million workers in 2,000 multiemployer plans will be affected by the new legislation, which was delayed in its progress through both houses of Congress by attempts of conservatives to tack on unrelated amendments undercutting job safety programs and affirmative action requirements.

As the final bill emerged from conference committee, the only nongermane amendment that remained was a labor-supported measure modifying the pension offset requirements of existing unemployment compensation laws to apply them only to pension benefits derived from the worker's last job.

The bill, which President Carter is expected to sign shortly, eases concern that a number of financially troubled multiemployer plans might take advantage of ERISA benefit guarantees to declare insolvency. Although these guarantees took effect last Aug. 1, no plans folded.

The new legislation changes the amount of benefits the government will guarantee multiemployer plans through the Pension Benefit Guaranty Corp. Under ERISA, 100 percent of the benefits would have been guaranteed, creating an incentive to abandon the plan and leave the benefit obligation to be picked up by the federal government.

Under the new formula, the government will guarantee 100 percent of the first \$5 of monthly pension benefits per year of an employee's service. The next \$15 per year of service will be guaranteed at a rate of either 75 percent or 65 percent, depending on the qualification of the plan.

The bill will also impose a liability, based on a set formula, on employers who withdraw from multiemployer plans, preventing them from dumping their unfunded liabilities on the remaining companies and requiring them to pay what they owe, as well as to continue to share responsibility for the debts of the plan.

While this provision will apply to most employers, certain construction company withdrawals are exempted to avoid an unfair burden on highly mobile employers in that industry.

As another means of protecting the stability of the plans, the new legislation will gradually increase their premium payments to the Pension Benefit Guaranty Corp. over an eight-year period to the same level paid by single-employer plans. While easing the multiemployer plans into the shared risk of the government corporation, this provision increases the incentive of plans to remain active. Without this change, the plans' premiums would have quadrupled immediately.

The additional amendment,

which applies to participants in single-employer as well as multi-employer plans, eases the federal requirement for an offset in unemployment benefits against the pension payments. Under a law that took effect last Apr. 1, a jobless worker's unemployment compensation can be reduced dollar for dollar by any pension payments related to any past employment.

The new measure requires the offset only if the pension came from the worker's latest job, on

which the unemployment insurance benefits are based. Pension payments based on earlier jobs will not be offset.

If the worker is also drawing special security retirement benefits, the legislation permits the states to "take into account the employee's contribution to social security. The jobless worker's unemployment compensation could be reduced by no more than 50 percent of the monthly social security payment, but no state is required to do this.

1981 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 1981. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

District	Date	Meeting Place
4 Eureka	Jan. 13th	Engineers Bldg., 2806 Broadway, Eureka
7 Redding	Jan. 14th	Engineers Bldg., 100 Lake Blvd., Redding
6 Oroville	Jan. 15th	Village Inn, Oroville Dam Blvd., Oroville
1 San Francisco	Jan. 22nd	Engineers Bldg., 474 Valencia St., San Francisco
17 Honolulu	Jan. 28th 7:00 p.m.	United Public Workers Union Meeting Hall, 1426 N. School St., Honolulu
17 Hilo	Jan. 29th 7:30 p.m.	Kapiolani School, 966 Kilauea Ave., Hilo
3 Stockton	Feb. 10th	Engineers Bldg., 2626 N. California St., Stockton
2 Oakland	Feb. 12th	Labor Temple, 23rd & Valdez Sts., Oakland
5 Fresno	Feb. 17th	Engineers Bldg., 3121 E. Olive St., Fresno
8 Sacramento	Feb. 24th	Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
12 Salt Lake City	Mar. 4th	Engineers Bldg., 1958 N.W. Temple, Salt Lake City
11 Reno	Mar. 5th	Musicians Hall, 124 W. Taylor, Reno
10 Santa Rosa	Mar. 12th	Veterans Bldg., 1351 Maple St., Santa Rosa
9 San Jose	Mar. 19th	Labor Temple, 2101 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.