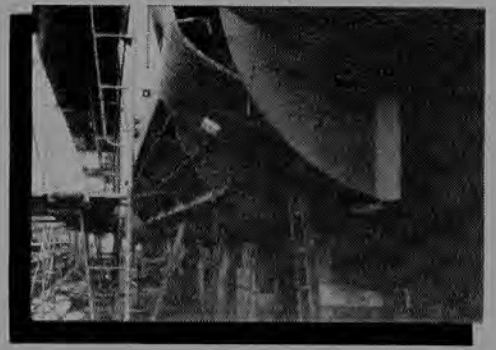




ENGINEERS NEWS

**Betty L ready
for high seas
after year of
major repair**

See photo feature on
page 8



VOL. 35, NO. 2

SAN FRANCISCO, CA



FEBRUARY 1984



'Paper-cutting' ceremony—It was a slight departure from the normal ribbon cutting ceremonies as officials gathered this month to dedicate a new section of the infamous Hwy. 152. A new 2.5 mile section of the highway has been completed while another 18 miles remains to be rebuilt. Shown in the photo are (left to right): Santa Clara County Supervisor Suzanne Wilson, Assemblyman Rusty Areias, Hwy. 152 Committee Chairman Leonard Caetano and Gilroy Mayor Roberta Hughan.

Santa Clara supervisors gamble on state funding for Hwy. 152

SAN JOSE - Santa Clara County supervisors voted in January to keep Pacheco Pass improvements as a top priority, but to drop funding for construction, in anticipation of state funding for safety work on the deadly highway.

Legislation introduced by Senator Henry Mello would provide for a state fund to improve highways such as Pacheco Pass that have serious safety problems.

That legislation - and an 11th hour phone call from Assemblyman Rusty Areias - delayed a vote on the priority list last month when it appeared that North County supervisors might drop part of the Pacheco Pass improvement project to sixth on its priority list.

Supervisor Zoe Lofgren reopened discussion of the project and called for dropping the construction phase of the eight-mile "middle link" section behind several North County projects before opponents of the move won the delay.

Supervisor Suzanne Wilson, in conjunction with Areias, drew up a compromise which removed mention of construction fees, while earmarking \$500,000 from this year's fund to begin preliminary engineering and the environmental impact report.

Wilson said she was encouraged that the state would step in to fund the project because of Mello's legislation, which would be presented to the Board's Legislative Committee for backing.

Mello's legislation still must go through committees and win Senate and Assembly approval before going to the governor's office for approval.

Supporters of the improvement project, including Leonard Caetano, president of the Highway 152 Committee, backed Wilson's proposal to keep the project on high priority, which they said will show the state that the county is serious about the improvements.

Important Notice: Dues Resolution

In July and August of 1983, a secret ballot vote of the membership was conducted at specially called district meetings throughout Local 3 to determine whether the majority approved of the amendments to the dues provisions of the Bylaws proposed by the Bylaws Committee. A lawsuit was filed claiming, among other things, that notice of the meeting was inadequate because it did not state that some members could incur a dues increase. The Union strongly disagrees with these claims. However, the Executive Board has decided to re-run the secret ballot, rather than incur additional attorney's fees.

The full text of the Bylaws Committee proposed amendment appears on page six of this issue. You will receive postcard notice of the date, time, and place of the specially called meetings in your district at which the secret ballot will be taken.

If the proposed amendment is adopted by a majority of the voting membership, then the dues rates that went into effect in October 1983 will continue, including the increased dues for some, decreased dues for some and half dues for those who qualify as unemployed. If it is not adopted, then the dues rates in effect before October 1983 will be reinstated.

Supreme Court guts Davis-Bacon Act

The Supreme Court's refusal last month to review a lower court decision clears the way for the Reagan Administration to go ahead with damaging changes in Davis-Bacon Act rules — and that could mean lower wages for workers on federal construction projects.

Organized labor had asked the high court to review an appellate court decision approving Labor Dept. changes in regulations for administering the 53-year old prevailing wage law. Building trade unions called the rule changes "radical," and charged that they amounted to "wage-busting" and "forbidden administrative law-making" by the Secretary of Labor.

The AFL-CIO Building & Construction Trades Dept. and the federation went to court to block the revisions when they were first proposed in 1982, but the Supreme Court's Jan. 16 refusal to hear the case let stand an appeals court opinion allowing most of the changes. The Labor Dept. said it expects to have the new regulations in place in about a month.

BCTD President Robert A. Georgine said the court's decision to deny a review was "no surprise," and he stressed

that building trades unions "will be exerting our best efforts and doing whatever we can to see that wages will be protected under the new regulations DOL is going to implement — and to see that workers continue to be protected."

Basically, the new regulation will let Labor Sec. Raymond Donovan change the formula for defining the prevailing wage in an area, permit greater use of lower-paid "helpers," restrict the use of existing Davis-Bacon wage scales in an

(Continued on Back Page)

Push Devil's Slide into the ocean, commission says

San Mateo County's Planning Commission has rejected two state proposals to construct a four-lane Highway 1 bypass east of crumbling Devil's Slide.

By a 4-1 vote, the panel instead supported the so-called "marine disposal alternative" or MDA, a plan pushed by environmentalists and several coastside residents. It calls for digging into the steep cliffs at Devil's Slide between Half Moon Bay and Pacifica and building a new two-lane roadway on sturdier ground above the Pacific Ocean.

The commission was the first governmental body to endorse the plan to keep the highway along the shoreline, heralded by supporters as the best way to discourage development in the Half Moon Bay area. The panel was not convinced by critics who charged the plan is unsafe and not a solution to mudslide problems that often close the existing two-lane route over Devil's Slide.

The Half Moon Bay City Council supports a bypass. The key vote, however, belongs to the county Board of Supervisors, which must approve land use and zoning changes for any roadway project. It is doubtful the California Department of Transportation (Caltrans) will reject the super-

(Continued on Page 13)



This spider can't walk on water

Attempts to salvage Healy Tibbits walking spider crane in Half Moon Bay are stalled until clearance is obtained from the insurance company. The huge Manitowoc 3900 mounted on a special walking platform collapsed just off the beach during heavy seas last month.

The crane was being used to construct a sewage outfall line for Half Moon Bay.



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

LOOKING AT LABOR

ENGINEERS NEWS

WIPA

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

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Under the current collective bargaining agreements, many of our members are scheduled for a minimum 5% wage increase in June. There is currently a proposal being drafted for the membership's consideration that would allocate a portion of that increase toward an annuity plan that would supplement the Local 3 pension plan.

This proposal, which is already being implemented in Hawaii, is being prepared because of increasing interest among the general membership on the subject of "defined contribution" or annuity plans.

The purpose of an annuity plan is basically the same as that of a pension plan—to save some of the money we are earning now for our retirement. Like a pension plan, an annuity plan seeks to take advantage of the tax laws by deferring part of our income before it is taxed and making it available during a period of our lives when most of us will be in a lower tax bracket.

The net effect is that in the long term, assuming we will be in a lower tax bracket when we retire, we get to keep more of what we earn. There are also some fundamental differences between an annuity plan and a pension plan.

An annuity plan is a defined contribution plan. In other words, it is the contribution made on behalf of an employee that is stipulated or defined. There is no separate benefit formula. The benefit is simply the accumulated contributions plus interest.

By contrast, a pension plan is known as a "defined benefit" plan. The benefits of the pension are defined, based on a certain eligibility formula. Therefore, a participant is guaranteed a certain pension benefit as long as he meets the basic requirements of the plan.

There are certain advantages and disadvantages to both kinds of plans. On the whole, both are beneficial in that they provide a solid, consistent program for saving towards our retirement. In our case, if one had to choose exclusively between an annuity plan or a pension plan as our primary retirement plan, a pension plan such as the one Local 3 participants enjoy would provide greater benefits.

The main reason is security. Under the Local 3 pension plan, all employers share responsibility for the plan. Therefore, if the employer you are working for happened to be delinquent in his contributions on your behalf and if he happened to go bankrupt, the pension plan would still be required to provide the benefits that you had coming to you.

However, there are certain advantages in having an annuity plan as a supplement to an existing pension plan such as Local 3's.

- An annuity plan is an individual account. Contributions made on your behalf are deposited in an individual account for you. Like an IRA, an annuity plan takes advantage of competitive interest rates, however, unlike an IRA, a participant is free to withdraw the money

in his account without penalty if he leaves the industry.

- You can borrow on the money in your annuity plan. Loans made from an annuity plan must be paid back with interest, however, this is an option that is unavailable through traditional pension plans.

- There is no vesting requirement in an annuity plan. Therefore, funds contributed into an annuity plan are yours, whether you have contributed \$100 or \$100,000, or whether you have participated for one year or 60 years or more.

The above description of annuity plans is very general. Before the proposal is presented to the membership, a detailed article explaining all the pros and cons will be published in an upcoming issue of the *Engineers News*.

The administration will not engage in any kind of campaign to either promote or dissuade the membership on the proposal. We are making this proposal because a significant number of members have expressed real interest in having an annuity plan as a supplement to the pension plan, and because our trust fund consultants say that an annuity plan will not endanger the existing Local 3 pension plan in any way.

The alternative to allocating a portion of the upcoming increase to an annuity plan is simply to allocate the entire increase into the existing wage/fringe package. The membership will determine which alternative will be implemented by voting for or against this proposal.

South Bay's light rail clears final hurdle

Santa Clara County's light-rail transit system cleared its last financial obstacle this month with the announcement that the federal government will spend \$153.8 million to finish the project.

"This is it. This is the big one," said Rep. Norman Y. Mineta, D-San Jose,

in a statement released shortly after he was told about the Reagan administration's decision on funding for the light-rail system.

The federal government's decision is contained in a letter from the Department of Transportation committing it to pay its remaining share of the \$382 million project.

The \$153.8 million, when added to an earlier \$47 million, puts the federal government's stake in the 21-mile light-rail system at slightly more than \$200 million.

State and local funds will pay for the remainder of the project.

"With this letter, we see the Guadalupe Corridor project taking its biggest single step . . .," Mineta said. "I'm thrilled. Many, many people have worked long and hard to make this project a reality. This day has been long in coming."

The federal government's decision, which local transportation officials had anticipated, means that ground-breaking can be done this spring, with the construction of maintenance-dispatch center behind the county's welfare offices between First Street and Guadalupe Parkway.

Jim Graebner, director of the County Transportation Agency, said the first

Light rail line will connect major areas (black circles) between South San Jose and Santa Clara.



segment of the system — a two-mile link between downtown and Highway 17 — is scheduled to begin service in 1987. The light-rail system eventually will extend from the Blossom Hill area of San Jose in the south through downtown San Jose and north to Tasman and Old Ironsides drives in Santa Clara.

"This is the final stamp of approval,"

Graebner said. "We will keep working with the federal government to keep this project on budget and on time."

County Supervisor Rod Diridon, one of the officials who guided the project since its formal inception in 1973, said the government's decision to fund the project "means we are now a construction project and no longer one that's merely attempting to start."

District Meeting Changes

At its meeting on February 12th, the Executive Board concurred in the recommendation from Districts, to change the dates of the District Membership Meetings scheduled to be held in April and October, 1984, as follows:

- Eureka April 17
Engineers Bldg., 2806 Broadway
- Redding April 18
Engineers Bldg., 100 Lake Blvd.
- Gridley April 19
Veterans Memorial Hall, 249 Sycamore St.
- Maui October 23
Kahului Elementary School, 410 S. Hina Ave.

Building trades revive plan to settle disputes

San Diego — The general presidents of the building and construction trades unions have voted to put into effect the newly negotiated Impartial Plan for the Settlement of Jurisdictional Disputes.

President Robert A. Georgine of the AFL-CIO Building & Construction Trades Dept. announced the action taken here at the quarterly session of the department's Governing Board of Presidents.

Georgine said it would take about 30 days to confer with contractors, select arbitrators and complete restructuring details. Although the plan officially has been operating, the hearing of disputes and rendering of decisions have been suspended.

Intensive attempts were made to obtain "stipulation" — agreement that participating parties would be bound by a decision reached by a joint board of union and contractor representatives.

Georgine sharply criticized the Associated General Contractors for refusing to participate in the voluntary plan that for many years has kept construction industry contractors and unions from going to the courts with their disputes.

"Most of the suggested changes and modifications to the plan came from the Associated General Contractors through its umbrella organization, the National Construction Employers Council," Georgine said.

Almost without exception the suggestions were accepted either entirely or in important part by the labor members of the Joint Negotiating Committee and ratified by the Governing Board of Presidents.

"These changes were radical departures from the original plan. They really were concessions to obtain widespread acceptance from the management sector of the construction industry."



Full house for Mondale—More than 3,000 New England union members at a labor rally in Boston cheer Democratic presidential candidate Walter Mondale's call for a return to fairness in American government. Mondale was introduced by AFL-CIO President Lane Kirkland. The rally wrapped up the federation's regional conference in Boston.

NLRB lets firm move to avoid unions

Reversing a previous decision, the National Labor Relations Board announced this month that companies may move their operations from a union to a non-union plant unless a collective bargaining contract specifically prohibits such a move.

Both industry and union officials called it a landmark ruling that could have a significant effect on collective bargaining and shift the balance between industry and unions in favor of industry.

Union officials said it could accelerate the trend of companies moving to non-union areas to avoid having to bargain with unions. The decision can be appealed through the courts by the union involved in the case, the United Automobile Workers, made no im-

mediate statement on its intentions.

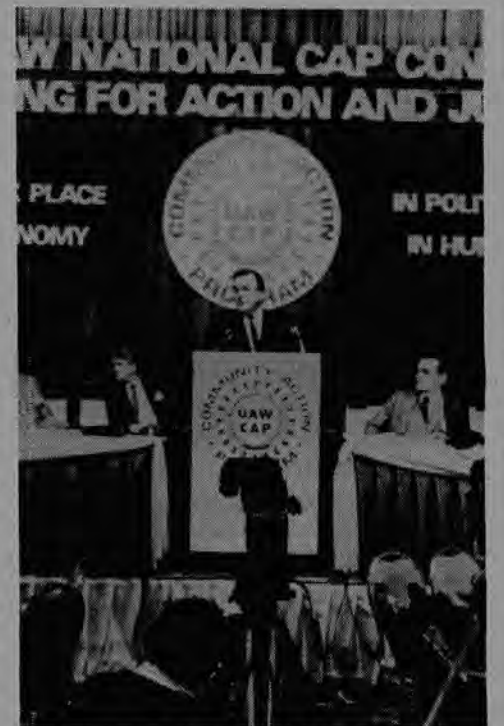
The board's 3-to-1 vote reversed a 1982 decision that forbade the Milwaukee Spring Division of the Illinois Coil Spring Co. to move its assembly operations from Milwaukee to a non-union facility in McHenry, Ill., without the permission of the UAW, with which it had a contract.

That decision was made before appointees of President Reagan joined the board. The 1982 decision held that the relocation to a non-union facility during a contract violated the National Labor Relations Act, which requires that negotiated contracts be honored.

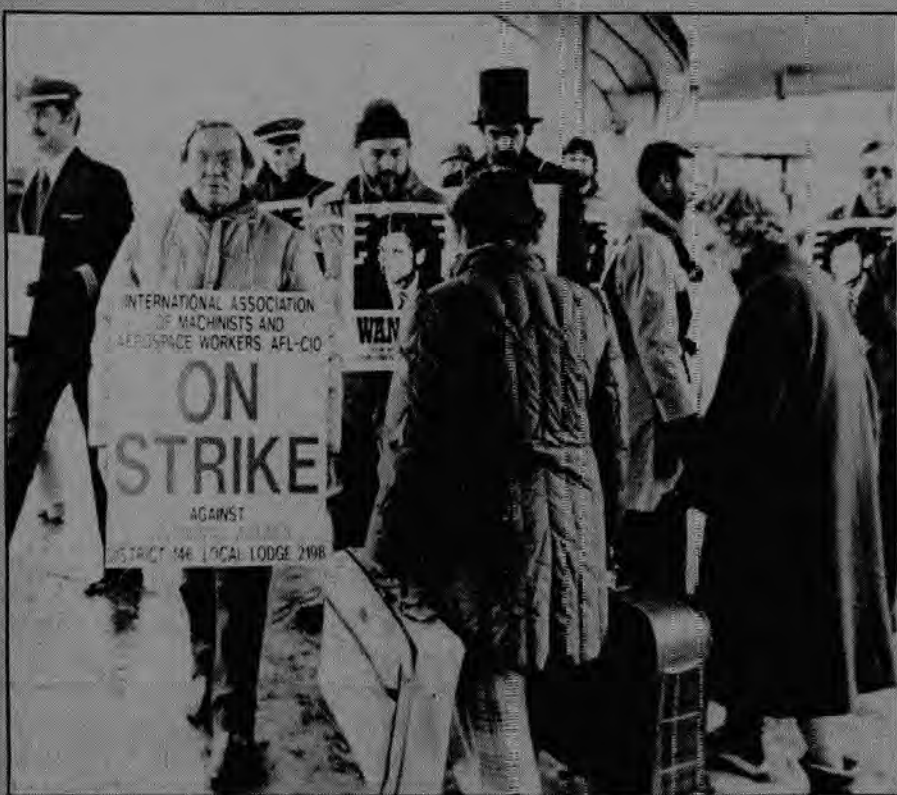
The company appealed to the U. S. Court of Appeals in Chicago, but before the court ruled the board asked the court to send the case back for further consideration.

Under the new ruling, a company can be restrained from moving to a non-union facility only if the contract specifically prohibits it.

David E. Mitchell of the UAW said the decision was a result of the president having "deliberately packed the NLRB with folks who are anti-union and anti-labor."



Summons to action—Reagan Administration appointees have thwarted programs enacted to protect workers, AFL-CIO President Lane Kirkland charged at an Auto Workers political conference in Washington. More than 1,000 delegates came to lobby Congress for labor's program.



Continental divide—Machinists and airline pilots picket at Washington's National Airport to protest Continental Airlines' misuse of federal bankruptcy laws to break contracts with unions. Similar demonstrations were conducted January 27 at a dozen major cities.

Carpenters sign first pact with Croft

The need for major labor law reform to protect the right of U.S. workers to organize and bargain effectively with their employers without prolonged legal delays has just been highlighted by the achievement of a one-year agreement by the Carpenters' Union with Croft Metals, Inc., of Magnolia, Miss., 12 years after the firm's workers voted for union representation.

Patrick J. Campbell, president of the Carpenters' Union, said that the contract finally concludes "one of the longest and most involved first contract disputes in the history of our union."

The union first began providing assistance to Croft workers fighting for their right to union representation in 1969 and was certified by the National Labor Relations Board as the workers' bargaining agent in 1971.

But the company refused to come to the bargaining table until 1975 with the NLRB finally threatened to bring contempt charges against the firm, which makes aluminum doors, windows and other home building products.

In the course of the long drawn out dispute, the firm was cited repeatedly by the NLRB.

The new contract covers 550 workers and calls for substantial improvements in vacation, holidays and paid leave, seniority protections, improved overtime pay, pension and health and welfare plans.

With the approval of the contract, the union has called off its boycott of Croft Metal products, which has been on the national AFL-CIO unfair list since 1977.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

California workers who suffer disabling off-the-job injuries or illnesses in 1984 will be eligible for both higher benefits and a longer duration of those benefit payments thanks to California AFL-CIO sponsored legislation approved by the legislature and signed into law by Governor Deukemejian last year.

The unemployment disability insurance benefits bill, AB 518, carried by Assemblyman Bruce Young (D-Norwalk), raised the maximum weekly benefit available to workers suffering a non-job-connected disabilities by \$49 — from \$175 to \$224 — as of January 1, 1984 — a 28 percent increase.

For the first time in history, California workers suffering off-the-job disabilities will be entitled up to a full year of benefits instead of maximum of 39 weeks.

The legislation extending the duration of D.I. benefits, SB 1041, carried by Senator Bill Lockyer (D-San Leandro), amounts to a 25 percent increase in the duration of D.I. benefit payments.

The new maximum weekly benefits applies only to injuries or illnesses incurred on or after January 1, 1984.

At the same time, as a result of California AFL-CIO sponsored legislation enacted in 1982, the maximum weekly benefit for temporary disabilities suffered by workers on the job, under the state's workers' compensation program also rose from \$196 to \$224. Thus, the Young bill restored the historic parity that

has traditionally existed between the employee-financed unemployment-financed workers' compensation program.

The 1982 workers' compensation bill which was also carried by Assemblyman Young, raised the maximum permanent partial weekly disability benefit under workers' compensation from \$130 last year to \$140 as of New Year's Day, thereby doubling the \$70 maximum benefit in this category that had applied prior to 1983.

Other California AFL-CIO backed measures benefitting workers that went into effect with the dawn of the new year include laws to:

- Boost the penalties on employers violating the state's minimum wage to \$50 per pay period for initial violations and to \$100 for subsequent violations — AB 1359 carried by Assemblyman Burt M. Margolin (D-L.A.);
- Double the civil penalties on employers violating Occupational Safety and Health regulations — AB 1358 also carried by Margolin;
- Hike civil penalties on employers violating the state's wage laws — AB 1682 carried by Assemblywoman Gloria Molina (D-L.A.);
- Protect immigrants by regulating immigration consultants — AB 1407 also carried by Assemblywoman Molina. This measure requires consultants to

provide written contracts to their clients and give the clients the right to rescind the contract within 72 hours after signing it;

• Establish regulations designed to protect worker safety and the public's underground water supplies from contamination by hazardous substances leaking from inadequately designed or constructed underground tanks — AB 1362 carried by Assemblyman Byron Sher (D-Mountain View);

• Extend authorization for the continued funding of a demonstration project to help workers laid off as a result of plant closures by extending their eligibility for unemployment insurance benefits for 26 weeks while they are in approved training programs — SB 13 carried by Senator Bill Lockyer (D-San Leandro);

• Raise the license fees required for farm labor contractors to \$250 and require license examinations to cover the subject of safe work practices related to the use of pesticides — SB 102, carried by Senator Art Torres (D-L.A.);

• Provide a financial base for the California Senior Legislature by letting taxpayers contribute money to it through a checkoff on income tax forms — AB 50 carried by Assemblyman Art Agnos (D-S.F.);

• Exempt tools of the trade from being considered as personal property for determining the eligibility of an individual for welfare benefits—AB 733 carried by Assemblyman Lloyd G. Connelly (D-Sacramento).

But still better than last year

Work is slower in Santa Rosa

Chuck Smith, District Representative, reports that work in the Santa Rosa area has slowed down, but the district is still better off than last year at this time and the work picture for 1984 looks very promising. "Both Business Representatives and myself have been very busy on organizing of CAL-

TRANS and the Homestake Mine Project," Smith said.

Clyde Hatton of Ghilotti Bros. reports that they have a lot of projects to complete, weather permitting, and also several new projects to start, and are still working on more bids for the coming season. Even with the late start of last year, almost all their employees worked all the hours they could handle.

This year is a big election year and the Grievance Committee has been talking with different candidates, running for election or re-election, for the various political offices in the district. Any of you Brothers and Sisters who are not registered to vote, please come by the office and get a registration form to make sure you are eligible to vote in the upcoming and very important District, State and Federal elections.

Keep your eye on your union paper for the endorsements for each of the candidates your Grievance Committee, Executive Board and Officers have interviewed and recommend to receive Local 3's support. However, remember, you can't vote unless you're registered.

Business Representative Bill Burns reports that the recent spell of dry weather starting at the first of the year has put some of the underground contractors back to work. Several of our Brothers are working for Soiland and North Bay.

The dredging job for Spud Point at Bodega Bay has put several of the Brothers to work. It is short lived, though, with a completion date set for March 1st. Basically, things are pretty much as expected for this time of the year. Lots of work is still being bid and this spring's start looks to be a good one.

Operating Engineers Local 3 Statement of Policy on Alcoholism

(Editor's Note: The following policy statement on alcoholism has received the support of the officers of Local 3.)

This statement by the Union is not concerned with social drinking, but rather with the disease of alcoholism. The Union's concern is limited to those instances of alcoholism which affect the job performance of the individual. All Union personnel should support this statement which is designed solely to achieve restoration of health and full recovery of an alcoholic member. Thus, the Operating Engineers Local Union No. 3 recognizes that:

1. Alcoholism is defined as a disease in which a person's consumption of any alcoholic beverage definitely and repeatedly interferes with that individual's health and/or job performance.
2. Alcoholism is a disease for which there is effective treatment and rehabilitation.
3. The Union should encourage members who suspect that they may have an alcoholism problem, even in its early stages, to seek diagnosis and to follow through with the treatment that may be prescribed by qualified professionals, in order to arrest the disease as early as possible.
4. The decision to request diagnosis and accept treatment for alcoholism is the personal responsibility of the individual. The Union will not discriminate against members who make such a decision.
5. The Union will comply with State and Federal laws concerning the confidentiality of medical records of individuals with alcoholism.

T. J. STAPLETON, Business Manager
HAROLD HUSTON, President
ROBERT SKIDGEL, Vice President
JAMES R. IVY, Rec.-Corres. Secretary
NORRIS CASEY, Financial Secretary
D. R. KINCHLOE, Treasurer

Honorary Memberships

At its meeting on January 7, 1984, the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.
Alphin A. Aasboe	481884
Arthur G. Britton	325602
Earl F. Chastain	529115
Bert L. Clem	603189
H. H. Danielson	598558
Julius R. Dennis	607990
T. F. Dodson	608098
Willard E. Duncan	351391
Jess J. Garton, Sr.	549406
Earl J. Gish	408048
David L. Harrison	418304
Henry J. Johnson	605146
Virgil Lancaster	598593
Walter M. Leabig	535636
Jose Ornelas	429317
Angelo Pardini	456641
Vernon E. Rose	577437
Anthony R. Silva	608034
Ralph E. Underwood	292176
William M. Wright	583652
Charlie L. Williams	569549

Dredging project in Eureka comes to indefinite halt

What started out as a good winter dredging job in Eureka has now come to a halt, reports District Representative Gene Lake. Osberg Construction of Seattle, Washington has tied up the "Husky" temporarily to possibly plan a new approach to their \$1.8 million suction dredging project in Humboldt Bay.

A couple of attempts to get into operation were unsuccessful due to extremely rough water. Damage to the discharge line was also experienced. "At this time we do not know how long the project will be down," Lake said.

Reidell International of Portland, Oregon is starting a dock repair project for Standard Oil Company at Chevron Dock here in Eureka. They will be using a 2900 Manitowoc on a barge for the pile-driving and P&H handcrane. This will be a couple months job for four or five Brothers.

Redwood Empire Aggregates of Arcata is looking forward to a much better work season this year than last. To date they have about 1½ million in Caltrans overlay projects at Orick and Crescent City. They also have the site work for the Redwood National Park Information Center at Orick.

MCM Construction of Sacramento was low bidder on two bridge replacement projects on Highway 36 east of Carlotta. Earl Nally will do the clearing and dirt work. The price tag is almost 3 million for both contracts.

In addition to their King Salmon rock job Tonkin Construction was low bidder on a slipout repair project on



Pictured is the 'Big Dipper' owned by Riedel International of Portland, Ore. which worked two 10-hour shifts, six days a week for four months deepening the harbor at Crescent City. During this time, approximately 80,000 cubic yards of mud and rock was removed.

Highway 101 north of Garberville. Their bid was \$394,542.

So far this winter John Petersen has been awarded 2 highway repair projects totaling almost a half a million dollars. One is a slipout in Highway 299 near Blue Lake and the other east of Bridgeville on Highway 36.

Roy Ladd of Redding was low bidder on a rock slope protection project near Wilson Creek in Del Norte county in amount of \$216,000. This contract, in addition to their bridge contracts in Highway 199, bringing their total contract worth in Del Norte County to about \$2 million.

On Highway 96 a \$663,570 overlay

and drainage contract was awarded to Tullis & Associates of Redding. This contract was let last fall with work to begin this spring.

Nothing further to report on the \$19 million Hilton Hotel project here in Eureka. Foundation Constructors did some test piles about a month ago but since then there has not been any activity.

"I will say the coming work season outlook is far better than it was a year ago," Lake added.

Last but not least congratulations to our three Grievance Committeemen Joe Biasca, Jay Powers and Darrell Robinson who were re-elected.

Utah legislature passes increase on state gas tax

Squeezing more value out of the transportation and public safety dollar was the theme of the Utah Legislature as lawmakers just barely passed a three-cent gasoline tax increase this month to fund a financially strapped road construction and maintenance program.

With gasoline prices dipping close to \$1 a gallon, law makers found the timing was right to boost the tax to 14 cents a gallon from 11 cents. Officials feel there is a \$150 million backlog of unmet Utah road repairs. Ironically, the increase only just keep UDOT activity at about even with the current year.

For the Utah Department of Transportation, some \$337.3 million was appropriated. This is well above the \$285.4 million in current year's spending, but is due to inclusion of some \$40 million in bond proceeds and extra federal funding to accelerate the interstate highway construction program (which has a 1986 completion deadline.)

The motor fuel fund has been limping along for the past several years with income at or below previous levels, first from the decline in gasoline sales because of more fuel efficient cars, and lately because of an unexpected and dramatic rise in production of tax-reduced gasohol fuel.

In the last minutes of the session, lawmakers approved Senate Bill 114, amending a 1981 law which, to spur ethanol production in the state, had granted a five cents-per-gallon tax reduction for each gallon of gasohol produced. To be fair, lawmakers later extended the coverage to methanol-added gasoline (which is produced from petroleum rather than surplus agricultural products such as corn), and sales skyrocketed, to the point that cumulative tax losses have been estimated at \$1 million and climbing.

The new measure caps the losses, by providing a state tax rollback to march federal tax incentives penny-for-penny, and by limiting the break to the first three million gallons produced each year.

Corps refining plans on Cottonwood Creek

The Corps of Engineers is refining plans for its proposed Cottonwood Creek flood-control and water-supply project near Redding, Calif., despite its lack of success so far in landing a sponsor to help pay the estimated \$753-million price tag.

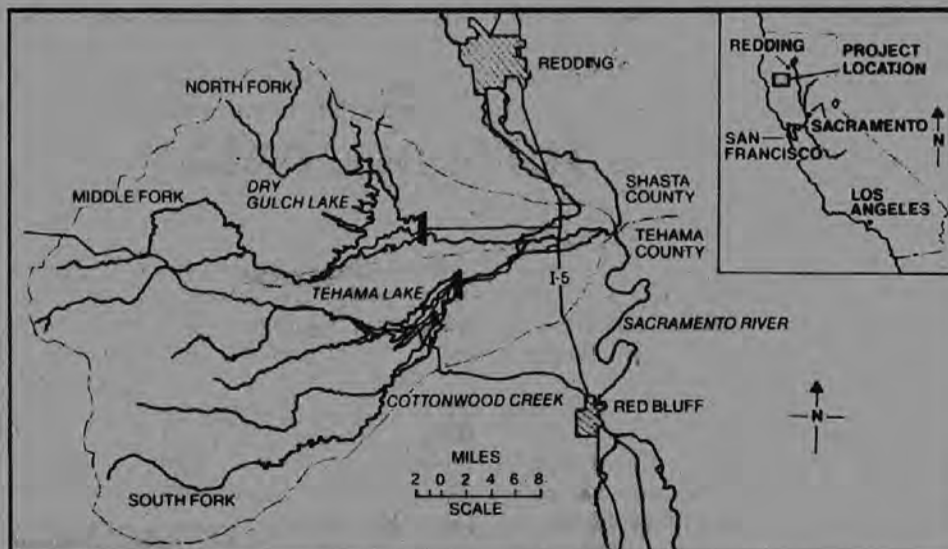
The most likely customer for the 1.6 million acre-ft of water to be stored behind two earthfill dams is the California Department of Water Resources (DWR). Brian Doyle, assistant chief of water resources for the Corps' Sacramento district, expects a decision from the state by summer.

Otherwise, Doyle says, the Corps will look elsewhere for a nonfederal partner. Feelers have also been extended to the U.S. Bureau of Reclamation, which operates the Central Valley Project in California, but BuRec so far has shown no interest.

Corps officials hope for a 1989 construction start but cannot begin work without signed agreements by the state or some other sponsor to repay the 85% of project costs allocated to water supply.

DWR is in a bind for additional water for the state water project that supplies water for southern California. The state needs an average increase of 75,000 acre-ft of dependable supply each year for the next 17 years, according to the agency.

The Cottonwood project, Corps figures show, could yield an average 180,000 acre-ft a year for municipal and irrigation use.



The project calls for building the 247-ft-high Dutch Gulch and 215-ft-high Tehama dams. Dutch Gulch, located on the main stem of Cottonwood Creek in the upper Sacramento Valley, would have a storage capacity of 900,000 acre-ft while Tehama reservoir, on the south fork of Cottonwood Creek, could store 700,000 acre-ft.

Since the studies began in 1970, the Corps has determined hydroelectric development would be feasible and plans now include a 25-Mw plant at Dutch Gulch and a 9-Mw unit at Tehama. The nearby city of Redding, which operates its own electrical distribution system, is interested in contracting with the Corps to build the powerplants.

Both dams would be earthfills with impervious clay cores covered on both faces with rock. Tehama would have a crest length of 23,040 ft, compared to 20,700 ft at Dutch Gulch. Initial studies indicate stable seismic condition, according to John Crowe, chief of the Corps' Sacramento district geotechnical branch.

Crowe reports there is an abundance of fill material at the sites, which are 10 miles apart. Investigations now are directed toward determining the patterns of permeability. The geology at both sites comprises alternating layers of pervious, semipervious and impervious sediments with bedrock at 500 ft or more below the surface, says Crowe.

Section 1

Dues in Parent Local Union No. 3 and sub-divisions A, B, C, E, and Registered Apprentice shall be due and payable quarterly, i.e., on January 1, April 1, July 1, and October 1. Dues in Sub-division D shall be due and payable on first the (1st) day of each calendar month.

Section 2

(a) **Parent Local Union No. 3 and Sub-divisions A, B, C, E, and Registered Apprentice.**

(1) Employed dues shall be an amount equal to two (2) hours a month of the "average wage package" in the Master Agreement covering construction in Northern California, rounded to the nearest dollar.

(2) Unemployed dues shall be an amount equal to one half (1/2) of the employed dues rate.

(b) **3D and Industrial Bargaining Units.**

(1) Employed dues shall be an amount equal to two (2) hours a month of the "average wage package" in the 3D or Industrial Bargaining Unit rounded to the nearest dollar.

(2) Unemployed dues shall be an amount equal to one-half (1/2) of the employed dues rate.

(c) **3D Public Employee Units.**

(1) The dues shall be an amount equal to two (2) hours a month of the "average wage package" of the combined Public Employee Units, subject to (c)(2) and (d) below.

(2) Effective October 1, 1983, the dues for Public Employee Units paying \$15.00 or less in monthly dues as of September 30, 1983, shall be an amount equal to two (2) hours a month of the averaged hourly wage rate for that Public Employee Unit.

(3) Unemployed dues shall be an amount equal to one-half (1/2) of the employed dues rate.

(d) The "average wage package" means the averaged hourly rate, plus health and welfare, vacation and holiday pay, pay-in-lieu of vacation or holiday, pension, profit sharing and similar benefits for a straight-time shift. The averaged hourly rate to be used under (a) above shall be the average of the Area 1 hourly rates for the basic groups. The averaged hourly rate to be used under (b) above shall be the average of the hourly wage rates for the particular unit. The averaged hourly rate to be used under (c) above shall be obtained by determining an average hourly wage rate for each Public Employee Unit, including those in (c)(2) above, and then computing an average hourly rate for all the Public Employee Units.

(e) **Eligibility for Unemployed Dues**

(1) A member must be unemployed at the trade for two (2) full calendar months in a fiscal year (October 1—September 30), and not be receiving any compensation from an employer covered by a collective bargaining agreement with Local 3.

(2) Unemployed dues begin the first day of the second month.

(3) The member must be available for employment (i.e., registered for work in the Job Placement Center in classifications in which he is normally employed), the full month in order to be considered unemployed that month for eligibility purposes.

(4) If a member has refused three (3) offers for employment during a calendar month, he shall not be considered unemployed in that month for eligibility purposes.

(5) On or before the tenth (10th) calendar day (or the first working day after the tenth (10th)) following a full month of unemployment, the member must report to the Job Placement Center and certify that he was unemployed. In the event a member fails to comply with these reporting requirements, he shall forfeit his right to pay unemployed dues for that month.

(6) If the member certifies that he is eligible and is allowed to pay unemployed dues, and it is found that he was employed during the period of qualification or the period he pays unemployed dues, he shall not be eligible to receive unemployed dues the following year, and in addition, an amount equal to the employed dues for said period shall be due and payable the next dues period.

(f) The member who qualifies for unemployed dues and certifies to the same shall be given half dues credit for the month unless the application is made after the member has been suspended.

(g) **Retired Members' Dues — with less than thirty-five (35) years in the Local Union.**

(1) For retired members eligible for benefits from the Operating Engineers' Pensioned Health and Welfare Fund, the dues shall be fifteen dollars (\$15.00) a month due and payable on a quarterly basis.

(2) For retired members not eligible for benefits from the Operating Engineers' Pensioned Health and Welfare Fund, and for members who have exhausted the benefits provided in Article XXI, Good Standing Fund, Section 6, and who continue to meet the requirements set forth in said Section 6, the dues shall be eight dollars (\$8.00) a month due and payable on a quarterly basis.

Article VI: Dues

The following is the full text of the proposed amendment to Article VI of the Bylaws, proposed by the Bylaws Committee. Those sections printed in bold type represent new language.

(h) **Honorary retired members with more than thirty-five (35) years in the Local Union.**

(1) Retired members who have qualified for honorary membership will not be required to pay dues.

(2) To qualify as an honorary member of Local 3, the member must apply and be retired and:

a. Must be in good standing through the period in which his application is submitted to the Executive Board.

b. Must have been an active dues paying member for thirty-five(35) years in Local 3 and/or the following original amalgamated Locals: 22, 45, 59, 65, 165, 208, 210, 336, 508, 842, 53, 353, 354, 358, and 635, EXCEPT THAT a member who has deposited a Service Withdrawal card in this Local Union shall be credited with time spent in the armed services.

c. To maintain honorary membership, a member may not accept employment at the trade or in the industry in which Local 3 represents workers, or his honorary membership shall be automatically cancelled and full dues required from the first day he accepts such employment, and he shall not again become eligible for honorary membership for a period of five (5) full years from the date of a violation.

d. Any and all disputes regarding the interpretation and application of this Subsection (h) shall be determined by the Local Union Executive Board, and its decision shall be final and binding.

(i) **Changes in the dues rates.**

(1) For Parent Local Union No. 3 and Sub-divisions A, B, C, E 3D Public Employees and Registered Apprentice, dues shall be adjusted each October 1 based on the average wage package in effect on the prior August 1.

(2) For other 3D and Industrial Bargaining Units, the dues will be adjusted effective the first day of the second (2nd) month following a change in the average wage package for the Unit.

(j) In Local 3D and Industrial Bargaining Units, Registered Apprentice dues shall not be more than the dues rate in said bargaining unit.

(k) Dues will be calculated according to Section 2(a) through (d), however, for implementation purposes, in the event that the dues rates and/or structure in effect on January 1, 1983, is changed for any bargaining unit, the changes shall be implemented in increments not to exceed two dollars (\$2.00) per month per year effective October 1 of each year.

(l) **Notwithstanding any other provision of this Article VI, any 3D and Industrial bargaining unit may apply to the Local Union Executive Board for a temporary reduction in monthly dues, PROVIDED that the majority of members in good standing attending a specially-called unit meeting, after having at least fifteen (15) days' notice of such a meeting, shall by secret ballot approve of a request for dues relief, AND PROVIDING the Local Union Executive Board finds that the regular dues rate, because of the employment and bargaining situation in the unit, is an onerous burden for the members.**

(m) When the Executive Board grants an application made under Paragraph (l) of this Section 2, the dues rate of such a unit shall be no less than one-half (1/2) the dues otherwise required by this Article VI.

(n) When the Executive Board grants an application under Paragraph (l) of this Section 2, the District Representative for the district in which the effected unit is located shall report at least yearly in the month of September to the Executive Board as to whether the facts described in Paragraph (l) still exist. If the Executive Board finds such facts no longer exist, then the members working in that unit shall be obligated to pay the dues amounts otherwise required by this Article VI.

Section 3

All dues shall be deposited in the General Fund and distributed as follows:

(a) **The Parent Local Union No. 3 and Sub-divisions A, B, C E and Registered Apprentice.**

(1) \$1.50 shall be distributed to Local Union No. 3 Death Benefit Fund, and

(2) \$.25 shall be distributed to Local Union No. 3 Good Standing Fund, and

(3) \$1.50 shall be distributed to the Defense Fund, and

(4) \$.30 shall be distributed to the Hardship Strike and Lock-Out Fund, and

(5) \$.60 shall be distributed to the General Welfare Fund.

(b) **Sub-division D.**

(1) \$.50 shall be distributed to Local Union No. 3 Death Benefit Fund, and

(2) \$.05 shall be distributed to Local Union No. 3 Good Standing Fund, and

(3) \$.10 shall be distributed to the Hardship Strike and Lock-Out Fund, and

(4) \$.10 shall be distributed to the General Welfare Fund.

Section 4

A Member who is sixty (60) days' delinquent in the payment of his dues shall by action of Local Union No. 3 be suspended as of the sixty-first (61st) day unless, on or before the fifteenth (15th) day of the third (3rd) calendar month of such delinquency, he shall have paid his arrearage in full.

Section 5

A member who has been suspended for dues delinquency shall be required to pay a reinstatement fee in accordance with the following schedule:

(a) **Parent Local No. 3 and Sub-divisions A, B, C, E, and Registered Apprentice.**

International Reinstatement Fee \$5.00

Local Fund Payment \$30.00

Applicable International Tax, if any

Plus an amount equal to employed dues for the period since the end of the period for which he was last in good standing through the end of the quarter of his reinstatement, and one quarter in advance.

(b) **Sub-division D.**

International Reinstatement Fee \$5.00

Applicable International Tax, if any

Plus an amount equal to employed dues for the period since the end of the period for which he was last in good standing through the end of the quarter of his reinstatement, and one month in advance.

Section 6

The Local Fund payment on the reinstatement fee shall be deposited in the General Fund and distributed as follows:

\$8.00 to the Death Benefit Fund

\$2.00 to the Good Standing Fund

\$20.00 to the Defense Fund

Section 7

The dues rate for each month for each Member whose dues are paid from the Good Standing Fund shall be twenty dollars (\$20.00) per month.

Section 8

Fund Re-allocations.

(a) When the Death Benefit Fund amounts to \$375,000, the monies to be allocated to said Fund by virtue of the application of Articles V and VI may be re-allocated by the Executive Board to any Fund that is set forth in these By-Laws, and in that event, no monies shall be distributed to the Death Benefit Fund unless and until the Fund falls below \$350,000, at which time allocation in the amount provided shall be distributed to it until the Fund again amounts to \$375,000.

(b) When the Hardship Strike and Lock-Out Fund amounts to \$125,000, the monies to be allocated to said Fund by virtue of the application of Articles V and VI may be re-allocated by the Executive Board to any Fund that is set forth in these By-Laws, and in that event, no monies shall be distributed to the Hardship Strike and Lock-Out Fund unless and until the Fund falls below \$75,000, at which time allocation in the amount provided shall be distributed to it until the Fund again amounts to \$125,000.

Section 9

(a) This Article and any part thereof may be amended during the third (3rd) quarter of any year by a secret ballot vote taken at a specially-called District Meeting or as a special order of business at a regular meeting in each District, upon written notice to the Membership in each District deposited in the mail, postage prepaid, at least fifteen (15) days prior to the date of the District Meeting at which such vote is to be taken in a District, providing a resolution to amend is supported by at least three hundred (300) signatures of members in good standing. For the purpose of this Section, a Member's District is that in which his address is located as shown on the records of this Local Union ten (10) days prior to the day on which the notices are mailed. A majority of all votes cast in all Districts shall determine whether this amendment is adopted or rejected.

(b) Notwithstanding the provisions of Paragraph (a), Section 9 of this Article, any proposed change in this Article VI, shall not be submitted to the membership for vote at district meetings as set forth in Paragraph (a), until and unless such proposed changes shall first be submitted as required for resolutions to amend by Article XIV, Section 2(a) of these By-Laws.

Section 10

The distribution of Funds as provided in this Article and Article V may be changed from time to time by the Executive Board subject to Article IX, Section 4 of these By-Laws.

I-80 interchanges may cost developers

AUBURN — Placer County, which recently has gotten "more than its share" of state highway money to plan for growth, probably won't be able to look to the state to fund freeway interchanges unless safety is at stake.

That's the word county supervisors got last month from Dick Azevedo, a member of the California Transportation Commission and former Auburn city councilman.

Azevedo said competition for state highway dollars is getting fierce and that Placer should look to developers to pay for freeway interchanges planned solely for growth.

A proposed state policy, which could be firmed up next month would give highest priority to existing interchanges with the worst safety and congestion problems, Azevedo said.

For interchanges with only moderate problems, the state has proposed that local jurisdictions share half of the costs.

"But it's purely a matter of development and helping it evolve, we might ask that the entire thing be paid for locally," Azevedo said after speaking to disgruntled supervisors.

"Fixing interchange problems in California would cost \$1½ billion and that's not including any new projects," he said.

Azevedo said that with recent approval of the \$55 million Highway 65 bypass north of Roseville, and with planned freeway work near Auburn, Placer County already has gotten 580 percent of its minimum share of highway funds for the next five years.

He noted that \$60 million — only slightly more than the bypass cost — must be spread among all Northern California this year.

The Roseville bypass was the first state-funded highway project designed to plan for growth rather than react to it.

Public Works Director John Mac-coun said that a planned 243-acre industrial park off Highway 65 will require an interchange at Placer Boulevard, perhaps within 10 years.

He said the intersection, designed by Caltrans, already is dangerous but can be handled temporarily with traffic signals.



Great Highway gets snagged in red tape

The Coastal Commission has approved a plan for the Great Highway that sends the years-long problem back to the Board of Supervisors.

In effect, the commission denied a permit application from The City that sought to move the Great Highway, between Lincoln Way and Sloat Boulevard, farther west to satisfy the demands of the people who live along the east side of the highway, between the road and a green park-like strip called the green belt.

Instead, the commission voted 9-2 to allow the new Great Highway to be narrowed by five to 10 feet "without compromising safety," so that the green belt can be enhanced.

Great Highway is being ripped up during the building of a large sewer line from the Richmond-Sunset treatment plant in Golden Gate Park to the outfall near Sloat.

The City's amended plan had the stamp of approval of all concerned departments, plus Mayor Feinstein and the supervisors.

Don Birrer, head of The City's clean-water project and chief representative at the meeting, following the 3½-hour session last night in the State Building said: "I don't know what the supervisors will do, but I don't think they'll buy it. It's disappointing. The commission didn't recognize the amount of work we did on this."

Dennis Antenore, an attorney and leader of community groups seeking a more westerly alignment of Great Highway, said: "This is the worst of all possible worlds. When there is a com-



promise on a compromise on a compromise, we end up damaging everyone's interest."

He said the commission achieved only "some sort of a stalemate, a stalemate we've been in all along."

Contract awarded on Balsam Meadows

Southern California Edison has awarded an \$80 million construction contract for the 200-Mw peak usage Balsam Meadows hydroelectric project, the first power project to start in the state following new public utilities commission funding guidelines.

In giving Rosemead CA based SCE approval in 1983, PUC put a cost cap of \$321 million on the project, which may be raised only to cover "possible environmental mitigation measures" or to adjust for "ordinary" inflation. It had also set up a monitoring program to implement detailed cost controls, making the utility responsible for unreasonable cost increases.

A joint venture of Dilligham Construction, Inc., Pleasanton CA, and Guy F. Atkinson Co., South San Francisco, will build the project.

The plan calls for blasting nearly four miles of 18' dia. tunnels through granite as well as construction of a rockfill dam and an underground powerhouse. Other packages for the three-year job will add roads and mechanical and

electrical work.

Balsam Meadow is an expansion of SCE's 755-Mw Big Creek hydroelectric system 35 miles northeast of Fresno in the Sierra Nevada mountains. The complex of dams, penstocks and powerhouses generates power six times as waters of Big Creek and the San Joaquin River drop from 9,000 to 4,000 feet. The new plant will take water now flowing from Huntington Lake to Shaver Lake, using 1,300' of head between the two reservoirs to power the single-unit turbine generator.

The project will intersect a 50-year old tunnel running from Huntington Lake to Shaver Lake with a 6,000-ft long tunnel to divert water to Balsam Meadow, where a concrete faced rockfill dam will impound it in a small lake. The dam, trapezoidal in shape, will be 1,400' long and 120' high.

From the Balsam Meadow forebay, the water will head toward the powerhouse in a 2,000' tunnel and then drop down a 1,300' vertical shaft into the lower power tunnel.

Scandal forces new Gilroy sewer system

Repairs and refinements to the 6.1-mgd Gilroy, Calif. wastewater treatment plant have finally begun two years after city officials concealed malfunctions to fend off a sewer hook-up ban threatening municipal growth.

Dubbed "Sewergate," the scandal broke last year when a resident filed suit to protest odors from inadequately aerated lagoons serving as both settling basins and oxidation ponds. The suit also exposed midnight dumping of partially treated wastes into a nearby stream. Montgomery Consulting Engineers, Inc., Walnut Creek, Calif., was hired to resolve the problems.

Poor soil and record winter rains that fed a rising water table overtaxed the three-year old system's 100 acres of percolation ponds, says Montgomery's project manager, Christopher B. Cain. The \$4 million plant, which began operating in 1981, was designed by PRC Consoer Townsend, Inc., San Jose, Calif.

The system was intended to provide advanced primary treatment by retaining waste for six days in two settling basin lagoons, aerated to provide odor control. Aeration was by a fine bubble diffusion system that broke down when holes in the system's diffuser pipes clogged. Piping also frequently broke off from the central air manifolds, says Bert E. Von Vooris, senior engineer of the regional water quality control board.

Effluent then flowed into a series of percolation ponds and cannery wastes were channelled into a separate 185-acre pond system. All wastes were to be contained on site. But the high water table and the nearly impermeable clay soil made percolation difficult, says Cain.

To solve the problem, the city has doubled the amount of land used to percolate domestic effluent, he says. A temporary surface aeration system will be installed in February, and PRC Consoer Townsend is designing a \$400,000 permanent fix.

Stanford prepares construction job

PALO ALTO — A \$110 million total project cost for the Stanford University Hospital modernization was approved by the board of hospital directors at a special meeting.

The board's approval, which includes borrowing plans, is only a recommendation to the general members of the hospital corporation, the university board of trustees. They will consider the proposal in February.

The hospital directors also recommended authorization to obtain construction bids for the project.

First stage of the modernization project will begin late this spring with completion of an unfurnished addition at the north end of the hospital. Then a new four-story building will be constructed to provide patient rooms, surgeries and other services. Existing areas in the hospital will be upgraded in a later stage.

Elvia Garwood, project director, reported that construction documents are now about 50 percent completed, and bids for construction work will be received between June and September.

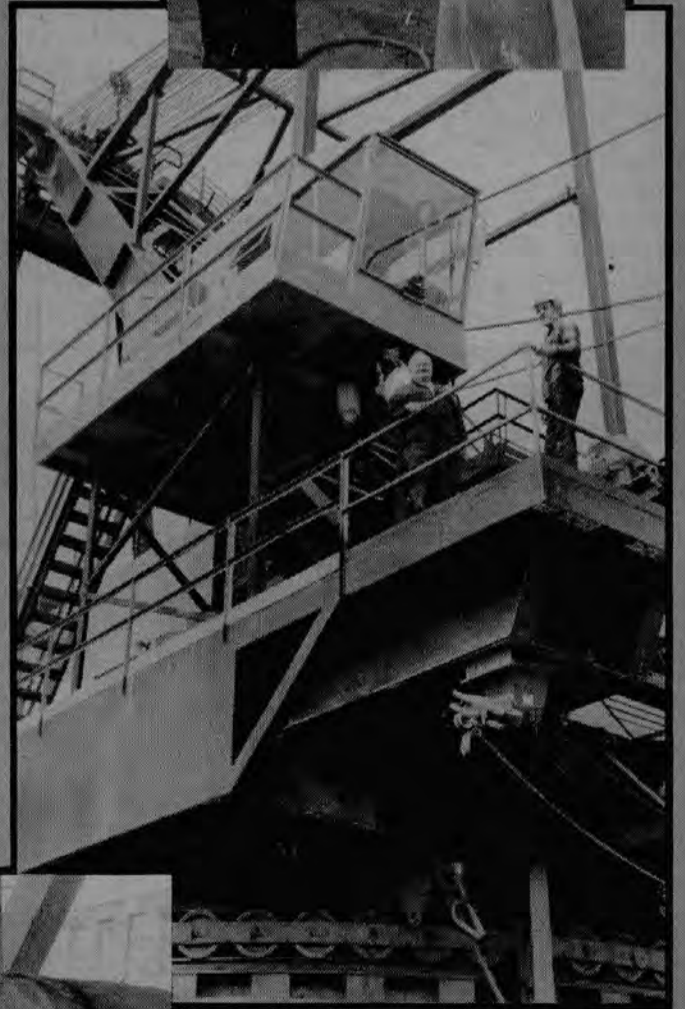
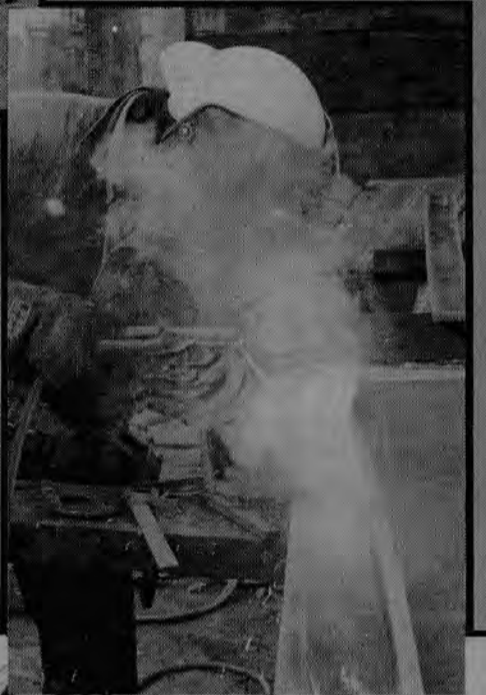


Betty L ends convalescence

It's been a long period of recuperation, but the huge Betty L dredger is ready to take to the open seas one more time. The rig, owned by Morrison-Knudsen, was supposed to be used in the San Francisco outfall project, but was damaged badly March 1, 1983 when heavy seas ripped the ship from its moorings and washed it ashore.

The barge lay beached on the shoreline for two weeks until a salvage crew equipped with two helicopters, tugboats and a 200-foot towship were able to pull her into AAA Shipyard. M-K has not disclosed the cost of repairs, but crews have worked steadily on the barge for nearly a year, replacing 11 tons of plate steel on the hull.

Pictured at top of page is a view of the deck from the helicopter platform. Pictured clockwise from the top are: Job Superintendent Don Young, Local 3 Business Agent Ted Wright, Captain Al Ching, mechanic welder Steve Goodhue, oilers Ray Court and Bill Henley. Pictured in bottom photo are (left to right) mechanic foreman Vern Baumbach and Frank Accetola. The damaged hull of the Betty L is shown lower left. In the control room is deck engineer Tom Barnes.



Trencher makes short work of sewer project

Equipped with a Vermeer T800 trenching machine, Dalton Construction is making good progress on a \$7.5 million sewer project for the County of San Mateo. The job, which began last November, consists of laying 6-inch PVC sewer line for 1,200 lots in the Redwood City area. The trencher, operated by Local 3 member John Redfern (right), is guided by a laser beam and equipped with an 18-inch wide rotating cutting head. Redfern can cut 300 to 700 feet per day with the machine. The job is scheduled for completion in December.



San Mateo area holding its own, despite winter

The San Mateo area, despite the rain and winter, is still able to hold its own as far as work is concerned, reports Business Representative Tom Armer.

Gradway, in their jobs in the area, are trying to work as much as they can. Dalton Construction, on their big job in Emerald Hills, has been going every day they can, their new Vermeer Trencher with the attached conveyor belt really works neat. As they dig their trench, they load the spoils right in their trucks and away it goes.

Gates and Fox are trying to get lined out on their tunnel job at Stanford, Gradway has been working rain or shine on this job to get the excavation on the surface done before the tunnel starts.

"I would like to thank everyone that showed in Half Moon Bay for the Caltrans meeting on the Devils Slide project," Armer said. "There were about 700 people there. John McMahon from our Public Relations office in San Francisco made a great presentation on behalf of the Operating Engineers."

We have a sign up sheet in the office for members who are eligible for 25, 30 and 35 year pins. You can either come in or phone to sign up for these and we will present them at the district meeting when it is held in San Mateo on May 17th at the Electricians Hall, 300 - 8th Ave., San Mateo.

Public Employee Dept.

"The public servants serve the public well; indeed often they serve you better than your apathy and indifference deserve." Adlai Stevenson

Continental Airlines, Frontier Horizon Airlines, Qume Electronics, Atari Inc. have all closed up shops and are either totally non-union or have opened for business in underdeveloped countries.

Cities and counties are contracting out to the lowest bid jobs formerly held by our members. Wage freezes, cuts in benefits and two, three, four, or even five tier retirement systems are just a few of the trends in public employment.

How can we cut overall expenses and continue to deliver the essential services necessary to keep local government running? Perhaps we need to examine the system of delivery of those services.

We have many units where the average wage of the entire group of workers is less than \$14,000 per year, but the top executives of that unit all make over \$50,000 a year. Twenty years ago the line troops made \$5,000 a year and the top executives made approximately \$3,000 a year or more; a little more reasonable than it is today.

Should we have paid a flat dollar raise instead of the percentage increases to maintain parity? Even the elected officials haven't kept up with their top executives; but then, the top executives are the ones who negotiated the raises and benefit packages with the line troops all these years. It looks like they have done pretty well for themselves in the process.

When the process began, no top executive made twice as much as their workers, but that's common now. It's also a common practice for the management fringe benefit package to average over 30% more than for the worker.

We might feel differently if some of the supervisors could really supervise and the leaders could lead, but unfortunately a consensus worker opinion is to the contrary.

The Contra Costa County administrator resigned his \$74,000 a year position rather than take heat for poor performance. This same county is having trouble finding any money for an employee raise. Maybe they should look at their top managers.

Don't rock the boat, don't suggest any changes, keep the status quo, no decision is a good decision. Well, we believe the time has come for the public to be made aware of why the services aren't being delivered and we solicit your help in doing so. We sometimes wonder if "headquarters is in enemy hands."

Earthquake study done on Candlestick Park

Deterioration in critical elements of San Francisco's Candlestick Park poses "the threat of sudden failure in an earthquake," according to a recent report on the stadium.

Interactive Resources, Inc. (IRI), Point Richmond CA, the structural engineer that did the study, recommends an immediate investment of \$1.1 million to make the stadium safe for the upcoming baseball season and five years afterward. The investment of another \$5.2 million in 1984 dollars would extend the 25-year old stadium's service life indefinitely, IRI's report says.

City officials admit that the structure does not meet current seismic standards, but point out that it has survived severe winds and low magnitude earthquakes without damage.

The most serious deterioration is in

the end connections for 54 of the 92 cantilevered girders that support the roof canopy. Shoring should be installed under the girders, IRI says.

The report goes on to say that the danger of failure in the girder connections is compounded by the deterioration found in girders side by side. The failure of one girder could cause a progressive failure of those around it.

White calcium carbonate streaks on the girders are evidence of deterioration. The streaks, and occasional stalactites almost a foot long, indicate that grout materials are leaching, IRI says.

IRI engineers found that drypack grout at the girder joints was apparently not compacted enough during construction, making the concrete porous and susceptible to water intrusion. Core compression tests at the connections

showed strengths of 386 to 947 psi, while a minimum strength of 4,000 psi is normal for structural grout, the report states.

To correct the roof deficiencies, IRI recommends that steel hangers be installed to support panels at 178 panel-to-girder connections found to have less than the required bearing area. The report also calls for a roof waterproofing membrane.

San Francisco Mayor Dianne Feinstein wants to replace Candlestick Park with a new stadium. It would not be finished until 1988 at the earliest, however. Last month the San Francisco Planning and Urban Research Association, an influential non-profit group, released a report opposing a stadium near China Basin, the site recommended by a Feinstein task force.

SAN FRANCISCO DISTRICT BLOOD BANK OPENS

Local 3 members and their families and friends are encouraged to donate to the District 01 Blood Bank.

The Blood Bank will be open 9:00 a.m. to 12:00 noon on Saturday, March 31 at Local 3's parking lot, which is located on Valencia Street between 15th and 16th Streets in San Francisco.

Please call San Francisco Dispatch, 415/431-5744 for more information.

Work in Redding continues slow due to weather

Work is down in the North State due to the heavy rains this year, reports District Representative Don Doser. Kiewit-Pacific's job at Somes Bar has their

men working 50 to 60 hours per week. Kiewit-Pacific has also picked up a \$3 million I-5 job at Yreka. This will put a few of the Brothers to work. This I-5 job will start some time in the spring.

The low bidder on the hydroelectric plant at Slate Creek was Granite Construction. When the job gets going in the spring they will have approximately six Engineers working for about a year. The low bid was \$4 million.

The Cottonwood Sewer Project will probably be let in February or March. The engineer's estimate is \$7 million.

Roy Ladd's 299 west bridge job will be getting started back in the spring.

Raisch Structures will also be starting on their 299 west project this coming spring. Tullis & Associates have some paving left on their I-5 job at Lakehead.

J. F. Shea Company has picked up a few small jobs in the district to be started in the spring. They are also working between rains on the county jail parking areas and streets.

The State of California in March will let a \$925,000 job to reconstruct five miles of roadway near Burney. Also, a

\$710,000 contract to reconstruct 6.2 miles of roadway near MacDoel will be awarded.

"The work in the Redding district should be better in 1984, but not as good as we would like to see it," Doser added. "But if the Brothers are willing to do some traveling, there will be enough jobs in the other districts according to what we hear from other district representatives.

"Stay in touch with your branch office regarding your reduced dues and your 84-day re-registration."

Fringe Benefits Forum

By Don Jones,
Director of
Fringe Benefits



Spring is in the air, and with it comes the Sacramento and San Joaquin Valley fog. Everyone has to slow down and be much more careful when driving in it. Those who do not exercise caution are at risk and they could end up in an accident.

There is another kind of fog that creeps up each Spring — about the time the Trust Fund Office sends out the Annual Pension Credit Statement. Many older Operating Engineers and their wives have some difficulty seeing through the haze of the Pension Plan. In order to cut through that fog, Local 3 conducts Pre-Retirement Counseling sessions each year. Senior members and their wives are encouraged to take some time out and attend a convenient session to clear up questions and concerns.

Pre-Retirement Counseling had a modest start back in 1978 when it was first offered. Since that time we have conducted about 80 sessions and helped over 10,000 Engineers and their wives. One of the most costly errors an Operating Engineer can make is to take his Local 3 retirement benefits for granted.

The Pension Plan provides the average retiree with somewhere between \$75,000 and \$150,000 in lifetime benefits while the Retiree Welfare program provides valuable health protection and coverage. With the current trend in Social Security delays and MEDICARE cutbacks, our Local 3 retirement benefits have become critical to our financial security. Pre-Retirement Counseling is designed to emphasize today's importance.

Retirement is a big step and requires adequate planning. Sometimes the best laid plans don't work out and sometimes retirement is not planned at all. Pre-Retirement Counseling can't change those situations but it does keep Engineers and their wives well informed. As a result, they will be in a much better position to deal with those types of unexpected problems.

A word about the program. Over the next three months, we will conduct Pre-Retirement Counseling sessions in each district. The meetings are scheduled at 7:30 p.m. on week nights for your convenience. The facilities are centrally located and comfortable. The program takes about one hour. It includes a full

presentation with slides explaining the Pension Plan and Retiree Welfare Plan and the transitions from Active Plan benefits.

We always have knowledgeable representatives from Local 3, the Fringe Benefit Center and the Trust Fund Office to provide information and answer questions. Wives are encouraged to attend and participate in the question and answer session.

There are some 4,000 vested Operating Engineers over age 50 today. By this time next year, 15 to 25% of them will retire. Most of them will have planned for it and be prepared, but some of them will not be as fortunate. Considering the size and scope of the retirement benefits provided by Local 3 Trust Funds, no one can afford to be in the fog. There is simply too much at stake.

Listed on this page is the schedule for this year's sessions. Hawaii will be scheduled some time in July. Please take some time out and plan to attend.

Pre-retirement Meeting Schedule

Salt Lake City	
March 6	7:30 p.m.
Operating Engineers Bldg., 1958 W.N. Temple	
Sparks	
March 7	7:30 p.m.
Nendal's Inn, 55 E. Nugget	
San Rafael	
April 3	7:30 p.m.
Holiday Inn, 1010 Northgate	
San Francisco	
April 4	7:30 p.m.
Operating Engineers Bldg., 474 Valencia St.	
Fairfield	
April 5	7:30 p.m.
Holiday Inn, 1350 Holiday Lane	
Santa Rosa	
April 6	7:30 p.m.
Veteran's Memorial Bldg., 1353 Maple Dr.	
Auburn	
April 17	7:30 p.m.
Auburn Rec. Cntr., 123 Recreation Dr.	
Stockton	
April 18	7:30 p.m.
Operating Engineers Bldg., 1916 N. Broadway	
Sacramento	
April 19	7:30 p.m.
Laborers Hall, 6545 Stockton Blvd.	
Freedom	
April 25	7:30 p.m.
V.F.W. Post #1716, 1960 Freedom Blvd.	
San Jose	
April 26	7:30 p.m.
American Legion Hall, 2120 Walsh Ave.	
Eureka	
May 1	7:30 p.m.
Operating Engineers Bldg., 2806 Broadway	
Redding	
May 2	7:30 p.m.
Operating Engineers Bldg., 100 Lake Blvd.	
Marysville	
May 3	7:30 p.m.
Operating Engineers Bldg., 1010 "I" Street	
Oakland	
May 8	7:30 p.m.
Holiday Inn, Nimitz Freeway at Hegenberger	
Fresno	
May 10	7:30 p.m.
Cedar Lanes, 3131 N. Cedar-Walnut Room	



The last Retiree picnic saw over 2,000 Local 3 retirees under the big top.

Retiree picnic coming in June

Operating Engineers Local Union No. 3 is proud and pleased to announce that they have scheduled the Retiree Association Picnic to be held on Saturday, June 16th at 1:00 p.m. at Rancho Murieta Training Center.

All Local 3 Retiree Association members and their spouses are invited to attend (no outside guests or children, please). Tickets are \$8 each and on sale through the District Offices and the Fringe Benefit Center. All ticket sales will cease on June 1st and there will be

Yolo Causeway to start up in spring

SACRAMENTO — Work will begin next spring on a \$23.4 million project to rehabilitate the Interstate 80 Yolo Causeway bridges west of Sacramento, according to the state Department of Transportation.

The work is one of the largest state highway construction projects for the Sacramento area in recent years, Caltrans said.

Work will include installing earthquake restrainers, repairing the structures and placing a five-inch concrete overlay on the four bridge decks which comprise the Yolo Causeway.

Bids for the work will be opened this month by Caltrans in Sacramento.

The half-mile-long and 1.7 mile-long twin bridge structures were built in 1962.

Rehabilitation of the six-lane freeway structures follows a number of years in which asphalt concrete has been used to repair the original surface.

Use of asphalt concrete has proved unsuccessful because of vertical movement of supporting girders under the decks, which contributed to deterioration of the original and subsequent asphalt overlays, Caltrans said.

That situation will be corrected through the use of a reinforced concrete overlay, according to Caltrans.

no tickets sold at the gate, so be sure to get your tickets in advance.

The Training Center has reserved space for motor homes and mobile campers overnight parking on both Friday and Saturday. Also, some Retiree Association chapters form car pools or charter buses for group transportation to the picnic. Those interested should contact their Association chairman or District Office.

There will be no stage, and no long-winded speeches; just plenty of shade, good food, cold drinks and lots of fun. The last picnic saw over 2,000 Local 3 Retirees and wives under the big top. Mark your calendars now and plan to attend.

Retiree Mtg. Schedule

Salt Lake City: 2:00 PM
March 7, 1984 (Wed.)
1958 W.N. Temple
Salt Lake City, UT

Nevada: 2:00 PM
March 8, 1984 (Thurs.)
Carpenters Hall
1150 Terminal Way
Reno, NV

Santa Rosa: 2:00 PM
March 15, 1984 (Thurs.)
Veterans Memorial Bldg.
1351 Maple
Santa Rosa, CA

Watsonville: 10:00 AM
March 22, 1984 (Thurs.)
V.F.W. Post 1716
1960 Freedom Blvd.
Freedom, CA

San Jose: 2:30 PM
March 22, 1984 (Thurs.)
Holiday Inn Park Center Plaza
282 Almaden Blvd.
San Jose, CA

SOFAR presses on after nine years of fighting

PLACERVILLE— The optimism of El Dorado County residents who wanted to build a water and power project on the South Fork of the American River has been strained by nine years of fighting to overcome minor snags that turned into major obstacles.

However battered, though, their hopes are still intact.

Construction is still at least a year off. Sponsors of the SOFAR project took their first formal step in 1975, when they filed a preliminary power application with the federal government. Their purpose was to provide water for western El Dorado County. The power facilities, strung along the river and its tributaries near Kyburz, would produce electricity that would be sold to pay for the water facilities.

From the outset, the project's backers knew the basic steps would be time-consuming. The project needed water rights from the state, a power license from the federal government and someone to buy the power.

The supporters also knew they would run into opposition from environmental and recreational interests — particularly rafters who wanted to preserve the white water.

But everything was more difficult than anyone anticipated.

State and federal agencies demanded environmental impact reports that were substantially more complex than the sponsors had expected and required separate agreements to be negotiated with the U. S. Forest Service and the



state Department of Fish and Game.

Opposition by rafters took the form of a lawsuit. It was ultimately settled out of court, but only after power generation schedules were whittled down in order to assure white water at certain times.

State water officials called SOFAR a model project because of the successful negotiations.

The Sacramento Municipal Utility District, which already had power facilities in the American River canyon, was expected to buy most of the power. But SMUD's power needs changed, and the district lost interest in SOFAR about the time an exhaustive water rights proceeding was completed.

In order to sell the power, sponsors went through a new process to qualify SOFAR as a small hydroelectric project under federal standards. That designation requires Pacific Gas and Electric Co. to buy SOFAR's power at top

dollar, while private investors get substantial tax breaks for putting up the money for construction.

When that ruling came through last year, the SOFAR Council, believing the last major obstacle had been overcome, closed its office and stopped holding regular meetings.

But Friends of the River, which opposes the project, appealed the designation and had support from several members of Congress and Sen. Alan Cranston. SOFAR supporters are particularly galled by Cranston's stance.

A ruling of the appeal is not expected before February.

Ebasco Services Inc., which engineered the project, has submitted a proposal to the SOFAR Management Authority to invest in the project, but wants an IRS ruling on its tax status first. That process is expected to take at least six months.

Asbestos standards needed for building trades, panel declares

An Occupational Safety & Health Administration advisory committee on construction has rejected the agency's draft proposal on worker exposure to asbestos as not addressing specific concerns of the construction industry.

The 15-member panel, noting some 75 percent of asbestos exposure occurs in the construction industry, requested OSHA to develop a separate asbestos proposal for the building trades.

Two key committee proposals call for reducing a worker's permissible exposure to 100,000 fibers per cubic meter of air and requiring that engineering controls and work practices take priority in controlling workplace asbestos levels over the use of respirators.

Other committee proposals would require employers to provide shower rooms and changing rooms for workers on job sites, annual medical examinations and "a zero-fiber action level" — triggering full protective measures when workers encounter the presence of asbestos on the job.

OSHA issued an emergency standard on asbestos last November limiting exposure levels to 500,000 fibers.

But an industry group challenged the action, and implementation of the measure was stayed pending resolution of the court case.

OSHA's draft proposal for a permanent standard, which the committee reviewed, sets the same exposure level of 500,000 fibers, down from the current limit of 2 million fibers.

The advisory committee said the 500,000-fiber level is too high and called for the 100,000-fiber ceiling.

OSHA in the past has questioned accurate measurement of such levels.

But a representative of the National Institute of Occupational Safety & Health assured the committee the 100,000-fiber level is now well within the realm of accurate measurement.

The committee also rejected OSHA's proposal to allow for the removal of a worker from an asbestos-related job based on a check of either his medical records or medical condition.

The tripartite panel is comprised of five representatives each from labor, employers and the public.

'Cop ahead' sign works better than 'road work ahead'

(Editor's Note: The following personal account was submitted by 14-year Local 3 member Chris Morgrei, an employee of the Alameda County Road Dept.)

The county road crew I work with never leaves me with a dull moment. When we set up road work operations, we have flagmen positioned on both sides of the work area to control the flow of traffic, not only for traffic safety but for our safety as well.

Working during commuter hours on our rural canyon roads is the most dangerous time for us, because people are in a hurry to get from point A to point B, or vice versa. When an unscheduled stop breaks the commuters' routine, tempers tend to flare, and their only recourse, other than verbally abusing us, is to speed through our work area, which completely defeats the purpose of our flagmen.

We take the time to set out Road Work Ahead signs, Flagmen Ahead signs, and our flagmen are equipped with Stop and Slow paddles just to make the whole operation legal. The irony behind all of this is that the speeding commuter cannot read any of the signs.

After several near misses one cold morning, I became fed up with the situation. I spray-painted a couple of words on a piece of cardboard and shook it at every car that roared through our work area. Much to my surprise and the surprise of my workmates, every single car slowed down. It's funny how they learned to read so fast and, as an extra bonus, the majority of the commuters waved and smiled. A few even threw kisses, and the truckers flicked their lights in appreciation. (A follow-up showed the traffic continued through the canyon at the normal speed limit.)

Amazing! Not only have I made it possible for my crew to work in safety, but we made thousands upon thousands of friends during the course of a single day.

The sign? Ah, the sign read **Cop Ahead**.

Vintage photo of old trencher

Retired member Sam Minardi submitted these photos of a Buckeye Trencher and a backfiller used on a sewer project in St. Paul, Minn. Minardi (pictured right) worked on the project for O'Neal & Preston in 1926. Oiler on the job was Mike Hood.



Contractor to serve time for safety violation

For the first time, an employer has been sentenced to serve time in jail for willfully violating a state job safety and health standard. CAL/OSHA reports this month that Mike Henderson, an El Cajon contractor, was sentenced by San Diego Municipal Court Judge Rafael A. Arreola to 36 months probation and 30 days custody to be served through work furlough for willfully violating a state job safety standard which led to the death of a construction foreman two years ago.

Criminal charges were filed on August 22, 1983 by the San Diego City Attorney's Office — Consumer Fraud Unit against Henderson and his firm, KTA Construction Inc., based on results of an investigation by the California Division of Occupational Safety and Health. Henderson was convicted on December 12, 1983. The court's sen-

tence, issued on January 11, stipulates that Henderson serve: 18 months formal probation; 18 months summary probation; and 30 days custody to be served through work furlough, which means that Henderson will be serving his sentence in the San Diego County Jail but will be allowed to work during the day. In lieu of a fine of \$7,500, Henderson has agreed to perform construction work worth \$19,900 to redo a little league field.

Conditions of Henderson's probation include requirements to comply with all California Occupational Safety and Health regulations, designate a safety director, establish a safety program approved by CAL/OSHA, and report every job to CAL/OSHA's Division of Occupational Safety and Health.

Victor Muniz, deputy chief of the Division of Occupational Safety and Health, commented on the court's action: "Safety must be a full-time concern for everyone at a jobsite, but it is ultimately management which is responsible for ensuring employee safety. It should be evident from the prosecution of this case that the division intends to

hold management accountable — particularly when there is, as in this case, willful intent to jeopardize the safety of workers."

Prosecution of Henderson followed investigation of an accident which occurred on October 28, 1982 at a site on Gilman Drive north of Highway 5 in La Jolla. An unsupported earth wall of a 12' deep trench caved in, burying 39-year old David Herwig, a KTA foreman. The division found that KTA Construction Inc. had not obtained the

required excavation permit, failed to adopt a code of safe practices, failed to provide increased protection on the side of a trench which had caved in prior to Herwig's entry into the trench on October 28, 1982, and failed to install adequate shoring in the trench.

Testimony in the case pointed to previous knowledge of CAL/OSHA requirements regarding the shoring of trenches and, despite that knowledge, violation of some of those requirements prior to the October 28 accident.

Rise in annual health care costs four times higher than inflation

During the third quarter of 1983, Californians were charged an average of \$781 for each day spent in a typical California hospital, according to a report released this month by the California Health Facilities Commission. This is an increase of \$90, or 13 percent over the same period of 1982.

For an average hospital stay of 6.6 days, the average bill was \$5,186, an increase of 11.3 percent since the third quarter of 1982. These figures represent the lowest rate of increase in average hospital charges since the Commission began collecting quarterly data in 1981 and reflect in large part the significant drop in the national rate of general inflation, which was only 2.6 percent over the same period.

Assemblyman Richard Robinson (D-Santa Ana), who authored Assembly Bills 799 and 3480 which made major changes in the way health care is purchased in California, noted that, "The Commission data from the third quarter of 1983 indicate that hospitals are beginning to respond to economic forces affecting the rest of the country and to recent hospital payment changes mandated at both federal and state levels. It is encouraging to see that the difficult decisions made by the Legislature to curb health care costs are already beginning to pay off. All Californians benefit from these reductions in health care price escalation."

The Commission's Executive Director, Joseph H. Hafkenschiel, explained that five major factors affect changes in hospital charges:

- changes in the amount of unpaid hospital bills (deductions from revenue);
- changes in the prices hospitals paid for supplies and services;
- changes in the amount and complexity of services provided to patients;
- changes in the number of patients treated; and,
- changes in hospital net income.

Deductions from revenue — the amount of billed charges which hospitals are unable to collect — were responsible for the major part of the \$90 growth in daily hospital charges. Increases in uncollectibles added \$49, or 54

percent of the growth in the average daily hospital charge.

During the summer months of 1983, uncollectibles accounted for \$199 of the average charge per patient day. These rapid increases suggest that government, health insurance companies and private individuals are becoming more reluctant to pay the full amount of hospital bills, which have increased at an average annual rate of 16.5 percent over the last three years.

Partially in response to this, hospitals raised their charges in order to recoup their uncollectibles, making hospital care even more expensive than before to charge paying patients.

Prices paid by hospitals for services and supplies, the second factor contributing to the \$90 increase in the average daily hospital charge, increased by 6.3 percent since the third quarter of 1982. Services and supplies purchased by hospitals include items such as salaries and benefits to employees, professional fees, supplies, utilities and construction.

Increases in the costs of these items added \$34 to hospitals' daily operating expenses, contributing 38 percent of the \$90 increase in the average daily charge.

The third and fourth factors — increases in the amount and complexity of services provided to patients and a decline in the number of patient days of care provided — contributed only \$8, or nine percent, to the increase in the average daily charge.

The last factor affecting the level of hospital charges is hospital net income (net revenue minus net expense). During the third quarter of 1983, California's 553 general acute care hospitals lost \$2.60 for each day of care provided, an increase of \$.70 over the daily losses reported one year earlier. These additional losses offset increases in the daily hospital charge by one percent.

When hospitals were examined separately by type of ownership, it was found that non-profit hospitals earned \$9.25 per patient day in net income. In comparison, earnings of investor-owned hospitals were \$61.06 per day, and public hospitals had losses of \$81.52 per day. This wide variation in net income is due to differences among these hospitals in their operating costs, patient populations and pricing strategies.

Deceased Members

Business Manager Tom Stapleton and the Officers of Local 3 extend their heartfelt condolences to the families and friends of the following deceased members and dependents.

Charles Adams	10/8/83
Salinas, CA	
John L. Adams	10/3/83
Bakersfield, CA	
Robert Ambler	9/6/83
Benicia, CA	
Morris E. Apgar	10/17/83
Orogrande, CA	
Joseph Armas	10/20/83
Fallon, NV	
Leslie Booth	10/29/83
San Anselmo, CA	
Mike Butler	9/26/83
Battle Mountain, NV	
Carl Crawford	9/21/83
French Camp, CA	
George Curtis	9/30/83
San Jose, CA	
George Dahlquist	10/19/83
Salt Lake City, UT	
Glen Darling	9/26/83
Crescent City, NV	
Eugene Davis	10/4/83
Madea, CA	
Grady Dean	10/22/83
Elk Grove, CA	
Johnnie Doyal	10/22/83
Burbank, OK	
Jack Edwards	9/12/83
Newman, CA	
John Feour	10/2/83
Carson City, CA	
Donald Foppe	10/21/83
Kaneohe, HI	
William Gaines	10/7/83
Tucson, AZ	
William Gardner	10/11/83
Clearlake Highlands, CA	
Mike Guill	10/13/83
Sunnyvale, CA	
Sanford Hitchings	9/3/83
Eureka, CA	
Lyle G. Housley	10/15/83
Wilder, ID	
Charles Kendricks	10/14/83
Reno, NV	
Allen Knoell	10/15/83
San Jose, CA	
Francis Licudan	9/28/83
Dededo, GU	
Clarence McDonald	9/19/83
Tracy, CA	
Keith W. McKay	9/22/83
Hayward, CA	
Antonio Mendiola	9/25/83
Salt Lake City, UT	
John Mikkola	10/15/83
Junction City, CA	
Lester Neely	10/15/83
Santa Rosa, CA	
John Parcell	10/21/83
Clearfield, UT	

Thomas Pettit	9/24/83
Fairfield, CA	
Aldo Picchetti	10/27/83
Cupertino, CA	
Gene Stedman	9/29/83
Dublin, CA	
Edward Thornton	10/19/83
Fresno, CA	
A. J. Baldys	11/11/83
San Jose, CA	
Emmett Bishop	11/3/83
Pittsburg, CA	
Ernest Cantrell	11/18/83
Snelling, CA	
Donald Casey	11/21/83
Avenal, CA	
Herschel Cooper	11/19/83
Oakland, CA	
Robert Custer	11/19/83
Oakland, CA	
Don DeMott	11/1/83
Salt Lake City, UT	
Christy Dooley	11/27/83
Manteca, CA	
W. B. Dougall	11/5/83
Orem, UT	
Onnie Duke	11/28/83
Fremont, CA	
Layton Foster	10/30/83
Wellington, UT	
Floyd Harris	11/3/83
San Jose, CA	
Oran Inman	11/10/83
Redwood City, CA	
Richard Keeman	10/31/83
Galt, CA	
C.S. Knox	11/17/83
Salt Lake City, UT	
Robert Lepper	11/3/83
Fresno, CA	
Russell Mayes	9/23/83
Woodland, CA	
Karl Pedersen	11/11/83
San Francisco, CA	
Ray Reeder	11/22/83
Oroville, CA	
Eugene Stanley	11/7/83
Paradise, CA	
John Thill	10/28/83
San Jose, CA	
Glenn Ward	11/14/83
San Jose, CA	
Herbert Whitaker	11/16/83
San Jose, CA	
Deceased Dependents	
Pearl Butler	10/23/83
Wife of Jame Butler	
Margarite Clap	9/21/83
Wife of Ronald Clap	
Mary Jane Lahr	8/3/83
Wife of Lynwood Lahr	
Michael D. Lynn	9/21/83
Wife of Robert Lynn	
Richard Mehr	8/8/83
Son of Richard Mehr	

Credit Union

Your Credit Union needs your vote and is offering incentives to return the ballot you'll receive soon. There will be a drawing with the following awards:

- a 19-inch RCA Color TV with remote control
- an Amana Microwave Oven
- a GE Video Tape Recorder
- a Cobra Cordless Telephone

The prizes will be delivered to the homes of the members whose ballots are drawn.

To make the vote on the resolution valid, we need a 20% return on the ballots mailed; about 4,000 members have to send their ballots back.

You'll receive your ballot soon with a postage-free envelope.

What is the issue we're asking you to vote on?

Your Board of Directors voted to withdraw from the National Credit Union Administration insurance program and replace this coverage with superior guarantees from the National Deposit Guaranty Corporation (NDGC).

The NDGC guarantees the total savings of each member account against loss. Unlike our present insurer, the NDGC plan provides 100% protection of all deposits.

This type of protection is especially important to members with Individual Retirement Accounts (IRAs). As time goes on, these accounts will build to where the protection offered by our present insurer would not cover the entire balance in the account because of the \$100,000 limit of our present insurer.

That would mean purchase of private insurance to insure accounts in excess of \$100,000 and conducting business with two insurers.

Cost is another reason for change. In a comparison of costs between the NDGC and our present insurer over the next 15 years, a substantial savings in share insurance premiums is projected. That is money that could be used for dividends or services.

A potential cost that cannot be projected would be any special assessments levied by the NCUA to build up their insurance fund.

Like banks and savings and loan associations, there are credit unions that are poorly managed and at one time or another have to be supported by an input of funds from the NCUA like the banks receive from the FDIC and the savings and loan associations receive from the FSLIC.

The potential cost in this situation is that healthy, well managed credit unions will be asked for more money to support poorly run credit unions.

That's almost like an insurance company that doesn't charge higher rates to its poor drivers. Instead, it asks for higher premiums from all of its customers to cover costs created by drivers with all the accidents.

The NDGC only accepts well managed, financially-strong credit unions. Out of every ten credit unions that apply to be covered, the NDGC only approves three.

They also monitor the credit unions they insure and remove the ones that fail to keep up with their high standards.

Your Credit Union conducted a thorough investigation of the NDGC and compared it with other insurers. We believe that the NDGC is the strongest fund in existence today, that its coverage and services are superior to our present insurer and that we will save money by converting.

Your Board of Directors recommends a FOR vote on the resolution.

Please return your ballot. If you have any questions on the issue, call Roy Nord at (415) 829-4400.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Local 3 crane safety seminar provides instruction for members

"Whenever a group of crane hands get together during off hours, you can bet they'll spend a lot of time talking about their craning experiences. Other than actual hands on experience", stated Local 3 Business Agent Tom Butterfield, "exchanging work experience information is one of the best training methods an individual can use towards becoming a top safe crane operator."



Butterfield's remarks capped an intensive day long Crane Safety Seminar held December 5 at the Rhodes-Jamieson Sand and Gravel Plant in Pleasanton. Hosted by Kaiser Sand and Gravel Company, the diverse group of 28 "students" included 16 Operating Engineers Brothers employed by Kaiser, Rhodes-Jamieson and Lone Star Industries. Others attending were the federal Mine Safety and Health Administration's Supervisor Louis Schere and seven of his staff.

The Seminar evolved from a request by Clair Hay, Manager-Safety for Kaiser, whose company recently experienced its first serious crane mishap in over 20 years. Two Kaiser truck crane operators struck three 12,000 volt overhead power lines while traveling to jobsite "picks" in the Bay Area this fall. Fortunately, no injuries resulted to the operator or driver. However, a lengthy safety report and a raised awareness of the continual hazards associated with crane work, resulted in Hay's determination to conduct an immediate crane safety program.

When asked what the crane seminar hoped to specifically accomplish Hay replied, "in view of this recent near accident to two of Kaiser's hands, we wanted to have a brainstorming session, so to speak, with a variety of people in the industry. Our intent was to exchange safety training ideas between crane operators, review crane safety techniques and CAL-OSHA safety orders."

The eight hour seminar owed much of its success to Joint Apprenticeship Systems Administrator Paul Headings who invited the M.S.H.A. and contractor personnel to attend. Along with Hay, they got the seminar "off the ground" and put together its informational content. Butterfield, a 30 years crane operator, was facilitator for the meeting and kept the day's activities on target. Tom was assisted by Local 3's Media Coordinator Lew Green who showed a series of sound/tape slide shows and motion pictures on crane electrical hazards, travelling cranes with sus-



Local 3 Business Agent Tom Butterfield (top left) facilitator for the Pleasanton Crane safety seminar, gets together with various company representatives at the conclusion of the day long meeting. With Butterfield are (top l-r): Bill Berger, Joe Ribble and Ken Kennegard. Kneeling are Butch Kelly, Louis Scherer, Fred Treseler and Clair Hay.



After watching this Link-Belt hydraulic crane do some yard picks, 16 Local 3 members get together with representatives from Kaiser Sand & Gravel Co., Lone Star Industries, M.S.H.A. and Rhodes-Jamieson.

ended loads, mobil crane safety for Journeymen and distributed information packets on wire rope, etc.

Concluded Hay, "this program generated such a great amount of questions and answers between all the participants, plans are pending to hold future safety seminars on other heavy off highway equipment".

Union Brothers present at the seminar were: Kaiser Sand and Gravel Company — S. Kellebrew, J Athenour, J. Bradley, G. Williams, A. Alviso, A. Webb, L. Tripette; Lone Star Industries — M. Serivner, N. Jungers, A. Lagarbo, R. Whitaker, O. Cole, F. Treseler; Rhodes-Jamieson — H. Orr, N. Olsen and L. Vickers.

Commission rules on Devil's Slide alternative

(Continued from Page 1)

visors' choice, according to Robert Jarhling, the Caltans deputy district director in charge of the Devil's Slide project.

The Planning Commission is an advisory panel to the board. It is uncertain, however, that the supervisors will take the commission's advice.

So far, most of the supervisors have avoided taking sides in the dispute. The exception is board Chairman Bill Schumacher, who has voiced support for a

bypass.

The supervisors voted in 1980 to support a bypass plan called the "Martini Creek alignment," which would divert northbound traffic inland north of the coastal communities of Moss Beach and Montara. But in the past four years, three of the five board members who voted for the plan have been replaced.

The board, after holding a public hearing on the alternatives Feb. 14 in Half Moon Bay, intends to make its

choice during a Feb. 21 meeting in Redwood City.

The commission's vote was a blow to bypass proponents, who appear to represent the majority of coastside residents.

The commissioners' endorsement, however, was less than enthusiastic. Most complained that many questions about the marine disposal alternative and a bypass were not answered in a draft environmental impact report prepared by Caltrans.

Talking to Techs

By Frank Morales, Wally Schissler and Jerry Steele

We would like to extend our condolences to the family of Sergio Iturralde, who passed away December 19, 1983. Sergio had been working for Meridian Technical Services of San Jose, formerly known as MacKay and Soms.

A reminder to all Surveyor Apprentices: Upon completion of 4th Step, you are required to reclass your card from Apprentice (3-R) to Journeyman (3). This can be done at your nearest District Office.

Teaching Techs

By Gene Machado, Administrator, Surveyors JAC

During the middle of January indication of what is to come this spring has been very encouraging to say the least. Many Tech firms have been calling in for third and fourth period apprentices to prepare for Apprentice Manning that goes into effect February 1, 1984.

The problem is that the past few years brought little or no work so only a very few Apprentices were indentured into the Apprentice Program. Last year about thirty new apprentices were indentured and some of those have dropped out or have been removed for various reasons. The result equals almost zero third through fourth period Apprentices, meaning that this year only first and second period Apprentices will be available to the work force.

The work needs this year will be the greatest we have seen in over three years. Three man crews will be the status quo this year because only third or fourth period Apprentices can work on a two man crew.

As the on-the-job training hours accumulate during the year some second step Apprentices will be advanced to third period. At that time those Employers will have more flexibility in the dispatching of crews. Until then we will have many green Apprentices to train.

On a three man crew the training will be easier for the Party Chief and the Chainman. It is important that you

Party Chiefs and Chainmen do as much training and give as much help to these new people as possible. When the work picture increases so does the demand for more crews and skilled help. We need these new surveyors from all the indications we have seen here.

Last year the San Jose area was short of Journeyman Surveyors and this year there may be a greater shortage in San Jose as well as in other areas. A.G.C. (heavy construction) has also been calling for Apprentices in January but as they work on high rise and industrial plants in a higher risk situation, their needs are for a construction experienced person.

In their industry (under the A.G.C. Contract), a fifth through eighth period Apprentice counts towards their Apprentice Manning requirements. We are short of those persons also.

If you are a Journeyman and have not become certified as a Party Chief you can become an Apprentice without jeopardizing your Journeyman status or Journeyman pay. This opens one more opportunity for work and it also will help you towards improving your status in the survey field.

The HP41CV field calculator class is in full swing and about 50 Journeyman and a couple of Apprentices are taking advantage of this opportunity. The course is being taught by Chuck Madrid. Chuck has put a lot of homework into this presentation and is working with Fred Seiji on developing a course to be inserted into the new fifth through eighth period material that Fred is developing.

This course is being well received and we will continue to present it on demand. The course is now being presented in Sacramento, San Jose and Lafayette. In February a field calculator class will start up in Santa Rosa with Ted Rollheiser instructing.

The class will cover field calculators in general and move into programming as fast as possible. The field calculator has become one of the most important tools used by Surveyors and its use must be mastered in order that efficiency and proficiency of the survey crew keep up with today's demands.

All registered Apprentices should be reminded at this time that in order to advance from one period to the next,



James Wynne (above) of Testing Engineers at the PT&T jobsite in San Ramon takes concrete samples.

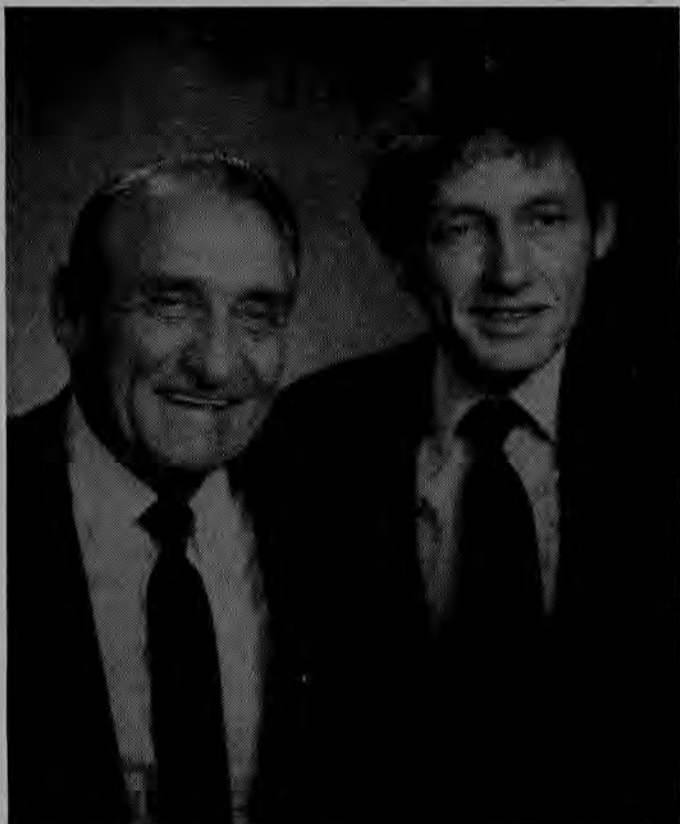


Pictured top right is Bill Webb, working on the PT&T job in San Ramon for Swinerton & Walberg. Bill has been a Local 3 member since 1955. Photo above shows third step apprentice Fabian Herrera working on Bill Webb's crew.

three requirements must be obtained: 1) the proper amount of training hours; 2) the proper related training material must be completed; 3) you must have in possession an American Red Cross First Aid card.

If one or more of these three is not completed you will receive a deficiency

notice from our office. The deficiency notification does not mean you are automatically removed, but that you have until a specified date to complete the work. If you are having problems completing work or cannot seem to schedule a class for the red cross card, please contact our office.



'Like father, like son'—even in elections

"In the November 8, 1983 elections in Utah, we had a union family who had a great victory to celebrate," reports Business Representative Don Strate. "Both father and son were elected to four year city council seats."

Glen Hardwick was elected to the Mt. Pleasant City Council. Glen is a 33-year member of Operating Engineers Local Union No. 3 and retired. He was the top vote getter in his race, beating his opponents by 57% of the total votes and was one of three chosen from a field of ten.

Among many of his community activities, Glen is Chairman of the Sanpete Democratic Party and Chairman of the Mt. Pleasant Transportation and Public Safety Committee. He has served two terms in the Utah Senior Legislature and currently holds that position. He has also served on the State Central Committee for the Utah Democratic Party.

We are very proud to have a man of Glen's stature and ability serving us. Glen has made the statement that there just aren't enough hours in the day to get everything accomplished that he wants to do since his retirement. He and his wife Anella have four children.

Glen's son Earl Hardwick defeated his opponent in a very close race for Salt Lake City Councilman in District 4 by 104 votes. This was a new experience for Earl, never having run for public office.

Earl is a lifetime resident of Salt Lake and a member of the Steelworkers Union Local 7889 in Salt Lake. Just like his father, Earl has been very active in community affairs and served on various councils including the Salt Lake Advisory Council, South Central Community Council, Community Development Advisory Council and he has also been nominated to the Council on Aging's Board of Directors.

(Continued on Page 15)

Glen Hardwick (left) and his son Earl both won city council elections in their respective communities. Glenn is a 33-year Local 3 member.

Swap Shop: Free Want Ads for Engineers

FOR SALE: BRICK HOME nr new w/2-acre river front, deep well, exc. water. Orchard/garden irrigated by spring water. Full basement approx. 2800 sq ft. 3 BR/2 BA, cent. ht., air cond. On about 11 acres, compl. fenced w/32'x50' comb. wkshop/barn. Nr. Mt. Ida, Arkansas. \$99,950 firm. T. P. Risenhoover, St. Rt. 2, Box 207, Mt. Ida, AK. Ph. 501/326-4616. Reg. #1133515. 12/83

FOR SALE: 1969 CHEVY FLAT BED ton trk 396 overhauled eng., tulsas 21 winch, gd cond. \$3500 or B/O. George Elmore, 16301 Morrison Rd., Oakdale CA 95361. Ph. 209/881-3498. Reg. #0863734. 12/83

FOR SALE: OVERHEAD CAMPER open road model. Self-contained complete. \$1200. Arthur Galaviz, Ph. 209/734-8022. Reg. #1832653. 12/83

FOR SALE: 60" OF 3/8 CHAIN 20' new 40' used, none stretched. \$75 for all. W. E. Dixon, P. O. Box 52, Vacaville CA 95696. Ph. 707/448-6394. Reg. #0557469. 12/83

FOR SALE: TWO 10-ACRE PLACER GOLD claims in Butte Co. \$300 ea or both for \$500. W. E. Dixon, P. O. Box 52, Vacaville CA 95696. Ph. 707/448-6394. Reg. #0557469. 12/83

FOR SALE: USED TIRES 14" somed half down \$5 to \$10 ea. Trk tires 8.25x20, 9.00x20, 10.00x20, 11.00x20, \$10 & up. Elec. motors \$12.50 & up. Auto. G.E. dishwasher \$50. Phonemate Ans. svc \$100. Elec. add. mach. \$35. Leslie Mulhair, 97 Southridge Wy., Daly City CA 94014. Ph. 415/333-9006. Reg. #154371. 12/83

FOR SALE: 1966 FORD MUSTANG V8 eng. runs gd. A.T., dk blue w/black top. \$1800 or B.O. E. Wayman, 205 Chapman Ave., So. San Francisco CA 94080.1 Ph. 415/589-7347. Reg. #0899497. 12/83

FOR SALE: LOT 75x163 3 BR, 1 1/2 BA. lg util rm, 2 car or 1 car & shop, 2 story. Gold Beach, Ore. nr ocean. \$55,000. Arnold K. Preuss, 15880 McElroy Rd., Meadow Vista CA 95722. Reg. #1160259. 12/83

FOR SALE: LOT 87x102 level, off street, trees. Gold Beach, Ore. nr ocean. Arnold K. Preuss, 15880 McElroy Rd., Meadow Vista CA 95722. Reg. #1160259. 12/83

FOR SALE: 1 1/2 ACRES Port Orford, Ore. 100x900 approx. paved rd. Power, nr ocean. \$12,000 terms \$10,000 cash. Arnold K. Preuss, 15880 McElroy Rd., Meadow Vista CA 95722. Reg. #1160259. 12/83

WANTED TO BUY: JOHN DEERE 350 OR 450 TRACTOR w/backhoe & loader. J. R. Barney Gruber, 420 Uncle Joe's Lane, New Castle CA 95658. Ph. 916/663-3537. Reg. #0676326. 12/83

FOR SALE: TWO D-6 CAT DOZERS wide ga 9U9839 and 4B670. Both with two drum cat winches. 1 straight dozer 1 angle. Painted, exc. running. \$9500 and 6500. Bud Wells, 124 Hermosa Ave., Oakland CA 94618. Ph. 415/547-0553. Reg. #0557433. 12/83

FOR SALE: 40 ACRES near Grand Canyon. Fenced. All or part. Can split three ways, will make good deal. Herschel LaRue, P. O. Box 97, Skull Valley AZ 86338. Reg. #0791408. 12/83

FOR SALE: GOLDWING 1976 \$1600. Ph. Bonnie, evenings, 415/449-5466. Reg. #1904203. 12/83

FOR SALE: THOMAS PLAYMATE ORGAN. 1300 series, dbl. key bd. 24 gen. registration guide. 2 yrs old, like new:

\$1500. J. F. Muccia. Ph. 209/239-3038. Reg. #488629. 12/83

FOR SALE: 1980 FORD one T. P.U. low mileage w/30' 5th wheel tr. \$16000 for the combination. Ph. 415/439-9056. Reg. #0413422. 12/83

FOR SALE: 1979 TRAVELEZE TRAILER 40' dbl tipouts, lg. bath, dual King bed, queen sz sofa bed. Can tow w/p.u., very nice cond. Ph. 415/439-9056. Reg. #0413422. 12/83

FOR SALE: BUDGER FULL EXPANDO Mobil home 8x40 folded for moving, 15x40-unfolded. 600 cu ft liv. area, 2BR, wash/dryer. \$9000. Ken Harm, 25084 Auberry Rd., Clovis CA 93612. Ph. 209/298-2998. Reg. #1872-300. 1/84

FOR SALE: 1981 DATSUN PU 4x4 exc. cond. \$5800 or best offer. Louis Fusaro, 4340 El Macero Dr., Davis CA 95616. Ph. 916/758-3212. Reg. #1793823. 1/84

FOR SALE: 5 BR 2 1/2 BATH HOME Ore, Utah. Wh. brick, 5 yrs. \$60,000 assumable. 8 1/2 V.A. no-east area. Owner /carry 2nd. \$99,500. Trade for So. Sacto. prop. Norman Clemens. Ph. 1-801-225-1602. Reg. #1238702. 1/84

FOR SALE: 40 AC. 2BR (fixer-upper) 3 mi. so. IPP plant, Delta, Utah. Can split 4/10 ac. Will trade for So. Sacto. prop. \$45,000. Norman Clemens. Ph. 1-801-225-1602. Reg. #1238702. 1/84

FOR SALE: 1977 COACHMEN 27' 5th whl. Exc. cond., awning, skirt, new queen mattress, new tires, brakes, hitch, intercom, stereo spkrs, tv ant./booster, a/c, rear jacks, spare. \$7550. Bud Gilliland, 555 Tully Rd., San Jose CA 95111. Reg. #1555527. 1/84

FOR SALE: 82 LANCE CAMPER 11' loaded, hardly used, exc. cond., fits 3/4-T trk. \$7500 or best offer. 78 Ford Camper special trk, 460 eng. negotiable w/camper. Lionel Waiwaiolo, 552 Curie Dr., San Jose CA 95123. Ph. Gini days 415/969-9554, evens. 408/281-4346. Reg. #1372818. 1/84

WANTED: QUALITY REEL-TO-REEL TAPE DECK/RECORD-ER, 10 1/2" reel capacity, auto reversing preferred. Will consider 7". J. Stanley Krantz, 1701 Peggy Ct., Petaluma CA 94952. Ph. 707/762-7032. Reg. #0484618. 1/84

FOR SALE: 5-9/10d AC. FENCED. Fruit, nuts, farm bldgs., 2 BR, 2 baths, storm windows, gas furnace, carport. Jess Carter, 1125-20th St., Oroville CA 95965. Ph. 916/534-3455. Reg. #0826796. 1/84

FOR SALE: 1977 310A JOHN DEERE BACKHOE LOADER. Less than 3000 hrs, very gd cond. \$16,000. Tony G. Jaquez, 670 Seely Ave., Aromas CA 95004. Ph. 408/726-1274. Reg. #1117579. 1/84

FOR SALE: 1963 CORVETTE ROADSTER both tops orig. cond. 327 cu. in. auto. runs gd. \$8500 cash firm. J. Adkins. Ph. 408/757-5614. Reg. #1192168. 1/84

FOR SALE: 2-1976 DODGE 2 1/2 T alum van box 20' roll up doors, elect lift tuck in lift, ex. tank. Clean 56M & 42M. Best offer. Jack E. Tull, 201 Linden Ln., San Rafael CA 94901. Ph. 415/456-1635. Reg. #0808175. 1/84

FOR SALE: 1974 FORD 2 1/2 TON TRK. 20' alum box, roll up door, tuck in lift, low mi., some rust. Best offer. Jack E. Tull, 201 Linden Ln., San Rafael CA 94901. Ph. 415/456-1635. Reg. #0808175. 1/84

WANTED: 1955 to 1966 T-BIRD running or not. Call or write Gerry Lambert, 3685 Emanuel Ct., San Jose CA 95121. Ph. 408/226-0729. Reg. #1225584. 1/84

FOR SALE: 15,000 SQ FT LOT on the big island of Hawaii (Waiakea area). \$45,000 or best offer. Harvey Miyaji, 216 Kuleana Loop, Hilo HI 96720. Reg. #1427942. 2/84

FOR SALE: CEMETERY PLOT. Oakmont Mem. Pk., Lafayette CA. Asking \$600. R. Scribner. Ph. 415/237-4965, or 415/233-0977. Reg. #466492. 2/84

FOR SALE: H.D. LOW BED TLR 15-17 ton cap. for 5th whl. Handles D-5, 12E blade etc. Beavertail, 900-20" tires, air brakes, gd cond. strong. \$3,200. Jerry Anderson, 5780 Dolomite, El Dorado CA 95623. Reg. #1154198. 2/84

FOR SALE: WILD T-2 THEODOLITE. \$2,500. Art Delacruz, 402 St. John Ave., Half Moon Bay CA 94019. Ph. 415/726-4981. Reg. #1020276. 2/84

FOR SALE: GOLD WASHER (SHAKER) for use w/backhoe, on dual whls, portable. \$2,500. Bob Ghormley, P.O. Box 205, Drytown CA 95699. Ph. 209/267-0478. Reg. #1058412. 2/84

FOR SALE: NICE 2BR HOME on 2.8 acres. Lg garden, gd well water, sep. garage on blacktop rd. \$41,950. Elmer Utley, Hollowrock TN 38342. Ph. 901/586-2280. Reg. #0925388. 2/84

FOR SALE: CHRYSLER 300 4 dr htdp, nu upho, show cond. In & out & mech low mi. 1 own. A beaut. Restor. nec. AC tilt cr cont at disc 440. \$1,500. Joe Riley. Ph. 415/531-5800. Reg. #262020. 2/84

FOR SALE: 1973 28' COMMANDER motor home, 440 Dodge, 31,000 mi. 4,000 W gen., 12V swamp cooler, a/c, elec. & propane refrig. \$11,500. Roy Bell, P.O. Box 13067, Sacramento CA 95813. Ph. 916/921-2180. Reg. #0335471. 2/84

FOR SALE: C50 CHEV 1969. Has moving van bx or flat bd & hydr lift. Gd cond. \$4000 or best offer. George Matzek, Box 1036, Murphys CA 95247. Ph. 209/728-3235. Reg. #1666421. 2/84

FOR SALE: JAY ELECTRONIC CASH REGISTER 2 yrs new, exc cond. \$400. Accurate produce scale, old fashioned type. \$200. George Matzek, Box 1036, Murphys CA 95247. Ph. 209/728-3235. Reg. #1666421. 2/84

FOR SALE: 1650 SQ FT CUSTOM HOME on 2 acres. View, fruit trees, grn hs, basement, hwd flrs, spr system, fenced. John Adams, 21057 Clivus Drive, Grass Valley CA 95945. Ph. 916/268-1050. Reg. #503152. 2/84

FOR SALE: QUALITY HOME on one acre Fallon NV. 3 BR 2 1/2 BA landscaped, fruit trees, fenced, sprinklers, etc. Asking \$105,000. C. Daniel, 1470 Cedar Dr., Fallon NV 89406. Ph. 702/423-4572. Reg. #977631. 2/84

FOR SALE OR TRADE: 2 AC retirement, 14x64' 2BR custom made tlr, sideroom patio, shade, well, barn, sheds, chicken hs, pasture, garden, yg fruit, walnuts. Will consider vacation tlr as part down. Paul L. Indermuehle, Rt 2, Box 195AA, Buffalo MO 65622. Ph. 417/345-7772. Reg. #0844685. 2/84

FOR SALE: GREAT TAX SHELTER comm'l salmon troller. Full electronics, GMC 271, insulated hold, CA licensed.

\$23K. Possible financing or real estate trade. Alexis Soule, Ph. 415/268-1229. Reg. #1896082. 2/84

FOR SALE: BRICK HOME on 30 acres choice farm land. 43-1/3 shares water. Nr mts, golfing, fishing, hunting, 75,000 or best offer. Appraised at 79,000. Jack H. Edwards, Sterling Utah 84665. Ph. 801/835-4844. Reg. #12708379. 2/84

FOR SALE: 28 FT KAYOT PATIO BOAT. 55 HP Johnson motor, portapotty, accessories. Roll dwn cabin for winter fishing. \$4500 negotiable. Lawrence Johnson, 5393d High Rocks Ct., Oroville CA 95965. Ph. 916/589-1033. Reg. #0660970. 2/84

FOR SALE: 1973 CHEVY WATER TRK 60 series, 5&2. 900 rubber. 1800 gal trk w/3" pump. \$5,000. Ewell Paxton, 1169 Sonuca Ave., Campbell CA 95008. Ph. 408/378-0856. Reg. #1043707. 2/84

FOR SALE: 1968 CHEVY 5 yd dump trk 5&2. Gd cond, low mi on new 350 eng. \$5,000. Ewell Paxton, 1169 Sonuca Ave., Campbell CA 95008. Ph. 408/378-0856. Reg. #1043707. 2/84

FOR SALE: IN OROVILLE, CA 3 BR 2 BA & storage bldg on 2 lots. Has hook up for M.H. 5 fruit trees, garden space, \$30,000. \$12,000 dn, owner carry bal at 10%. Warren Knutson. Ph. 916/696-2203. Reg. #1128421. 2/84

FOR SALE: 2 BR HOME on 1.4 acres. Fenced & x-fenced, 3 stall barn, other out bldgs. 3 cemetery lots, Monroe UT C. W. Gardner, 195 N. 2 W., Monroe UT 84754. Ph. 801/527-4245. Reg. #351398. 2/84

FOR SALE: HELICOPTER 1980 Enstrom low time. Purchase or lease. Must sell. Bill Buffington, 825 N. Humboldt, San Mateo CA 94401. Reg. #1606597. 2/84

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to Engineers News Swap Shop, 474 Valencia Street, San Francisco, Ca. 94103. Be sure to include your register number. No ad will be published without this information.

Personal Notes

Eureka: It is with great sorrow we report the following deaths from the Eureka area: Brother James Hardy passed away following a short illness on December 9, 1983. Retired Brother Claude Robbins passed away following a long illness on December 13, 1983. We extend our condolences to the families and loved ones of the departed brothers.

Sacramento: We would like to express our sympathies to the families and friends of departed Brothers Dudley Begley, Larry Bullock, Robert Chaix, Raymond Culp, Willard Gibson, Frank Mathews, Russell Mayes, and John Sullivan.

Our sincerest condolences go to Brother Ed Alt on the death of his wife Bernice, to Brother R. A. Armas on the death of his wife Madelyn, to Brother Philo Northrup on the death of his wife Nancy, and to Brother Don Pierce on the death of his wife Irene.

Tech Engineers: The Tech Department would like to congratulate Mr. & Mrs. Frank Edward Morales on the birth of their son, Kevin Thomas, born January 3, 1984. (Not every Dad can have his first son born on his own birthday!).

Santa Rosa: We would like to extend congratulations to Logan Morgan and wife Suzanne, who have a new 7 lb. baby girl, Autumn. She was delivered at home by Bro. Morgan.

HONORARY MEMBERS

At its meeting on December 18th, the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No
Kenneth Donovan	261250
Gilbert H. Downer	605073
Edward A. Dutra	605172
Logan Elston	509754
Donald Ford	313338
Arthur Garofalo	515913
Glenn Gilliam	463874
Fred W. Haack	496010
John J. Hall	586475
Francis Hempe	605087
Delos O. Hoyt	292624
Alexander H. Leonesio	595218
Jess Maxham	603349
Frank B. Molina	605155
Berry M. Mosely	553073
Mont Schoenfeld	531575
Carl D. Simmons	314294
Leonard R. Smith	501015
Joseph N. Thompson	342760
Warren M. Vaughn	531594
Gilbert B. Wheeler	558849
Cenas G. White	558772
Elmo White	605127
William A. White	605128
Richard C. Withers	605168

Father, son win city council seats

(Continued from Page 14)

Earl attributes his success in the election to a lot of hard work and dedication. He personally knocked on about 12,000 doors and had many hours donated by his constituents, as well as organized labor, who were behind him all the way. On the morning of the election, his followers started reminding people to get out and vote.

"I have known Earl and his wife Colleen, for about 20 years," Strate commented, "and I must say this is one person to keep your eyes on, because he is just getting started in the political arena. With his ability to communicate with people, plus his intelligence, his road to success is guaranteed."

"Congratulations to both of these fine people and carry on with your endeavors. We will be with you all the way."

Existing and projected work for Operating Engineers in the northern part of the state is excellent, reports Business Representative Lynn Barlow.

Acme Concrete Company has been awarded the I-84 project from West Tremonton to Blue Creek with a low bid of \$18.8 million. This is an 11-mile project including grading and concrete paving with 400 working days to completion. Pollock Construction

Company has subcontracted the dirt work.

Gibbons & Reed Company completed their job at the Ogden Airport. They have picked up a \$1.4 million asphalt and drainage job from Uintah Junction to 27th Street in Ogden. They have been able to do some of the drainage work this winter.

Kiewit Western was low bidder on a 10.24-mile resurfacing project from First South in Salt Lake City to Pages Lane in Davis County with a bid of \$6,136,000. Kiewit Western presently has about 17 operators working on flood control at Saltair on the Great Salt Lake.

With the Great Salt Lake increasing eight feet in elevation the past two years, flooding has threatened a portion of I-80 near Grantsville. Water at times has completely covered all west-bound lanes and part of the east-bound lanes. W. W. Clyde Construction Company is working on a \$1.4 million job building dikes along a four-mile stretch of the freeway hoping to save this vital part of the interstate system. Neosha, a non-union contractor, has apparently been awarded the job of raising the Union Pacific Railroad grade that parallels I-80 in this area.

ATTEND YOUR UNION MEETINGS

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

February

- 14th **Stockton:** Engineers Bldg., 1916 North Broadway
- 16th **Oakland:** Teamster's Local 853, 8055 Collins Dr.
- 21st **Fresno:** Laborer's Hall, 5431 East Hedges
- 28th **Sacramento:** Laborer's Hall 6545 Stockton Blvd.

March

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

April

- 17th **Eureka:** Engineers Bldg., 2806 Broadway
- 18th **Redding:** Engineers Bldg., 100 Lake Blvd.

- 19th **Gridley:** Veterans Memorial Hall, 249 Sycamore St.
- 25th **Honolulu:** Kalihi Waena School, 1240 Gulick Ave.
- 26th **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 27th **Maui:** Kahului Elementary School, 410 S. Hina Ave., Kahului

May

- 1st **Stockton:** Engineers Bldg., 1916 North Broadway
- 3rd **Richmond:** Point Marina Inn, 915 W. Cutting Blvd.
- 8th **Fresno:** Laborer's Hall, 5431 East Hedges
- 15th **Auburn:** Auburn Recreation Center, 123 Recreation Dr.
- 17th **San Mateo:** Electricians Hall, 300 - 8th Ave.

June

- 6th **Provo:** Provo City Power Bldg., 251 West 800 No.

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

Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103
Please send me: A Membership card for the Magic Kingdom Club

My name is: _____
(PLEASE PRINT ALL INFORMATION)

Address: _____
(Street number & name, or box number)

City, State & Zip Code _____ Social Security Number _____

CREDIT UNION INFORMATION

Dear Credit Union:
Send me the following brochures, kits or applications.

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

(my name) _____

(social security number) _____

(address) _____

(city) _____ (state) _____ (zip) _____

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

IMPORTANT

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

REG. NO. _____

LOCAL UNION NO. _____

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NEW ADDRESS _____

CITY & STATE _____ ZIP _____

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



Supreme Court hits Davis-Bacon

(Continued from Page 1)

area in prevailing rate determinations for future projects, restrict the geographic area used for determining wage rates, and loosen some contractor compliance requirements.

New abuses feared

Georgine warned that "there is a good chance that there will be 'open shop' contractor associations who will try to get the rules — especially those on helpers — to mean many other things than they really mean." He pledged that unions will "be vigilant" to make sure workers' rights will not be abused.

Building trades unions charged that the Reagan Administration's interest in changing the Davis-Bacon regulations is an attempt to undercut prevailing wage protections by making revisions even though Congress had not amended the law.

The Davis-Bacon Act, passed in 1931, requires construction contractors doing work for the federal government to pay workers in various classifications the prevailing wage for that work in their geographic area. The law, passed with bipartisan support and signed by a Republican president, was intended to prevent cutthroat competition based on wages among contractors and to protect reputable, established area contractors from unfair competition from fly-by-night, out-of-state operations who snared government contracts by lowballing wage costs in bids.

However, the Reagan Administration in 1982 proposed major changes in the rules for enforcing the law on the grounds that depressing wages on federally funded job sites would be "cost-effective" and save money in the federal budget.

The unions countered that the law was intended to ensure fair wages and

working conditions on federal projects, not to save the government money at the expense of workers.

In a July 1982 decision, U.S. District Court Judge Harold H. Greene agreed and issued an injunction blocking the Labor Dept. from going ahead with all the proposed changes except one that allows Donovan to set the prevailing rate based on that paid to 50 percent instead of 30 percent of the workers in a classification.

The Labor Dept. appealed that decision in 1983, and won, but the appellate court ruled that some of the proposed changes must be modified, including those permitting the increased use of helpers and a plan to let contractors "self certify" that they were in compliance with the law.

The court said the Labor Dept., must recognize "prevailing local practices" regarding the use of helpers, and it rejected the department's plan to let contractors submit compliance statements without any form of wage documentation. Although the new rules will let contractors submit "individualized wage information for each covered employee," weekly payroll records will no longer be mandatory.

'Radical changes'

In asking the high court to review the case, the unions pointed out that the new rules would amount to "radical changes in long-standing regulations," many of which were issued at the same time the law was passed, and many which had been reviewed and re-approved since.

They said the reasons given by the Reagan Administration for fiddling with the regulations were "plainly insufficient," and stressed the way they would lower wage rates in contrast to the purpose of Davis-Bacon which is to ensure fair wages.

Grievance Committee Elections

Recording-Corresponding Secretary James "Red" Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1984. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

March

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

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

Section 1

District and Sub-district Grievance Committee.

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

one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district;

one (1) District Representative or Sub-district Representative; and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:

- (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;
- (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination;
- (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and
- (d) if he is an owner-operator or a contractor.

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

Section 10

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