
Legislators call for new contractor on I-580

Rail-Roadway files for bankruptcy

Pressure continued to mount this month against Rail-Roadway/Hatch continuing the $44 million I-580 project in Castro Valley after it was learned that the joint venture had filed for bankruptcy and had failed to meet a deadline for returning to work that was imposed by Caltrans.

About 50 officials representing labor and government met at the jobsite on December 10 to see whether the non-union contractor had met the state deadline for putting crews back to work on the huge freeway interchange.

The only visible activity was a convoy of Caltrans street sweepers clearing the streets of dirt and gravel that had fallen off partially graded embankments.

Assemblyman Johan Klehs of San Leandro led the inspection party to the top of a knoll overlooking the jobsite. "Does anybody see a construction worker anywhere on that jobsite?" Klehs asked.

"I am convinced that Caltrans must act quickly to ensure that a qualified, responsible replacement contractor is in place as soon as possible in order to restore the public's confidence," he stated.

Joe Brown, Caltrans deputy director of construction in the San Francisco Bay area and Dick Harris, senior resident engineer on the project were with Klehs at the press conference.

When asked whether the job would be completed on schedule, Harris answered, "Yes, if we get a qualified contractor in here." The project is two months behind schedule and only one-third complete.

Klehs made it clear he saw this as the beginning of the end of a two-year controversy over award of the huge contract to the out-of-state firm.

Awarding bodies for two other Rail-Roadway contracts, light rail projects in Sacramento and San Jose, have kicked amalgamated, during the war years, Klehs noted.

Local 3 investigation leads to conviction of out-of-state firm

An investigation initiated by Local 3 has led to the felony conviction of a non-union out-of-state contractor for falsifying payroll records and cheating workers out of prevailing wages. John T. Bowers entered a plea of guilty to violating California Penal Code, Section 72 for "knowingly submitting false documents to a public agency" before Solano County District Judge Paul Pace.

Bowers worked on the Jamieson Canyon Water Line Project in Vallejo from May through November of 1983. Certified payroll documents filed by Bowers Excavating and Fence Company of Klamath Falls, Oregon, stated that workers were paid the prevailing wage rate of $19.48.

Acting on information provided by a heavy equipment operator that workers were actually being paid $10.00 an hour and less, Local 3 officials filed a complaint with the Napa State Labor Commissioner. As a result, the matter was investigated and a criminal complaint filed against Bowers.

Senior Deputy Labor Commissioner Jim Smith and Deputy Kurt Bart Barthel interviewed workers who were scattered throughout California and Oregon.

The key witness was Bowers' former bookkeeper, Carol Hunt, who had refused to sign the false documents and who came from Klamath Falls four times during the trial to testify.

Bowers is due for sentencing this month in Solano Superior Court in Fairfield.
Thoughts on the death of a good friend, Paul Edgecombe

By T.J. (Tom) Stapleton, Business Manager

This month we deeply regret the passing of Paul Edgecombe, a long-time member and former officer of Local 3. We extend our heartfelt condolences to his daughter, Judy, and to his brothers and sisters.

Of all the officers that have served in Local 3, Paul Edgecombe will be remembered as one of the most colorful. He loved the union and thoroughly enjoyed his role as a negotiator and as presiding officer at union meetings. He was a great story teller, a skill that came in handy many times when tense negotiating sessions needed to be diffused.

Paul had many talents that helped him to serve effectively as a representative of the union. As a worker who came up through the ranks, he knew the industry and knew the value and necessity of union representation.

He was known as a man of his word and widely respected by union and employer representatives alike. He used to say, "a good union officer has got to be a good salesman. Selling labor is the toughest thing there is to sell." He was one of the best at a very tough job.

There are three things Paul will be most remembered for: his skill as a negotiator, his adept handling of union meetings, and his love of a good poker game. He approached them all in the same fashion — probably because they’re not all that different when you get right down to it.

When Edgecombe wasn’t running a union meeting somewhere, he was generally involved in contract negotiations. He had a million war stories about negotiations that he never tired of retelling. But more importantly, in those stories lies a treasure of good advice for anyone who aspires to be a good contract negotiator for the union.

At Paul’s funeral, his brother-in-law Bob Williams, who lives in Illinois, mentioned he had recorded many of his negotiating experiences on tape last year when he was still healthy. We were able to obtain a copy of that tape. Following are a few excerpts on contract negotiations from that interview:

"The most important qualification of anybody negotiating a collective bargaining agreement is that person must have worked in a job related to the type of contract he’s negotiating. Nine times out of ten, employers have lawyers who have never worked a day in their life in the kind of work they are negotiating a contract for.

"They don’t understand just exactly what labor is talking about or what the problem is when the employees are demanding a particular issue that is near and dear to their hearts.

If you left it up to attorneys to negotiate an agreement, you would never finalize it, because of their pride of authorship. Each one of them has a different interpretation in the usage of words. You have three lawyers draw up the language of a contract, you’ll have three different arguments.

You have to contain yourself in negotiations. Whenever it gets tense, you gotta tell some kind of funny story to relieve the tension and get them off that issue and on to something else.

"Sometimes you have to use window dressing. It’s acting. Bluffing. Putting on a big show, just like playing poker. We used to scare the contractor to death when we’d bring up the guaranteed 40-hour week issue. It would shake them off their shoes. It was a great gimmick.

You have to be patient when you negotiate. Everybody can’t be a good negotiator. It gets boring as hell sometimes when you’re going out on an issue for hours.

"Any damn fool can take men out on a strike, but it takes a smart man to get them back."

"Whenever the negotiator shakes your hand, that means you might as well put it down in writing. If he double-crosses you, he’s in for trouble. He’s not going to be around next negotiations."

Edgecombe had pretty strong views about lawyers, probably because of some of the ones he used to have to deal with on the other side of the bargaining table. One of his favorite stories was about the time he was negotiating for a barite mine out in Dumpling, Nevada. It gives you a pretty good idea how he played his role.

The mine was owned by National Lead and on this particular occasion, they had spent a lot of time over there, said T.J. "Tom" Stapleton, business manager.

The attorney was a young guy who had been a captain in the Marine Corps during World War II. He was a John Bircher and was "anti-Lyndon Johnson and anti-labor," Edgecombe recalls. He was constantly nitpicking on the language and would do anything to disrupt negotiations and show the others how smart he was.

After about three days of this, they were getting down to the economic issues and the attorney was becoming more and more disruptive to the negotiations, constantly interrupting his opinion. Finally after about two o’clock in the morning, Edgecombe called for a caucus until the end of the next day.

Before going in the next day, Edgecombe met with his committee and vowed that if they didn’t succeed in getting the lawyer out of negotiations, they would break off and go pull the employees off the job.

As the lawyer dealt with the company, Edgecombe told them a story about the doctor, the engineer, and the lawyer. Each had a dog and each thought their dog was the smartest. They got to arguing about it, so finally the doctor said, "My dog, Scapie is pretty smart. See the pile of bones there? I’ll show you what he can do."

The dog took the pile of bones and with a flick of its tail had built a replica of the human skeleton.

"Old Sluder can do better than that," bragged the engineer. His dog took all the bones, tore down the skeleton and in three minutes had constructed a model of the Golden Gate Bridge.

"By golly, that’s pretty good," the lawyer said. But I think old Loophole here can do better than both your dogs. Loophole, show them what you can do.

With a minute’s time, Loophole had smeared the other two dogs and eaten the bones to destroy the evidence.

Everybody got a big kick out of the story except the lawyer, who wanted to fight Edgecombe right then and there. "Now wait just a minute," Edgecombe said. "If you let that attorney stay here today, we’re going to have a strike, because we’re not going to meet with you one more minute until you get him out of here."

The employer representatives went into a caucus and in five minutes later they came back without the attorney. They were able to finalize the agreement within the next two hours.

Edgecombe could talk all day about his life as a union representative and sometimes he did. Funny thing is, no matter how many times we’d heard it before, we never got tired of hearing it again.

That’s the kind of man Paul Edgecombe was. We’ll all miss him.

Stapleton speaks on drugs in workplace

"The Nightly Business Report," a public television news program, interviewed Business Manager Tom Stapleton this month to get his views on drugs in the workplace.

"Our responsibility as a union is to help keep the workplace safe and to increase productivity," Stapleton said. "Our product is our skilled members. Drugs and alcohol in the workplace cause us to lose our productivity advantage over non-union workers, which we cannot afford to lose."

Stapleton pointed out that a common misconception is that drug testing is the answer to the problem. "We are basing our program on job performance," he stressed.
Week of training at RMTC

Local hosts organizing seminar

By John McMahon

Local 3's Rancho Murieta Training Center was the site of an extensive, one week training program conducted by the International Union of Operating Engineers for the purpose of organizing. Thirty-five delegates from 15 locals in the western United States attended the seminar.

According to Jim Van Dyke, Director of Organization for the International, the purpose of the seminar is to give officers and agents from the region a comprehensive course in the modern techniques of union organizing. "We want the representatives to have a common approach to organizing, utilizing the current laws and taking into account the strategy of today's contractors."

The seminar, which began Sunday evening, December 7, included sessions on communications, organizational behavior, campaign strategy and planning, the legal aspects of organizing and jurisdictional problems. In addition, there were three sessions concerning research: how to conduct research, what to look for in researching a particular company, and how to interpret the research compiled.

There was also an official from the National Labor Relations Board to explain how a representational election is conducted and what is and is not allowed at election time.

Opening the seminar, Local 3 Business Manager T.J. Stapleton told the participants that organizing is the life blood of a local union. "In the past year, Local 3 has received complaints from another 300 members, have had 200 transferred or withdrawn from the Union. That's a loss of 1000 members. Those 1000 members must be replaced or slowly the local union will die. There is only one way to replace those members and that is through organizing."

IUOE General President Larry Dugan gave the keynote address at the opening of the seminar. Dugan told the delegates that "it is necessary to change our course and direction if we are to survive as an organization."

"I said that after WWI, the engineers were living in the golden days. "We had the market right in front of us and we controlled the training of people who worked in the market place. That's not true now. We don't control the market and we are experiencing dual training and dual apprenticeship programs. We truly missed a great opportunity. We could have been one million members strong now instead of 400,000."

Dugan reminded the delegates that "Nobody will work for us if there is the hint that we have in our problems, nobody else has the motivation like we do, and nobody has the depth of knowledge that we have. We have all the answers. We need only some help."

"Historically, we have a great opportunity that we should have the future. Therefore, we have our fate in our own hands. We can do this proud organization by the same means that helped build it—hard work. It is our responsibility."

Dugan said that the International Union is making a major commitment to organizing. "We will help those who are willing to help themselves, but we cannot do it for you."

"So, it is obvious who will have to do the work."

Dugan closed his remarks by telling the delegates that "We've got to change our ways, and we can change our ways. That's been the strength of the labor movement. Nothing else that we do can help our organization more than making a major commitment to organizing new members."

Song speaks out on American trade, industry

Let's hear an expert's ideas about what's wrong with American industry:

• The people who run our corporations have short-term views of quarterly profits and annual dividends that drain their companies of innovation and creativity.

• Managers and stockholders demand quick financial returns and annual bonuses that syphon off capital.

• They treat workers like tools and golden parachutes.

• They encourage workers to work only for money, and not for the corporation or society.

• They devalue work, work and non-economic function in life to produce profit.

• They lower the economic standards and earn weaker and weaker by the year.

The words of a labor leader frustrated and embittered by the long struggle with management: Haunted

The speaker is Akio Morita, co-founder and chairman of the board of Sony. The son of a famous, enormously successful as an industrialist and now the author of a book telling how the Japanese conquered America.

The name of the book is "Made in Japan." Morita is traveling around the U.S. promoting it.

As legislators rushed to adjourn the final session of the 99th Congress, the U.S. Senate ended any chance of passing a bill this year to prohibit the practice of double-breasting in the construction industry. But at the last minute, the bill was retained within the spending caps.

As the word "double-breasting was not passed in the Senate, George said, "the legislative history and success that was laid out by getting it passed in the House of Representa- tion will serve as an excellent catalyst for further consideration of the measure in the future. Furthermore, considering the fact that we were dealing with a hostile Senate and house of a major in- dependent, our efforts this year will serve as a major step forward for the enactment of this legislation next year. Many people did not believe we could get this bill passed in the House, let alone even come as close to victory as we did," he said.

President Georgiades praised the efforts of BCTD members on behalf of double-breasting and said that "your continued help will make the difference when this measure is considered again."

S. Navy, Atlantic Fleet during WWII

Cliff worked aboard the S. Navy, Atlantic Fleet during WWII and in Guam after the War. Wilkins started as an oiler in Local 3.

Cliff has been a member of the Bechtel Corporation, becoming one of the top big construction leaders in the Bay Area.

Wilkins retired =

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Bay Bridge lights up amid shower of fireworks during 50th birthday party celebration.

Bay Bridge’s 50th anniversary

The Bay Bridge, a project that captured the imagination of engineers and provided an excellent depression-era wage of 95 cents an hour to thousands of construction workers, celebrated its 50th anniversary on Saturday, November 15.

The night lit up with 10,000 aerial explosives. The Bay Bridge’s 50th birthday party ended on a colorful, big-band note and of course, a monumental traffic jam.

Thousands of motorists heading into San Francisco to watch the fireworks at the foot of the bridge on the Embarcadero found themselves immobilized in a gridlock that tied up traffic on both sides of San Francisco Bay for several hours as motorists abandoned their cars to watch the fireworks.

Some 1,000 boats crowded into the bay near the Ferry Building and about 30 aircraft—most of them helicopters—jockeyed for airspace.

A giant sound system at the waterfront blared Beethoven’s Fifth Symphony, Glenn Miller’s “In The Mood” and Simon and Garfunkel’s “Bridge Over Troubled Waters” as the pyrotechnic display soared 1,200 feet into the sky from six barges anchored off the Embarcadero.

After half a century, the Bay Bridge is still the longest high-level bridge in the world, measuring 77,000 feet between its San Francisco and Oakland approaches, and by any standard one of the engineering marvels of the age.

Just as remarkable is the fact, the bridge was built at a time when the nation was gripped in the midst of the Great Depression. With the Golden Gate Bridge already under construction six months earlier, the two projects yielded a tremendous boost to the local economy and opened the way for the regional transportation system we now enjoy.

Watching the construction was as popular as television today. It was cheap entertainment in a time when thousands of people were broke.

For free you could stand or sit along the Embarcadero and watch one of the greatest construction projects in history.

“The Bay Bridge is still the longest high-level bridge in the world, and by any standard one of the engineering marvels of the age.”

A 21-cent ferry ticket would buy you a closer look right under the deck.

The bridge went up amazingly fast, even by today’s standards. From July 1933, when actual construction began, it took only 42 months for completion.

First, there were the bargelike casings that were sunk to bedrock as foundations for the towers.

Next came the graceful steel towers to support the cables and girders that would reach into empty space across the largest harbor ever bridged.

Ferry riders watched workmen scramble over the steel.

The steel girders, riveted 0-ton steel beams into position hundreds of feet in the air and tugged on hulking cables.

Bicycle-like contraptions riding high wires began shuttling between the towers. Day and night, they whirred and clicked, gliding back and forth between San Francisco and Yerba Buena Island, spinning giant cables that would support the bridge 200 feet or more above the bay.

In December 1935, tugs pushed barges loaded with prefabricated steel sections of the bridge out onto the bay between San Francisco and Yerba Buena Island.

Ferry riders had front-row seats for the drama that followed.

Once the steel was in position, cranes hoisted each prefabricated section 200 feet into the air. Quickly, workers attached the steel sections to the cables that swooped down from the towers.

Proud designers described the graceful suspension cables as “clotheslines with a college education.” The suspended cables weigh 19,000 tons. Each consists of 17,464 wires.

East of Yerba Buena, parts of the bridge took shape atop stiltslike temporary supports. Girders from the twin, triangle-shaped towers reached across the empty space toward each other.

When the girders were riveted together on March 25, 1936, San Francisco and Oakland were connected by steel for the first time.

From the deck of a ferry, the work looked almost effortless. But by today’s standards, a few steps were taken to minimize the risks of working high above the water.

Twenty-nine workers were killed and more than 1,150 were injured during the construction. Some fell from the towers into the bay; others were struck by flying rivets or equipment. (The bridge was built before hard hats were mandatory for all workmen.)

One diver died of the bends. But contrary to popular stories about men dying in wet concrete and being buried alive, construction records show that such strange mishaps never occurred.

To an engineer, the Bay Bridge is really 10 bridges and one tunnel linked end to end. The bridge is on 51 piers, 44 of them in the bay. The East Bay approach is on a causeway completed in 1915 as a railway approach to a ferry pier and widened for automobiles.

No changes were necessary to add two electric train tracks to the south side of the lower deck in 1938, because the bridge was designed for long and heavy rail cars. (Each rail car weighed 70 tons compared with the 30-ton BART cars of today.)

Major structural changes were necessary when the trains were removed in 1958. The upper deck was converted from three lanes in each direction for automobiles to only five lanes for all westbound traffic. The tracks were removed from the lower deck, which was reconfigured to handle five eastbound lanes for all traffic.

This time, commuters were not awed by the bridge designers’ engineering expertise. Rather than being casual spectators from ferries, commuters were participants, trapped in the middle of the confusion. The reconstruction set off eight years of chaos.

The upper deck was not designed for heavy trucks and had to be strengthened. Both levels of the Yerba Buena Tunnel were rebuilt.

Extra beams were sufficient to strengthen the upper deck. Removing the tracks was relatively simple because prefabricated pavement panels replaced the rails.

But fixing the tunnel was not so easy, because its upper level, designed only for autos, was too low over the left and right lanes for trucks.

It was necessary to lower the upper deck about 18 inches to provide clearance and rebuild the lower deck pavement because the tracks were at a lower level than the original roadway. A row of columns that supported the upper deck also had to be removed. But there was not enough headroom on the lower level for a crane needed to install supports for the rebuilt upper-level roadway.

The solution, considered an engineering triumph, was “The Hump.” Part of the upper-deck roadway was replaced by a temporary steel bump so there would be room in the lower level for the crane. The Hump was moved along, and the upper deck roadway lowered and replaced, as the crane worked its way eastward through the island.

Motorists did not care whether the Hump was an engineering marvel. They hated it. The bump was so abrupt that some cars became airborne while passing over it.

On the Hump’s first day, Nov. 25, 1961, afternoon traffic was halted for hours. The jams continued until Oct. 27, 1962, when the crane was no longer necessary and the Hump disappeared.

Since Feb. 7, 1966, when the $35 million reconstruction job was declared officially completed, the bridge has not been significantly modified. From a distance, the bridge looks much the same today as it did 50 years ago.
Robert Brogden's brother, Dick is shown in this old photo taken at the Oakland airport

Retirees recall life on the bridge

By James Earp
Managing Editor

There are no doubt many operating engineers like retired Local 3 members Guy Jones and Robert Brogden, who got their start working in construction in California because of the Bay Bridge.

This huge, Depression-era project drew construction workers from all over the country because of the promise of a good job during a time when even a low-paying job was hard to come by.

Robert Brogden of Berkeley was honored last July at Local 3's semi-annual membership meeting for 50 years in the union. For Brogden, it all began in 1933 at the age of 25 when he got a job working for Western Crane on the eastern approach to the Bay Bridge.

"Things were pretty rough at the time," he recalls. "Work was hard to find."

Brogden started out as an oiler on one of the original Lorraine cranes and eventually got enough seat time in to become an operator.

The Lorraine was first developed in WWI for General Pershing, Brogden explains. "The swing was not conventional on those rigs. If you pushed it, you swung towards you and if you pulled it, it went away. Just the opposite of controls nowadays. You had one foot-brake for one drum and a handbrake for the other."

Ironically, it was the unique operation of the Lorraine that provided a way for Brogden to join the union.

"We were on a job at this end of the Bay Bridge digging footings for what is now Moss Ave. and MacArthur Blvd.," Brogden recalls.

"Down came a business agent — I think his name was Frank (Lawrence) from Local 59 — who was going to shut the job down because we were non-union."

"So we sat down on the sidewalks while they brought over six or seven operators from the union hall to work the Lor-raines. They had the roughest time you ever saw. They couldn't even put the bucket down, open or close it after they got it up. You couldn't expect them to do this work," he says. "As you're traveling around the country you see a project and say, 'There's something we did the footings for.'"

"He also enjoys the challenge of operating the equipment. "When you get a machine, it's just a pile of iron. It's like a violin. Some people get just a lot of squawks out of it, but some people can really make it sing."

"The idea, says Brogden, is that you're determined to get more out of the machine than anybody else can."

"There's still a lot of that one-upmanship going on, "operators pride themselves on doing more on that rig than anybody else," Brogden says.

"The machine is always like something waiting to catch you napping," Brogden adds. "You've got plans in the back of your head — if this happens, I'll do that, etc."

Brogden worked in the industry until 1964 when he finally retired at the age of 76. During that time, he's experienced many changes in the industry.

"Take pile driving," he says. "It used to be a crew went out with four men and a foreman. The foreman had a roll of blueprints in his back pocket. You went out to the worksite, the owner or somebody working for him came by and showed you some stakes and you dug in and drove piles."

"Now there's so many white hats, engi-
Applications being accepted for scholarship contest

General Rules & Instructions For Local 3 College Scholarship Awards 1968-1987 School Year

Two college scholarships of $1,000.00 each will be awarded to two students at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

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

The Local 3 Scholarship will impose no restrictions on the field of study. However, applicants may accept any other grants or awards which do not interfere with the use of scholarship aid from other sources.

Who may apply:

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

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

The applicants must be senior high school students who have, or will be graduated at the end of the current (1986-1987) school year. The (2) Spring Semester (beginning in 1987), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the 1987-1988 academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Scholarships selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1987 and March 1, 1987.

Awards: Scholarships

Upon receipt of the application and required forms, Local 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent group composed entirely of professional educators.

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

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

Instructions:

1. The application—to be filled out and returned by the Applicant.

2. Report on Applicant and Transcript—to be filled out by the high school principal or person designated and returned directly to Local No. 3 by the officer completing it.

3. Letters of Recommendation—to be sent by three letters of recommendation giving information about his/her character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writer to Local No. 3.

4. Photograph—a recent photograph, preferably 2 inches by 3 inches with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineer News.)

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

William M. Markus
Recording—Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia street
San Francisco, CA 94103
or to College Scholarships at the address shown above.

Guy F. Atkinson pours it on at Drum Powershare project

Guy F. Atkinson is working 7 days a week, 12 hours a day, at Drum Powerhouse in Alta, CA, business agent Bill Marshall reports. This company is employing 21 operating engineers and under the supervision of Brothers Bill Osink, Red Harris, and Steve Jones. All of the members say they are looking forward to the rains so that the淋の will be taken off. Kiewit Pacific is working two shifts, 7 days a week, 10 hours a day, at Drum Alta. CA. This project has kept a lot of brothers busy for the last 4-5 months, and these brothers are also looking forward to the sunny season.

Highway 80 has been hectic all year with construction crews everywhere. M.C.M. Construction is working at three different bridge sites on Hwy. 80, Teichert Construction has been working on Hwy. 80 from Roseville to Nevada Stateline. C.C. Meyers is working at Boca Bridge keeping a few brothers employed under the supervision of Brother Bill Rickman, Perata Exc. Inc., Joe Suter Const. Co., Inc., Northbilt, Inc., and Sittre Exc. has been keeping brothers busy for the entire year. The Lake Basin area. Teichert Construction is working on Martin Creek in Truckee has been keeping the brothers busy ever since the water level hit 2 inches above.

Marshall said. He said he will be needing picketers to walk and carry picket signs. He would also have a separate crew that could come in to help with the picketing. There is no way that the company can keep this up for next season as well.

He added that Local 3 was able to sign Burdick Excavating on Ray Wilson's at South Lake Tahoe working on the new casino in South Shore.

R. A. Nenett Const. on Hwy. 50 is keeping the brothers working on three different sites on widening and straightening awarded with the U.S. Army Corps of Engineers. There are working under the supervision of Brothers Coky Harmon and Rick Nemetz.

Roy E. Ladd's job on Hwy 50 at Riverton is coming along really good, and C.C. Meyers has just gotten the bridge completed.

The Union has a picket on Doug Veerkamp who is doing the Pollock Pines School on Amber Way off of Ridge Road. The prime contractor William Johnson; is union with the Laborers and the carpenters, but refuses to sign with Operating Engineers Local 3. "We had a meeting and Veerkamp convinced to sign with Operating Engi- neers, and the prime contractor talked us into signing our agreement," Marshall said.

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Motorola, which makes hearing aids, notes that "the American work force is more truly American than theirs. The only thing we send over (from Japan) are the electronics, and some special integrated circuits.

"We say that you can say that any so-called American-made TV set is about 80% Japanese made. But, in the electronics industry, it is true to say that the electronics industry which manufactures electronic components, including the picture tubes. The only thing we send over (from Japan) are the electronics, and some special integrated circuits.

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Marysville wraps up an excellent year

Marysville District Representative George Morgan would like to take this opportunity to thank all the members and friends for their participation throughout the year, especially those who helped carry the financial burden of a heavy workload, including those who helped with the phone bank and those who volunteered on the picket lines. "As a result of the phone bank, we were successful in signing up two major contractors which is damn hard to do in this day and time," Morgan said.

He also thanked the Job Stewards and the Safety Committee for their cooperation in the plants and on the job sites in the industry.

"This year, we issued more than one and one-half times the number of dispatches issued last year, some being short duration and some being under various agreements. The Dispatcher, the staff, and I appreciate you men taking these jobs," Morgan said.

The work picture on the east side of Marysville is still looking good for this time of the year, reports Business Representative Dan Mostats.

Tenco Tractor is still staying busy in their shop with a very good work picture for next year. This should keep the shop busy, Ford Construction is busy repairing the Yancey and Northern levees which were very badly damaged from the storms last February. Babcock & Wilcox is still busy, with three engineers staying until the very end.

Baldwin Contractors has had a lot of work this year at various locations and was low on two more, an Industrial Site and another which damaged storm levees which were very badly damaged from the storms last February. Baldwin has just begun the work, and this should keep them very busy until the rains come.

Cloudy Butte at Parks Bar has been very busy. Wayne Renaud has had a crew working ten hours a day to keep up with the demand. Baldwin Woods has on the Sacramento River. Work should be coming to an end soon though, at Parks Bar.

Also, spending the time keeping a crew busy crushing rock at Spring Valley, and it will probably last until the rains come. Baldwin Contracting's Hallwood Plant is running full out with a lot of Engineers employed. Teichert Construction at Hallwood has had a busy year, and the word is that they will probably stay that way until the Holidays.

Robinson Construction in Oroville is still working at the Ghost Town, though they have a few other projects in Oroville to move to. This work will keep them going a little longer.

Stimpel-Wiehels is still working on Highway 70 which was damaged by last winter's floods and will probably go on until the end of the year. Stimpel-Wiehels was also low on a section of Highway 89, and they have started on the El Dorado Irrigation District. Construction is still moving along on the work in Sierra City and will probably work until the snow flies.

This has been a good year on the west side of the area, and dirt is still flying, reports Business Representative Vern Hughes. Crystal Creek Construction of Redding has a good winter job at the Celilo by-pass and should keep a lot of Brothers working all winter. They are working two ten-hour shifts, five days a week, employing about sixty employees.

Californians for Better Transportation set goals

By John McMahon

At its annual meeting in Sacramento in early December, the Californians for Better Transportation called for the reauthorization of the Federal Surface Transportation Assistance Act as well as additional funding for local and state road needs.

Californians for Better Transportation is a coalition of local governments, labor unions and the business community formed to advocate increased funding for transportation related needs.

The Surface Transportation Assistance Act is a comprehensive program providing federal aid to states and local governments for financing state highways, local streets and roads and mass transportation improvements. The United States Congress adjourned last fall without re-authorizing the Act. This inaction jeopardizes the planning and financial continuity of state and local transportation programs.

Failure to pass the Act means that new safety and bridge repair projects in California, among other things, will come to a halt January 1, 1987. Congress adjourned without approving new highway legislation, the nine-cent-a-gallon federal user fee on gasoline is set to expire in the Highway Trust Fund with only limited spending authorization.

Even though there are sufficient dollars in the federal Highway Trust Fund, estimated to be $10 billion by January I, no new funds for bridges and other safety repairs will be made available to California at the start of the new year. A new highway bill is needed to authorize such expenditures.

According to the California Transportation Commission, federal funds for other California roadway projects are expected to be exhausted by April or May. This translates into a four to six month delay in awarding new contracts, even if a new bill is approved early in the new Congressional session.

If no bill is passed, California is still expected to lose an estimated $944 million in more than $5,000 jobs, according to some estimates.

CBT said that California's stake in a timely five year reauthorization of the federal law is substantial because nearly 1 billion in federal funds are required for completion of the state's interstate projects, another $200 million in the state's minimum statutory guarantee is required to fund its non-interstate program, and the additional federal funding authority contained in the proposed statute would allow California to complete over $6 billion in projects over the next five years.

Other resolutions approved called for a constitutional amendment which would reallocate state fuel taxes as user fees, rather than general revenues. This would remove gas taxes from the limitations of the Gann Initiative which limits the annual appropriation of state and local tax proceeds to the growth in population and the consumer price index. While this stands now, even if the gas tax was increased to finance the necessary road work, it could not be spent because of the Gann limitations.

Two-gater protest — Approximately two dozen building trades members participated in a demonstration in San Francisco recently to protest a non-union job on construction at Gateway Blvd. The contractor on the job, Calcon Construction out of Arizona, began the building last March. After nearly nine months on the job, they are already beginning to hang up the third floor. By comparison, a similar job was started in Redwood Shores by union contractor Charles Pankow at about the same time as the Calcon job and they are virtually finished with the project.

Symptoms warn of chemical dependency

By Nate Davidson

Like any other disease, alcoholism or chemical dependency has its own symptoms. The Addiction Recovery Program (ARP) is hopeful that union member's awareness of these symptoms will increase the incidence of treatment and recovery.

There are several significant and obvious symptoms that mark the disease of alcoholism or chemical addiction. These are the symptoms that clue the alcoholic to the disease and the disease to the alcoholic. Unfortunately, most people fail to recognize these warning signs as symptoms of a disease. There's no treatment and so the disease progresses.

These are some of the symptoms:

Increased Tolerance: While it might seem the alcoholic would have lower tolerance to alcohol, in reality one of the symptoms of the disease is increased tolerance. The drinker or user needs more to reach that feeling of euphoria they are searching for. This can be a misguiding indication that they don't have a problem. Often this high tolerance is a source of pride to an alcoholic or chemically dependent person.

Preoccupation: The drinker or user looks forward to times he or she can drink or use. They set up situations in which alcohol or drugs will be present. Conversations are filled with references to drugs or alcohol, getting high or "feeling good." Also, they will reward themselves with a drink or drugs because "they deserve it" or "they earned it."

Solitary use: The social drinker likes to drink with others. Often it's the "Friends, Fun and Fellowship" that sets the stage for drinking. But not with the alcoholic or dependent drug user. For the person with this disease, the drug — and I'm including alcohol as a drug — becomes more important than the people or the setting, in fact, often these people for companionship.

Protecting the supply: Drugs or alcohol become so important that the alcoholic or addict will feel very uncomfortable if he or she is not supplied with the drug when they aren't actually drinking or using.

Gulping drinks or rapid intake of drugs: The objective of the chemically dependent person is "to feel as good as possible, as soon as possible."
The Camino Collegio Assessment District has been busy this year. Reports District Representative Gene Lane that the large freeway project being done by Tutor-Saliba-Perini (Joint Venture) has had a great deal of work. With the dramatic increase in construction employment this past season where approximately 120 Operating Engineers put in long shifts.

However, almost all the employers, both local and out of the area, reported a noticeable decrease in activity in the district. It would be safe to say that something positive is happening with the out of work list getting down to five members and you have to call neighboring locals almost daily to fill job orders.

In "our conversations with Business Agents and members of other locals we heard sad stories of either no work or the work going full speed ahead," Lane said. One of the results of these conversations is the realization of how fortunate we are to have so much work going our way. "In our conversations with Business Agents and members of other locals we heard sad stories of either no work or the work going full speed ahead," Lane said. One of the results of these conversations is the realization of how fortunate we are to have so much work going our way.

Mercer Fraser Company, Inc., our largest paving and materials supplier, reported that activity is starting to get up to a point where it is a matter of driving the asphalt repair up to highways in the area. Since then, they have completed various projects in and around Humboldt and Mendocino counties, including the paving of access roads to the new Redwood Bypass. The project has been a big boost for the local economy and has allowed us to continue to tailor programs that benefit as many engineers as possible.

Many thanks to the officers and to all the district representatives and staff. With your constant help we are able to serve the membership and give everyone a sense of accomplishment. If everyone could do what we could do, we would be able to do even more. Our special thanks to all the Chaplicity Chairmen of the Retiree Association.

John Gardner, Bill Seeman, Charlie Hansen and Jess Parsons. It is with the skill and gracious assistance of the Chaplin Chairmen that the Retiree Association meetings were such a success.

Please note on this page the schedule of Retiree Association Meetings beginning in January. Important information regarding your Health and Welfare coverage will be discussed at these meetings, so it is important that you attend.

Seasons Greetings to all of you and best wishes for a happy and healthy 1987.

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**Bids to be opened for Cordova Bypass**

District Representative Chuck Smith reports that work in the Santa Rosa area is still going pretty well for this time of year. However, the first good storm will bring things to a screeching halt. The long range weather forecast is for a very wet December and January.

The first phase of the Cordova bypass was scheduled for a November 1986 start-up, however, that has been postponed until December 17th. Highway 101 looks good for keeping quiet for the year with the weather being mild. However, one storm does not last long decided to retire. We knew the job was going to be missed. Hard to replace! We know the management was responsible for it. With the weather being so mild, the job was never left.

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Dr. Roy Coleson reports that work in the area is still going pretty well for this time of year. He said that he has put in 1800 hours this year including the new Mall on Broadway.

**Best season for years on Eureka**

The summer of 1986 was, without question, the best work season the North Coast has experienced in ten years, reports District Representative Gene Lane. It is true the large freeway project being done by Tutor-Saliba-Perini (Joint Venture) has had a great deal of work. With the dramatic increase in construction employment this past season where approximately 120 Operating Engineers put in long shifts.

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**Fringe Benefit Forum**

By Don Jones
Director of Fringe Benefits

The Christmas season—a time to change stride and look at our day-to-day work from a different perspective, a time for celebrating the holidays with family and friends, a time for giving and receiving, a time for thank you’s. Christmas cards and notes that we visit with once a year, tree trimming with corresponding struggle to find perfect placement for miniature lights, ornaments, tinsel, once a year rush on baking ingredients to delight palate and raise blood sugar levels. A part of the season which seems to pass out that extra capacity to juggle more tasks than is normally able to handle in a few crisp days.

Special meaning for members of the Operating Engineers. The true spirit of Christmas, Akin to the spirit of union unity. This spirit is easy to recognize as we look back through 1986. It is the spirit we all drew on to make it on time to the job site, supporting each other with our various job skills, fighting to finish in time to end the season. This union unity is the underpinning of health plans which help provide coverage to families and friends of the following Chapter Chairmen who died during the year. Harley Davison, Charles Hansen, and Jess Parsons.

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Where did I catch this cold?—you ask yourself. Now that winter is here, you might decide you had gone outside without a hat, shoes, or enough coat, or gotten your feet wet, and thus caught a cold from being chilled. Actually, you are more likely caught your cold like this. You visited a friend or relative who had a cold, touched a hard surface that he had also touched, then rubbed your eyes or nose—and infected yourself with a virus.

Experts have agreed for many years that you do not catch a cold from being chilled, getting your feet wet, or sitting in a draft. And you are not "cold-proof" yourself with plenty of sleep or good nutrition—all of these may increase your resistance. The only way to catch a cold is to pick up a virus through contact with another cold sufferer. For a long time, years ago, scientists thought the major cause of colds was air-borne viruses. But recent research has shown that while sneezes and coughs do spread the virus, the most common are called rhinoviruses. More than 100 viruses cause colds. The most common are called rhinoviruses. These don't do much to the body except make you feel sick. The virus can survive up to three days on hard surfaces like doorknobs or table-tops, and on some types of fabric. Your cold starts when you touch a contaminated surface, then inoculate yourself with the virus by rubbing your eyes or nose. The virus then reproduces itself in your own cells and reproduces itself rapidly.

Your body tries to fight off the invaders by producing interferon, an antiviral chemical that triggers the defense mechanism in surrounding healthy cells. Your body also steps up production of mucus, which trapping the virus and sweeps them out of your nose and into your stomach, where they're destroyed. But often the virus reproduces itself faster than your body can fight it off, which means you face a few days of headaches, stuffy nose, coughing, and sore throat. The best way to deal with a cold is not to pick up one in the first place. Avoid direct contact with cold surfaces, keep your hands clean, wash your hands frequently, and keep them away from your eyes and nose.

Each time you suffer a cold, you acquire a limited immunity; your body will recognize that particular virus and be on the alert to fight it off the next time it shows up and fight it off—but you don't develop immunity to any of the other cold-producing viruses.

Americans spend more than $1 billion yearly on cold remedies—medicines that don't cure the cold, but do help relieve the symptoms. Some people ask their doctors for antibiotics for colds, but these are ineffective against viruses. If you want relief from a cold, choose a remedy that is formulated to help only your symptoms.

Think twice before taking a cough suppressant. Coughing helps clear your lungs of congestion by bringing up sputum. If your cough is dry, however, you may want to take something for it. If you have high blood pressure, consult your doctor about taking oral decongestants. These contain the blood vessels in the nose—and everywhere else, which can be harmful for some people with hypertension.

Aspirin will relieve aches and fever, but it may make you more contagious. Researchers have found that taking aspirin with a cold with aspirin increases the amount of viruses shed in nasal secretions. Consult a pediatrician when giving children over-the-counter cold remedies. Many contain alcohol, which can be dangerous to small children.

Children common for cold sufferers to load up with vitamin C. Studies on the effects of vitamin C are inconclusive. It doesn't seem to prevent colds off, but may help shorten a cold's duration. But remember, large doses of vitamin C can cause diarrhoea, especially in the very young and very old.

Mom's home cure—chicken soup—may not have been too far off the mark. Researchers have found that heat liquids increase nasal secretions, allowing your body to rid itself of the virus more quickly.

Most doctors agree that the best way to treat a cold is the simplest. Rest in bed, drink fluids, and take pain relievers if you're suffering. But remember the old adage: if you don't treat a cold, it will last a week; if you do treat it, it will last only seven days.
New three-year contract

Wheeler negotiations completed

Recently completed negotiations with Wheeler Machinery Company resulted in a three-year contract for the bargaining unit employees. By a combined vote of the three unions, Salt Lake City, Cedar City, and Vernal ratified the contract. Lynn Barlow reports.

The company, claiming a great concern with the profitability of the parts and service department, came into negotiations with the intent to severely cut wages and fringe benefits. This proposal was unacceptable to the negotiators and a number of different meetings, the company made some major concessions from their original proposal. The proposed contract was then taken back to the membership and ratified by a secret ballot vote.

Doing an excellent job on the negotiating committee were stewards Dave Bird, Wheeler Shop—Salt Lake City; Merlin Burnhurst—ICM Shop; Gaylen Walker—Warehouse, Bill Colby—Salina; and the officers of the Credit Committee, and Dave Stultz, Safety Committee.

The workers working for Concrete Products Company are facing a winter layoff for the first time in many years. With large stock piles of product at White Hill Road and elsewhere, CPC is being forced to lay off production employees. So far, the main contractor has been to offer concessions. Hopefully, the company will be able to call back all their employees in the spring.

As many members are aware, the staff in the state of Utah have their work cut out for them. One of the primary goals is to sign up new members, and more jobs for the union contractors, business agent Virgil Blair reports.

The highlight of our problem in Salt Lake is that non-signatory contractors don't have to pay union contract scale and have been allowed to cheat the workers. The problem is that the federal government has set for prevailing wages. The non-signatory or "scab" contractors are paid less, which makes it hard to make an honest and decent living.

The business representatives in Utah and throughout the local have been working to get better matching with non-union contractors breaking the law by not paying proper Davis-Bacon wages. The Operating Engineers in Utah have uncovered several cases, and finally received help from the federal government and gotten agencies to check Davis-Bacon.

On state and private money jobs, there are no set wages and non-union contractors pay anything they choose. Every day ads appear in the paper for experienced construction people offering wages from $4 to $30 an hour. HOW CAN YOU BUY A HOME AND RAISE A FAMILY ON THIS KIND OF WAGE NOWADAYS?

You can see why the union is fighting to retain the Davis-Bacon Act in Utah.

Water is approaching and some of the jobs in Utah are slowing down due to the 180° weather. Lynn Bird & Reed's job at Smith-Moorhouse is down to a handful of operators. These few members will probably have work into the fall.

"We're hoping to have a dry spring, and see our hands back to work early on this job," Blair said.

W. W. Clyde & Company has completed their work on the Knowles job. There may be more work at this site at the end of this year.

Most of the hands from this job have been transferred to other jobs Clyde has going. One is the dike on the Bonneville Dam project and another is the Air Force project along the highway. When traveling to Wendover, the work can be seen along the highway. Weather, to this point, has helped some.

Clyde's canal job at Myton is moving well. The company hopes to be able to start back up around March. Clyde has work starting this week in the Basin area, with Jonton Construction starting a waterline at Duchesne. The Operating Engineers should have a few hands working on this 27-mile project this fall.

We will still have good business in the area. The company has had quite a bit of work in the Ogden area and now has a large stock pile of product at White Boulevard extension job in Ogden, and will be starting the first phase of the $457,578 task.

Miya Construction has done very well this summer working on the Monroe Boulevard extension job in Ogden. This job has been a good one for Sam Miya, a subcontractor on this project.

Sam Miya, Inc. has a couple of operators working on shoulder widening on the best of Salt Lake. With the rising of the Great Salt Lake, this may not be enough. Sam Miya is a subcontractor on this project.

The Miya Construction Company has been working their clearing and fencing project on Trappers Loop, and G. P. Construction will be starting the first phase of the road construction. There is a total of about nine miles to be completed. Their contract is for three miles of this project.

Gibbons & Reed of Ogden started out slow this year, as did most other contractors, but has been busy this summer. They have the grader crew, asphalt crews, and asphalt batch plant really hopping at times.

The construction companies, Acre Crane, and The Shurtleff & Andrews Corporation, have had some work in Blairs' area. "It's always good to see our crane companies on the jobs," he noted.

The Operating Engineers has had some work at Hill Field this year, with Brother Karl Nelson working for Masco setting steel in a couple of buildings. Cache Valley has had Gerald Scim in a small backhoe, and Braegreg Construction has also had work at Hill Field, and may have more coming up. The M. H. Cook Pipeline Construction Company has been working around the city and with the gas line for the pumping station on the lake pumping project. This job has been a good one for our hands, M. H. Cook should have this job completed by now.

Eberh Lowdermilk has been working on the 1-80 and 1-215 job.

Gibbons & Reed is still working on their 1-215 job in Murray, and it should try to work most of the winter. Engelstad, Construction Contractors has been busy on their subcontract from Gibbons & Reed on the lumber. They have kept a decent hands busy for the past three months.

Stott Erection should start raising the crane on 27-Mile I-215 in December. Let's hope there will be more work on 1-215 next year.

Shurtleff & Andrews has three sky horses on their Kennewick job at Bing-

By Frank Morales

The Terminal Department would like to wish you and your family a very Merry Christmas and a Happy New Year. Their 1987 brings you all the very best.

The 1986-1987 Surveyors Contract with the BLM of West, Wash, to reassign isprocessors. We are still in the process of negotiating with some Independent Firms, at this time we have signed one hundred and fifteen firms (15).

Since the new contract has three (3) different rates for the Certified Chief and two (2) for the Licensed Land Surveyor, we have come to with some new classification numbers, and specific, when you get a dispatch and check if you are being dispatched with the right classification number and wage rate. The classification numbers and wage rates are as follows:

No.         Classification Rate
1161       Certified Chief-6 Certifications $21.89
1151       Certified Chief-4 & 5 Certifications $21.60
1191       Certified Chief-4 & 3 Certification $21.60
1001       Certified Chief $20.85
4201       Licensed Land Surveyor less than 2000 hrs reported on Trust Fund Reports $21.30
4205       Licensed Land Surveyor 2000 hrs $21.89
7745       Instrument-person 14.91
1331       Chain-Rod person 17.18
9911       1st Period Apprentice 11.50
9921       2nd Period Apprentice 10.31
9931       3rd Period Apprentice 12.03
9941       4th Period Apprentice 12.74
9951       5th Period Apprentice 13.18
9961       6th Period Apprentice 14.17
9971       7th Period Apprentice 15.18
9981       8th Period Apprentice 17.18

If you are listed as a Certified Surveyor and have not been Certified for Legal problems with the environmentalists, W. W. Clyde was awarded the job September 10, 1987 for the amount of $17,801,013. Clyde should like to do the pipe work this winter. This job is a federally funded job. Clyde has also got a lot of work and the hands in the shop feel pretty secure for the winter work.

Gene Reed was the successful bidder on the railroad crossing and improvements at 1-800 South and 300 West, and 200 South 670 West in Salt Lake County for $457,578. This job is also federal money.

Eberh Lowdermilk was awarded the job on U.S. 89 connection to U.S. 6 Thistle for $3,077,409. Bob Crawford will be the superintendent. The company will try to work most of the winter on this job.

Kewit-Western was the successful bidder on the Little Dell by-pass road in Park's Canyon for $2,790,622. Hopefully, the Little Dell Dam will be advertised next spring for construction. Workers will be in St. George a short time before the end of their 1-80 and 1-215 job.

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Pictured above Left to Right, Jim Gallie and Bui Mazon of Jeffries Associates at the lone Prison Project.

Through the Northern California Surveyors Joint Apprenticeship Committee, please contact the Technical Engineers Department in Oakland (415) 638-9355 so we can assign you a classification number.

Testing and Inspection

The 1984-1987 Agreement between the Council of Engineers and Laboratory Employers, Inc., and the Operating Engineers Local Union No. 3 will be held at midnight February 28, 1987.

A Pre-negotiation meeting will be held on January 15th, 1987 at The Teamsters Union Hall 8805 Collins Drive Oakland at 7:30 P.M.

Notices will be sent out to all the Testing and Inspection members.

J. M. Summion & Sons of Spanish Fork has submitted the low bid on a section of Interstate 15 from 70 north from Richfield to Sigurd and north Richfield connection in Sevier County, with the next closest bid being $11,396,172.02 by a non-union company, LeGrande Johnson Construction Company. The length of road to be constructed or improved is 8.97 miles and the items of work are grading, drainage and surfacing. The project is to be completed in 180 working days. This job will employ about sixty Operating Engineers.

Eberh Lowdermilk is presently putting the finishing touches on the three miles of waterline at the Huntington Power Plant at the Downsville Mine. This work is reported to have been completed shortly after the last National Strike on the Little Dell Dam.

Gene Reed is presently putting the finishing touches on the three miles of waterline at the Huntington Power Plant to the Downsville Mine. This work is reported to have been completed shortly after the last National Strike on the Little Dell Dam.
Business Representative Brian Bishop reports that the dirt moving contractors in Alameda County, historically had a pretty fair year. McGuire and Hester had a lot of equipment moving and 1987 will see more of the same. Although most of the work will be outside of Alameda County with contracts being looked at with the Department of Corrections for the Napa State Prison.

Independent Contractors has only a few jobs to complete. After a slow first three months in 1986, they finished off strong during the dry winter months and are looking for a good 1987.

On the west side of the County, Piombo Construction is completing Phase I; currently a couple of months behind schedule which should be finished by the end of this month. Phase II should be completed approximately January 1988. Piombo has utilized 30 to 40 operators on these projects throughout the year.

Supervisory personnel for the company have done a good job, they are thoroughly familiar with the job, there names are: Mark Nolden, Peter Leppert, Joe Cavelier, and Mike Forti. A lot of this work is being kept local by a hand crew which has been responsible for the job.

Cahill Construction also reported George W. Delray also reported George W. Delray.

Lot of dirt moved in Alameda County this year

(Continued from page 10)

W. W. Clyde puts on finishing touches

(Continued from page 10)

Personal Notes

Sacramento

A speedy recovery is wished for Alton Evans. He's at home recovering from a fall where he broke both of his legs.

W. W. Clyde began work in September in the southeast corner of Utah on the Dead Horse Point job.

said. If you're not working, retired, etc., and would like to help your fellow Brother, call in and get your name on this list. Local 3 doesn't enjoy the luxury of having the same pension and retirement area. Has 4 lots, zoned R-2. $45,000. Ron McGuire and Hester completely non-union. Jobs which might come up in September for alignment work will be passed over for a probability of 0/1.

FOR SALE: 1987 Trans Am 5th wheel trailer, 19 ft., fully self contained awning air cond. new carpet-$9,500.00 or best offer.

FOR SALE: 19777 Camaro 10/86 200 mi. loaded w/ extras $29,500.00 Ralph De SwaPShop:

FOR SALE: 1985 IROC-Z28 Camaro port tuned injection, #0865537 10/86, pretty fair year. McGuire and Hester completely non-union. Jobs which might come up in September for alignment work will be passed over for a probability of 0/1.


FOR SALE: 12 6 Motor Grader Serial # 61 M6632 Has Roper gauges. near new. 3 phase 240-440. complete w/extras $18,000.00 or best offer.


FOR SALE: 1985 Ford X L Pickup F250 Gas engine 460 cu. in. 6.9 liter. 2 & 4 wheel drive, air cond., power steering, leather, air conditioning, power windows, 2 rear, removable 8 ft. bed. Call 8.00 a.m.-5 p.m. 11/86.

FOR SALE: 1974 Core Sampler E 3 sold for a few yr. in 7.5 bucket only 9000. She's new 3003, Gerald Howard 12132 Weigand, Lodi, CA 95240 (209)364-0543 11/86 13,000 mi. loaded w/ extras $29,500.00

FOR SALE: 1986 Ford XL Pick-Up 1/2 ton with Utility body radial tires, power steering, air conditioning, 4 wheel drive, air conditioning, power windows, 1 owner good cond. $1,750.00 John Voss P.0. Box 505 Lucerne, CA 95458 (707) 852-1607 Reg. #289207. 10/86

FOR SALE: 1986 Ford X L Pickup F250 Gas engine 460 cu. in. 6.9 liter. 2 & 4 wheel drive, air cond., power steering, leather, air conditioning, power windows, 2 rear, removable 8 ft. bed. Call 8.00 a.m.-5 p.m. 11/86.

FOR SALE: 1983 1 Ton 4X4 with Utility body radial tires, power steering, air conditioning, power windows, 1 owner good cond. 13,000 mi. loaded w/ extras $29,500.00 Ralph De SwaPShop:

FOR SALE: 1986 Ford X L Pickup F250 Gas engine 460 cu. in. 6.9 liter. 2 & 4 wheel drive, air cond., power steering, leather, air conditioning, power windows, 2 rear, removable 8 ft. bed. Call 8.00 a.m.-5 p.m. 11/86.
ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m., with the exception of District 17 (Hawaii) meetings, which convene at 7:00 p.m.

January
13th District 4: Eureka
Engineers Building
2806 Broadway

13th District 17: Kauai
Wilcox Elementary School
4319 Hardy Street

14th District 7: Redding
Engineers Building
100 Lati Blvd.

15th District 6: Marysville
Engineers Building

20th District 17: Kona
Konaawaena School,
Kealakekua

21st District 1: San Francisco
Seafarers Int. Aud.
350 Fremont St.

27th District 17: Honolulu
Kalihi Waena School,
1240 Gulick Avenue

February
11th District 3: Stockton
Engineers Building
1916 N. Broadway

17th District 5: Fresno
Laborer’s Hall
5431 East Hedges

25th District 8: Sacramento
Laborer’s Hall
6545 Stockton Blvd.

26th District 2: Oakland
Warehousemen Local #6
99 Hegenberger Rd.

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

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☐ Individual Retirement Account (IRA) ☐ Homeowner Loan
☐ Vacation Pay Kit ☐ Save From Home Kit
☐ Easy Way Transfer ☐ Loan Plus

(my name)
(social security number)

(address)

 OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION P.O. Box 2082, Dublin, CA 94568

March
11th District 3: Stockton
Engineers Building
1916 N. Broadway

17th District 5: Fresno
Laborer’s Hall
5431 East Hedges

25th District 8: Sacramento
Laborer’s Hall
6545 Stockton Blvd.

26th District 2: Oakland
Warehousemen Local #6
99 Hegenberger Rd.

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ENGINEERS NEWS

Retirees recall Bay Bridge days

(Continued from page 5)

Like Brogden, Jones says the life of an operating engineer has been good to him.

Unlike a lot of workers who spent their money as fast as they got it, Jones says he always had money in his pocket.

"When I worked, I always saved some of my money. I bought a new model A in Detroit once for $500. Paid cash.

Salesman liked to have died on the spot. That was a lot of money in those days."

GRIEVANCE COMMITTEE MEETINGS

Recording-Corresponding Secretary William Markus announced that in accordance with Local 3 By-Laws, Article X Section 10, the election of Grievance Committee members shall take place at the first regular quarterly district or sub-district meeting of 1987. The scheduling of meetings at which the Grievance Committee members will be elected, is as follows:

January
13th District 4: Eureka
Engineers Building
2806 Broadway

13th District 17: Kauai
Wilcox Elementary School
4319 Hardy Street

14th District 7: Redding
Engineers Building
100 Lati Blvd.

15th District 6: Marysville
Engineers Building

February
11th District 3: Stockton
Engineers Building
1916 N. Broadway

17th District 5: Fresno
Laborer’s Hall
5431 East Hedges

25th District 8: Sacramento
Laborer’s Hall
6545 Stockton Blvd.

26th District 2: Oakland
Warehousemen Local #6
99 Hegenberger Rd.

March
11th District 3: Stockton
Engineers Building
1916 N. Broadway

17th District 5: Fresno
Laborer’s Hall
5431 East Hedges

25th District 8: Sacramento
Laborer’s Hall
6545 Stockton Blvd.

26th District 2: Oakland
Warehousemen Local #6
99 Hegenberger Rd.

12th District 17: Hilo
Kapiolani School,
966 Kilauea Avenue

1010 "I" Street

2102 Almaden Rd.

4319 Hardy Street

1240 Gulick Avenue

5431 East Hedges

6545 Stockton Blvd.

99 Hegenberger Rd.

966 Kilauea Avenue

5431 East Hedges

6545 Stockton Blvd.

99 Hegenberger Rd.

966 Kilauea Avenue

March
4th District 12: Salt Lake City
Engineers Blvd.
1958 W. N. Temple

5th District 11: Reno
Musicians Hall
124 West Taylor

11th District 10: Santa Rosa
Veterans Bldg.
1351 Maple St.

18th District 9: San Jose
Labor Temple
2102 Almaden Rd.