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 prison 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, 49, a Fairbanks banker and a conservative who was elected to serve 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 Gunther by 51 percent to 49 percent. Gunther 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 percent—less than 15,000 votes.
- **Idaho:** Steve Symms, 42, (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 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 this 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 the 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 waves 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)

**Important Notice From the Trust Fund**

Last month the Outlook page announced the latest improvements to the Pension and Health & Welfare Plans, which will 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.

**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 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 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.

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

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

She and Gov. Brown, both of whom oppose any increase in gasoline taxes, are now 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 out the department outside 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.

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 conservative Republican majority will face.
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 authorizations 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 and of $13.3 billion in fiscal year 1982, climbing to $17.8 billion in fiscal '86. The fiscal '81 figure is $9 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 $5.9 billion in fiscal 1980.

The preliminary DOT plan would reshuffle the levels of federal aid to states and metropolitan areas. It would add a fourth "3% formula"—the current 3% to the 3% match for capital improvement and 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 are 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 funds.

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 fiscal '83 plus $3.25 billion for the 4R program in fiscal '84, and $3 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 be decreased from 75/25 federal/state ratio 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 Senate Judiciary Committee under the leadership of Strom Thurmond will very likely push through a law that would make any violence committed by union members in the course of a labor dispute a federal offense. However, it is not clear that does not apply to employers.

It is true that union members 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 and to dismantle the OSHA program.
San Francisco. Eighteen dam on the existing foundation. The agency on the division of Water Resources and Power Resources Service has recommended to chase of other reservoir area. another design or decide not to build a dam at all. foundation, the chief of the federal Water and estimated $150 million worth of work by locating ered by Andrus. The WPRS will be able to utilize an general companies experimenting with oil shale pro nation by June of 1984.

WPRS is building the Bottle Rock project 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 flash board 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 Someday 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 is expected to complete the new site in one to two years following final design work, according to Someday. 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 selected. Someday 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

Electric 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 conventional, thermal, 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 MX project funding 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, combined cycle gas turbine plants would be built at sites that would add “between half a billion to a billion dollars to the system” cost.

Jay Penson, 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, but Martin’s 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 Uintah County built will be to ask Congress for an exemption under the Endangered Species Act, Gov. Scott 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 the 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 would 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 and expressing their support for building the dam. Besides trying to obtain an exemption from Congress, Matheson said another alternative is to ask the 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 asking Congress for an exemption.

The governor said all four members of Utah’s congressional delegation favor building the dam despite the threat of a lawsuit. 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 next April. The State Land Board has granted an easement for part of the reservoir area, and the State Board of Engineers 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 $3.6-milion 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 along 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 some 200 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 trailers and 13 combined cars and boat trailers. Two boat launching ramps 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 outlets. A little further south, next to the 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. In the UCSC dock next to the Eaton Street Bridge dock 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 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 of Ohio, company 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. The office tower, presently identified as Five Fremont Center, will join four existing buildings in the two-block complex of Fremont Center, which is bounded by Market Street, Mission and First Sts., and which already includes One Metropolitan Plaza, 333 Market St., and the Bechtel buildings at 56 Beale and 45 Fremont.

The cladding will be of travertine from Italy of a warm buff color—the first major building to use the material in San Francisco. Eighteen elevators in three banks will provide vertical transportation and there will be parking for approximately 164 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 retail space. The office tower, presently identified as Five Fremont Center, will join four existing buildings in the two-block complex of Fremont Center, which is bounded by Market Street, Mission and First Sts., and which already includes One Metropolitan Plaza, 333 Market St., and the Bechtel buildings at 56 Beale and 45 Fremont.

The following steps will be taken to improve the waterfront:

- The dry storage area and transient users. Next to the 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. In the UCSC dock next to the Eaton Street Bridge dock 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 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.

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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 benefits increases should ease the pressure on 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 882 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 for 424 beneficiaries. The Funds actual benefit payments amounted to $9.59 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 employee earned a benefit based on 1,663 hours of work. Effective November 1, 1979 a supplemental pension 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 previous 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 $1,873,800 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 deductibles.

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 work away from our fair employers who are signatory to the Labor-Management Program. We know as a new year we may be under fire 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 Flinestone Company (Calaveras Cement Division) at Mt. Gare is starting to fall together very rapidly, reports Redding Business Representative Bob Havenhill.

The 4000 Manuteau was moved out this month. The operator Brother Norm Parsons said he thinks he will take a nice long vacation. The 9000 Manuteau 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 job and Steward) is looking forward to moving over to the new elevator about the time this paper reaches the members. Brother Tom Wyette (STELTD), 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. Gare Plant, Havenhill stated. The total project has been administered by Kaiser Engineers—although Flinestone Company was the general. It was Kaiser's responsibility to get the subcontractors 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 the finishing touches to the job was very hard work, the arrangements 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 Cedar Road Transmitter was installed ahead of schedule with very little overtime due to weather.

Larry Commingicker (Crystal Creek Construction) picked up the Red Bluff Airport job (runway extension and will be trying to beat the weather).

C.F.B. Construction was the successful low-bidder on the portable water pipe line job for So. Western Siskiyou County.

Larry G.E.B. Construction was the successful low-bidder on the Forks of the Salmon Road between Weaverville and Nichols (in the area between Weaverville and Nichols (in the area between Redding and Redding and Susanville). This job was pretty rocky and was mostly a loader and small truck-job, through some scraper time was also utilized.

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 his work on the 1-80 5½-mile Wells bypass, reports the feature headline of the full page.

The 1-80 bypass will be moving two cruiser set-ups through the winter. The Parsons Construction dirt spread will be moving to the Pilot Peak 11½-mile job to do dirt work on the westbound lane which will run through the winter months, under Opera House.

Helm Construction is finishing up the Pilot Peak 11½-mile job to do dirt work on the westbound lane which will run through the winter months, under Opera House.

Helms Construction is finishing up the 1-80 11½-mile job to do dirt work on the eastbound lane which will also run through the winter months. Max Riggs Construction is going to be moving of the Pilot Peak 11½-mile job to do dirt work on the westbound lane which will run through the winter months, under Opera House.

The State of Nevada has advertised for bids on the 1-80 5½-mile and 1-80 5½-mile bypasses. A widening and safety improvement project has been finished on the 5.836-mile 1-80 Battle Mountain bypass and running two cruiser set-ups through the winter making base and C.T.B. material and concrete aggregate for white paving.

The Helm Construction crews have been working on the 4.744-mile 5.724,257 Fallon job on U.S. Hwy. 95. The project was let for $900,000 and should keep the boys going until the snow flies which it can do early at the elevation of 900 ft.

Roy E. Ladd is going great on the Fernley Pass job in Lassen County (Calaveras cement Division). This job was pretty easy and was mostly a loader and small truck-job, through some scraper time was also utilized.
According to the Utah Department of Transportation, Total federal aid for the project was $90 million, and the current Federal Aid Year amount is $90 million. However, as occurred in the copper industry, by the time this article reaches its end, the conclusion will be, that the Utah DOT has advertised for bids, let contracts or initiated contract modifications on projects utilizing federal funds.

Presently the states of Georgia and Florida have obligated a higher percentage of their federal funds. Utah and Maryland have both obligated 75 percent of the monies available; Georgia has obligated 87 percent and Florida, 95 percent.

According to Howard Leatham, UDOT Engineer for Planing and Policy, the legislation that the State of Utah obligated all federal funds made legally available under the 1979 Clean Air Act amendments. "We hope to succeed in our continuing efforts to increase the federal share of the cost of the project as it approaches completion for Interstate construction. Utah's share of the project is UDOT's top priority.

Owl Construction is still working on the 1.80 mile section of the Terminal No. 1, which is currently less than 1,000 yards of concrete in walls, foundation, retaining wall and spillway. Approximately forty million cubic yards of the Jordan Aqueduct. They have completed the amount of work in the Salt Lake City area. The total cost of the Jordan Aqueduct was estimated at $15 million. The Jordan Aqueduct has been completed with four or five crews working on the project.

Construction of a new city street is currently underway in the Uintah Basin. More than twice the expected cost over $60 million. The contracts are being awarded to the rich oil shale deposits and will need better roads to serve the isolated areas.

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

Salt Valley is still going strong with a great deal of work being done around Utah Valley including parking lots for K Mart and Grand Central in Spanish Fork. They have also picked up a good job excavating and paving a shopping center in Price. By BOB MAYFIELD

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 bas- ket hovered about 30 feet up in the early morning sun-

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According to the Utah Department of Transportation, Total federal aid for the project was $90 million, and the current Federal Aid Year amount is $90 million. However, as occurred in the copper industry, by the time this article reaches its end, the conclusion will be, that the Utah DOT has advertised for bids, let contracts or initiated contract modifications on projects utilizing federal funds.

Presently the states of Georgia and Florida have obligated a higher percentage of their federal funds. Utah and Maryland have both obligated 75 percent of the monies available; Georgia has obligated 87 percent and Florida, 95 percent.

According to Howard Leatham, UDOT Engineer for Planing and Policy, the legislation that the State of Utah obligated all federal funds made legally available under the 1979 Clean Air Act amendments. "We hope to succeed in our continuing efforts to increase the federal share of the cost of the project as it approaches completion for Interstate construction. Utah's share of the project is UDOT's top priority.

Owl Construction is still working on the 1.80 mile section of the Terminal No. 1, which is currently less than 1,000 yards of concrete in walls, foundation, retaining wall and spillway. Approximately forty million cubic yards of the Jordan Aqueduct. They have completed the amount of work in the Salt Lake City area. The total cost of the Jordan Aqueduct was estimated at $15 million. The Jordan Aqueduct has been completed with four or five crews working on the project.

Construction of a new city street is currently underway in the Uintah Basin. More than twice the expected cost over $60 million. The contracts are being awarded to the rich oil shale deposits and will need better roads to serve the isolated areas.

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

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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 blockbuster science fiction film with the sequel *The Empire Strikes Back*, plans to make a new sequel every two years until the year 2000.

Ways to reduce your heating costs

(With a little planning, you can save as much as $300 a year)'

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 pay to conserve. Here is a way to cut down on the costs of heating your home.

First, check your heating 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. Set your water heater at normal or medium setting. This will prevent water from being too hot. Keep the clothes dryer and always clean the lint filter after each load. Overload clothes dryers waste energy. Try shorter drying times. Install a new, reduced-flow shower head. Reducing hot water flow, you save not only water, but energy. Keep oven doors completely closed when cooking. When you open the door, the oven temperature drops from 25 to 50 degrees. Save energy with oven meals. With aluminum pans for most items, you can reduce the amount of power consumed and cut costs. 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. Set your thermostat setting. Set it at 65 degrees in the day time and 55 degrees or lower at night. Use aluminum pans for most items. They give twice the light for the same wattage and last up to twice 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. Set your thermostat setting. Set it at 65 degrees in the day time and 55 degrees or lower at night. Use aluminum pans for most items. They give twice the light for the same wattage and last up to twice as long as ordinary bulbs. They’re cooler, too. 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Election proves tough on Labor's friends

(Continued from page 1) labor legislation. Already contractor associations like ACC 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 destroy any vestige of "left wing liberalism," they may harangue themselves out of the picture as well. Already they are floating, 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 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. Rep. Henry Hartley's "right-to-work" provision is a pipedream. Situs Pickering 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 new "target" list for 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.

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: Don Quayle, 35, two-term congressman, defeated three-term Democratic incumbent Sens. 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: Alfonso D'Amato, 43, Hempstead Town Supervisor, defeated Democrat Elizabeth Holtzman and Liberal Sen. Jacob Javits by 45 percent to 50 percent in November 34 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 Johnson, a state senator, by 71 percent to 29 percent for the seat being vacated by retiring Senator Milton Young.

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

* 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 Peter F. Flaherty by 51 percent to 49 percent for the seat being vacated by retiring Senator Richard Schweiker.

* South Dakota: James Abdnor, 33, 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.


Democrats:


* Illinois: Democrat Alan Dixon, 53, former Illinois secretary of state, defeated member of state Senate and 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 top-notch 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 Seastrom, received heavy backing from the Gun Owners of California and nearly beat him, losing out by a mere 1,960 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 election put a major ego 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 avoiding losing his post as Senate majority whip.

H. L. "Bill" Richardson

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

Richardson's money also played a significant role in electing former Los Angeles police chief Ed Davis to the 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 paid leader Robert Brunch's expenses. "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.

Alan Cranston
A bitersweet victory

For 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 votes of any Senatorial candidate in the nation's history. Yet, he was in over his head after the election. cranston'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 chairman 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 Don O'Keefe to the State Senate.

He was also the key mover in a state-wide 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-funded PAC 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 war chest 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 progovernment, but unaware that the money they send in will support anti-union politicians.

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

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 City by the end of the month and 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 meets for all Operating Engineers was October with coverage changing November 1st. If you enrolled in 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 just need a new Kaiser Health card. If you have any question about your eligibility, call the Kaiser Health Line, 101 Kaiser Blvd, please 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 benefit 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—you death benefits will be paid to someone. Make sure that it’s 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 30 day supply and prescriptions that exceed this amount cannot be paid. Also, some Engineers are submitting claims which contain prescriptions for themselves and a dependant on the same claim form. This will probably result in a service charge or 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 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. “Construction work is going along pretty much on schedule on the crosstown sewer line. Occasional shortage of the ductile iron sewer pipe causes temporary slow down in work. Hopefully the winter runs will not bog this work down too much.

Over on the Marina work is progressing. Some labor dispute between an out of state contractor and the Carpenters and Laborers Unions. Nally Engineering Services and Redwood 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 to do the flood control work in Del Norte County and the Kramer Dock project at Fields Landing. The job is scheduled to be underway in the next two months.

Progress has been made on a half million dollar bridge project in Del Norte County and the Moody bridge. Roy Ladd of Redding is the low bidder on Highway 36 in the Dinsmore area. Low bidder was Stimpel-Baker & Associates and there is doubt whether much will be done here this fall.

Another bridge in the Garberville area is also to be built across the Eureka River to replace the old Moody bridge. Roy Ladd of Redding was low bidder at $1,683,233. A bidding moratorium years under the Job Placement Regulations of a state contractor and the Carpenters and Laborers Unions. Nally Engineering Services and Redwood Aggregates are doing the site work and Jarrett Drilling the pile driving.

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It should also be reported that many of the local members are working outside of the district. Several are working on the development 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 temporary slow down in work. Hopefully the winter runs will not bog this work down too much.

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New agreement for Wheeler Machinery ratified

(Continued from page 9)

Agreement. Meetings were held October 16th in Salt Lake City, Nernal 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 thirtieth of a percent increase 11/1/81 and a two percent increase effective 11/1/82. Effective for the contract will be an increase of fifteen dollars per week for the first and second shifts, and a half day holiday on Christmas Eve and two additional floating holidays for employees after seven years of employment, or increase in medical benefits and increases in pension and Pensioners’ Health & Welfare contributions.

1-80 Concrete Job

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 Daughtery, Gibbons and Reed Crews have been working six 10 hour shifts six and 7 days a week. This has been an excellent operation at Tooele, the Company is putting the final touches on their Rattlesnake Pass Job. The project consisted of approximately 8 miles of recycling asphalt and laying it back down. This has also been a good job for the Brothers due to the over-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.

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

Hawaii looks forward to military appropriations

With the passage late last month of the full Senate of the Fiscal Year 1981 Military Construction Bill, it appears almost certain that Hawaii will receive $30.7 million for local military construction projects, including $3,5 million for Phase One of the Tripler Army Medical Center renovation, reports District Representative Wallace Lueck. The initial Phase of Construction 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.

A labor of love for retiree

Brother Edwin Ige who is a member in good standing and a pensioner since December, 1917, 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 Allen for 14 years. He was also employed at Ecnia Hawaii Kai, as a mechanic the same time the late Henry J. Kalsen was active in developing this area.

A labor of love for retiree

Brother Ige is a quiet person by nature and became interested in plants only as a diversion to his daily 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 miniatures, otherwise known as “Bonsai Plants.” Although this type of plant takes years to grow, Brother Ige has established himself as a connoisseur in his field. His collection is known throughout the country including Japan.

A labor of love for retiree

Brother Ige is now doing what he loves and he does it well.

NOVEMBER 1980/ENGINEERS NEWS/PAGE 11
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 HARBOR VIEW 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 near on and off ramps—good air-windows open when needed—100 foot less rental and only a couple of miles from our goal. Not the best—not the worst—certainly adequate for the Apprentice needs.

We recently met with Don Viall, Director of Industrial Relations and representatives of three of his Divisions: Labor Relations, Employment Standards and Labor Law Enforcement. All of these State entities have mandated responsibilities by various sections of the law pertaining to Apprenticeship training—Union and non-Union.

It appears that the approval of Proposition 13 by the voters and the general anti-tax attitude of the populace has reduced the effectiveness of the three Divisions. The employees of these three Divisions are not volunteers, they are voters and the general anti-tax attitude of the populace 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 entity 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 who do not 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 concerns identified by Job Corps. There were representatives from Job Corps San Jose and 4th Ward personnel including the Director of Employment Development Department, RACOP, Local Union No. 3, the two instructors of the Surveyors Certification Program, Regional Director and a Regional Director of the International Union of Operating Engineers. Job Corps programs throughout the Western United States.

We winter is upon us and we can expect a day off from time to time due to the weather. The next few weeks will be an excellent time to address the overall 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/JUNE 1980

Talking to Techs

WORK IS STILL GOING STRONG in most areas! With Alameda, San Mateo, 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 of its cornices complete and the streets are rolled, they are in good shape.

Pomer is moving a lot of dirt over in San Ramon for Danze, with three survey crews working. Down South in San Jose-Milpitas area, some good-sized industrial projects 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 increasing numbers of workers to build backgrounds. They don't seem to be able to find a work pool to draw from to fill those 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 when you are in a 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 millions of dollars worth of material and glass. We both feel that if anyone 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 that are being made. From what we could see, this absolutely would not be possible. They 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 aerocraft.

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 L.N.R.B. for an election. Just before the election, a handbook was given to the employees to change their vote to favor the employer. The employees all voted "no" for Local #3. We used 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 better 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 approximated the employees, but men were getting about $25 per hour—this was with absolutely no fringe benefits! The election was held again and again the vote was a tie vote; in this second election, 170 employee member, the company had made various promises of what they would do for them if they remained non-union.

One week after the election all employees were fired and the surveying part of the company was closed down. One employee 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 Unions firms throughout the valley!

Testing and Inspection

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.

Nine big highway jobs set for north

California's aggressive 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 schedules 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 published until the project is advertised. Largest Northern California job on the list is a $36,490,000 freeway and structures project for Route 17 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 $13,858,000 budget item, also listed for December, for earth fill and drainage on Route 84 in San Mateo County, 3.4 miles of work, located near 400 feet west ofallowance of 2 miles ahead of the New Dumbarton Bridge. Third in size is $3,377,000 worth of roadway construction slated for the east side of the New Dumbarton Bridge. The project entails some 1.7 miles of work located from 1.9 miles west of Route 16 to 2.2 mile west of Route 16.

The six other budgeted projects are: Lake County, Route 29, December, $1,414,000 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 Midtown. Plumas County, Route 70, November, $2,576,000 for widening and realigning roadway, 2.2 miles, from 1.8 mile west to 15 miles east of land.
Alternatives for North Fork sewer plant eyed

EPA sewage funding studied

Hawaii

(Continued from Page 11)

The administration of the Kilauea Plantation (KPC) is currently working for American Bridge at U.S. Steel Plant at Geneva. "It is important to understand that it is possible for the representative and business agents to be on top of every change as it takes place, or on the job site 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 designated as hazardous, you should refuse, then stay on the job site 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 prevention of accidents, however, any Employes shall agree to provide and the Union agrees that Employes shall use the provided health and safety equipment, suit and knowledge of the Employer upon termination of its use on the project. No Employee shall be required to work in an unsafe 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 or state agency thereof. Such determination shall be in writing.

16.03.01 No set of health or safety regulations, however, can cover all possible unsafe practices of working; therefore, the Union and the Individual Employee undertake to promote in every way possible the realization of the responsibility of the Employees and the Individual Employer with regard to preventing accidents, whether at home or at work. No Employee shall be discharged for refusal to work on equipment or condition that is determined to be unsafe by an authorized representative of the Division of Industrial Safety or the authorized safety representative of a Federal or state agency thereof. Such determination shall be in writing.

16.03.02 There shall be selected in every company a Safety Officer and a Safety Representative. The Safety Officer shall report to the Health and Safety Officer of the Company. The Safety Representative shall be elected by the Employes. The Safety Officer and the Safety Representative shall be paid by the Company. The Company shall provide them with the necessary equipment and tools.

16.03.03 The machinery, equipment, tools, and vehicles used in the work shall be used in accordance with the manufacturer's instructions.

16.03.04 The Employer shall provide and maintain in good working order all necessary safety equipment and devices necessary for the protection of the Employes.

16.03.05 The Employes shall use the safety equipment and devices provided by the Employer.

16.03.06 The Employes shall be responsible for their own safety and the safety of other Employes.

16.03.07 The Employes shall report any unsafe condition to the Employer.

16.03.08 The Employer shall have a list of all the Employes who have been injured on the job and the reasons for the injuries.

16.03.09 The Employer shall provide first aid facilities for the Employes.

16.03.10 The Employes shall cooperate with the Employer in the prevention of accidents.

16.03.11 The Employes shall be responsible for the maintenance of the safety equipment and devices.

16.03.12 The Employer shall have a list of all the Employes who have been injured on the job and the reasons for the injuries.

16.03.13 The Employer shall provide first aid facilities for the Employes.

16.03.14 The Employes shall cooperate with the Employer in the prevention of accidents.

16.03.15 The Employes shall be responsible for the maintenance of the safety equipment and devices.

16.03.16 The Employer shall have a list of all the Employes who have been injured on the job and the reasons for the injuries.

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16.03.18 The Employes shall cooperate with the Employer in the prevention of accidents.

16.03.19 The Employes shall be responsible for the maintenance of the safety equipment and devices.

16.03.20 The Employer shall have a list of all the Employes who have been injured on the job and the reasons for the injuries.

16.03.21 The Employer shall provide first aid facilities for the Employes.

16.03.22 The Employes shall cooperate with the Employer in the prevention of accidents.

16.03.23 The Employes shall be responsible for the maintenance of the safety equipment and devices.

16.03.24 The Employer shall have a list of all the Employes who have been injured on the job and the reasons for the injuries.

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16.03.26 The Employes shall cooperate with the Employer in the prevention of accidents.

16.03.27 The Employes shall be responsible for the maintenance of the safety equipment and devices.

16.03.28 The Employer shall have a list of all the Employes who have been injured on the job and the reasons for the injuries.

16.03.29 The Employer shall provide first aid facilities for the Employes.

16.03.30 The Employes shall cooperate with the Employer in the prevention of accidents.

16.03.31 The Employes shall be responsible for the maintenance of the safety equipment and devices.
Dear Sir & Brothers:

I am a poor hand at corresponding and my receiving it. It is a valuable gift. I need time to work it out. My membership in the Operating Engineers was a happy experience for me also. I have two children, a boy and a girl.

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. Lauterli Antioch, Ca.

Dear Officers & Members of Local #3:

We wish to especially and publicly thank 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 friend, for all his help and many more who can’t be mentioned 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. Ogdens, Utah

Dear Officers & Brothers of Local #3:

I am grateful for financial help the Health and Injury insurance, the Bartlett Family.

Thank you for the beautiful bible which was in his memory forever, also "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.

On August 17, the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local #3:

<table>
<thead>
<tr>
<th>Name</th>
<th>Reg. No.</th>
<th>Initiated by Local No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard H. Bebee</td>
<td>238164</td>
<td>1/12</td>
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<tr>
<td>Tracy Blood</td>
<td>358918</td>
<td>10/42</td>
</tr>
<tr>
<td>Laurence B. Cawelti</td>
<td>461085</td>
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<tr>
<td>Don Chappone</td>
<td>442252</td>
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<tr>
<td>Leeland Cline</td>
<td>486672</td>
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<tr>
<td>Floyd Crites</td>
<td>354913</td>
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<tr>
<td>Paul Ellis</td>
<td>354915</td>
<td>5/42</td>
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<tr>
<td>C. E. Fisher</td>
<td>209030</td>
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<tr>
<td>R. F. Gilbert</td>
<td>369495</td>
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<tr>
<td>Lloyd Gillen</td>
<td>359002</td>
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<tr>
<td>Johnnie Edward Jarvis</td>
<td>369665</td>
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<tr>
<td>Joseph Kahlbohle</td>
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<tr>
<td>G. A. Lath</td>
<td>309674</td>
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<tr>
<td>Lawrence L. McHaffey</td>
<td>454364</td>
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<td>O. D. Montgomery</td>
<td>363404</td>
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<td>Norman Moreland</td>
<td>488713</td>
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<td>C. L. Pynmesser</td>
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<td>Sidney John Ransberger</td>
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<td>Frank O. Ramsay</td>
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<td>Carroll Reed</td>
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<td>James A. Thompson</td>
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<td>B. E. Yarnell</td>
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<tr>
<td>Frank Yostey</td>
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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:

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<tr>
<th>Name</th>
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<td>Elfred Armstrong</td>
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<td>George Cridde</td>
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<td>Tom Davis</td>
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<td>Alvin Delaney</td>
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<tr>
<td>Nicholas O. Estik</td>
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<td>G. Gava</td>
<td>292755</td>
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<td>Clarence Guzik</td>
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<td>W. J. Hammersmith</td>
<td>364252</td>
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<td>C. V. Hazelwood</td>
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<td>Hugh Jenson</td>
<td>301333</td>
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<tr>
<td>Leroy S. Lileye</td>
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<tr>
<td>Joseph Magnussen</td>
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<tr>
<td>James Monroe</td>
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<tr>
<td>Carl G. Moore</td>
<td>369206</td>
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<tr>
<td>Lyman R. Moulther</td>
<td>264004</td>
<td>(503 initiated by 3070</td>
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<tr>
<td>Floyd O. Osler</td>
<td>303501</td>
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<td>Donald R. Persson</td>
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<td>Robert R. Rain</td>
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<td>Tawnee S. Wannen</td>
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<tr>
<td>Harlie Glen Shackelford</td>
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<td>Ed Walker</td>
<td>490304</td>
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<tr>
<td>King W. Miller</td>
<td>226657</td>
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<tr>
<td>Alva Andrew Watkins</td>
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FOR SALE: 5TH WHEEL ME-TO


FOR SALE: 1974 DODGE COBRA

FOR SALE: 1973 MINTY HOME, 21', very low mileage, $1,600. 3210 Middle Rd., 3rd St., Salinas, Ca. 93906. 408/774-9262.

FOR SALE: OLD FASHIONED GOLDFISH MINING AREA No 1 four 3 cu. yards per min., No. 2 6 cu. yards per min., No. 3 9 cu. yards per min., No. 4 12 cu. yards per min., 2 engines, for underground teams, regular operation, 4 men power lines, 10,000, taken both. J. K. Steinke, 1630 W. Lake St., Missoula, Mt. 59808, 406/577-2341.

FOR SALE: TRAVELER, FDR model, pto drive, A.C., 6 bolt wheels, complete set up to buy, new condition, transmission, $1,590. R.L. Skiles, Div. P.O. Box 8, West Los Angeles, Ca. 90025. 213/763-5212.


FOR SALE: 2 bath, 3 brmdm house 2 doors from charcoal streets for gardens & R & V located in Kauai. Dr. Brian Lee, Kauai, Hawaii 96750. 603/727-7741.


FOR SALE: 2 bath, 3 brmdm house 2 doors from charcoal streets for gardens & R & V located in Kauai. Dr. Brian Lee, Kauai, Hawaii 96750. 603/727-7741.


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

<table>
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<tr>
<th>Local 3</th>
<th>Local 3A</th>
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<th>Local 3C</th>
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### 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

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

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