



ENGINEERS NEWS

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Important Notices Inside

An official notice concerning **Election of the Local 3 Election Committee** appears on Page 12 of this issue. An official notice listing the schedule for the **Election of Grievance Committee** members appears on Page 11. Those who are interested in the **1985 Local 3 Scholarship Awards** should take careful note of the notice on Page 9. The deadline for entering is rapidly approaching.



Photo shows uncompleted portion of Embarcadero Freeway.

Officials to review report

Embarcadero Freeway to come down?

Bay area commuters can imagine what traffic congestion might be like if an additional 75,000 vehicles motored through San Francisco streets each day, piling up at the stoplights south of Market Street and inching their way through the financial district.

That scenario could soon be a stark reality if the Embarcadero Freeway is demolished.

In a few months, the city will begin interpreting an environmental impact report that studied several transit recommendations, including tearing down the freeway. The overall project, called the I-280 Transfer Concept Program, organized the recommendations into eight transit alternatives, with the full effects of each scrutinized.

Demolition of the freeway is a prominent part of five of the suggested alternatives, including the one the city is considered likely to endorse. Under most of these proposals, the off-the-ground highway would be removed from the Beale Street through Broadway exits, with cars using surface roads to reach the financial district and other northern points of the city.

The environmental impact report that analyzes the impact of the freeway's demolitions is relatively optimistic, estimating that commuter delays would be less than five minutes in each direction. Nevertheless, considerable controversy can be expected on the issue, which may shape up into a regionwide conflict, as San Francisco officials decide on a transit policy that may have its greatest impact on workers who do not live or vote in the city.

"The business community is divided," says William Hein, deputy executive director of the Metropolitan Trans-

portation Commission. "The environmental community is divided. I think we may be in for an interesting decision-making process."

The report also analyzes the possible effects of several other major transit modifications along the city's Embarcadero Corridor, including constructing I-280 touchdown ramps, an Embarcadero surface road, extension of the Muni Metro light-rail service to the Southern Pacific Depot, transit service from the depot to Fort Mason and improvements to the Transbay Terminal, Caltrans facilities and many city streets and intersections. Some of these changes are seen as essential adjuncts to tearing down the multilevel highway because they would relieve some of the associated transit problems.

The freeway has been hotly debated since it was completed in 1965. It was originally funded as part of a highway link that was intended to wrap around the bay linking the East Bay and Golden Gate bridges. But city residents revolted against the unsightly construction that would have obstructed views of the water and they succeeded in blocking the remainder of the project. All that now remains is the Embarcadero freeway, a stretch that has been described as a glorified off-ramp but which has also become a major artery into the city.

"We're looking at a relic from another era but we've learned to live with it," says Douglas Wright, director of planning and development for the city Public Utilities Commission, which handles transit issues.

"It's there because of inertia," says John Twitchell, a former planning department official who now heads up

(Continued on page 2)

Senator Foran submits bill to increase gas tax

State Senator John Foran this month proposed a nickel-per-gallon increase in California's gasoline tax to raise \$590 million a year to fight the state's "growing transportation crisis."

The San Francisco Democrat quickly acknowledged that Governor Deukmejian is opposed to a tax increase, but he said he is "eternally optimistic" that public concern over potholes and public transportation need may change the governor's mind.

Local 3 Business Manager Tom Stapleton hailed Foran's bill as a "giant step in the right direction," and pledged the support of the Operating Engineers.

Foran, chairman of the Senate Transportation Committee, also proposed a constitutional amendment that would empower county boards of supervisors to impose additional local fuel taxes of up to five cents per gallon to pay for "extraordinary" road repair needs.

The legislation also would:

- Increase weight fees on heavy trucks by 50 percent to raise \$85 million a year. The money would be earmarked for road repair. Both tax and weight fee increases would take effect Jan. 1, 1987.

- Require the state to spend a min-

imum of \$250 million a year on public transportation programs. If gas tax revenues were not high enough to finance the programs, the state would be required to use general fund money.

The state now earmarks \$109 million from gas tax revenues for public transit.

- Require the governor to include additional gas tax increases in his budget proposal any time the overall costs of road construction increase by a specified amount.

Under the proposal, three cents of the five-cent-a-gallon tax increase would be set aside for city and county roads, with the rest to go to state highways.

If passed by the Legislature, the constitutional amendment would go before state voters in June of 1986.

Under current law, the federal government and the state each collect nine cents per gallon of gasoline sold, not including sales tax.

"I don't like to introduce a bill that asks for a tax increase of any kind, but I think it would be irresponsible not to address this crisis this year," Foran said.

He cited seven recent studies that estimated the annual cost of adequately

(Continued on page 12)

Caltrans decides on proposal for Devil's Slide road

The California Department of Transportation has decided the route it prefers as a replacement for the deteriorating Devil's Slide portion of Highway 1 in San Mateo County.

In a letter sent to the San Mateo County Board of Supervisors, Caltrans regional director Burch Bachtold said the Department favors the "adopted alignment" bypass that turns northbound traffic inland near the Half Moon Bay Airport and channels it through the communities of Montara and Moss Beach.

The bypass would extend over the hills east of Devil's Slide to the existing Highway 1 route in Pacifica, a total of seven miles. The road would have one lane in each direction, with passing lanes on steep sections of the road.

Devil's Slide is a crucial section of Highway 1 linking the Peninsula's coast to San Francisco. The roadway has been closed dozens of times in the past ten years due to rock and mudslides. The closures have lasted from a few hours, as it was last November, to months, as it did for 84 days in March, 1983.

Long a high priority highway project for Operating Engineers, the bypass was initially approved in the early 1970's. Caltrans was ready to begin



work when the environmental movement hit full stride. A lawsuit filed by various environmental groups stopped the project for over ten years.

When the road was closed in March, 1983, pressure began to mount for a permanent solution to the problem. A number of public hearings were held by Caltrans and the San Mateo Board of

(Continued on page 4)



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

LOOKING AT LABOR

Utah membership gives grassroots opposition to bill that would amend right-to-work law

ENGINEERS NEWS

WIPA

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

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OPEIU-3-AFL-CIO (3)

One of my firmest convictions is the power of our rank and file members when they become involved in grassroots activity.

My faith was reaffirmed once again this month because of the tremendous response we received from our Utah membership, who came to our aid in opposition to a piece of legislation that would have crippled union construction in that state.

In last month's *Engineers News*, we reported that an ultra-conservative member of the Utah House of Representatives has authored a bill (HB 110) that would make it illegal for a general contractor to require his subcontractors to abide by the terms of a collective bargaining agreement.

This bill also made a sweeping attack on all project agreements which provide for union labor.

The bill was so threatening, that if it had passed in its original form, it would have spelled the death knell for many of our union agreements in Utah.

As soon as we learned of this legislation, we sent out a letter to all of our Utah members, urging them to contact their representatives in the Legislature and express their opposition. In the letter, we included a list of the Utah Legislature and a sample letter that they could use if they wanted to.

The response was extremely gratifying. Many of our members took the time to write their representatives a letter or contact them directly by phone. The following page shows just a few representatives samples of the letters that

some of the membership sent to my office.

The importance of grassroots support on this issue was two-fold. First, it was essential that our membership be aware of the damage that ultra-conservative politicians can inflict upon our wages and working conditions if they go unchecked.

Secondly, there was very little we could do directly as union leaders speaking on behalf of our membership. The ultra-conservative element of the Utah Legislature would like nothing more than to destroy labor unions.

Therefore, anything we could say to them in opposition to the bill would have had no beneficial effect. It had to come from the rank and file who live, work and vote in their districts.

While the membership was being activated, we also formed a coalition with other building trades unions and fair union contractors. Every day our coalition was up at the capitol working to kill or at least amend the bill.

The hard work appears to be paying off. As we go to press, the bill has squeezed through the House by a 10-vote margin, but it has been amended so drastically that all of the language damaging to the building trades has been deleted.

The bill still must go through the Senate, which will happen about the time this issue is received in the mail, so we are still not out of the woods.

There is very little doubt that this bill would have breezed through both houses of the Legislature had it not been for the tremendous res-

ponse of our membership and many other building trades members who rallied to the support of their unions.

It's a great lesson in the importance of political involvement that we are going to have to exercise again and again.

Our investigation into the background of this right-to-work bill showed that it was written by the Associated Builders and Contractors, who are spearheading a nationwide legislative campaign to undermine unionized construction.

Similar legislation is cropping up everywhere. In Nevada we are faced with a bill that would repeal the state's prevailing wage law. Idaho has just passed a right-to-work law for the first time in that state.

We are the front line troops in fighting these battles, and we'll need all the help we can get.

Oscar Mayer products on boycott list

Stationary Engineers Local 501 Business Manager Bob Fox, Jr. this month issued an appeal to all IUOE members to boycott Oscar Mayer meat products, because of a contract dispute involving his union in Southern California.

"We have been on strike against the Oscar Mayer Company in Vernon, CA since October 1," Fox explained in a letter to all IUOE locals. He urged the membership to support their "do not buy" campaign, which has been sanctioned by the Los Angeles County Federation of Labor.

The union's problems with Oscar Mayer began in 1981, when the family owned business was sold to General Foods, a giant conglomerate. This multi-national corporation operates on the premise that it will only invest in firms which maintain a bottom-line profit of at least 15 percent, according to Fox.

Although the Oscar Mayer line is profitable, it has not maintained a 15 percent profit margin. This prompted the employer to enforce concessions in wages and benefits for all its employees nationwide.

In 1981, 65 members of Local 501 who operate the power plant and maintain the machinery that produces the meat products agreed to a three-year wage freeze.

Then on October 1, 1984, the employees voted to strike against the company after the employer demanded another three-year wage freeze—despite the \$30 to \$50 million in after tax profits the company had made that year.

"A six-year wage freeze was just too much to swallow," Fox said. "Therefore we have been on the picket line for over four months while the company has hired on strike replacements."

Embarcadero Freeway may be demolished

(Continued from page 1)

the Embarcadero Citizens Committee, a group that wants the freeway torn down. "There's no reason this chunk of concrete shouldn't be replaced by some-

thing better. San Francisco deserves a world-class waterfront."

Twitchell's committee got its impetus about six years ago, when members decided to try to use the \$90 million remaining from the discontinued construction highway project to tear down the freeway. Strongly supported by Mayor Dianne Feinstein, the group is composed of environmentalists and neighborhood activists who are concerned about aesthetics and access to the waterfront and business people who will benefit from the increased property values if the freeway is removed. For example, one of the highly interested parties active in the Embarcadero Citizens Committee is Golden Gateway Commons, a luxury condominium project.

Other business people are enthusiastic over the development possibilities in the area, the location of some of the city's most beautiful and valuable real estate.

But still others worry that tearing down the freeway will add to their costs of operation by making it more difficult and costly to get supplies delivered.

The San Francisco Chamber of Com-

merce has also issued harsh words against the proposed freeway removal, saying it would cause "significant and unmitigated adverse impacts to the Financial District, Fisherman's Wharf, South of Market, Rincon Hill and South Beach" by obstructing the flow of passengers and deliveries.

Although city officials in the past have strongly endorsed removal of the freeway, observers note that the California Department of Transportation Commission also have a voice in the decision on which transit package to pick. Both agencies remain publicly neutral on the topic, but officials there voice some reservations.

"We have to speak for the region and what seems best for everyone," says MTC's Hein. Add Bill Chastain, assistant project manager on the I-280 study for Caltrans, "This could go straight to Sacramento."

In short, no one is exactly sure what may emerge from the political process in the next few months. "It's going to be a sleeper until the last moment, when a lot of people will get upset," says Richard Morten, associate director of the Chamber's planning department.

Grievance Committee Elections

At its meeting on January 15, 1985, the District 4 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Mickey Dillon, L.A. "Abe" Souza and Darrel Robinson.

At its meeting on January 16, 1985, the District 7 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Felix Torres, Jack Griner and Robert Currie.

At its meeting on January 17, 1985, the District 6 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Cy Shepard, Bill Hodges and Gene Garewal.

I am writing this letter to express my strong opposition to H.B. 110 which seeks to amend the state right to work law.

As a lifetime resident of the state of Utah and having been in the construction industry since 1960, five years non-union, 20 years Operating Engineers Local Union #3, I feel I have the right to express my feelings on this bill which has no intention of addressing any of the problems of labor, either union or non-union. It is a direct attack on those of us who chose to collectively bargain for a right to a fair existence. The only people who can benefit from this bill & the provisions incorporated in Mack Haddow's additions of four years ago are those who were & are unable to survive in an equally competitive construction market. Those who cheat on wages. Those who cheat on quality. It is designed to remove from competition those contractors who would like the employees to share in their prosperity because with this bill there will be none, unless they move into the business of take away to survive.

Before joining Local #3 I was injured on a construction job with a prevailing wage and was almost denied workmans comp because my employer had listed me as a laborer instead of an operator on the certification papers.

I can understand unscrupulous for pushing & backing this kind of discriminatory legislation.

I can also understand the unjust. But I find it very difficult to understand how those who call themselves educated, intelligent & understanding adults can vote for such garbage, unless their vote is based solely on emotion & not research.

Sincerely,
Earl B. Jolley
Ogden, Utah

Utah members provide response to HB 110

Letter that went to...

Honorable Rep. Moran,

I want to express my strong opposition to H.B. 110, which seeks to amend the state right-to-work law.

I am a member of the Operating Engineers and I work for W.W. Clyde Co. of Springville. My wages and the profits of the company I work for pays taxes, buys property, supports merchants, schools and charities in the state of Utah. Out of state non-union companies and their employees do not spend the majority of their wages in Utah. Their families are residents of Georgia, Colorado, etc.

I think the passage of H.B. 110 will cause an even greater amount of turmoil within the construction industry.

I will be watching the progress of H.B. 110. I ask you to vote against this bill — not only for my sake, but for all union construction workers who take pride in their craft.

Sincerely,
William R. Fawson
Mapleton, Utah

Honorable Tom Christensen:

I am strongly opposed to H.B. 110, which I understand will be acted upon soon. If passed, this bill will gut the free labor unions in Utah.

I have been a member of the Operating Engineers Local 3 for nearly thirty years and have been retired three years. I could not make it on social security alone, without my union pension.

It is a well known fact that most construction workers in the State of Utah cannot work the year around due to weather conditions, so they must have better wages and benefits than the minimum.

Please do not allow the free labor unions to die, i.e. Poland.

Sincerely,
F. L. Higgins
Elsinore, Utah

3 1985

Bill H.B. 110, which...

and my family dep...

...a fair union cont...

...happens in the Cap...

...pride in their...

Thank you for your time.

Sincerely,

Jan 21, 1985

Honorable Sirs:

I am writing this letter to express my strong opposition to H.B. 110, which seeks to amend the state right-to-work law.

I personally cannot work non-union jobs anymore due to the fact that I know that on a union job, I will always receive my paycheck on time and that it will always be good which the same cannot be said for non-union contractors...and if you would like a few good examples, go up to Brianhead or Quail Creek Dam to name a couple, and ask some of the construction workers there.

Sincerely,
Joseph Bevan Matheson
Parowan, Utah

pride in their... go to union, the rest of the jobs go to non-union contractors.
Thank you for your time.
Sincerely,
Jan 21, 1985
W.H.H.
...A. Honey... writing to express my very strong... H.B. 110, another attempt to... to destroy collective bargaining... like these, greed... desperate for... and...

Honorable Representative,

We are writing you to preserve our beautiful state of Utah, and are in strong opposition to H.B. 110 which seeks to amend the state right to work law.

We have children who are already faced with this problem, a widowed daughter who is a cosmetologist and is being paid only minimum wage. She cannot make it on these wages. A son with five children struggling to survive, and who stands behind them? Not the greedy who seeks to profit their businesses by paying low wages and work the under privileged any amount of hours they please, with no benefits.

What is going to happen to our state? More bilking, more crime, more unrest because they can't give their families what they need.

Who votes for you? You have to admit, the working people.

Our state consists of family oriented people of high ideals. Are you going to let them down? Are we going to let employers cut wages and at the same time not let the employees know what the health hazards are; such as waste from experimental projects, and there storage, mine operators operating mines unsafe for their workers?

We need our unions to help us preserve our right to life and keep our standard of life on an even keel with inflation.

We do not want our state to become a dumping ground for low lifes who don't care about improving their lives and will work for these low wages.

Mr. & Mrs. Esli A. Stewart
Provo, Utah



By HAROLD HUSTON, President

A Personal Note From The President's Pen

We just concluded the round of District Meetings in the beautiful Islands of Hawaii and although the weather was cold and rainy, the brothers and sisters were as warm and friendly as usual. Our congratulations to each of the Grievance Committee members who were elected at these meetings.

Workers covered by union contracts are paid an average of \$101.00 a week more than non-union workers, the federal government reports.

The Bureau of Labor Statistics, in a report released said a survey of 180,000 households found that workers covered by union contracts in 1984 earned 33% more a week than those who were not unionized.

The survey found that the 21.6% of the work force represented by unions or employee associations in 1984 were paid an average of \$404 a week compared with \$303 average for the non-union workforce.

The construction industry showed the biggest wage differential. Unionized construction workers were paid an average of \$539 a week last year, according to BLS, compared with \$306 a week for non-union construction workers.

It's very difficult for me to understand why the people in any state would vote for the right-to-work law. They have tried to get it passed in California, but organized labor rallied against it and it went down to a solid defeat. We must never let this vicious bill get passed in California.

The Idaho Legislature quickly overrode Governor John Evans' veto to enact a right-to-work law banning union membership as a condition of employment, but labor leaders immediately got a court order blocking its implementation.

The House, where Republicans hold a 67-17 majority, voted 65-18 to enact the law within hours of Evans' veto, and the Senate split exactly along party lines in a 28-14 vote to follow suit. A two-thirds majority was required for passage.

The bill carried an emergency clause that would have put it into effect immediately, making Idaho the 21st state to enact a right-to-work law and the first to do so since the 1970's. But 6th District Court Judge George Hargraves, at the request of labor leaders, issued a temporary injunction to block the emergency clause.

Labor leaders convinced Hargraves that the emergency clause, if not voided, would thwart the people's guaranteed right to a referendum on all laws passed by the legislature.

The law bans businesses from entering into closed shop agreements with unions, by which only union members of dues paying workers may be employed. Evans, a Democrat, conceded earlier there was "little chance" his veto would be sustained. He had said the bill was too broad and could spark labor unrest. Evans also lashed out at the emergency clause. "It is outrageous to make the sweeping changes in the law proposed by this bill, including the creation of several new crimes, and then to give the bill immediate effect, declaring an emergency," Evans stated. He further stated that there was clearly no emergency, existing or threatened, to justify this declaration.

Evans said the bill would disrupt labor relations in Idaho, and he lambasted the Virginia-based National Freedom to Work Committee, which lobbied for the bill through its Idaho chapter.

America in recent years has been an enormous incubator of jobs, with employment rising by four million, from 101,177,000 to 105,200,000 between August 1982 and September 1984. Driving this increase have been numerous forces: a sustained recovery from two almost back-to-back recessions, increased consumer and government spending and general economic growth.

"At the moment it seems the recovery could last indefinitely," said Robert Ortner, Chief Economist of the United States Department of Commerce. He cited two reasons for his optimism: capitol spending, which is adding to growth in capacity, and relatively low inflation.

There are several elements, including high interest rates, deficits, third-world debt and the high value of the dollar, that cause difficulties. But Ortner said that if inflation, now at about four percent a year, stays relatively low and investment and capacity continue to expand, job growth should continue.

Others are not so optimistic. A recently released world economic forecast by Citicorp Information Services said that early in 1985 rising inflation would reduce growth, causing a rise in unemployment. It said that interest rates would rise, inflation would top eight percent in the second half of 1985, and that the economy would slip into a recession by early 1986.

Thierry J. Noyelle, a research scholar at the Conservation of Human Resources program at Columbia University, says the current recovery is

"very top-heavy," meaning, he says, that workers with higher incomes and skills are the chief beneficiaries of the recovery and that middle and lower-income workers are not benefiting much, some not at all. "It's basically yuppie consumption," he says.

Arthur B. Shostak, a labor expert at Drexel University in Philadelphia, has a similar view. He called the recovery an "artificial economic buildup" that in large part consists of pent-up demands. He said an economic downturn, which he believes might come in a matter of months, would mean an acceleration in "the continuation of the long-term trend for capital substituting for labor."

"The growth of jobs has been in the low-paid service sector jobs," he said, and he believes that this growth in large part will continue.

Still, the nation's employment growth has been remarkable, at least in numbers. Over the last two years, according to the Federal Bureau of Labor Statistics, professional, technical and managerial employment has increased by 1.8 million, or 7 percent. Executive and managerial employment has increased 1 million, or 9.5 percent, technicians employment by 1.4 million or 12 percent. Sales employment is up 1.4 million or 12 percent, service occupations 433,000 or 3.1 percent, and blue-collar jobs 1.9 million or 6.7 percent.

"This is a big economy," said Samuel M. Ehrenhalt, the New York regional commissioner of the Bureau of Labor Statistics. He foresees "more higher-level jobs in the blue-collar area and the white-collar area than 15 or 20 years ago."

"Some industries are expanding that are not highly paid," Ehrenhalt said. "Many of the health services — nursing — are relatively low-paid industries." But he said that "on the whole, the figures suggest that jobs are getting better."

This would seem to be borne out by bureau statistics and projections of job growth — at least by the aggregate data. Between 1982 and 1995 according to what the bureau calls a moderate scenario of employment growth, employment in the professional and technical trades is likely to increase by 31 percent, among managers and administrators by 28 percent, among service workers 26 percent and among clerical workers 26 percent. By 1995, according to the recently up wardly revised scenario forecast by the bureau, the United States labor force will reach more than 131 million.

Weather brings Marysville to winter slowdown

Marysville District Representative George Morgan reports that the work in the Marysville area has slowed down due to the weather, with most of the contractors shutting down for the season. However, Tenco Tractor in Pleasant Grove is still in full swing repairing equipment for the upcoming season. Peterson Tractor in Chico is also keeping their people working.

C.C. Myers of Sacramento will go through the winter in the Oro-Dam Blvd. project in Oroville. Robinson Construction has already started work in the dirt portion of the job.

Business Representative Dan Mostats reports that Kiewit Pacific is about to complete their portion of the P.G. & E. Power House project in Caribou. This

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Caltrans decides on Devil's Slide

(Continued from page 1)

Supervisors to determine the best route to take. Among the options favored by environmental groups were the "marine disposal" plan and the "do nothing" option.

Under the "marine disposal" option, over 14.5 million cubic yards of soil and rock would be shaved off the side of the mountain and dumped into the ocean. Under the "do nothing" option, Caltrans would perform only emergency maintenance on the road and hope that the century old slide would stop.

Representatives from Local 3 attended several of the hearings to lobby for the "adopted alignment" alternative, the same route approved by Caltrans over ten years ago.

In its letter to the San Mateo Board of Supervisors announcing its decision, Caltrans asked the Board to begin meeting for the final environmental

impact report as soon as possible.

The letter said that the bypass would be the better plan to handle traffic, reduce accidents, and correct present deficiencies such as narrow roadways, tight curves and steep grades. The project is estimated to cost up to \$50 million and will take up to five years to complete.

In their first meeting on the matter since Caltrans made their decision, the San Mateo Supervisors voted to streamline the process by as much as six weeks. The Board voted to save time in the paperwork process and skirt around the Planning Commission, which at one time opposed the inland bypass.

Since both the existing roadway and the inland bypass are within the coastal zone, the Local Coastal Plan (LCP) must be amended to allow Construction of the new roadway. Normally, any amendments must first be studied by

District 17 Election

On April 24, 1985 at 7:00 p.m., at the regular quarterly District 17 membership meeting there will be an election for a District 17 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Kalihi Waena School, 1240 Gulick Avenue, Honolulu, HI.

the Planning Commission, which holds public hearings and then makes recommendations to the Board.

However, under a new state law, the supervisors can now take care of amendments directly.

"At least three weeks can be saved during this process," Environmental Managment Director Paul Koenig said.

Idaho rams through right-to-work law

The philosophical differences between the Democratic and Republican parties in the State of Idaho became apparent during the first two weeks of their legislative session.

After a very brief, but heated debate, the Republican dominated House of Representatives voted an overwhelming 64-20 in favor of a state right to work law. Just three days later, the Republican controlled State Senate voted 28-14 in favor of the law.

Also a target of the right-wing legislature is the state prevailing wage laws and a law originally passed in the late 1800's which requires overtime pay for employees working more than eight hours a day.

After passage, Democratic Governor John Evans vetoed the right to work

law. But because the Republican party is in such strong control of the legislative process, they easily voted to override the Governor's veto.

The law carried with it an emergency clause which stated the the law was to go into effect immediately after passage. However, the Idaho AFL-CIO filed suit in Pocatello State Court. The Court granted an injunction against the law, delaying its effective date. A hearing on the AFL-CIO's suit will be held soon.

Assuming that the right to work law will go into effect, the State AFL-CIO is planning a referendum drive to place the right to work law on the 1986 state ballot. Labor officials are hopeful they will be able to overturn the Legislature's action at that time. The Republicans may have the final say on that matter as well, they are currently investigating ways of making it more difficult to place a referendum on the ballot.



Idaho's right-wing legislature passes controversial right-to-work law, over-riding the governor's veto.

Sailors Union to mark 100th birthday

The Sailors' Union of the Pacific will mark its centennial anniversary in March with a gala 100th birthday party for members and guests in San Francisco on March 9th.

The Coast Seamen's Union was organized on March 6, 1885 at a mass meeting at San Francisco's Folsom Street Wharf. The organization changed its name to the Sailors' Union of the Pacific in 1891 when it merged with the Steamship Sailor's protective Union.

Prior to the merger, members of the Coast Seamen's Union were mainly limited to crews of sailing ships.

Current president and secretary-treasurer of the SUP is Paul Dempster, who is also vice president of the California Labor Federation.

As the union's first century nears its end, Dempster said, "In hailing the beginning of our union's second century, we continue to warn our membership and those of other unions, that the fight goes on, especially in light of the attack on organized labor today and renewed attempts to lessen the dignity of American workers."



AFL-CIO opposes taxing of benefits

AFL-CIO President Lane Kirkland restated organized labor's firm opposition to any Reagan Administration scheme to tax the value of workers' fringe benefits. Congress has turned down most past proposals for taxing fringe benefits, but the new Reagan effort is being pushed as a tax simplification plan.

Kirkland stressed that the AFL-CIO supports measures to reduce the deficit and make the tax code more efficient and productive. "But merely to increase the taxes of working people and jeopardize benefits and protections that are essential to their welfare and that of their families would be unjust and unfair," he said.

Any revenue attained by taxing fringe benefits would be taken out of the pockets of America's workers, Kirkland warned in his statement. The Reagan

Administration's Treasury Department has proposed to tax workers on the value of such employer-financed benefits as health insurance, pensions and day care.

The likely result of taxing employer contributions for such plans would be a reduction of essential coverage by workers and their families, Kirkland said. He also noted that pensions are now taxed when they are received.

The department also wants to tax fully, benefits of unemployed workers and those injured or disabled on their jobs. Kirkland noted that workers' compensation benefits already are inadequate to meet the needs of disabled workers and their families. Taxation of these benefits would widen the gap between payment levels and income levels required to maintain decent living standards, he observed.

Unionized workers make more money

A union contract was worth more than \$100 a week extra to the average worker last year, according to a study conducted by the Bureau of Labor Statistics. Full time wage and salary workers represented by unions got paid an average of one-third more than their non-union counterparts.

For 1984, the 21.6 percent of the workforce represented by unions were paid an average of \$404 a week compared with the \$303 average for the non-union workforce. If the value of fringe benefits were included — an area in which unions have been pacesetters — the dollar advantage of union contracts would be even greater.

Two earlier samplings — in May 1977 and 1980 — showed comparable paycheck advantages of union representation. The union advantage persisted and even grew during a period in which the proportion of wage and salaried workers represented by unions slipped from 26.5 percent in 1977 to 25.7 percent in 1980 and 21.6 percent in 1984.

By industry, construction has the biggest differential. Last year, the union segment averaged \$539 a week to \$306 for the non-union construction worker.

Labor studies program starts this month

The Labor Studies Program of the San Francisco Community College District, in addition to its regular curriculum is offering special three-day courses during the current semester.

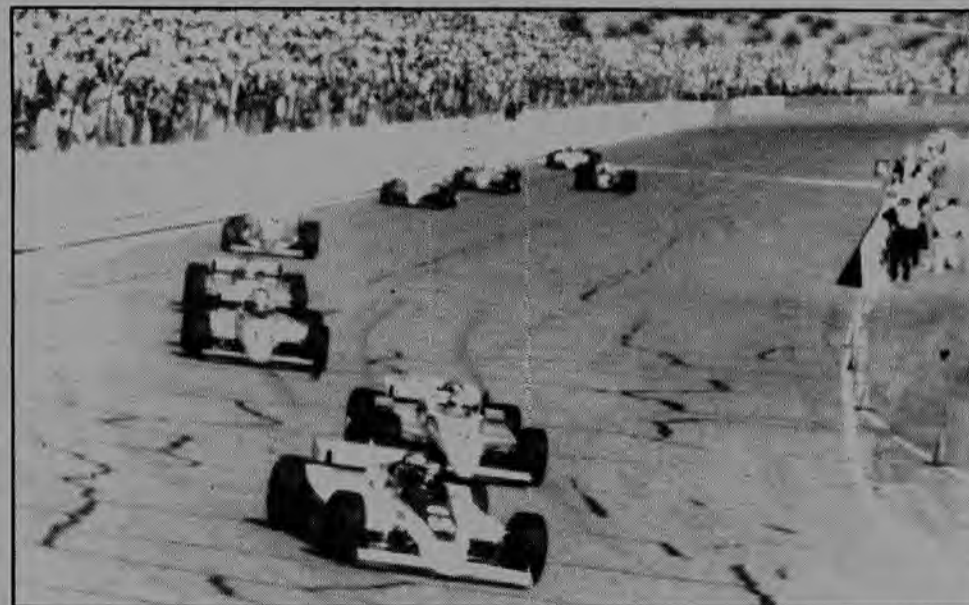
One course is on steward training and the other is on worker participation programs, stressing contemporary labor issues.

The steward training course will be offered twice on three Saturdays each. The first will be February 23, March 2 and 9; the second session begins April 20, May 4 and 18. Emphasis will be on organizing and communication skills, rights and responsibilities and grievance analysis and preparation.

Unemployment's victim

Fear of being deserted by parents angered and frustrated by their unemployment haunts millions of young children like Detroit fourth-grader Dawn. An estimated 13 million children were affected by unemployment last year. Children of the unemployed are more likely to suffer from malnutrition, abuse and neglect and to show behavioral problems.

For further information or enrollment write "Labor Studies, San Francisco City College, 33 Gough St., San Francisco, CA 94103. The telephone number is 415/239-3090.



Hot-running Machinist—Machinists' sponsorship of a top-ranked racing team is paying dividends as public recognition of car No. 55 grows. The team has rung up purses of \$293,000 in the past year. The racing team is entering its sixth year on the Championship Auto Racing Team circuit. Last year it placed 10th in the Indianapolis 500 with veteran driver Josele Garza at the wheel.

More from Marysville

(Continued from page 4)

has turned out to be a good job for some of the brothers during the winter months. Applied Blasting will remain working on the job for a few more weeks.

Butte Creek Rock is busy working out the problems on their new Barber-Greene paving machine on the Raley's job in Chico. Baldwin Contracting has a fair amount of work this year. As the weather permits, they will be starting on the Marysville road project and the

Highway 99 job in Yuba City.

Marysville District Representative George Morgan is sorry to report that "our Blood Bank Credit Reserve is at an extremely low level. At this time, we only have two credits in our fund." The Blood Bank is for the benefit of the members and their immediate families. It is the intent of this article to publish the mobile unit schedule for the areas in the Marysville District, so that the members and their families would know when and where the closest donor center is available to them.

Unfortunately, the mobile unit schedule will not be available until after the newspaper printing deadline. The Marysville District Office should have the

schedule by the time you receive this newspaper.

Anyone wanting to help rectify the present serious deficiency in the reserve can call the Marysville Office, 743-7321, or 534-1858 from the Oroville Area, or the Chico Donor Center, 343-6071, to find out when the mobile unit will be in your area. The mobile unit covers Chico, Colusa, Gridley, Marysville-Yuba City, Orland, Oroville, Paradise and Willows.

"We cannot express strongly enough the importance and the need for building a reserve and maintaining it at a high level. All our members should make an effort to donate blood on a regular basis, as even a high level can be

depleted by unused blood becoming outdated," Morgan said.

In January, 1984 there were only seven credits in the reserve. During the period January through September, 1984, there were only two donations, both by Brother Lee Garner, retired, of Durham. During this time, Brother Herb Comer, retired, of Bangor, used two credits, and five credits were outdated. So, you can see the need for regular donations.

Remember, at any time, it could be you or someone close to you, who needs blood from the reserve, and what will you do if it is not available?

Thank you for any cooperation you, as members, may be able to give.

Heavy equipment repair shop in Fresno area joins Local 3

Article & Photos
By John McMahon

It's difficult to imagine an equipment repair shop and a computer software company sharing the same corporate offices deep in the heart of the San Joaquin Valley. But such is the case with AGRI-TILL, a rental and repair shop located in Five Points CA (population 40.)

AGRI-TILL is primarily a farm and construction equipment rental and repair shop recently organized by Local 3. It employs around 35 members of the union, who until November, 1984 did not work under the protection of a union contract.

Formed in 1975 as a repair shop for the Fresno area's huge agricultural industry, AGRI-TILL recently diversified into other areas. Corporate President Walt Belleville, realizing that farm and construction equipment are similar, soon started servicing the area's contractors. With the recent slump in the farm industry, the move was right.

Belleville said that business was steadily building throughout the late 1970's. "1980 was the peak business year for our company. Since that year, the changing nature of the farming community and the depression in the farm industry in general has had an effect on our business. With the construction business rebounding now, things in the rental and repair division look good."

Last June, the company reorganized its corporate charter. They diversified into the computer business by forming a computer software company in Fresno. The company designs general business systems computer programs. They were recently awarded a large contract with Union Oil Company to design a computer program for their general business system. With less than one year in the business, their computer subsidiary is already showing significant success.

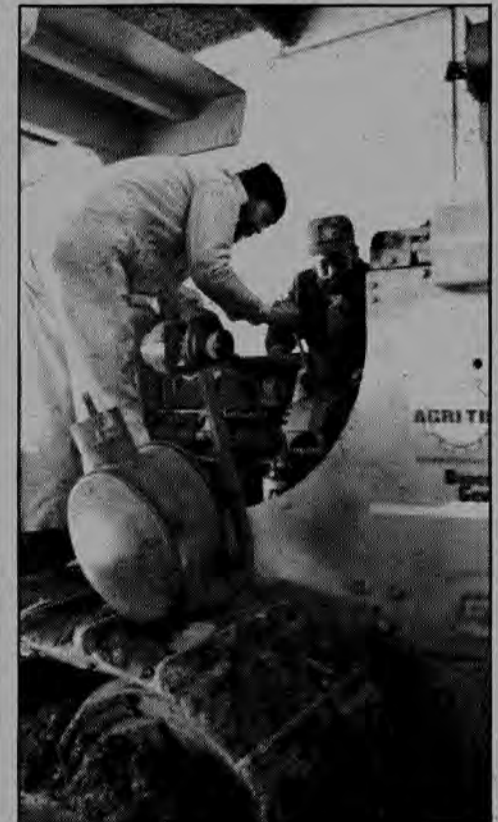
On February 1, 1985 AGRI-TILL expanded into yet another field. Noting a growing need for the disposal of solid wastes, Belleville incorporated a solid waste management company. They plan on being involved with all types of solid waste disposal with the exception of toxic wastes.

Overall, AGRI-TILL employs 120 people in five locations. Although they have sales and storage shops in Antioch CA and Phoenix AZ, all work is done at their Five Points location and shipped elsewhere.

Local 3 began its organizing effort at AGRI-TILL last summer. Even though the company did not sign an agreement immediately, relations between the union and management have been smooth. The contract, which was signed last November, specifies the rights and duties of both parties, thereby eliminating most disputes.



Taking a short break in the top photo are Cristino Escobedo, Bill Grego, Randy Harless and Gene Boling. Seated in the second row is Mario Martinez. Pictured above is part of the welding crew. Left to right are Joe Medina, Lucio Quines, Guillermo Velenzuela, Eliseo Borrego, J.C. Bober and Gary Floyd.



Pictured in the photo at left are foreman Kelly Benton with mechanics Paul Swarm and Donald Brewster. Above are (left photo) Clarence Welch and Frank Celli. Top right are Glen Black and Tom Borr.

Attempt to cancel I-580 contract

The Alameda County Board of Supervisors last month approved a resolution asking the Department of Transportation to rescind a \$43 million contract for the construction of several overpasses and interchanges on Interstate 580, north of Hayward.

The action, which came at the request of the Alameda County Building Trades Council, sought to overturn a Caltrans contract awarded to R. A. Hatch Construction Co./Roadway Construction Co., a non-union firm from Oregon. Joining the building trades was a coalition of minority owned businesses which also lost out on the contract.

County labor officials claim the non-union firm falsified documents in order to win the bid. "We can't sit by and watch an out of town contractor illegally take jobs while community residents go off to the unemployment lines," Kevin Williams, a spokesman for the Minority Business Exchanges said.

According to John Richardson, a labor consultant who investigated alleged irregularities in the contract, the construction company set up several "dummy" corporations to meet the bid requirements for hiring minorities and women. In one case, Hatch's wife was listed as president of one of the subcontracting companies which Hatch had hired, Richardson said.

The contract to the Oregon company was originally appealed by the next lowest bidder on the contract, a California firm. Caltrans rescinded the contract with Hatch when officials discovered that the Oregon firm did not hold a California contractor's license. But the contract was reissued after Hatch obtained a state license.

Attorneys representing the Alameda County Building Trades Council said a lawsuit is likely if Caltrans refuses to rescind the contract.

The contract covered construction of a second phase of the Interstate from Hayward to Dublin. The highway job was initially approved in the mid-1970's after heavy support and lobbying by the Operating Engineers and other building trades unions.

ENGINEERS NEWS

PROJECT UPDATE

Senator Green submits bill

New freeway loop for Sacramento?

A new freeway business loop may be in the making for the Sacramento area as a result of legislation introduced by Democratic State Senator Leroy Greene. The suburban freeway will connect Interstate 80 at the Highway 65 interchange with Highway 50 and then proceed west to Interstate 5.

According to State Senate Transportation Committee consultant, Mehdi Morshed, the bill does not include a specified route for the roadway. However, the measure would make the

potential freeway project eligible for state and federal highway funds.

The bill does not provide funding or a guarantee that the roadway will be built, Morshed said. An environmental impact report would be required to determine the best route, he added.

The freeway project has been promoted by a coalition of labor, business and community leaders in Sacramento, Placer and El Dorado Counties as a means of relieving traffic congestion in existing roads.

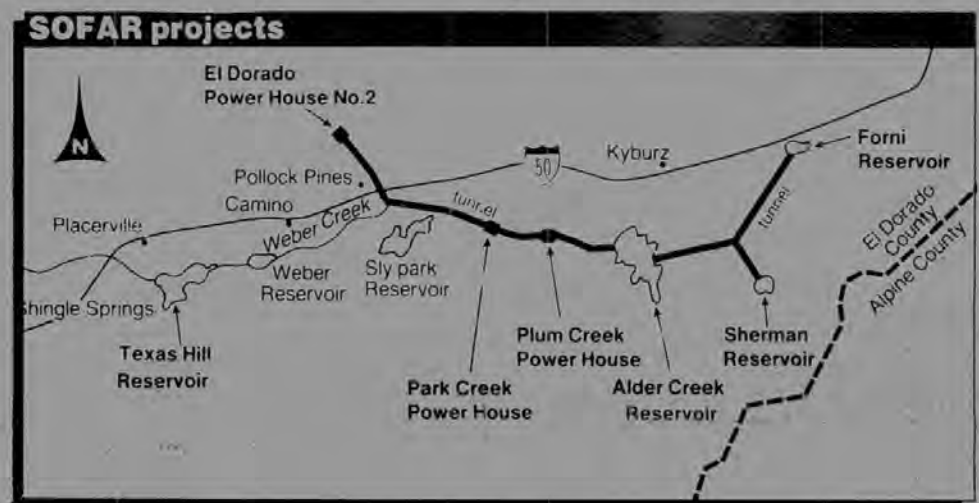
Construction to start in spring

SOFAR Project gets final OK

A \$560 million water supply and power project for El Dorado County—on the drawing board for five years—cleared its final regulatory hurdle last month.

Project sponsors were jubilant after the Federal Energy Regulatory Commission approved the issuance of a power license for the South Fork of the American River Project (SOFAR).

Construction which will begin in the spring will include the building of four reservoirs, three powerhouses and a series of diversion tunnels. It will cover an area stretching more than 30 miles from the Forni Reservoir east of Kyburz to the Texas Hill Reservoir south of



Placerville. Expected to take three years to complete, SOFAR will provide a needed new water supply for the county. Revenues from power sales also will allow construction of new water distribution systems and upgrading of exist-

Contract to be let this year on Hwy. 65

A state highway design engineers says the Highway 65 bypass expressway project from Interstate 80 north around Roseville is on schedule and a major contract will be awarded in about nine months.

After that, said engineer Burt Brockett, "It will take about two construction years before we have traffic on the bypass."

The 3.7-mile, \$57.3 million bypass is intended to carry traffic around Roseville to a developing electronics industrial area known as the "Little Silicon Valley." The road is being built under a joint agreement among federal, state, county and city agencies.

Brockett said the first section will connect with Interstate 80 a short distance north of the Taylor Road intersection and end at a proposed Harding Street project in a presently undeveloped area within Roseville.

The first phase will carry the four-lane road some 75-feet above ground from Interstate 80, across the Southern Pacific railroad tracks and then some 1,800 feet to a bluff area. The second part of the project is on ground level.

Departed Members

Local 3 Business Manager Tom Stapleton and the officers of Local 3 extend their condolences to the family and friends of the following deceased.

Name	Deceased
Fred Arendt, Belmont CA	12/15/84
Horace Atkins, San Jose CA	12/2/84
B. J. Baker, Pleasanton CA	12/18/84
Frank P. Bartle, Fall River Mills CA	11/22/84
Jack L. Boles, Paradise CA	11/26/84
Hazen Bondy, Redding CA	11/22/84
Hal Hall, Santa Rosa CA	12/19/84
Max C. Hendrickton, Parowan UT	12/14/84
Stuart Jeddellah, Alameda CA	11/20/84
Roy Kauffman, Mariposa CA	12/10/84
Joseph Koester, San Jose CA	12/20/84
George Musselman, Ogden UT	12/5/84
Albert O'Rourke, San Francisco CA	12/10/84
William Rajeski, Salinas CA	12/15/84
H. N. Rolfe, San Jose CA	10/4/84
Glen D. Scott, Taylor AR	12/07/84
John Schwab, Sparks NV	12/6/84
Burl Taylor, Petaluma CA	12/9/84
Ivan Tiffany, Redding CA	11/22/84
Otto Wandtke, San Francisco CA	12/6/84
William Way, Salinas CA	11/25/84
A. L. Wiens, San Jose CA	11/14/84
Marty Wubbena, Byron CA	12/6/84

Deceased Dependents

Joshua Stritenberger Son of Joe Stritenberger	11/28/84
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Building Trades strikes drag on

Labor disputes cause strife in Hawaii

Financial Secretary Wallace K. Lean reports that the labor disputes of other trades have caused severe problems in Hawaii. On July 17, 1984 the Teamsters struck the three major producers of ready-mix concrete and rock in the State of Hawaii. That strike ended on October 9, 1984.

October 10, 1984, the Electricians struck the Pacific Electrical Contractors Association. As of press time that strike is still in progress. And on October 17, 1984, the Carpenter's Union struck the General Contractors Labor Association. That strike is also still on. In both cases the employers retaliated with lockouts.

Lean says that the construction industry is down, "after 22 weeks of strike, and industry that at its peak directly employed 30,000 good union people is down to 17,000, 20% is working on scattered jobs."

The strikes are affecting the Work Recovery Program, which was initiated in January of 1984 to assist the unionized contractors and the construction industry get back to where it was in 1974. "With 22 weeks of strike, it would

be hard to gauge the full potential of the Work Recovery Program. I do not believe in a two wage scale system. No one does. And yet 80% is better than 0%," Lean reports.

If Work Recovery is not the answer to the plagued construction industry then what is?

Here in Hawaii though the Contract would have expired in September, 1983, negotiations began in March of 1983. When the Master Agreement expired, we went an additional three months to reach an agreement. Recently, the Ironworkers have entered into negotiations and that does not look too promising and we do not need another strike.

Lean notes that as soon as these strikes get behind us, "we have a lot of catching up to do in 1985. This does not mean that we will have a good year. Things will be fairly busy for the first three months, then back to normal."

Recently, all of the participants of the Hawaii Annuity Trust Fund received a beneficiary card along with a letter of explanation in regards to the Annuity. As of January 1, 1985, you may transfer

ing systems, officials said.

Project sponsors funded the first part of the construction when they sold \$100 million worth of certificates of participation to a brokerage house. The rest of the financing is expected to be wrapped up within a few months.

your Vacation and Holiday Pay into the Annuity.

The vacation portion of it may be withdrawn at any time. The annuity contribution may only be withdrawn under the following circumstances:

- 1) Age 62 and no contribution for three consecutive months.
- 2) Less than 300 hours in the industry in any two consecutive calendar years.
- 3) Receiving social security disability benefits.
- 4) Receiving pension from Operating Engineers.
- 5) Receiving Hawaii State Unemployment benefits.
- 6) Death.

The Annuity was started October 31, 1983 and already it has grown to \$1,803,463.80 and its intent was to provide additional financial security to you and your family upon retirement. If you have any questions, please refer them to Mrs. Valerie Madamba at the Union, Kalihi Office, or Maui and Hilo office.

Highway 152 gets higher rating

The final portion of an improvement project for Highway 152 through Pacheco Pass finally rose to the top of Santa Clara County's funding priority list recently, according to San Jose business agent Max Spurgeon.

In past years, the highway project has lost out to improvements for Highways 101, 237, and 85. But with the voters' approval of Measure A — which will funnel \$1.1 million into construction on those three routes, Highway 152 finally had the county's attention largely to itself. For the first time in recent memory, county supervisors selected their highway priorities unanimously, with no debate.

"The tax passing relieved the pressure, and it's very gratifying," said Leonard Caetano, a former mayor of San Juan

Bautista and longtime advocate for improvements to Highway 152.

The \$10 million designated by supervisors will begin the final part of the improvements — straightening and widening of a 13-mile length of road running between Highways 156 and 101.

That project will cost \$60 to \$90 million to complete. Over five years, advocates have won nearly \$40 million to complete the first two segments of the project, which stretch 10.4 miles from the Merced County line to Highway 156.

Nearly 130 people have died in traffic accidents on Highway 152 in the past ten years.

County supervisors made the widening of Route 82 between Highway 17 and Scott Boulevard their second priority for 1985-86, followed by projects on Highway 17 and Interstate 280.

The designations will be reviewed by the Metropolitan Transportation Commission, which represents the nine Bay Area counties, before going to the state for final approval in June.

Pre-Retirement Meeting Schedule

Eureka	7:30 p.m.
Tuesday, April 2, 1985	
Operating Engineers Building 2806 Broadway, Eureka CA	
Redding	7:30 p.m.
Wednesday, April 3, 1985	
Operating Engineers Building 100 Lake Blvd., Redding CA	
Marysville	7:30 p.m.
Thursday, April 4, 1985	
Operating Engineers Building 1010 "I" St., Marysville CA	
Watsonville	7:30 p.m.
Tuesday, April 9, 1985	
VFW Post #1716 1960 Freedom Blvd., Freedom CA	
San Jose	7:30 p.m.
Wednesday, April 10, 1985	
Holiday Inn Park Center Plaza 282 Almaden Blvd., San Jose CA	
San Mateo	7:30 p.m.
Thursday, April 11, 1985	
Electricians Hall 300 8th Ave., San Mateo CA	
Auburn	7:30 p.m.
Tuesday, April 16, 1985	
Auburn Recreation Center 123 Recreation Dr., Auburn CA	
Sacramento	7:30 p.m.
Wednesday, April 17, 1985	
Laborers Hall 6545 Stockton Blvd., Sacramento CA	
Oakland	7:30 p.m.
Tuesday, April 23, 1985	
Teamsters Local #853 8055 Collins Dr., Oakland CA	
Fairfield	7:30 p.m.
Wednesday, April 24, 1985	
Holiday Inn 1350 Holiday Lane, Fairfield CA	
Santa Rosa	7:30 p.m.
Thursday, April 25, 1985	
Veterans Memorial Bldg., North Rm. 1351 Maple Dr., Santa Rosa CA	
Stockton	7:30 p.m.
Tuesday, April 30, 1985	
Operating Engineers Bldg. 1916 N. Broadway, Stockton CA	
Ignacio	7:30 p.m.
Thursday, May 2, 1985	
Painters Hall 701 Mission Ave., San Rafael CA	
Fresno	7:30 p.m.
Tuesday, May 7, 1985	
Cedar Lanes 3131 N. Cedar, Fresno CA	
<i>Reno, Salt Lake City and Hawaii will be scheduled at a later date.</i>	

Fringe Benefit Forum

By Don Jones,
Director of
Fringe Benefits



As you know, we are on our winter circuit of Retiree Association meetings. At almost every meeting, a Retiree asks: "Don, what happens to my wife's medical coverage when I die if I have been retired for more than five years?"

I am happy to announce that the Trustees of the Pensioned Health and Welfare Trust have been able to negotiate with the Union Labor Life Insurance Company a health and welfare plan for widows of retirees effective April 1, 1985. This is an individual conversion plan patterned after the type and kind of medical coverage that the retiree and spouse had when the retiree was living.

While this plan does not include coverage for prescription drugs, vision care or hearing aids, the Trustees feel this major medical plan will provide the widows with necessary protection against today's continually escalating cost of medical care.

The cost to the widow for this coverage is estimated to be:

	Under Age 65	Age 65 and over
Schedule I	\$120.84	\$60.70
Schedule II	\$86.91	\$43.48

For a long time, Retirees have been seriously concerned about what their widow would have to pay for coverage. Premiums have been running as much as \$400 a month. This is a major breakthrough in providing comprehensive medical coverage for widows at a reasonable price. Further details will be published in the next issue of *Engineers News*.

Also at these meetings, we have been discussing Cost Containment — ways to cut costs without eliminating benefits. We are looking forward to seeing you at the upcoming meetings.

Work remains slow in Santa Rosa

"Work in the area is still slow but if the predictions the weatherman gives are correct, we could have an early spring and work will have an early start this season," reports Santa Rosa District Representative Chuck Smith.

The Cloverdale By-Pass has been delayed again because of the ERI study that is required. According to CALTRANS, the work will probably start around the spring of 1987. However, there will be several small projects starting in 1986 on Hwy 101, north of the Sonoma-Mendocino County lines, between Cloverdale and Hopland. "We have waited for so many years for the by-pass, I guess two more years won't make much difference, but it is very discouraging to have any more delays than there have been already," Smith said.

Several projects are scheduled on the Warm Springs Dam, nothing real big but it should keep some Brothers and Sisters busy most of the season.

A reminder that the District Meeting will be held March 14th at the Veterans Memorial Building in Santa Rosa.

The Santa Rosa City Council is taking three steps in a plan to spend up to \$20 million to expand the city's sewage disposal systems, reports Business Representative Bill Burns. The final decision to sell bonds and start the project cannot be made until a public hearing is held that is set for February 26th.

The project would include extending waste water irrigation to the Santa Rosa Country Club Golf Course, to the vicinity of River Road and Slusser Road, to the Rohnert Park Golf Course and a tie-in with the Sonoma County Airport sewage system.

Construction of marsh ponds along the Laguna de Santa Rosa for disposal of treated waste water and the purchase of 375 additional acres for irrigation and the construction of facilities to dispose of sludge from the Laguna Wastewater Treatment Plant.

A Santa Rosa firm is planning a geothermal development project at The Geysers that could result in an investment of an estimated \$80 million. GEO Operator Corp., which recently

changed its name from GRI, is planning the development in what is known as the Wild Horse area of The Geysers to provide steam for power plants proposed by the Central California Power Agency.

The project is now going through the Sonoma County Planning process and will include construction of five well pads with a capacity for allowing the drilling of 32 geothermal wells. The first phase of this project is an estimated \$40 to \$50 million.

Central California Power Agency, a consortium that includes the Sacramento Metropolitan Utility District, the Modesto Irrigation District and the City of Santa Clara, is proposing two geothermal plants in the Wild Horse area, each with a capacity of 65 megawatts.

The first plant is expected to go into operation in 1988. The California Energy Commission is conducting hearings on plant site proposals. Sonoma County's Board of Zoning Adjustments is conducting environmental hearings on GEO's plans.

These jobs, along with several other small jobs in the area, should keep the Brothers and Sisters very busy this work season.

New proposed works at The Geysers could generate additional jobs for many of our members, reports Business Representative Darell Steele. GRI (Geothermal Resources International, Inc.), under an agreement with the Central California Power Agency to develop the northwest Geysers area, providing sufficient steam to operate a 55 megawatt power generation plant, identified as Plant Area A-1. The participants in CCPA are Sacramento Municipal Utility District, the Modesto Irrigation District and the City of Santa Clara. As development work progresses on Plant Area A-1, GRI will be exploring some adjacent acreage in the northwest Geysers area that will provide steam for a second 55 megawatt power generating plant, identified as Plant Area A-2 and construction of a second 55 megawatt power generating plant to be completed by the middle of 1988.

Retiree Assc. schedule of meetings

Concord Mu Chapter	Wed., Feb. 13, 1985	10:00 a.m.
Elks Lodge #1994 3994 Willow Pass Rd., Concord CA		
Fresno Theta Chapter	Tues., Feb. 19, 1985	2:00 p.m.
Laborers Hall 5431 E. Hedges, Fresno CA		
Oakland-Hayward Nu Chapter	Thurs., Feb. 21, 1985	10:00 a.m.
Oakland Zoo, Snow Bldg. 9777 Golf Links Rd., Oakland CA		
Auburn Epsilon Chapter	Tues., Feb. 26, 1985	10:00 a.m.
Auburn Rec. Center 123 Recreation Ave., Auburn CA		
Sacramento Zeta Chapter	Tues., Feb. 26, 1985	2:30 p.m.
Laborers Hall 6545 Stockton Blvd., Sacramento CA		
Salt Lake City Pi Chapter	Wed. March 6, 1985	1:00 p.m.*
Operating Engineers Bldg. 1958 W. N. Temple, Salt Lake City UT		
Reno Xi Chapter	Thurs., March 7, 1985	2:00 p.m.
Carpenters Hall 1150 Terminal Way, Reno NV		
Ukiah	Thurs., March 14, 1985	10:00 a.m.
Lu Ann Motel 1340 North State, Ukiah CA		
Santa Rosa Chi Chapter	Thurs., March 14, 1985	2:30 p.m.
Veterans Memorial Bldg. 1351 Maple Street, Santa Rosa CA		
Watsonville Iota Chapter	Thurs., March 21, 1985	10:00 a.m.
V.F.W. Post #1716 1960 Freedom Blvd., Freedom CA		
San Jose Kappa Chapter	Thurs., March 21, 1985	2:30 p.m.
V.F.W. Post #3982 1313 Franklin St., Santa Clara CA		

*Please note time change.

Oakland looks forward to busy year

Work has slowed in northern Alameda County due to the recent rains, according to business agent Brian Bishop. Some brothers and sisters are picking up a few days a week between the rains on a few dirt spreads, but nothing serious yet. Most of the major companies are looking forward to a year where both they and their employees can pocket some greenbacks.

Three high rises are going up in Oakland. Turner Construction, Pankow and Herrick have the steel up and by the time this article goes to press the Turner job should be nearing completion. "All things considered, we are looking forward to a pretty fair year here in the Oakland area," Bishop said.

This year again there will probably be a shortage of qualified hands in the harder to fill classifications: grade-checkers, twin engine scrapers and finish blades. Last year there were quite a few hands in the outlying areas signing on the list in Oakland, only to get irritated at the dispatchers for calling them for jobs that they weren't qualified for, even though the brothers signed up for those classifications. These members would also get mad because the jobs might only be for a couple of days. They do not realize the dispatchers have to call everyone right down the list whether the job is for a couple of days or a couple of years.

"Work with us over here," Bishop asked. "Just sign up for the jobs you seriously want and jump off the list if you only want a call for jobs that are going to last four or five years. Hopefully, if we can all cooperate, we can give you better service and get the jobs manned quicker."

Business agent Gil Anderson reports that the dirt work is finally getting started again in his area and will be going as well or better than when it started raining last fall. The rock plants

are still going strong and starting to catch up. Although Lone Star and Kaiser have dropped their third shift, Jamieson Company is still running three shifts with the repair crews.

"As I said, it looks like 1985 will be a very good year, although this is not to say it could not be better," Anderson commented.

Fifty-year watch presented

Sherman Branscum was presented with a 50-year watch at the Oakland office on July 18, 1984.

During his years as an Operator, he was a Clamshell operator and also did some dredging.

Some of the projects and jobs he worked on were the Bay Bridge, the World's Fair on Treasure Island, Mare Island during the war, Bethlehem Shipyard in Alameda, and the Alameda Naval Air Station during the war.

Branscum has been retired for approximately 20 years on disability, and is 86 years old. He presently lives in Oakland, and enjoys walking with his dog in the hills.

His "job" now is collecting aluminum cans, and he donates the profits to his church.

West Contra Costa

West Contra Costa County is fine, reports District Representative Bill Dorresteyn. Even the rain made very little impact on the work. It has been a real mixed area. A bit of steel, a lot of dirt, sewer, pipe and culvert work; you name it.

Union Bechtel is winding down and has been a very good job. Fluor won the bid on the co-generation unit and will go soon. The City of Richmond is still contemplating a garbage co-generation plan and it looks favorable in spite of a few hurdles.

(Continued on page 11)

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

This is the beginning of a new work year and the time to make a fresh start. All unsafe practices should be discarded and new ideas added to those that have proved effective.

Many people, recognizing the need for personal improvement, will compile a list of their bad habits and, by considerable soul-searching, will attempt to improve as individuals by discarding one or more of these habits.

Can we set our goals too high? Not likely, especially when our lives are at stake. Naturally, not all of your work habits are bad, so all that is necessary is a refinement of the safe practices that we know and discuss each shift. You know to thoroughly examine the work area before beginning any work, but are

you always sincere in your efforts? In the handling of your equipment, are you always aware of the potential dangers that could produce an injury if you fail to keep a clear mind at all times?

We have improved our safety record over the years, but that isn't good enough. We must improve until an injury in our industry is a rarity instead of commonplace.

Improving our safety record isn't just to better our standing on a chart or on the company's books. Improving our record means happier families, steadier work and freedom from pain and suffering.

Let's all resolve to work safely during 1985 and help to lower the figures on the accident chart.



Job safety is a serious matter for the joint venture of Dillingham-Atkinson at the Balsam Meadows hydroelectric project. Pictured left to right are: Jerry Aitken, project safety manager; Jean Miller, project nurse; and Jack Short, Local 3 Safety Director.

Local 3 announces 1985 Scholarship Competition

Rules & Instructions for College Scholarship Awards: 1984-1985 School Year

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

Two college scholarships of \$500.00 each will be awarded 1st runners-up for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

Who May Apply:

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

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

The applicants must be senior high school students who have, or will be graduated at the end of:

either (1) the Fall Semester (beginning in 1984), or (2) the Spring Semester (beginning in 1985),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1985 and March 1, 1985.

Awarding Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

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

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

Instructions:

All of the following items must be received by MARCH 1, 1985:

1. The Application - to be filled out and returned by the Applicant.
2. Report on Applicant and Transcript - to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
3. Letters of Recommendation - every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. Photograph - A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineers News.

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

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco CA 94103

or to College Scholarships at the address shown above.

The outlook for work in 1985 looks like it will be a repeat of 1984 and in many areas even better! In December 1984 many of our members started getting on the out-of-work list and January 1985 found them still there. By the time this article is out, we hope to have most of our members working again.

We realize that during the summer months when you are putting in a lot of hours it's hard to take time to attend a union meeting. Last year we didn't see as many techs at the district meetings that we would have liked. For some reason the techs in the Santa Rosa area seem to attend their district meetings better than any other area. We hope to see more techs attending the district meetings this year. The dates and places of the district meetings are on the back of this paper.

In December the tech department completed negotiations with San Jose Water Company, a two year contract. This unit has twenty-two members consisting of Drafting personnel, Inspectors and a Survey Crew. We are also negotiating with Hanna & Hanna, Inc.

of Fresno, for their drafting personnel.

If you know any office personnel in the engineering firms that may be interested in organizing, give the Tech Department a call at 415/638-9355. Also if you know of any non-union firms doing any work on any public work sites, give us a call so that we can check to see that they are paying the prevailing wages.

The Tech Department would like to congratulate the following Brothers for their longtime memberships:

- Lawrence Daly — 30 year pin
- Howard Curry — 30 year pin
- Donald Fiese — 30 year pin
- Art Delacruz — 25 year pin
- A. Delgado — 25 year pin
- Joe Duffner — 25 year pin

If you have any problems or questions give us a call.

Technical Engineers Division

Name/Agent	Home Phone
Frank Morales, Surveyors	415/689-3152
Wallace Schissler, Surveyors	415/783-8179
Dan Senechal, Testing	415/837-5664



Surveyors working at the Balsam Meadows project are (left to right): Stuart Knopf, Steve Smith and John Tracy.

Nevada legislature considers repeal of prevailing wage law

District Representative Les Lassiter reports that the Nevada State Legislative session convened on January 21st, with the introduction of a bill to repeal the state prevailing wage (Little Davis Bacon Act.) A labor campaign was kicked off in early January in an effort to unite all of organized labor in defeat of this bill.

In addition, each member was mailed a sample letter and list of the assemblymen and senators in his district, asking that he take the time to either call or write in protest of this bill or be available to attend hearings at the Capitol. If anyone did not receive this letter or needs any additional information, please contact the union hall or talk to the business agent in the area.

If the letter was received but thrown away, members may very well be cutting their own throats, Lassiter cautioned. "If this bill passes, you may have to adjust your current lifestyle somewhat. Your average wage could be cut to \$6.00 per hour, or worse yet, try living on minimum wage," he said.

Lassiter explained that the current state law concerning prevailing wages states that anytime state money is used to finance a construction project, each contractor (whether union or non-union) must pay the prevailing wage rate for each classification of worker on that job. Lassiter said that if the prevailing wage is lowered, "your union con-

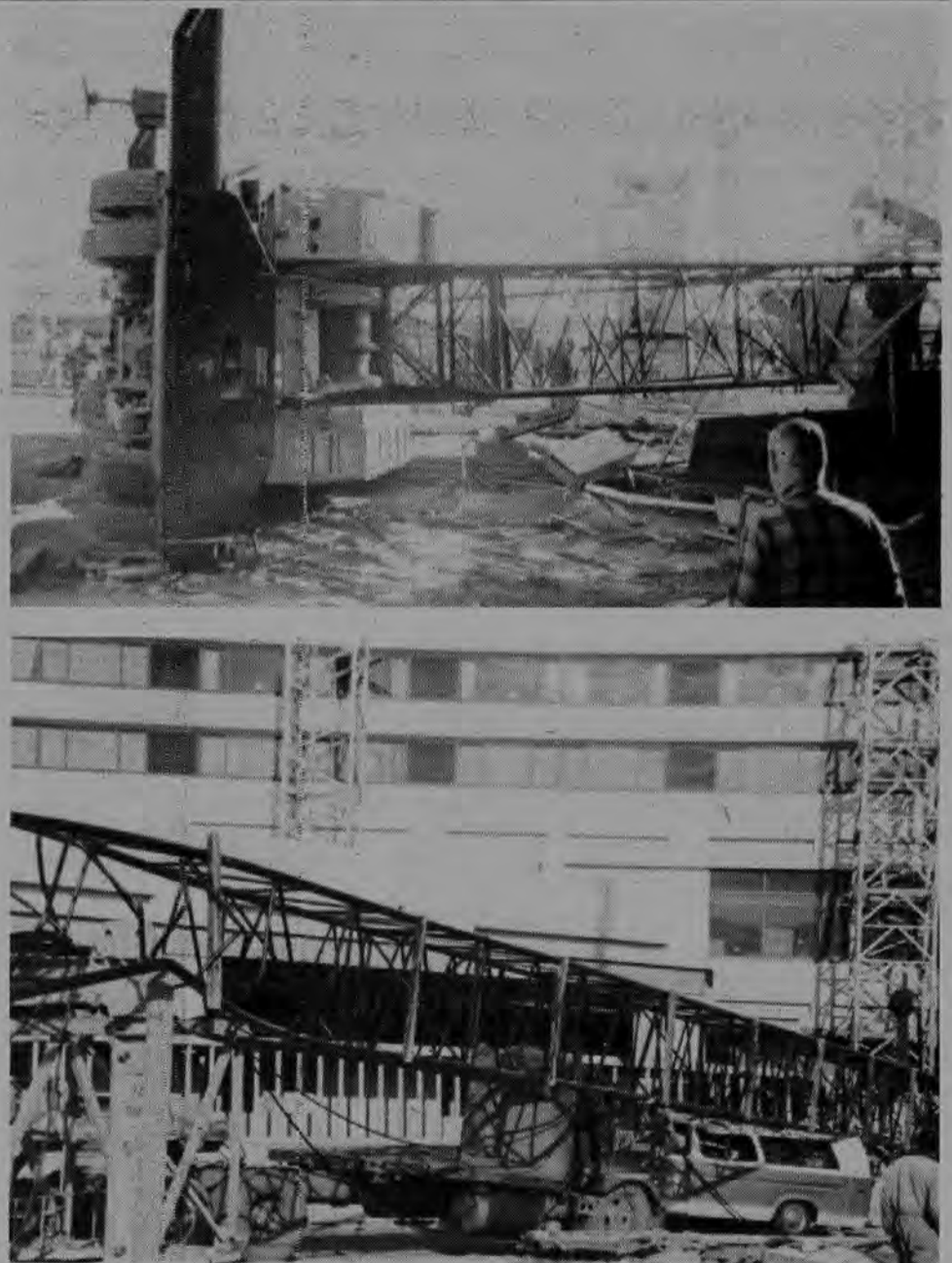
tractor is still bound by his union contract and, therefore, would be required to bid on each job with your wages specified in your agreement.

In other Nevada news, three public hearings took place in January to discuss possible environmental problems at the Exxon Minerals Corp. molybdenum mining project in Eureka County. The Mt. Hope Molybdenum Project, as the Exxon venture is known, is asking the BLM to sell the company 2,440 acres of land 30 miles north of Eureka, and grant right-of-ways for new roads and utility lines. The company proposes a tailings pond and minerals processing plant. Another 700 acres would be acquired via mining claims for an open pit mine. Tax revenues would add up to \$123.3 million over a 50-year period, with \$102 million of that going to local governments. The remainder would go to the state's general fund.

Employment on the project could reach a high of 1,410 people, of which ten percent would be local, during the latter part of the second year of construction. Of that total, 940 would be construction workers, which would remain in force for approximately a year. Exxon is proposing a 450-unit camp near the mine site to house single workers, in addition to a proposed subdivision and apartments, possibly in Eureka.

Bids have been called for on a highway overlay job on I-80 from the Pershing-Humboldt county line to near the downtown Winnemucca interchange, consisting of approximately 12,316 miles.

On the Nevada DOT's list of top priority jobs is a plan to build off-ramps from I-580 directly to Reno Cannon International Airport at a cost of \$10.7 million. While the I-580 and So. Virginia St. interchange is scheduled to begin this spring or summer, the airport ramp construction could begin within two years. There are 22 short-term DOT projects scheduled to be completed in Washoe County within three



This American 125-ton crane collapsed during dismantling recently at the Sparks Nugget Hotel project. Despite considerable damage to the crane and surrounding equipment, no one was injured in the mishap.

years at a total cost of \$44.9 million. The state also plans at least 30 long-term projects in the region within four to ten years at a total cost of \$133 million.

Some of the short term projects include: \$3.8 million for an interchange at U.S. 395 and Golden Valley Road; \$4.2 million for a special railroad crossing at 395 in Panther Valley; \$1.4 million to widen 1.75 miles of the Mt. Rose

Highway; and \$1.2 million to improve and widen 3.3 miles of I-80 through Verdi.

A few of the long term projects include: \$6.8 million to redesign the I-80 Keystone Ave. interchange; \$6.3 million for improvements on I-80 near the California-Nevada border; and \$6.8 million for improvements to 3.6 miles of S.R. 28 through Incline Village.

Rancho Murieta 1985 Training Season

Monday, March 11, 1985 is the opening date of the 1985 training season at Rancho Murieta Training Center. Interested Journeymen should contact the Dispatcher in their district offices. Apprentices can contact their Coordinators.

Swap Shop: Free Want Ads for Engineers

FOR SALE: 84 HONDA SHADOW. \$2,000. Ken Bruce, Fernley NV Ph. 702/575-4889. Reg. #1785684. 12/84
FOR SALE: FULL SIZE UTILITY BED 3/4-ton top bins. \$600. Ken Bruce, Fernley NV. Ph. 702/575-4889. Reg. #1785684. 12/84
FOR SALE: 2-T MOTOR HOIST cable winch 3/4x5" angle iron const. 9' hi. Iron whls. with 5/16" cable. \$500. One pc 2x18x36" mild steel plate \$75. Adolph C. Wagner, 1202 Rosemary Lane, Yuba City CA Ph. 916/674-5982. Reg. #0904790. 12/84

FOR SALE: 12 TON HYD. PRESS 4" hvy channel iron constr. 2' wide 4' hi on small wls. w/out jack. \$400. One old horiz. water pump, v-belt drive pulley. No motor. 3/4" discharge. \$300. Adolph C. Wagner, 1202 Rosemary Lane, Yuba City Ca. Ph. 916/674-5982. Reg. #0904790. 12/84
FOR SALE: FAIRBANKS MORSE ONE CYL. GAS. ENG. 1 1/2 HP closed flywhls in gd shape w/dbl V-belt pulley 6" dia. recently overhauled. \$450. Adolph C. Wagner, 1202 Rosemary Lane, Yuba City CA. Ph. 916/674-5982. Reg. #0904790. 12/84
FOR SALE: AQHA 7-YR OLD BUCKSKIN MARE 16H \$2,000. 4-yr old sorrel mare \$1,000 (no papers.) Both descendants of Sugar Bars. Will consider trade for Brangus cattle. Michael Dudney, 5143 Tesla Rd, Livermore CA 94550. Ph. 415/443-5695. Reg. #1697151. 1/85
FOR SALE: HOUSE Clearlake Oaks. 2-BR, Irplace, air cond., deck, conc. patio, alum awning, hs 14 1/2 yrs old, roof 3 yrs. Lg wash rm. \$3,000 dn. o.w.c. 11%. Ladd W. Smith, 3244 E. Princeton, Fresno CA 93703. Ph. 209/222-1932. Reg. #1192152. 1/85
FOR SALE: 1964 EL CAMINO 283 eng. A-1 cond. \$3,000. Joe Meraz, 1960 Lake Blvd., Redding CA. Ph. 916/243-7438. Reg. #1661065. 1/85
FOR SALE: 1980 FORD FAIRMONT extra clean, lo milge, 35/gal. \$3,350. Delbert Creekmore, P.O. Box 123, Chicago Park CA 95712. Ph. 916/346-2726. Reg. #0745178. 1/85
FOR SALE: 25' KENSKILL TRAILER new paint, very clean, self cont. rear bath. New brakes. \$3,500. Aldo Poretii, Fremont Ca. Ph. 415/793-1222 After 5 PM. Reg. #595155. 1/85
FOR SALE: 1972 MERCEDES diesel 220, 4-spd, air cond., gd milge, exc. cond., orig. owner. \$5,500. J. R. Cameron, Oroville CA Ph. 916/589-1647. Reg. #1196327. 1/85
FOR SALE: 1.08 ACRE. barn style 3-BR, 2-BA, Fam. Rm., \$7000 solar system. \$132,900, owe \$60,000 at 11-3/4% assumable \$710.46 paymnts for 14 yrs. Dwight Melson, San Juan Bautista CA. Ph. 408/623-2420. Reg. #1935896. 1/85

WANTED: BOTTLES. Paying \$1000 for certain pre-1900 whis. & bitters bottles. Also want sodas, beer, inks, etc. Fair prices pd. Richard Siri, P.O. Box 3818, Santa Rosa CA 95402. Reg. #1025301. 1/85
FOR SALE: 48" PEXTO PIPE WRENCH almost new. \$50. 5 HP air comp. commercial type Devilbuss pump. Hvy duty 3-ph motor, 24x60" tank gd shape. \$1,000. 5-HP elec. motor, 3-ph, gd shape \$175. Adolph C. Wagner, 1202 Rosemary Lane, Yuba City CA. Ph. 916/674-5982. Reg. #0904790. 1/85
FOR SALE: 140', 3/8 HELICOPTER rescue cable w/hook. Gd shape, slightly used. 75¢/ft. 340# 3/16 black mild steel wire. \$170. 4-cyl continental indus. eng. Radiators, starter, generator complete. Recently overhauled. Reborn new pistons, turn crank, new valves. \$600. Adolph C. Wagner, 1202 Rosemary Ln. Yuba City CA Ph. 916/674-5982. Reg. #0904790. 1/85
FOR SALE: LAKE OF THE PINES boating, 18-hole golf crs. security patrolled. 2-BR, 2-1/2 BA, 1400 S.F., R.V. port, 2-car garage. Cal-Vet assumable. Delbert Rossiter, 11530 Torrey Pines Dr., Auburn CA 95603. Ph. 916/269-0684. Reg. #0921440. 1/85
FOR SALE: 1-6 KEG BEER TRAILER: 1-8 keg beer trl. Street legal. \$1,500 eac. Robert Armstrong, 1968 Heater Ct, Concord CA Ph. 415/827-5625. Reg. #1142660. 1/85
FOR SALE: 1973 PETE. 3 axle dump, 12-14 yd., Williamson steel bed, flotation tires, 17 T legal load, \$17,500. Tom Daniels, P.O. Box 335, Danville CA 94526. Ph. 415/820-3558. Reg. #1913172. 1/85
FOR SALE: FIVE ACRE RANCHETTE 2800' custom home, 3 BR, 3-BA, country kit., wet bar, photo lab, fenced, livestock bldgs., lg pond. \$205,000. Carl Prentiss, 14995 Indian Springs Rd., Rough & Ready CA 95975. Ph. 916/273-6852. Reg. #1829436. 1/85

FOR SALE: 69 DODGE c/o pickup, slant 6, auto. trans. Runs gd. \$600. Utility trailer 6x8' Ford p/u box. \$200/b.o. Dwaine Pierzina, El Sobrante CA Ph. 415/222-2703. Reg. #0782724. 1/85.

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 sldelines.
- 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 renceforth 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.

Oakland

(Continued from page 9)

Hoffman freeway has let out some work and is going fairly well. Haven't had much problem with these bidders as of this writing. A bit of foolishness on the town requirements per City of Richmond people. Seems they don't like the law's 25.6% ratio and are pushing for 40% at the state level. We will be monitoring this as the job increases.

Levin Terminals is very busy doing a lot of tonnage and looks good. Levin has had a problem with the air quality, but looks as if they're making it.

So far this year safety has been fair and as the work demand and hours increase, you will have to use good sense; don't get conned into a foolish move. So work safe and drive safe. Hope this year is very prosperous for all the members and their families.

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 meetings of 1985. The schedule of such meeting at which the Grievance Committee members will be elected, is as follows:

February

- 12th District 3: Stockton** Engineers Building, 1916 N. Broadway
- 19th District 5: Fresno** Laborer's Hall, 5431 East Hedges
- 21st District 2: Oakland** Teamsters Local #853, 8055 Collins Drive
- 26th District 8: Sacramento** Laborer's Hall, 6545 Stockton Blvd.

March

- 6th District 12: Salt Lake City** Engineers Building, 1958 W. N. Temple
- 7th District 11: Reno** Musicians Hall, 124 West Taylor
- 14th District 10: Santa Rosa** Veterans Building, 1351 Maple Street
- 21st District 9: San Jose** Labor Temple, 2102 Almaden Road

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.

FOR SALE: BED LINER (DURAKON) for Chevrolet S-10 or GMC short bed pick up truck. \$160 cash. Danny Francisco, Union City CA. Ph. 415/489-1325. Reg. #1883841. 1/85

FOR SALE: AMERICAN ECONMOBILE FORK LIFT \$4,500. 1927 Durant pickup \$4,000. Wood spoke whls, 4 cyl. H. R. Lewis, 2147 San Vito Circle, Monterey CA 93940. Ph. 408/375-3816. Reg. #0854149. 1/85

FOR SALE: OREGON COAST Gold Beach 3 BR 1 1/2 BA, util. rm., 2 car garage on 75x163 lot w/connecting 82x102 lot. Both \$52,000 owner finance. Arnold Preuss, 15880 McElroy Rd., Meadow Vista CA 95722. Ph. 916/878-2140. Reg. #1160259. 1/85

FOR SALE: PORT ORFORD, ORE. one acre bldg. site 73x530, paved rd, power. \$8,000 owner finance. Arnold Preuss, 15880 McElroy Rd, Meadow Vista CA 95722. Ph. 916/878-2140. Reg. #1160259. 1/85

FOR SALE: ONE TON CHEVY service/welding trk. two utility beds, fresh motor/7,000 mi. low chassis mileage, 4 spd trans. \$2,700 or b.o. Frank, 415/620-0466. Reg. #1644228. 1/85

FOR SALE: 79 WEEKENDER CAMPER 9 1/2' fully equipped. \$1,750 or b.o. D. Barnard, P.O. 511, Bethel Island CA. Ph. 415/684-3428. Reg. #0557446. 1/85

FOR SALE: 79 FORD F250 super cab camper special. Many extras. \$7,000 or b.o. D. Barnard, P.O. 511, Bethel Island CA. Ph. 415/684-3428. Reg. #0557446. 1/85

FOR SALE: E-Z LOADER BOAT TLR hvy duty, haul up to 28' boat. Hyd. brakes. Gd Cond. \$3000 or offer. D. Barnard, P.O. 511, Bethel Island CA Ph. 415/684-3428. Reg. #0557446. 1/85

FOR SALE: 26' SABER CRAFT cruiser boat. New eng. & I-O, extras. Canvas, radio, fathometer, etc. D. Barnard, P.O. 511, Bethel Island CA. Ph. 415/684-3428. Reg. #0557446. 1/85

FOR SALE: 68 V.W. Gd transportation, new clutch, recent tune up, am/fm cassette, extra accessories. Needs paint & some body wk. \$800. Arnold J. Boehm, 7830 Granite Ave, Orangevale CA 95662. Reg. #0584775. 1/85

FOR SALE: 18.9 WOODED ACRES beau. view, electricity in, road & pad in, ready for bldg. \$54,000. I will carry note at 12% int. & substantial down. D. E. Warren, P.O. Box 54, Upper Lake CA 95485. Ph. 707/275-2447. Reg. #1312819. 1/85

FOR SALE: TWO EXTRA LG LOTS w/single wide 2 BR mobile, overlks Clearlake. City water & sewer in. \$47,500 or b.o. D. E. Warren, P.O. Box 54, Upper Lake CA 95485. Ph. 707/275-2447. Reg. #1312819. 1/85

FOR SALE: 1 1/2 ACRE LANDSCAPING YARD on Hwy. 20. All stock incl. 27 binds of rock, sand, bark, etc. Ford dump trk, J. Deere front loader, conc. batch plant w/5 tirs, ex. lg. metal shop & storage bldg w/attach. office. I will carry note at 12% int. w/substantial down. \$254,000. D. E. Warren, P.O. Box 54, Upper Lake CA 95485. Ph. 707/275-2447. Reg. #1312819. 1/85

FOR SALE: MODIFIED A-FRAME house 2BR 2BA, floor to ceiling firepl, ceramic tile, Jen-Air kit., separate garage w/studio apt. \$157,000. Adjoins 10 acres, water & power in, walnut trees. \$67,000, or together \$210,000. D. E. Warren, P.O. Box 54, Upper Lake CA 95485. Ph. 707/275-2447. Reg. #1312819. 1/85

FOR SALE: 77 WILDERNESS TRAILER 31' extra clean. Only three hours travel time. 6,250 lot for sale also. \$6,900. Art Kruger, 1156 Hollyhock St, Livermore CA 94550. Ph. 415/447-7212. Reg. #188021. 1/85

FOR SALE: HYDRAULIC PUMPS hoses, fittings. 4-700x14.5, 8-ply equipment tires w/rims. John Loran, 3418 Clearfield, Richmond CA 94803. Ph. 415/223-3276. Reg. #1039773. 1/85

Personal Notes

Fresno: We extend our heartfelt sympathy to the family and friends of Local 3 members Jake Green who recently passed on, and to Dan Loewen whose wife Lottie recently died.

Congratulations to Thomas Robertson and family on the birth of their daughter Savannah, born November 9, 1984 in Burbank CA.

Golf Anyone? All active members and retirees interested in entering a Local 3 golf tournament, please call the Fresno hall at 252-8903. Come and have some fun under the sun.

We are happy to announce that our annual Fresno picnic will be held on May 18, 1985 at the Fresno Police Association Pistol Range. Those of you who enjoyed last year's picnic, mark your calendars early, and come join in the sun and fun.

Bulletin! Watch Channel #18 every Saturday evening at 8:00, sponsored by Operating Engineers Local Union #3.

Attention: Gradesetters. Anyone wanting to sign up for gradesetting course in District 50, please call the Fresno office, 252-8903. The course will be offered on Saturdays, and we need at least 20 members.

Marysville: We extend our deepest sympathy to the families and friends of our dear recently departed members, retired brothers James Azbill, Jack Boles, Cecil H. Foote, Clifford Henry, John Zerkovich, Clarence Baker and A. C. Hunt.

Eureka: We extend our deepest sympathy to the families and friends of our dear recently departed members retired Brothers Joe Martin, Arthur Morris, Albert Annis, J. L. Conner and Ellery Marsh. Our sincerest condolences go to Brother Charles Steeves on the death of his wife Martha.

Reno: Our sincere condolences to the family and friends of Brother Leland Smithson who passed away on December 15th. Congratulations to Ron Courtney and his wife Kathleen on the arrival of their new son, Lance Edward on November 12th.

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

- 12th District 3: Stockton**
Engineers Building,
1916 N. Broadway
- 19th District 5: Fresno**
Laborer's Hall,
5431 East Hedges
- 21st District 2: Oakland**
Teamsters Local #853,
8055 Collins Drive
- 26th District 8: Sacramento**
Laborer's Hall,
6545 Stockton Blvd.

March

- 6th District 12: Salt Lake City**
Engineers Building,
1958 W. N. Temple
- 7th District 11: Reno**
Musicians Hall,
124 West Taylor
- 14th District 10: Santa Rosa**
Veterans Building,
1351 Maple Street
- 21st District 9: San Jose**
Labor Temple,
2102 Almaden Road

April

- 9th District 4: Eureka**
Engineers Building,
2806 Broadway
- 10th District 7: Redding**
Engineers Building,
100 Lake Blvd.
- 11th District 6: Marysville**
Operating Engineers Bldg.
1010 "I" Street
- 18th District 1: San Mateo**
Electricians Hall,
300 - 8th Avenue
- 24th District 17: Honolulu**
Kalihi Waena School,
1240 Gulick Avenue
- 25th District 17: Hilo**
Kapiolani School,
966 Kilauea Avenue
- 26th District 17: Maui**
Kahului Elementary School,
410 S. Hina Ave., Kahului

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 Membership Card
- Individual Retirement Account (IRA) Homeowner Loan
- Vacation Pay Kit Save From Home Kit
- Easy Way Transfer 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 94568

IMPORTANT

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

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY & STATE _____ ZIP _____

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



Foran submits gas tax bill

(Continued from page 1)

maintaining California's 123,000 miles of local streets and roads at between \$410 million and \$1.7 billion a year.

Although the costs for labor and supplies for road construction have grown nearly 400 percent in the last 10 years, state gas tax revenues to pay for the construction have decreased because of fuel-efficient cars, Foran said.

Foran, in 1981, introduced somewhat similar legislation in the form of SB 215 which raised the fuel tax by two cents a gallon and also increased truck weight fees.

Foran says passage is necessary because two-thirds of California's city streets and 77 percent of its county roads are presently substandard. To bring local roads back up to standard requires investing \$400 million a year for each of the next ten.

The funding for public transportation is equally important, the Senator believes. Says Foran: "In many urban areas the streets and highways are at full capacity and transit service is essential.

For example, 53 percent of the trips into San Francisco are by public transit and 40 percent of commuter trips to central Los Angeles are transit."

Public transportation has fallen on hard times, according to Foran. Operators are faced with substantial loss of subsidies both at the federal and state levels. Federal operating subsidies have been frozen at 1981 levels and are expected to be reduced even further. State funding for transit is tied to the sales tax on fuel and consumption in the state has been going down.

"Infrastructure" is apparently going to become a Capital buzz-word this year. Senator Milton Marks (R, San Francisco) is carrying SB 108 which provides for \$500 million in state revenue bonds to finance local projects and sets aside \$20 million in general fund money to ensure up to \$200 million of local bonds. It also provides for state assistance in marketing local bonds by pooling them.

None of the bills have hearing dates as yet.

ELECTION COMMITTEE NOTICE

James R. Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct the election of Officers and Executive Board Members in the month of August 1985.

Article XII, Section 3, Elections:

(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The elections shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate, for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall

be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

Meetings to Elect Election Committee:

MARCH

- 6th District 12: Salt Lake City**
Engineers Building,
1958 W. N. Temple
- 7th District 11: Reno**
Musicians Hall,
124 West Taylor
- 14th District 10: Santa Rosa**
Veterans Building,
1351 Maple Street
- 21st District 9: San Jose**
Labor Temple,
2102 Almaden Road

APRIL

- 9th District 4: Eureka**
Engineers Building,
2806 Broadway
- 10th District 7: Redding**
Engineers Building,
100 Lake Blvd.
- 11th District 6: Marysville**
Engineers Building
1010 "I" Street
- 18th District 1: San Mateo**
Electricians Hall,
300 - 8th Avenue
- 24th District 17: Honolulu**
Kalihi Waena School,
1240 Gulick Avenue
- 25th District 17: Hilo**
Kapiolani School,
966 Kilauea Avenue
- 26th District 17: Maui**
Kahului Elementary School,
410 S. Hina Ave., Kahului

MAY

- 7th District 3: Stockton**
Engineers Bldg.,
1916 North Broadway
- 9th District 2: Richmond**
Point Marina Inn,
915 W. Cutting Blvd.
- 14th District 5: Fresno**
Laborer's Hall,
5431 East Hedges
- 21st District 8: Auburn**
Auburn Recreation Center,
123 Recreation Drive