

Marr Defends OSHA at Senate hearing



Senator Harrison Williams



Dale Marr

Labeling it "the greatest immediate threat to occupational safety and health in America," Operating Engineers Local 3 Business Manager Dale Marr attacked Senator Richard Schweiker's anti-OSHA bill, S. 2153, at a Senate hearing in Washington, D.C. this month and proposed a number of improvements that would make the current OSHA program more effective in enforcing safety on the job.

"There is a saying about safety among construction hands that, 'if it can happen, it will,'" Marr told members of the Senate Committee on Labor and Human Resources, who were holding oversight hearings on the Occupational Safety and Health Act. "That is why we need strong OSHA enforcement. The Schweiker bill effectively undermines the letter and intent of the job safety program."

Present at the hearing were senators

Alan Cranston (D-Cal.) and Harrison Williams (D-N.J.) who are co-sponsors of the bill.

"Having supported the original OSHA legislation and participated in establishing regulations for the construction industry, I have seen its beneficial results," Marr stated. "The lives and health of many of the members I represent have been preserved because of the OSHA program."

He cited Local 3's wide experience in job safety, including the union's landmark efforts in seeing that roll-over protection structures (ROPS) are a requirement for most heavy construction equipment. Local 3 represents 35,000 operating engineers in Northern California, Nevada, Utah, Hawaii and Guam.

Marr specified several provisions of (Continued on Page 7)



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INSIDE

After over a year and a half of construction, the huge pit that is the site of the George Moscone Convention Center has given way to steel and concrete forms. For a photo feature of the \$100 million project underway in San Francisco, see pages 8 & 9.



Anti-inflation moves by Carter tarnish outlook for construction

By James Earp
Managing Editor

Record interest rates, misguided budget cutting efforts and an untimely freeze on public works funds by President Carter are transforming an expected healthy construction year into a chaotic mess.

While it is still too early to pinpoint how hard construction will be hit this year, the immediate developments are these:

A Slashed Budget

Buckling under to pressure from Republicans and fiscal conservatives for a "balanced budget" as a means of controlling inflation, President Carter has sent Congress \$15 million in proposed cuts for fiscal 1981. Although slashing federal spending for one year will do little or nothing to lower inflation, it will send hundreds of thousands of construction workers into the unemployment lines.

Yielding to this election year frenzy, both houses of Congress are apparently playing the same cut and slash game. The House version calls for a \$16.4 billion reduction of the original budget proposed in January. If adopted, the House version will cut deeply into construction programs. These are the major actions taken by the House Budget Committee that would affect the construction industry:

- It agreed to cut the Federal Highway Trust Fund obligations for this year and next year by \$1 billion. The committee specified that the cuts not come out of funds for mass transit.

- It cut out the \$1.7 billion earmarked for the states' share of federal revenue sharing. Local revenue sharing programs under the House version were left

untouched.

- It cut \$400 million in obligations authority and \$100 million in spending from the EPA's sewage treatment construction grants program and directed the agency to allocate the remaining funds to "high priority" programs.

- It reduced by \$100 million both budget authority and spending for water projects carried out by such agencies as the Corps of Engineers and the Interior Department's Water and Power Resource Service (Bureau of Reclamation). This cut is not intended to cancel projects outright, but merely to delay them.

- It cut 75 percent of the funds ear-

marked for the Economic Development Administration's grant program for urban housing programs this year.

- It cancelled \$1 billion for proposed countercyclical assistance programs designed to stimulate the construction industry in times of recession.

Although the details of these budget cuts may change slightly between now and the time Congress hammers out its final bill, it is clear that the politicians are intent at arriving at some form of balanced budget, and damn the consequences.

(Continued on Page 7)



Fraught with inflationary cost increases, a bad bond market and a freeze on new contracts, San Francisco's \$1.5 billion waste water treatment project may be in for tough times.

Special round of meetings set for PAC check off

After months of preparation, Local 3 Business Manager Dale Marr has announced that a special round of meetings is being called, beginning April 21, to present the union's proposal for a political "check off" contribution program.

"These meetings will be informational in nature," Marr stated. "They are benign held to give our members an opportunity to see why political involvement is essential for labor unions, how Local 3's voluntary program will work and to receive answers to any questions they might have."

"We feel it is imperative to act now in establishing a check off program," Marr continued. "In view of the recent actions taken by the President and Congress to (Continued on Page 2)

Coming next month: A look at "Jaws II"

It'll make Proposition 13 look like small change. Major construction programs will be threatened and school revenues will be slashed, if the Proposition 9 "Jaws II" initiative passes this June. For a hard look at how this measure will directly affect operating engineers, don't vote until you read Engineers News exclusive feature next month.

Also coming up in the May issue: a look at the issues and candidates behind the Primary Election, an update on the MX missile program and full coverage of the IUOE Convention.



By DALE MARR, Business Manager

LOOKING AT LABOR

ENGINEERS NEWS

WIPA



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

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As you are probably aware, Local 3 has recently devoted considerable time and effort in district meetings and the *Engineers News* to inform our membership on the importance of establishing a political action committee (PAC) to be financed by voluntary check off contributions from the rank and file.

Last year Operating Engineers in Local 3 completed the biggest work year in the history of the union. Much of that work came only as a result of heavy political involvement from Local 3. As recently as three months ago, we had every assurance that 1980 would be as big a work year, if not better than 1979. That optimistic forecast, however, is rapidly eroding.

Consider these facts:

- To choke off an unprecedented inflation rate of 18 per cent for the last two consecutive months, the federal government and banking industry have escalated the interest rates to record highs. As every construction worker knows, each point added to the interest rate means less construction activity. That means fewer jobs, fewer hours to work and eventually, lower wages. Commercial projects that were scheduled to go this spring have suddenly stalled in their tracks as firms find it impossible to get financing. Housing projects are grinding to a halt because outrageous mortgage rates have killed demand.

- Facing intense pressure from Congress and the public, President Carter has slashed the next fiscal year's budget. Without warning, \$15 billion dollars in federal programs and public work projects are being shelved indefinitely. Federal agencies are being told this month to hold the awarding of contracts on current projects until future notice.

The net effect of these developments is that, virtually overnight, we are faced with a sharp reduction in the amount of construc-

tion work we can look forward to this year. As you can see, if we as trade unionists intend to recover that work, we are going to have to fight. We need to act now. We need to send a message to Congress and President Carter that our jobs must not be the cost of fighting inflation. Massive budget cuts in public works projects and soaring interest rates are *not* acceptable to the building trades and its members.

I have emphasized again and again that it takes political involvement to get projects approved and construction jobs on line. And political involvement takes money. In the past several months, your union officers have proposed the establishment of a political action check off fund that would be composed primarily of *small* contributions from the membership. These contributions can be used to organize and orchestrate the message we want to send to Congress and the President: that construction union members will not be the scapegoat for this nation's inflation problem, that we will not allow anti-union legislators to force a repeal of the Davis-Bacon Act, that we will not stand for the dismantling of the OSHA program. These issues and many others are at stake unless we take decisive action.

As you consider your participation in the check off program, please keep the following in mind:

- **The check off is inexpensive.** You will be asked to provide authorization for 2¢ an hour from your Vacation and Holiday Pay Plan to be deposited in a separate political action committee. In an average work year, that amounts to about \$40.

- **It is tax deductible.** Under current tax laws, half of the contribution you make to a PAC is returned to you in the form of a tax credit: up to \$50 on a \$100 contribution for single people and up to \$100 for a \$200 con-

tribution for joint returns.

- **It is voluntary.** Nothing can be deducted from your Vacation and Holiday Pay Plan for a political check off contribution, unless you personally sign a special authorization card.

- **Your participation is important.** If only a few people participate, the political action committee will be ineffective. However, a lot of small contributions will go a long way in helping those legislators who have been solid friends in the past.

At 2¢ an hour, political action costs less than a cup of coffee a day. That is unquestionably a bargain when it comes to the influence your contribution will have. Obviously, we cannot afford *not* to have this PAC check off program. Let me assure you that Local 3 is not alone in this effort. Trade unions throughout America are engaging in a concerted effort to establish rank and file political action committees. There are eight other locals in the International Union of Operating Engineers that have already established such programs. The Bakery Workers, Furniture Workers, Machinists, Paperworkers, Steelworkers and many others have check off programs going.

In closing, I would like to emphasize that in the many years I have been a member of Local 3, I have become very optimistic when it comes to political involvement. I have seen that it works. I have seen millions of dollars in construction projects become a reality because of the efforts of our union officers and rank and file members. The principles of union representation, collective bargaining and job safety have survived tremendous opposition over the years because we know they are right and because we have been willing to fight for them. I hope you will join me in this effort by participating in the PAC check off program.

Special meetings called to discuss PAC check off

(Continued from Page 1)

balance the budget, as well as our continuing fight to preserve Davis-Bacon, OSHA and other laws vital to trade unionists, it is essential that we organize politically and send a message now, in this election year, to our representatives."

The building trades, Marr stressed, must not be the scapegoat for this nation's inflation problems. "Like any loyal American, we are willing to do our part in the battle against inflation, but no one has the right to expect us to lose our jobs in the process," Marr declared. "That's the message we need to send the Capitol Hill."

At the PAC meetings, members will be shown a videotape of a speech AFL-CIO COPE director Al Barkan made to operating engineers at the January Semi-annual meeting. Brochures will be handed out outlining the check off program and time will be given for questions and answers.

"After many months of research and planning, we feel we have put together the best political check off program possible," Marr explained. "Many other unions have already established similar programs and they are operating with the support of their members."

Authorization cards will be available at the meeting that will provide for a 2¢ an hour deduction to be made from the participant's Vacation and Holiday Pay Plan. This contribution will then be withdrawn automatically on a monthly basis and deposited into the Engineers Political Education Committee (EPEC).

"Those members who want to participate in this program can do so by signing the authorization card," Marr said. "It is important to note that this is a voluntary program. While we encourage all our members to make this modest contribution to the political process, no one will become involved in the EPEC check off unless they sign an authorization card."

Political contributions received by EPEC will be used primarily for supporting candidates in congressional election campaigns who are friendly to labor. Under federal law, contributions to candidates for federal office cannot be made from the treasury's of either corporations or unions, but must come from independently operated political action committees. EPEC meets all of these requirements.

Below is the schedule of PAC meetings. Unless otherwise indicated, they will all begin at 8 p.m.

PAC Special Called Meetings

DATE	DIST.	MEETING PLACE
April 21—Monday	10	Veterans Bldg., 1351 Maple St., SANTA ROSA
April 22—Tuesday	4	Enginers Bldg., 2806 Broadway, EUREKA
April 23—Wednesday	7	Engineers Bldg., 100 Lake Blvd., REDDING
April 24—Thursday	6	Yuba-Sutter Fairgrnds., Arts/Crafts Bldg., 442 Franklin Rd., YUBA CITY
April 25—Friday	8	Laborers Hall, 6545 Stockton Blvd., SACRAMENTO
April 28—Monday	9	Machinists Hall, 2102 Almaden Rd., SAN JOSE
April 29—Tuesday	12	Utah Bldg. & Construction Center, 2261 South Redwood Rd., SALT LAKE CITY, UTAH
April 30—Wednesday	11	Musicians Hall, 124 West Taylor, RENO, NEVADA
May 1*—Thursday	2	Sunol Valley Golf Course Club House, Hiway 680 & Andrade, SUNOL
May 6*—Tuesday	3	Engineers Bldg., 2626 No. California St., STOCKTON
May 8*—Thursday	1	Electricians Hall, 300-8th Ave., SAN MATEO
May 13*—Tuesday	5	Engineers Bldg., 3121 E. Olive St., FRESNO

*Regularly scheduled District Meetings.

PROJECT

Contractor Bids Low For Water Project

Granite Construction Co., Watsonville, Calif., at \$7.7 million, is apparent low bidder for Reach 3 of the Jordan Aqueduct in Salt Lake County, the Water and Power Resources Service has announced. Reach 3 of the Jordan Aqueduct (Bonneville Unit, Central Utah Project) will convey treated municipal and industrial water from Jordan Valley Purification Plant to alleviate the water shortage on the west side of Salt Lake County, according to an official of the Water and Power Resources Service Upper Colorado Region office in Salt Lake City. It is expected to take two years to complete Reach 3—where a 66-inch-diameter pressure pipe, buried five feet deep, will deliver 200 cubic feet of water a second. The aqueduct's location is at 3400 West, running north from 5800 South to 2100 South, 5.5 miles. In the future, the West Valley Highway will be constructed along this same right-of-way.

State Backs Funds for Auburn Dam

The California Water Commission this month said OK to \$771,000 in the president's budget to carry administrative costs on Auburn Dam until it is redesigned. However, it voted no on funding on the Sugar Pine unit of the Auburn project. Sugar Pine is better than 30 percent complete. The commission also urged studies leading toward enlargement of Shasta Dam, reclamation and restoration of fish and wildlife habitats in the Suisun Marsh, continued levee work in the Sacramento-San Joaquin Delta and activity leading to less silting along the Trinity River.

In other action, the commission rejected two projects which, it claimed, would benefit the Westlands Water District that serves several counties along the west side of the San Joaquin Valley. Its members indicated they would have said no to three more projects but refrained because money was appropriated by previous Congresses and they felt any current California action would be moot. The decisions came as the commission determined its stand on some 119 projects funded in President Carter's budget for 1980-81.

Panel Forwards Hydroelectric Bill

A measure to authorize sale of \$25 million in state water bonds for dams and related hydroelectric facilities (SB62) was reported out favorably this month by the Senate Energy and Natural Resources Committee. The proceeds would be added to the revolving fund for state water projects, such as the White River Dam, under control of the Utah Board of Water Resources. The bill stirred debate about the advisability of the state building the hydroelectric facilities and wholesaling the power to municipalities and private utilities or whether the private sector should construct and operate the hydroelectric portion of the dam projects.

Although the committee vote approving the bill for Senate action was unanimous, Sen. Moron L. Jensen, D-Salt Lake said, "I have some concerns about the state getting into the power business... the generating of power. I'm a great believer in private enterprise." Sen. Ivan M. Matheson, R-Cedar City, added that if the facilities were built by private enterprise they would be taxable, thus helping to reimburse local government for impact costs.

New highrise for Financial District

A major highrise office building to be built this year at 150 Spear St. in San Francisco emphasizes the need for office space in the city's Financial District, where demand will exceed supply by 2 to 1 this year, and marks a major step in the expansion of the financial district south of Market Street. The structure will rise be-

tween Mission and Howard Streets and will provide 250,000 square feet of office space within walking distance of the Embarcadero BART Station, Hyatt Regency Hotel, and the banking and professional services of the financial district. It will be accessible from the nearby Main Street and Washington Street exits from the Embarcadero Freeway.

When construction is complete in the fall of 1981, the building will account for approximately 25 percent of the one million square feet of new office space built in downtown San Francisco each year. Demand is currently 2 million square feet per year and could increase to 4 million square feet by 1985.

Stockton Debates Downtown Canal

Stockton would get even more water frontage in one proposal being studied by a group looking at ways to revitalize downtown Stockton. The concept of a manmade waterway—a canal for small boats and barges—looping through the business district is an idea that is fast becoming a controversial one. It would cost millions and change the city's central core in a way some people don't think they'd like. City Councilman Jack Clayton is heading an advisory committee reviewing ideas for the district afflicted with the same sort of decay and neglect visible in the centers of most other large cities in California. Congested with traffic and losing the commercial competition with shopping centers, downtown Stockton needs repair.

The proposal, only sketched on paper, involves digging a canal northward from Mormon Slough in the vicinity of Grant Street, then westward along Main Street and back into the slough as it flows northwestward into the marina area of the Stockton Deep Water Channel. Much of the slough is virtually dry. It would take two dams to contain the water—reclaimed water from the city sewage plant—within the three-mile loop.

Among the current problems faced by the core area is the proposed exodus of 10 car dealers to an as yet undeveloped parcel in the city's northwestern section. The dealers say they need more room for employee and customer parking, service facilities and auto storage.

Increase in Bond Rates Proposed for Dumbarton Bridge

An increase in the maximum interest rate for revenue bonds for the new Dumbarton Bridge has been proposed in the Legislature. "Chaos in the bond market unfortunately has now reached out to jeopardize completion of the new bridge," stated Senator John Holmdahl (D-Alameda County), author of the bill. "More than half the cost has been spent or committed already, but continued construction will require that more bonds be sold late this year. Present law limits the interest to 8% a year and the State Transportation Commission fears the bonds may not sell at that or a lower rate. The bill proposes a 10% ceiling and they may well sell for less under competitive bidding. If they do not, the bonds will be callable by the Commission in later years when interest rates decline," Holmdahl concluded.

The last Dumbarton bonds sold in 1977 for less than 5%. All the bonds are secured by revenues from the existing Dumbarton Bridge, and the Hayward-San Mateo and Bay Bridges. The new bridge, authorized by legislation authored by Holmdahl, is scheduled for completion in early 1984. It will replace the antiquated existing bridge, which opened in 1927. The bill is co-authored by Assemblyman Louis J. Papan (D-Daly City). It is Senate Bill 2052.

PG&E Stretches Coal Plant Schedule

Pacific Gas and Electric Company announced this month that it is postponing by one to two years its targeted operating date for the

proposed Montezuma coal-fired power plant in Solano County. The date is now being set for the late 1980's. PG&E President Barton W. Shackelford explained that forecasts of lower growth rates in electric demand indicate that a delay in the scheduling of the big base-load power plant is feasible. "This allows us more time to assess the impact of inflation on the financial requirements of the project. It also permits us to investigate various means of meeting environmental requirements and to look into alternative fuel sources which may become available as a result of proposed federal synfuels programs," Shackelford said.

He hopes that the reviews would be completed as soon as possible so that no unnecessary delay would result in the filing of the Application for Certification (AFC) with the California Energy Commission. He said, however, that PG&E will not make the new June 1980 filing deadline that it had set for itself earlier this year. Prospective partners with PG&E in the Montezuma power plant are the Sacramento Municipal Utility District, the Northern California Power Agency and the Modesto and Turlock irrigation districts.

Caltrans Opens Highway Bids

The California Department of Transportation has opened bids on 31 highway construction projects in Northern California. Work is expected to begin within six weeks on most of these projects. They include: Reconstruction of bridge on Marsh Creek Road in Contra Costa County for \$459,000; reconstruction and realignment of roadbed on Route 395 in Mono County for \$1 million; construction of roadway and bridge on Route 1 in Monterey County for \$418,000; and the rehabilitation of bridge decks on Route 70 in Lassen and Plumas counties for \$390,000.

In other news, Caltrans is calling for bids on numerous projects in Northern California, including a contract estimated at \$10 million for grade and improvement drainage on the new Dumbarton Bridge. Other projects going out to bid include: construction of sound walls in Sacramento on Route 99 for \$775,000; construction of 6-lane freeway in Fresno on Route 41 for \$28 million; surfacing of portions of Route 29 in Napa County for \$475,000; replacement of bridge in Santa Cruz County on Route 9 for \$1 million; and the construction of the Route 280/680/101 interchange in Santa Clara County for \$37.7 million.

Route 101 Freeway Work Continues

The first of three projects to complete the freeway gap between Morgan Hill and San Jose is continuing on schedule. Granite Construction Company is the contractor on the first project that calls for major grading and drainage work and the construction of the Burnett Avenue Overcrossings and the north and south Coyote creek Crossings. This \$10 million, Federal Aid Primary project is expected to be completed by May. At that time the second phase of the work will be advertised for bidders. The total cost of the three contracts is estimated at \$46 million and should be completed by 1982.

El Camino Real Improvement Project Continues

Piombo Corporation is the contractor on an estimated \$3.2 million project to widen El Camino Real (Route 82) in South San Francisco from Arroyo Drive to one-tenth mile north of Hickey Boulevard. Grading has been completed and base material placed with additional work continuing on drainage structures. When complete, this section of Route 82 will be six lanes, matching the existing section to the south.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

People who make \$25,900 or more in 1980 will pay nearly \$200 more in social security tax this year. The Federal government increased the earnings base from \$22,900 in 1979 to \$25,900 this year to bring about the \$183.90 boost in social security tax for those with incomes at the maximum level or above.

The earnings base is the maximum amount of annual earnings subject to social security tax, according to the Social Security Administration. People who earn less than \$22,900 won't pay more. But those whose earnings are between the old maximum level and the new one will see some tax increase.

The increase does not entail bigger bites from paychecks, instead the tax will be taken out of paychecks for a longer period of time until the new limit is met. That means people won't necessarily see the "break" in deductions they got on their paychecks at the end of last year when the tax limit had been reached.

With the change, the maximum 1980 social security tax will be \$1,587.67. Last year's maximum tax was \$1,403.77. The tax rate itself, set at 6.13 percent two years ago, hasn't changed. The tax rate for self-employed people will stay at 8.1 percent in 1980.

Please check your 1979 W-2 forms when you get them. A copy of the form is used to enter covered earnings in Social Security records. Your own records should show the same information as the W-2 forms.

The outgoing commissioner of Social Security predicts the 1980's will be a decade of reform that will bring massive changes in both Social Security benefits and the system's tax structure.

Commissioner Stanford G. Ross said the era of vast

expansion of Social Security to offer new benefits such as Medicare is over, but he does foresee efforts to improve benefits for women and the very aged.

To pay for improvements, Congress will have to look for offsetting cuts in other parts of the program "where there are improper incentives," said Ross. He did not single out any area for cuts.

The 48-year-old commissioner, who is quitting after a 15 month stint, said in an interview, "I don't think you'll wind up cutting benefits. But if you deal far enough out, you can limit the growth of benefits."

"You've got to do it all at once. Piecemeal changes in Social Security are dangerous unless they are part of a comprehensive plan to reconstitute the system," said Ross.

Ross drew heavy fire from labor unions and other supporters of Social Security last winter after the Carter administration asked Congress to trim some relatively small benefits, including burial payments and aid to college students. **CONGRESS DID NOT CONSIDER THE CUTS!**

"That was not a successful exercise. The public has not been well enough prepared for it. I personally was not the architect," said Ross.

He was the architect of an effort to rebuild confidence in Social Security on a new, practical footing. He held town meetings across the nation and revised the agency's pamphlets to broaden understanding of the \$100 billion retirement and disability programs that pay benefits to 35 million Americans.

Ross is worried about the evolution America society faces as the size of its elderly population swells. Today there are 3.3 workers for each beneficiary. By the year

2030, the ratio will have shrunk to 2 to 1.

Those changes include the sharp drop in the fertility rate; longer life expectancy; earlier retirement, and the increasing number of women in the workforce.

President Carter is asking Congress to let the Social Security system borrow from Peter to pay Paul.

The President said he will seek legislation to permit borrowing among the three separate Social Security trust funds—old age and survivors insurance, disability insurance and hospital insurance, commonly known as Medicare.

He announced the step in his written State of the Union message to Congress. It would allow Social Security to shift surplus cash from its disability reserves to cover deficits in the old age account.

The disability reserves grew by \$1.4 billion in 1979 while the old age account shrunk by \$2.5 billion. Experts have warned the system could have trouble paying retirement benefits on time in 1984 and 1985 unless something is done.

After that, higher taxes are expected to start piling up surpluses for the old age fund and continue to build the fund for 25 years. Borrowing among the trust funds would tide the system over until the ink in the old age account turns from red to black.

As a practical matter, the Medicare fund is not likely to be tapped since it also faces a possible deficit by the early 1990's.

The President said the 35 million Americans who get Social Security checks each month "can rely on doing so without fear of interruption." I only hope and pray he's right!

Massive tunnel repair job winds up in Redding

One of the best jobs ever to go in this district as far as money for the Brothers is concerned, has just wound up, reports Redding District Rep. Ken Green. The Morrison-Knudsen Island Mountain North Western Pacific Railroad Tunnel job started in November 1978, and finished in March 1980.

The job was compared to the Alaska Pipeline project for gener-

ating large paychecks. It also could be compared to the Alaska Pipeline, in that the employees had to stay in company provided camps and most of the time were not able to go home more than once every two weeks.

There were many problems that had to be overcome to make the living conditions tolerable. The remoteness of the job site (the

Southwestern corner of Trinity County) prevented the reception of radio and T.V. programming, so the company provided stereo music on tapes and some television tapes as well.

The company had problems at first with the food being served the men—a problem which almost caused wild-cat strikes.

During the Winter months the

weather was extremely cold and the Summer equally hot. Some men developed severe fungus—causing in one instance a man being disabled for several weeks.

Sanitary facilities were at best not as good as they should have been. The company did make every effort to bring them up to standard. There were also problems with morale of the men not caused by anything other than the separation from their families.

Most of the men dispatched to the job did not stay to the completion. Many worked long enough to draw sufficient money to get them through the Winter or until they could not take any more and just quit. Several men were injured in accidents driving in and out of the job on weekend leaves.

The job itself was one of potentially extreme hazards due to the condition of the tunnel. A fire had destroyed the timbers in the tunnel resulting in a collapse of around seventy five percent of the tunnel. This collapse trapped large pockets

of lethal gas which could have caused the death of the workers had not the company and the men been always alert and always more safety conscious and production conscious. There were many cave-ins as the work progressed—one of which resulted in the loss of several weeks progress having to be redone.

There was talk of closing the railroad permanently because of the terrific expense incurred in trying to reopen the tunnel. The Interstate Commerce Commission ruled against doing that due to the tremendously adverse economic impact such as closure would have on the north coast lumber business.

Some of the men on this project (those who stayed to the end) made in excess of \$60,000.

That is more than the average operator makes in four years. But was it worth it?? To some it definitely was. Others they say they would not want another one like it for a hundred thousand dollars.



Pictured above is one of the two massive tunnel boring machines to be used in the \$22 million tunnel job—part of the \$1.5 billion San Francisco waste water treatment project. The contract was awarded to Ohbayashi-O.A.C.,

a Japanese firm which has done several innovative tunnel projects in their country. The boring machine measures 12 feet in diameter and weighs 60 tons.

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By BOB MAYFIELD
Vice-President

Rigging Lines

At this moment it looks as if Spring is finally arriving all the way, and we throughout our four states will try to get started in earnest after what has proven to be an extremely rainy and snowy winter. The 1979 final year-end hours worked by all members throughout our four states proved that it was even better as an all-time record year than any of us who keep track of such things had thought and predicted. I had assumed that pension hour totals of around 32 million man-hours worked would be close, but well over 33 million hours was the actual final figure. As a purely personal opinion, I only wish 1980 would come close to equaling this figure, but I must confess I see no such illusion happening.

The housing industry construction and condominium boom that has been the very heart and soul of our total construction outlay, for all practical purposes, at this date is virtually dead in the water. Furthermore, I see no immediate relief in sight with Prime interest rates at 19%, mortgage rates at 16% to 17% and small unsecured loans going at around 21% to 22%. As I see it, this will bring borrowing and spending in this most important area to a virtual standstill, and I can only say, in my opinion, a serious depression can only be just around the corner. I don't want to holler "gloom and doom" but I would certainly say if you have a decent job, hang onto it, and brothers and sisters, make every effort to save your money now, as work should be fairly good for another six months or so, but unless a miracle happens things might be very sad thereafter. Right now the federally funded major projects previously let and funded will be quite good for a while. However, if you have read about the battle of balanced budgets now going on with the 1981 fiscal year by Congress, a large share of the \$18 billion in cuts anticipated is likely to come in the construction areas, such as the federal highway systems completions and other public works projects. Again, this only means less jobs for all trades, and our people included, so please don't look at the work picture through rose colored glasses and get caught short.

Almost my entire article last month was dedicated to a key man transfer-reciprocity concept, which I hope somewhat enlightened our entire membership. Upon implementation, I think the rank & file members from every local union—regardless of with whom they are affiliated—due to the fact of fringe benefits going back to their home local, can't help but be much better off than before, as by the concept mentioned, no gaps in the Health & Welfare coverage will occur. The same theory will hold regarding pension credits, with no gaps occurring, whereby they can be paid back home at the respective local Trusts. The contractors, too, will be better off as their very own most skilled and familiar operators, to the limits of this document, will be able to travel freely and perform their skills in his behalf.

I'm most pleased to report that since last month's article was written one more Western Conference Local Union has now signed the key man agreement with Local #3. The local I'm referring to is Local #400, which is headquartered in Helena, Montana and certainly has a very large geographical area. Its boundaries cover all of the states of Wyoming and Montana, which is most aptly named as the "Big Sky Country." I was invited by the Business Manager of Local #400 (Vince Bosh) to appear at a special called Executive Board Meeting for a discussion and questions regarding this important document. After a 2-hour meeting with that Executive Board a unanimous motion was carried to instruct Business Manager Bosh to sign this document with Local #3, which has now been done. I only hope sometime in the near future we will be successful in convincing all other locals in the entire Western Conference to do likewise.

Recently, I reported quite a few negotiations were imminent. It is always nice and a great relief for this writer—and most certainly for the members and families of a bargaining unit—to successfully complete negotiations and then have this pact ratified by the rank & file. Such was the story of the Carlin Gold Mine, located near the town by the same name in Eastern Nevada. I would like to pass along my thanks for the faith exhibited by all the workers at the mine, which is absolutely necessary if good contracts are to be bargained for. I want to extend a very special thanks to the five stewards who sat through every tough hour of what was not an easy negotiation. They are: Evan Bundy, George Carriote, Bill Cleland, Mike Lassiter, and Doug Price. I'm sure all of these men will now better be able to perform the job of steward in these mines, which is an extremely important and active job in this part of Nevada. Dale Beach, Nevada District Representative, Mickey Yarbrow, Mine Business Agent, and Craig Canepa also, contributed heavily towards a settlement—which in the last hours I personally thought was't going to be reached, and that a strike would prevail.

With the implementation of the new contract, I'm certain now as for a total wage and fringe package, this mine will be the highest paid mining employees in Northern Nevada. The company had estimated that C.O.L.A. (cost of living adjustment) and inflation, if continuing at anything like the pace which has existed, will bring to these employees well in excess of \$3.00 per hour by itself over the 3-year term of this contract. By throwing in substantial Health & Welfare increases, Pension increases, shift differentials, lead men pay, vacation increases and general wage increases (only to name the most economic items), it is easy to see that the package was

(Continued on Page 15)

Organizing on Guam moving ahead

Special Representative Paul Wise reports that the organizing drive on Guam is moving ahead with exceptional success. Local 3 has now received exclusive recognition from the Public Utilities Agency of Guam for the following classifications: Trades Helper, Waste-water Treatment Plant Operators I and II, Waste-water Pump Station Operators I and II, Water Meter Leader, General Helper, Maintenance Leader, Maintenance Worker, Welders I and II, Pipefitter I and II and Pipefitter Leader. This unit totals 200 employees.

Exclusive recognition was also granted Local 3 from the Government of Guam in the Maintenance Section of the Department of Parks and Recreation for the following classifications: Equipment Operator I and II, Automotive Mechanic I and II, General Helper, Electrician I and II, Plumber I and II, Carpenter I and II, Maintenance Workers, Park Attendant Supervisor, Park Attendant, Equipment Operator Leader and Maintenance Leader. Total employees in this unit is 40.

Another Government of Guam

exclusive recognition granted Local 3 was Transportation Maintenance, Department of Public Works, which includes 70 employees. The Highway Maintenance, Solid Waste and Building Maintenance is also ready to sign. The total number of employees in these three units is 180.

An election was held on February 28th between Local 3 and CHELU (Chamorro Employees Labor Union No. 1), a new organization just formed here on Guam by an exgovernment official which has no recognition by the AFL-CIO. Local 3 was successful in winning the election for recognition for the Guam Telephone authority for the Purchases & Services Division.

"We have also filed for recognition for the Transmission and Distribution Division of the Guam Power Authority," Wise said. "This division has 80 employees and we are now signing up and organizing another 120 in the Generation Division, Engineering Division and Disconnection and Reconnection Divisions."

"Every day and night we are talking to new people that need

help and are seeking some kind of security, working condition, etc., that can be accomplished through Operating Engineers Local Union No. 3," Wise added. "There is still a lot of organizing left to be done, and we have planted the seed of unionism. We are very confident now that Local 3 will grow here on Guam."

Grievance Committee Elections

At its regular quarterly membership meeting on March 5th, the District 12/Utah membership re-elected the following brothers to serve on its District Grievance Committee for the ensuing year: Norman McDonald, Lynn Reese and Earl Jolley.

At its regular quarterly membership meeting on March 6th, the District 11/Nevada membership re-elected the following brothers to serve on its District Grievance Committee for the ensuing year: Jim Hicks, Bob Baldwin and Howard Luzier.

On Health & Welfare

Oil Fields, move to joint trust

Oil Field Rep. Frank Townley reports that, as a result of negotiations last February 1979, a new reality has come into the oil fields in the states of California, Nevada and Utah. At a meeting on February 25, 1980 between Local #3 and Local #12, a joint trust for Health and Welfare has come about and has been ratified by the Drilling Contractors' Association.

This means that all fair employers in the jurisdiction of locals #3 and #12 will have the same insurance coverage. There will be no more changing of insurance coverage as a result of moving from local to local. The highlights of both company and union plans were combined to make a single superior plan for all hourly employees. This will bring a 17 percent increase monetarily to the plan. The increases are as follows:

	FROM	TO
Major Medical Maximum	\$30,000.00	\$250,000.00
Calendar Year Deductible (per person per illness—\$150.00 per family maximum annually)	100.00	50.00
Accident Death & Dismemberment	2,000.00	4,000.00
VISION:		
Examination	20.00	40.00
Single Vision Lens	20.00	40.00
Bifocal Lenses	28.00	56.00
Trifocal Lenses	36.00	72.00
Lenticular Lenses	160.00	320.00
Frames	20.00	40.00
Contact Lenses	200.00	200.00

Some companies will be starting this plan by April 1, 1980 and others must begin no later than June 1980. Effective April 1, the dues for drilling members will be \$22.

As of February 1, 1980, the new wage and fringe package went into effect as follows:

	Calif. & Nevada Hourly Rates	State of Utah Hourly Rates
Driller	\$12.49	\$11.99
Derrickman	10.83	
Mechanic	10.83	
Motorman/Catheadman	10.51	
Rotary Helper	10.04	
Mechanic Helper	10.04	
Welder	10.83	
Roustabout	9.31	
Yardman	8.60	
Oil Field Truck Driver	10.04	

Derrickman	10.55
Motorman/Catheadman	9.92
Rotary Helper	9.58
Mechanic	9.96
Welder	9.96
Mechanic Helper	9.28
Roustabout	9.02
Yardman	7.76
Oil Field Truck Driver	9.28

Fringe Increases*

Vaca. Pay	\$.80/hr.
Pension	\$.80/hr.
Retiree Health & Welfare	\$.02/hr.

*Effective February 1, 1980

Transfer: Any Employees transferred from California to Utah shall continue to receive the California wages for all work performed in Utah.

"The work picture in our part of the country is holding remarkably well for all the rain we have had," Townley reports. "At the present time, to my knowledge, only two rigs are down and they are just waiting for Mother Nature to give us about a 3-day break in the rains, so they can move to new locations." The Geysers are moving with two R. B. Montgomery Drilling rigs (#6 and #17). Rig #17 recently moved in from Bakersfield. Peter Bawden Drilling, Inc. is still on Pine Mountain and planning to move to Wilbur Springs whenever they get finished there.

In the state of Nevada, R. B. Montgomery Drilling's rig #2 is still in Dixie Valley and Camrich Drilling's rig #7 has moved to Beowawe, east of Battle Mountain. This job will pay bottom hole bonus of \$5.00 per day and a day of travel (8 hours) to and from the job at completion of each job, plus \$25.00 per day subsistence. Perryman Drilling Company has recently set up some new drillers. They are: Tom Montgomery, Alan Stithe and Mike Sayles. Driller Frank Madden has been set up to Toolpusher.

Perryman Drilling is a little unique in the department of their supervision. All toolpushers for Perryman, and Superintendent Dan Perryman, receive full oil field pension benefits exactly the same as the hourly paid men. They also belong to the union, which allows a man who comes up through the ranks of the drilling industry, from piperacker to toolpusher, to continue his retirement benefits. NOTE: For drillers, when the time comes for some of you to advance into supervision, your pension as an hourly worker is *next to none* in the industry. When a man goes into supervision, some contractors have company pensions. They are not, generally comparable with your union plan.

In closing, you hands out there remember to think and work SAFETY on or off the job.

Utah DOT opens bids for new section of I-215

Bids were opened by the Utah Department of Transportation on February 26th for the long awaited southeast quadrant of the Interstate I-215 from 4500 South to Knudsen's corner at 6200 South, reports Business Rep. Bill Markus. The official engineer's estimate was \$8,631,595.

Gibbons and Reed Construction Company of Salt Lake City turned in the apparent low bid of \$5,977,139. Peter Kiewit Sons' and S. J. Groves following with respective bids of \$7.5 million and \$9.5 million.

The project will involve grading the roadway in preparation for future surfacing, which will include box culverts for drainage and a joint storm drainage system, retainer walls to reduce cut slopes and retain fills within the original right of way. Fill material will be obtained by excavating the I-215 right of way between 13th and 20th East and between Big Cottonwood

Creek and east of 23rd East.

To alleviate disturbance to nearby residents, there will be a noise restriction at night and the contractor will not be able to use heavy equipment or do any hauling after certain hours. The contractor will also be restricted to hauling fill across 20th and 23rd East only during hours other than peak traffic hours. Completion of the project is scheduled for the fall of 1981.

A tentative pre job meeting between Gibbons and Reed and Operating Engineers has been scheduled for later this month.

Construction on the two additional ponds at the Bluffdale Water Treatment Plant has been at a standstill since mid January because of winter weather.

Business Rep. Don Strate reports that Rick Jensen Construction is moving their hands in on the Fremont Junction job. They have approximately 23 miles of overlay on I-70 to spread this spring and

they have already most of the crushing done. Rick Jensen Construction is also stirring around on their overlay job at Summit on I-15 and as soon as weather permits they will be fired up and working.

L.A. Young Sons' Company is working on their job at Springdale, Utah. This project is located west of St. George. Pullman & Torkelson has about wrapped up their coal handling project at Levan and only one operator is left on the job. This contractor claims they have some more of the same type of plants coming up in the near future.

Bumstead and Wolford has finished their maintenance job at the Huntington Power Plant and hope to pick up some more work at this site. Jacobsen Construction of Salt Lake City has been awarded a contract with Brush Wellman at the Delta Beryllium Mill. This job amounts to a little over a million. "We have one operator employed at Brush Wellman at the present

time and hope to have more in the near future," Strate commented.

Geneva Rock Products Company has been calling back some of their operators and Concrete Products Company is in the process of setting up a new concrete plant American Fork, just west of I-15. They expect to have about six operators at the beginning. This plant is said to have the largest capacity of any batch plant in Utah.

Business Rep. Rex Dougherty reports that Jack B. Parson Company has worked most of the winter on a two shift basis on their I-15 project between Howell and Rattlesnake Pass. The project consists of asphalt recycling, gravel and shoulders.

Peter Kiewit Sons expects to start March 15th on their I-80 project from Castle Rock to Emery. The Company has one lane to complete and Rick Jensen Const. Co. has subcontracted for the asphalt.

Construction on the Ogden Mall

is right on schedule. M. Morrin and Sons Masco Steel, Acme Crane, & Murray Crane & Leasing are doing most of the work.

Another mall, to be located on Wall Avenue and Riverdale Road in Ogden, has been awarded to Christians Brothers of Salt Lake City at approximately \$65 million. Construction is expected to start by April 1st.

J.F. Shea Company, contractor on the Vat Tunnel which is a part of the Central Utah Project, has only mined 800 ft in a 12 month period due to a 600 ft. per minute water problem. The cost is now estimated at \$1 million per 100 ft. The contractor has been on cost plus for a year.

W.W. Clyde Company expects to start their projects the first of April on the Strawberry and the inlet of the aqueduct system to the Vat Tunnel. These projects should employ approximately seventy engineers.

It's still a union shop

Business is booming for Smith GM Power Inc. of Salt Lake City and that suits owner Clinton Smith just fine. Formally Abbott GM Diesel, Smith purchased the company in September, 1979 and is still undergoing a number of reorganizing steps.

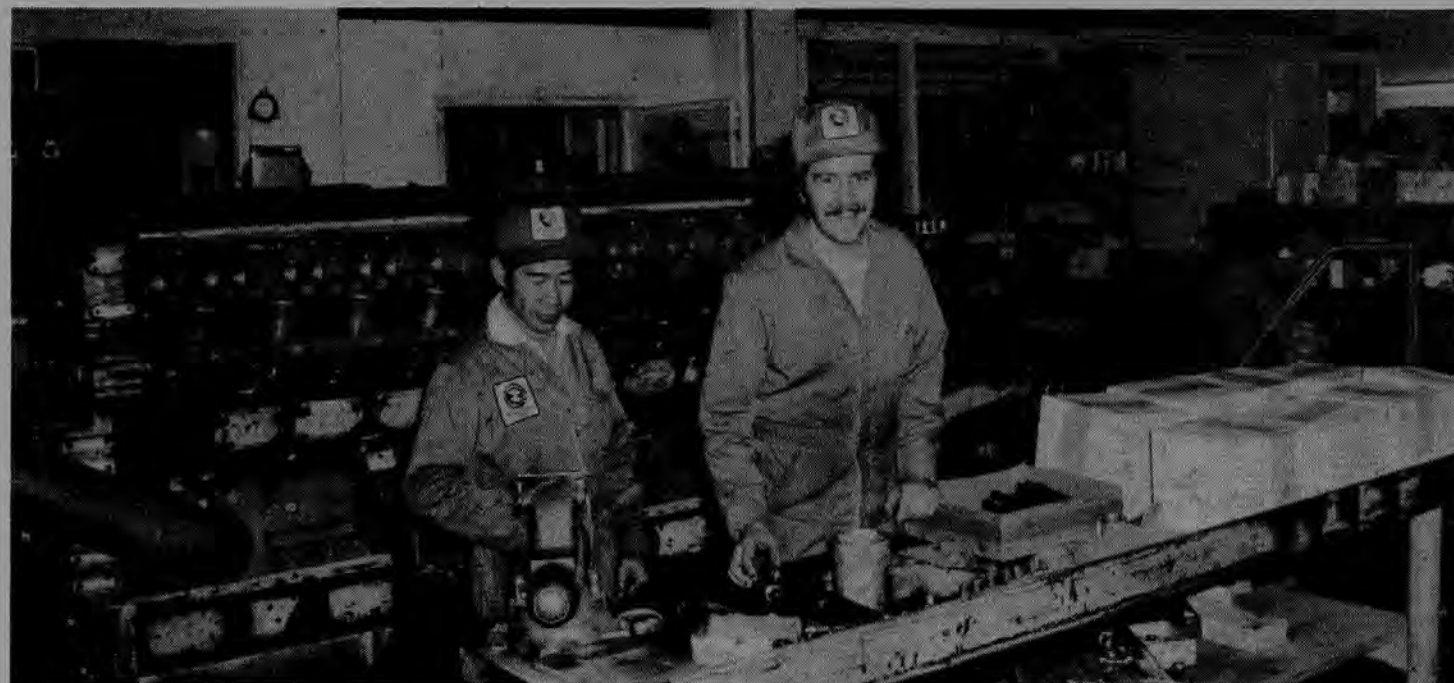
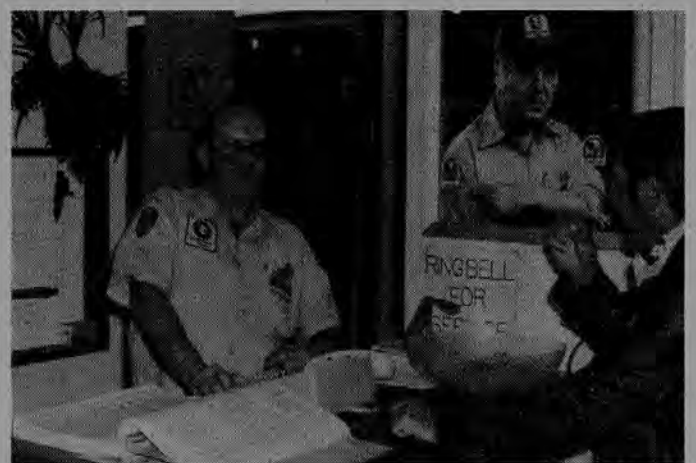
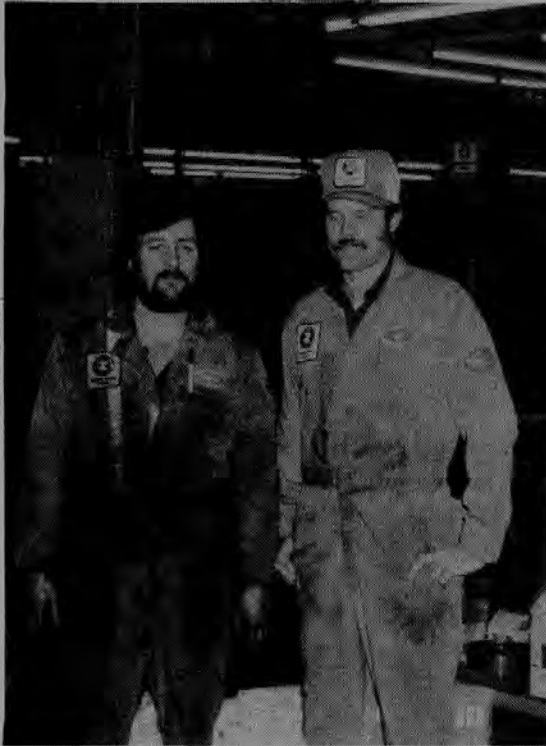
Smith Power is the distributor for Detroit Diesel Allison, a division of

General Motors Inc. They manufacture electric generator packages, diesel engine power packages and irrigation pumps. They have separate facilities for truck service, engine rebuilding and transmission repair.

Clint Smith employs approximately 125 Local 3 members, the majority working in the Salt Lake City location with 13 members in Vernal, Utah. They also have shops located in Boise, Idaho and Rock Springs, Wyoming.

Smith took control of the company from Bob Abbott of Abbott GM Diesel in early September, 1979. Formally of Wichita, Kansas, Smith has never operated a truck shop with a union agreement before. However, when he first met with representatives of Local 3, Smith told them that "I have heard good reports of you people from Bob Abbott, and I just want to assure you that I have no intentions of changing one thing."

He followed his promise with action. Within two weeks, he sat down with the Local 3 negotiating committee and bargained in good faith until an agreement was reached.



Standing behind the Dyno machine (top right) in the transmission shop is mechanic Randy Howard.

Local 3 job steward Bill Stitcher (above) discusses business with business agent Bill Markus.

Two of the job stewards for Smith Power in the parts department (top left) are James Jones and Charles Posey.

Shown cleaning parts for a rebuilt engine at Smith's main shop (left) are mechanics Doug Van Lam and Jeff Hart.

Carter's anti-inflation moves mar construction

(Continued from Page 1)

A Freeze on Public Funds

To meet Congress' mandate, federal agencies must act now to avoid running out of funds before the end of the fiscal year. To accomplish this, President Carter quietly ordered a freeze in March of all public works contracts until federal and state agencies have a chance to determine what projects will have to go back in the hopper.

This has created widespread chaos among government administrators. *Engineers News* contacted a number of agencies in California before going to press to find out what they were doing with the freeze in effect. The general response was: "We don't know what's going on at this point." All of the agencies are currently scrambling around, holding planning meetings and groping for solutions to their sudden cash flow problems.

Wastewater treatment projects funded by EPA, such as the \$1.5 billion San Francisco project, are grinding to a halt as future contracts are held in limbo. This action has been especially hard on California.

Unlike most states, which have lagged in their clean water programs, California has maintained an accelerated program, utilizing the federal matching funds as they became available. Those states that have been slow will not be hit as hard by the freeze in EPA funds, because they are still using money that was made available in 1978 and 1979.

California, on the other hand, was already using the money earmarked for this year. The forced cuts in spending for this year will bring an abrupt halt to many wastewater treatment projects already in the pipeline. As one government official

in the Bay Area told *Engineers News*: "In effect, we are being penalized for being on schedule."

The same thing is happening for highway construction. On April 3, Caltrans lifted a freeze on highway contracts that had been in effect since March 17, but director Adriana Gianturco told *Engineers News* that planned spending for this year is being severely slashed.

"Preliminary information from federal highway officials indicates that California will receive about \$148 million in federal highway obligation authority for the remainder of the year," Gianturco said. This is \$100 million less than what the state needs to carry out the projects that were scheduled for this year.

Gianturco criticized the Federal Highway Administration's plans for distributing the remaining money to state transportation agencies without regard to what each state has scheduled for construction.

"This method penalizes those states, like California, which had planned to obligate the bulk of their construction projects in the latter half of the year," Gianturco stressed.

As a result, even though the freeze was lifted from Caltrans on April 3, the agency will have to conduct a thorough review of its advertising schedule before anymore contracts are let.

The Utah Department of Transportation, already forced to delay over \$30 million in future highway projects, was told this month that the federal government's share of \$150 million in current expenses could also be in jeopardy. The state received word from the Federal Highway Administration that a serious cash flow problem has developed and the highway administration "could run out of money by May."

The funding crunch leaves plans speculative for many projects, including Juab County's famous "death strip," a 15-mile segment of Hwy. 91, which has been the scene of more than a dozen fatalities in recent years.

A Tight Money Market

As if these developments were not enough, the construction industry—particularly the private sector—continues to reel under the shock of record interest rates.

In a deliberate move to tighten the nation's money supply and reduce credit, the Federal Reserve Board for the past several months has repeatedly upped its discount rate, i.e. the rate that it lends money to banks. These rates are now the highest in the history of the country.

Banks and other lending institutions are following suit by upping their prime borrowing rates to a record 20 percent. The net effect of these moves is that the bond market, which finances state and municipal construction projects, is tumbling. This makes it almost impossible for local agencies to sell the general obligation or revenue bonds needed to finance urban renewal, sewage treatment and other public works projects.

In Santa Clara Valley, for instance, \$38 million of pipeline construction work designed to hook up the San Felipe project lies in jeopardy, because of an inability to sell the bonds that were approved by voters last year. The first stage of the project is already out to bid, but if the county water district cannot sell its bonds this month, those bids will have to be scrapped.

Other projects, such as the \$100 million Moscone Convention Center in San Francisco and the city's waste water treatment project are coming under simi-

lar financial pressures, as inflation and an unstable bond market eat away at the original project costs.

Over \$171 million worth of urban renewal projects may also be postponed or cancelled because of the scarcity of loan money. "Some of these projects, all scheduled to begin during 1980, may never happen," conceded an official from the San Francisco Redevelopment Agency.

Major downtown highrise projects such as the Crocker Bank complex and 101-California Street are not expected to be affected by federal pressures to increase loan rates. Those financed by foreign money or pension funds, too, may escape the trend.

Unquestionably, the hardest hit in the private sector by the tight money situation is residential housing. The Construction Industry Research Board has disclosed that 40,000 construction workers will likely be laid off this year because of a collapsing housing market. This does not include the thousands that will also lose their jobs who work in related industries, like lumber.

The forecast for new housing units this year has been revised sharply downward to a new low of 150,000 in California. The state needs twice that many, according to the Dept. of Housing and Community Development.

Just how severely these developments will hit the construction industry this year remains to be seen. There is no question, though, that unless trade unionists and contractors alike exert real political pressure on Congress and Carter, things will get worse before they get better. It is a sad statement, when you consider that 1980 had all the makings of being another record year.

Marr defends OSHA

(Continued from Page 1)

Schweiker's bill that his union has found particularly objectionable. For example, the bill would require the Secretary of Labor to enter into an agreement with state workers compensation agencies, whereby they would annually submit a list of employers who had experienced one or more occupational injuries during the preceding year. Any employer not appearing on the list would automatically qualify for an exemption from OSHA inspections.

Workplaces not identified as "safe" through this process could also qualify for an exemption by demonstrating in an affidavit that they had no employee deaths caused by occupational injury during the preceding year and only a low number of lost workday injuries.

"It is easy to visualize that OSHA would be transformed from an enforcement agency to a paper-shuffling bureau, saddled with the burden of processing thousands of affidavits from firms anxious to be relieved of undergoing OSHA inspections," Marr observed.

He also criticized the bill for reducing the penalties on firms guilty of serious safety infractions.

"How can you expect to enforce safety programs once the threat of heavy fines is removed?" Marr asked the senators. "Imposing a maximum \$700 fine for a serious OSHA violation, such as the scaffolding accident that killed over 50 construction workers in West Virginia, is an insult to the surviving members of families victimized by such mass negli-

gence on the part of the employer."

Marr suggested that, instead of diluting OSHA with harmful legislation, Congress ought to be taking firm strides to increase its effectiveness. Improvements need to be made in recordkeeping, Marr said. Under current law, most firms with less than 10 employees are not required to file accident reporting forms with OSHA.

"In the construction industry, a significant percentage of firms employ less than 10 people," Marr observed. Yet these are the ones guilty of some of the worst safety infractions.

"The big firms generally don't gamble," Marr said. "They know the importance of safety. We don't normally injure and kill people on dangerous work. It's the one pit we're going to make, or you've got one more thing to do before you close down at night, so you gamble."

A cooperative safety program between the employer and union employee is the best form of safety program, Marr continued. He cited the recent self inspection program at the San Onofre nuclear plant between Bechtel Corp. and the building and construction trades unions.

But you can't count on all contractors to be safety conscious, Marr stressed. "I can think of several instances where the employers tell you to get lost. We say we'll go but they're not going to like what comes behind us," Marr continued. "Then OSHA shows up and they don't like that at all. And that normally only happens once."

Marr also proposed to the senate



Senator Alan Cranston listens to Marr's testimony.

committee that the enforcement powers of OSHA be strengthened. The weak penalty structure for willful violation of the safety code is frequently an encouragement, rather than a deterrent to break the law, Marr stated. "In many instances, employers find it cheaper to break the law and pay the fine than to abate the hazard."

It is extremely important that OSHA also have the ability to come on work premises without prior notice to the employer, Marr emphasized. "Forewarned is forearmed. If you've got a dusty situation, for instance, the contractor will shut down so the inspector doesn't see the dust."

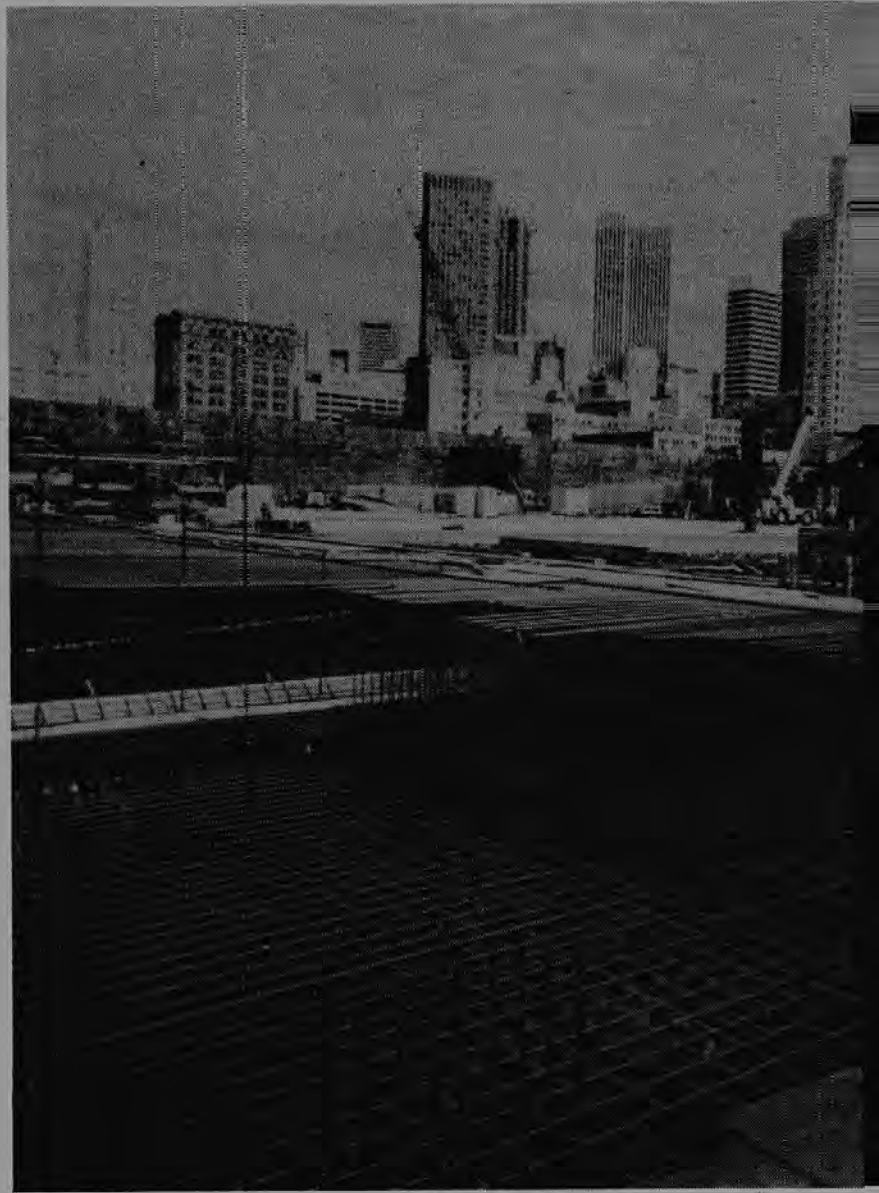
Marr warned the committee that they would "cut the heart out of OSHA" if employers are allowed prior notice of

safety inspections.

In his concluding remarks, Marr referred to the recent Supreme Court decision against Whirlpool Corp. which reaffirmed workers' job safety rights. In this case, the court ruled that workers may refuse, free from employer retaliation, jobs they consider too dangerous.

Quoting Justice Stewart Potter's ruling, Marr said, "the Occupational Safety and Health Act does not wait for an employee to die or become injured."

"When you get down to the bottom line, that is really what job safety is all about," Marr said. "The purpose of OSHA is to prevent occupational injuries and death, not merely report them. OSHA does not need to be dismantled, as S. 2153 would do, it needs to be strengthened."



It's the Sound of Steel

The roar of bulldozers has given way to the clanging of steel and the pouring of concrete, but work on the George Moscone Convention Center continues in high gear.

It was a project surrounded by controversy, troubled with financial problems and delayed by miles of red tape. But once ground was officially broken in August 1978, the project has made steady progress towards completion.

When completed, the Moscone Center will be something San Francisco needs desperately—a full scale, modern convention hall capable of attracting convention business from throughout the country and bringing in millions of dollars in revenue to the city's businesses.

During the course of construc-

tion, the projects will have generated more than 600 new jobs and in its operation will be responsible for up to 3,700 direct and indirect jobs with an annual taxable city payroll of \$32.5 million in today's dollars.

The completed convention center could also add as much as \$50 million annually to the San Francisco economy in business from visiting conventioners and tourists.

A long term benefit of the convention center is that it will serve as a catalyst for further development of the south of Market area, including a mix of residential, commercial, office and recreational uses.

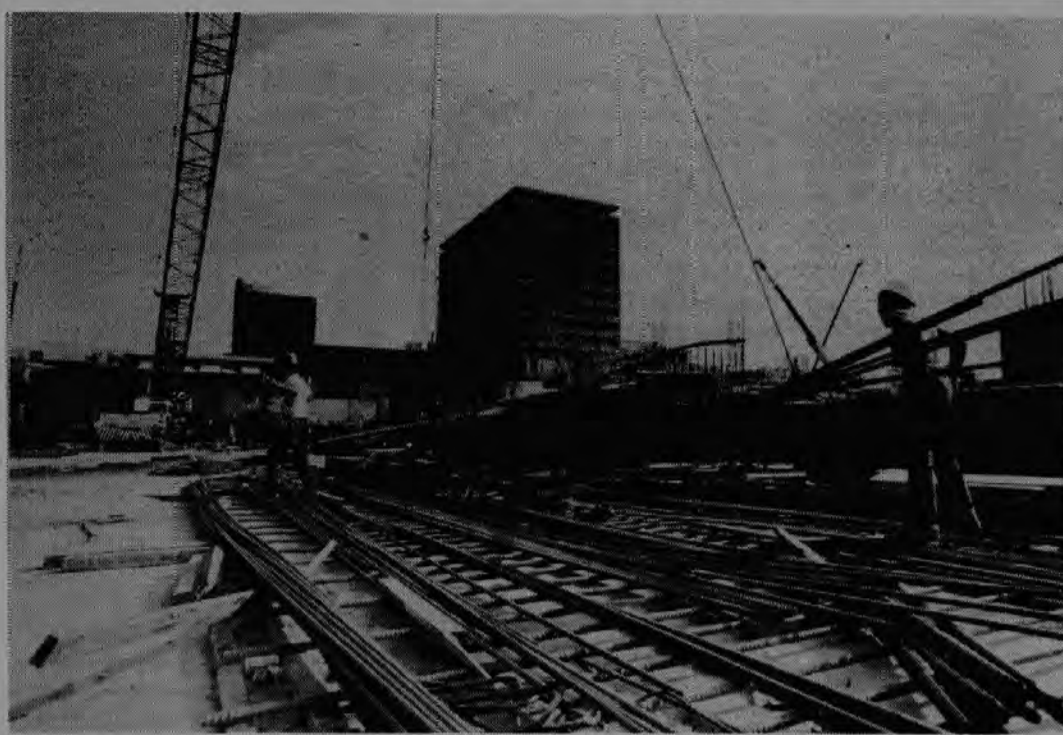
The \$100 million project features 650,000 square feet of space below ground level to minimize the air space the project will fill. The



Crane operator Kirk Johnson and oiler Blackie Delia



Crane operator and Grievance Co-Member Ted Wright



el at Moscone Center

convention center roof will be 12 feet above street level. The top of the facility will be relatively clear of obstacles.

The main room will be the exhibit hall, which will consist of 275,000 square feet of columnless space, made possible by eight sets of paired concrete arches.

Perini Corporation has the largest single contract for \$49.9 million for foundation and structural concrete work. Heating and ventilating contracts totaling \$8.6 million went to E. C. Braun Company. Additional contracts include electrical work totaling \$5.1 million, \$1.3 million for elevators and escalators, and over \$700,000 for miscellaneous work.

The project met a brief delay in early 1979 as opponents to the project attempted to halt it through

a lawsuit against the financing of the project. The plan is financed through the sale of lease-revenue bonds by the Redevelopment Agency, which will own the facility and lease it to the city.

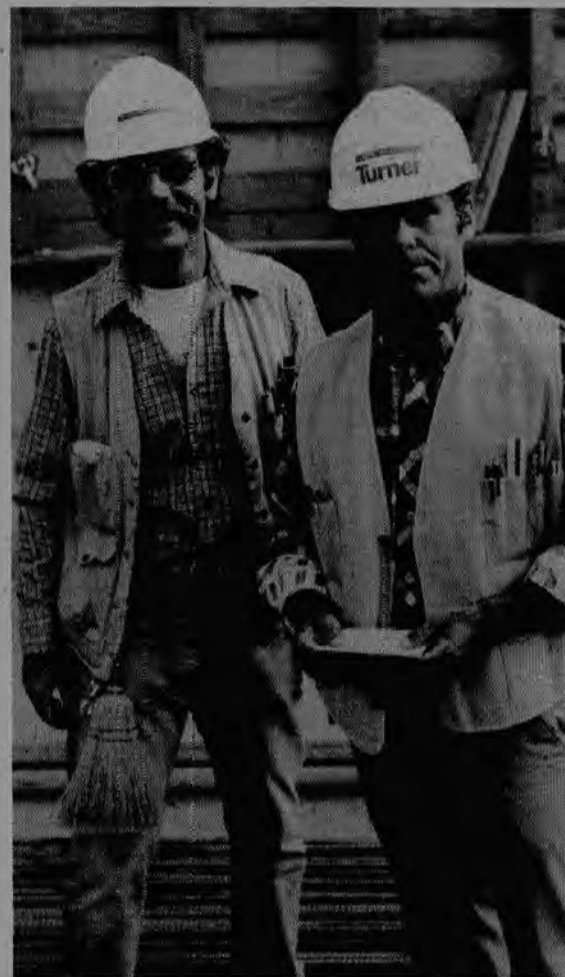
Opponents had objected to the method of financing on the grounds that it was economically unsound and an unconstitutional attempt to avoid getting voter approval for the sale of the construction bonds.

They had also charged that building the convention center without concurrently constructing a sports arena required an amendment to the law.

San Francisco Superior Court Judge John Benson in November 1978 ruled these objections invalid, and with that remaining obstacle removed, the project has progressed without a major hitch.



Jim Shurtleff



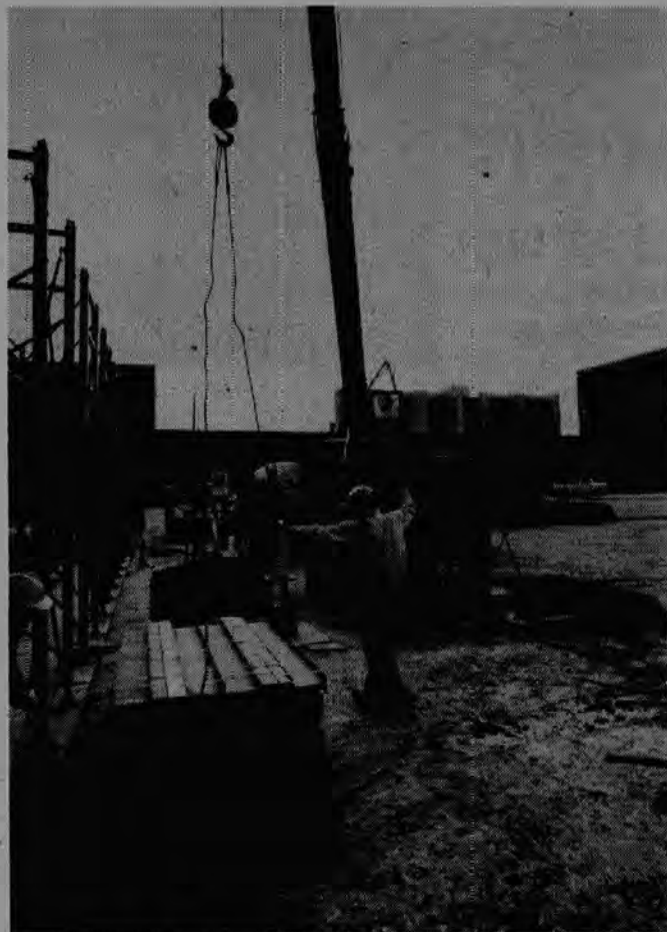
Richard McCarty and John Maginnis



Crane Operator Walt Hobbs



George Wells and Executive Board Member Jim O'Brien



A look at your new Pension Plan booklet

The following is the first in a series of articles on the Pension Trust Fund for Operating Engineers. Over the next several months the series will include explanations of the Pension Plan rules and regulations covering: Pension Plan Terms; Crediting; Break-in-Service and Benefits; Types of Pension; Benefit Options and Death Benefits; Pension Payments and Suspensions; and Your Rights and ERISA.

PENSION PLAN TERMS

During February the latest updated version of the Pension Plan booklet was printed and mailed out to all participating Engineers. The new booklet is very informative containing both the formal rules and regulations of the Pension Plan and the Summary Plan Description.

Although the booklet is extremely complete in content the problem most Engineers will have is finding the time it takes to plough

through the 83 pages of printed material. Federal Law requires certain information be included in the new booklet and there is no getting around the fact that the Law has certainly complicated the plan provisions. One sensible approach to reading and understanding the Pension Plan is breaking the material down into smaller pieces and examining them one at a time. In doing so the first thing that must be studied is the terminology that will be used throughout the booklet.

The key to understanding any subject is its terminology. A subject can not be discussed in detail unless those involved are all speaking the "same language". This is true of almost any industry, business, occupation or job. Each has its own unique language with words and terms that have a very specific and special meaning. Pension Plans are the same. They use words and terminology that must first be learned in order to fully understand the Plan.

The authors of the Operating Engineers Pension Plan realized that some of the words and terminology could be confusing to Engineers and so they have carefully provided specific definitions on page 3 of the booklet. The following attempts to explain those terms commonly used throughout the Summary Plan Description.

PENSION PLAN is the legal formal text which contains all of the rules and regulations of the Plan (pages 43 through 83 of the booklet).

SUMMARY PLAN DESCRIPTION is the explanation of the Pension Plan language (pages 3 through 39 of the booklet).

EMPLOYEE is an Operating Engineer performing work where contributions are made or required to be made to the Pension Fund.

CONTRIBUTION DATE is the date established for the Employee's Bargaining Group when contributions were first made to the Pension Fund. This date is January 1958 for most Operating Engineers; however there are other Bargaining Groups who came into the Pension Fund on later dates and that will affect crediting for those Employees.

CONTRIBUTING EMPLOYER means any employer who makes or is required to make contributions to the Pension Fund for his Operating Engineers.

EMPLOYMENT means work for a Contributing Employer. There are two kinds: Covered Employment and Continuous Non-Covered Employment.

COVERED EMPLOYMENT is work for a Contributing Employer in a job where contributions are made or required to be made. Hours worked in Covered Employment are Contributory Hours. These hours increase an Engineer's Credited Service and Pension Credits.

CONTINUOUS NON-COVERED EMPLOYMENT is work after December 1976 for a Contributing

Employer in a job that does not require contributions but is continuous with the Employee's Covered Employment. These hours increase an Engineer's Credited Service only.

CREDITED SERVICE is service counted toward vesting and eligibility to receive a Pension. It is based on both Covered and Continuous Non-Covered Employment. **CREDITED PAST SERVICE** is service prior to the Employee's Contribution Date and **CREDITED FUTURE SERVICE** is service after that date.

PENSION CREDIT determines the amount of monthly Pension Benefits payable upon retirement. It is based on Credited Past Service and all Contributory Hours.

BREAK-IN-SERVICE means

failure to work a required number of hours in a specific period. (This will be the subject of next month's article.)

These definitions relate chiefly to the accrual of credit for vesting, eligibility to retire and monthly benefits. Close inspection shows that credit for vesting and eligibility can be much different than pension credit for benefit accrual. An Operating Engineer can build credit toward vesting and eligibility to retire for almost all types of work for his Contributing Employers providing it is continuous. However, his monthly pension benefit at retirement will be based on work resulting in Credited Past Service and work when contributions were made to the Pension Trust.

Listed below are the Pre-Retirement Counseling meetings for the month of May. All meetings will begin at 7 p.m.

May 8: Fresno
Operating Engineers
Building
3121 East Olive

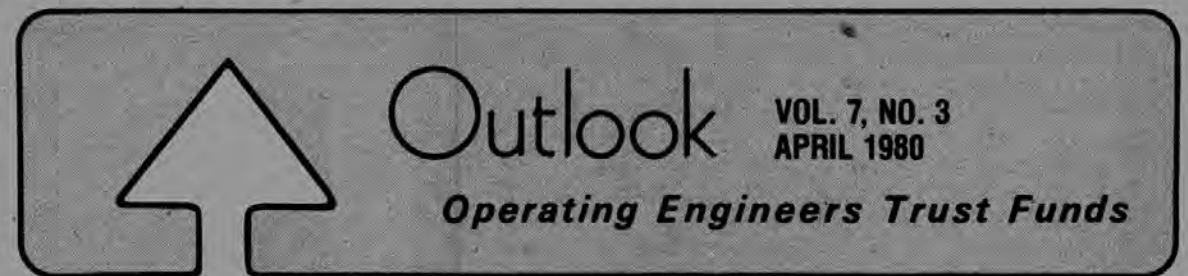
May 12: Concord
Contra Costa Water
District Bldg.
1331 Concord Ave.

May 13: Hayward
Centennial Hall
Hayward Civic Center
22292 Foothill Blvd.

May 19: San Mateo
Electricians Hall
302 Eighth Ave.

May 20: Vallejo
Carpenters Hall
404 Nebraska Street

May 22: Stockton
Operating Engineers
Building
2626 No. California St.



Over 2,500 operating engineers and their wives are expected to attend the latest round of Retiree Association meetings currently underway.

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



The first of April has been set aside as a day to remind us all about our sense of humor. Many April fool pranks succeed because we are gullible and it is this same innocent reliance on what we hear that can lead to misunderstanding about our fringe benefit programs. Over the years, myths have developed about the Health & Welfare and Pension Plans which have fooled unsuspecting Engineers. No one likes to be misled or misinformed, so let's take a look at some of the more common myths that exist.

An individual could purchase identical Health and Welfare coverage as Operating Engineers at cheaper rates!

This is simply not true. In Sylvia Porter's money book, she states that group insurance coverage is 40% cheaper than individual insurance. That would work out to be a monthly cost of \$250.00 for the individual and at \$1.60 per hour currently being contributed by the em-

ployers, the individual would be forced to work at least 156 hours each month to pay for it. And don't forget, our fringe benefit contributions are not subject to taxes where an individual would be taxed.

Dental, Drug and Vision benefits are not a necessity

Consider this, a complete vision exam costs about \$50 and an ordinary pair of lenses and frames runs about \$100. Dentists charge \$20 for their examination, \$20 for their X-rays, \$30 for cleaning teeth and \$25 for a simple restoration. Last year the average Engineer was reimbursed about \$60 each for prescription drugs.

All hospitals are alike and charge about the same

Hospital services and fees vary dramatically by area. For example, here are some typical daily rates for a semi-private room and board: San Francisco, \$250 per day; Santa Rosa, \$170; Hayward, \$200; Sacramento, \$150 and Fresno \$135. Within the larger metropolitan areas a wide range of fees are also found.

Medicare coverage is useless and not worth the price of subscription

The sick and elderly need and use health care coverage more than any other group and as a result, they pay higher premiums. For that reason, Medicare is the most inexpensive coverage a qualified pensioner can buy at \$8.70 per month. Medicare has historically raised their deductibles each year, however, our health and welfare plans do cover those deductible and whatever balance remains after Medicare. The point is that Medicare is inexpensive and saves us all money.

It is extremely difficult to get Social Security Disability

To be considered disabled under the Social Secu-

urity law you must have a physical or mental condition which: Prevents you from doing any substantial gainful work, and is expected to last (or has lasted) for at least 12 months, or is expected to result in death. If you meet these conditions, you may be able to get payments even if you recover from a disability.

The medical evidence from your physician or other sources will show the severity of your condition and the extent to which it prevents you from doing substantial gainful work. Your age, education, training, and work experience also may be considered in deciding whether you are able to work.

An Engineer doesn't draw as much out of the Pension Plan as was put in

The fact is that Engineers and their beneficiaries draw more from the Plan than is contributed by their employers. A quick look at the records from 1958 up to date shows that an Engineer could have had \$24,000 contributed by his employers. That same Engineer is guaranteed over \$38,000 in death benefits alone and if he retired at age 65 and took the 10 Year Guarantee Option, he would receive more than \$72,000; that's 3 times the amount of money contributed by his employers.

As you can see, these myths can lead to some drastic misunderstanding about the Plans and their benefits. The best service an Operating Engineer can do for himself and his family is to get the facts straight about the Pension and Welfare plans. Whenever a question comes up, contact your district office or the Fringe Benefit Center.

High winds hamper Hawaii construction

District Representative Wallace Lean reports that high wind and rain have caused damages throughout the Honolulu metropolis and have resulted in a slowdown in construction. Although there are a number of brothers registered for work with the Job Placement Center, many employers have been maintaining their work force by providing shorter work weeks to their employees.

Soaring interest rates on home loans are also causing a slowdown in the housing industry. It is hoped that government will offset this slowdown, which is not likely.

Orthodontic Benefits

A major benefit improvement to the HAWAII Health and Welfare Trust Fund for Operating Engineers is the Orthodontic Benefit which became effective July 1, 1979. This new benefit is provided for eligible dependent children when orthodontic appliances are used to correct malocclusion. This is certainly a great relief to parents of children with a "bad bite" (malocclusion) and especially important to the child.

Effective January 1, 1980 an additional improvement was made to this Orthodontic Benefit which had increased the maximum from \$1,000 to \$2,000 . . . which means, the dental care program will pay 100% of a participating

orthodontist's fees, but not to exceed the maximum of \$2,000 per dependent child per lifetime.

However extractions required to accommodate the appliance, photographs, cephalometric which is a profile of the face from forehead to chin, lateral jaws and full-mouth radiographs necessary for orthodontic diagnosis are covered under the Plan's REGULAR DENTAL BENEFITS.

"As a reminder, during your first appointment with your dentist, advise him that you are covered by the Hawaii Health and Welfare Trust Fund for Operating Engineers Dental Care Program, Group No. 067," Lean advises. Before treatment is started, be sure you discuss with your dentist the total amount of his fee and the portion you will be required to pay."

Windward Mall Proposed

Developers of Windward Mall will meet with community groups this month to seek reaction and present detailed plans for the \$60 million shopping center in Kaneohe, Hawaii, reports Business Rep. Joseph Trehern.

Ground breaking ceremonies last week capped 10 years of planning for what will be the third largest shopping center in the State of Hawaii, which will cover some 31 acres. The site will be developed by Windward Shopping Center as a

joint venture of Winmar Co. of Seattle and Norris, Beggs and Simpson of Honolulu.

The mall will be anchored by three large department stores, Sears, J.C. Penney and Liberty House. About 90 additional specialty stores will be housed in the two-level shopping center. The mall, on land owned by Bishop Estate, will contain more than 500,000 square feet of leasing space.

It is designed in the shape of a Y and parking for 2,490 vehicles will be provided on the two levels. This means work for some 15 to 20 brother members and construction is expected to take from 18 to 24 months and could be completed late next year.

Flood Control Job

Groves-Black, a joint venture of S.J. Groves & Sons Company and E.E. Black, Ltd., is doing a beautiful job on the Kaneohe-Kailua Flood Control and Allied Purposes Project (Phase II), reports Business Rep. Ken Kahoonei. This is also a joint project of the City & County of Honolulu and the U.S. Army Corps of Engineers. The project is being administered by the Corps of Engineers.

The purpose is to construct an earthfill dam on the windward side of the Island of Oahu. It will be called the Kamooalii Stream for flood control purposes. The dam will be 2,200 feet long and 76 feet high, with a top width of 20 feet. It will require approximately 1,320,000 cubic yards of excavation and 895,000 cubic yards of dam embankment. The dam will have a concrete spillway approximately 1,200 feet long.

Groves-Black will also improve the Kaneohe Stream Channel from the Kaneohe Bay outlet upstream for 1,300 feet.

Shop Steward, Robert Milliora, who has worked for Groves-Black since the project started, says Groves-Black will also construct recreational facilities and wildlife enhancement features around the perimeter of the 26 acre permanent lake formed by the dam on Kamooalii Stream. This will also include a 3-mile-long paved road, picnic areas, five camp grounds, hiking and equestrian trails and an administration building.

This project is nearing its completion, although heavy rains have been hampering operations and a

forty hour work week was hard to come-by, Aloha Brothers, for work well done.

Million-Dollar Cottages

Maui No Ka Oi—Welcome to Hawaii's first Million-Dollar Cottages. Kapalua by the Sea has been recently let for contract, reports Business Rep. Richard Shuff. The project will begin around April of this year. In the past, a lottery system and special invitation had been used.

With the lottery system, a hat or several hats had to be used to draw for 60 condominium units. Hopeful buyers flew in from everywhere with checkbooks loaded and fingers crossed. If they drew your name, you give them half-a-million dollars, give or take a hundred-grand. Then they give you a two or three bedroom apartment with the Pacific Ocean out the back door.

Kapalua has designed 21 "Cottages" on a 10 acre ocean view piece of land. Actually, the cot-

tages are single-family dwellings, the average unit will be 3,000 square feet in size. There will be no drawing or special invitations for these "One Million Dollar" cottages. Most of the cottages are spoken for. The low bidder for this project was Pacific Construction Co.—cost \$27 million.

Hawaiian Dredging & Construction Co. (A Dillingham Corp.) has landed several major projects. The Maalea Mermaid a \$2.7 million project was awarded to them and is currently under construction. The four story condominium complex has 39 units. Approximate completion date is July 1980.

Last November, construction began on a \$5 million Kahana Manor, a six-story condominium complex with a penthouse occupying one wing of the seventh floor. This condominium with 42 one bedroom units and 42 two bedroom units with a commercial complex on the ground floor should be completed in November of 1980.

Eureka work still slow

"Work in the Eureka area is quite slow at the present time," reports Business Rep. Jim Johnson. "We are still being plagued by winter rains."

M.C.M. Construction Company of Sacramento is trying to get started on their \$2 million bridge job across the Mad River Slough, west of Arcata on Highway 255. They moved in their 100-ton Link Belt and started driving piles late last week. Nally Enterprises, out of Rio Dell, has the dirt work on this project, and has been trying to do a little of it between rain storms. Fortunately there is a lot of sand-fill going in on this job.

J & W Pipelines of San Jose is progressing quite well on their Crescent City sewer rehabilitation project. There is a small amount of pressure line left, and the rest is laterals and repairs. Supervision on

this job is shooting for a completion date in July of this year.


The Stimpel-Baker and Assoc. storm damage repair job on the Mattole Road north of Petrolia has been slowed to almost a stop by extremely high tides and off-shore storms. This project is exposed directly to the ocean.

R & D Watson has finished dredging for the Woodley Island Marina project. The next portion of this long awaited and much needed project will be Contract #IV which will be the actual site preparation for the buildings and parking facilities. The low bidder on the site preparation is Earl Nally Enterprises of Rio Dell, with a bid of \$1,407,515.

The first two contracts of the Eureka Sewer project should be awarded by the end of this month.



Kapalua Ridge Condominiums, Maui.



Credit Union



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

DALE HANAN
General Manager

You can deposit money in your Credit Union share account—right along with your Vacation Pay earnings and payroll deductions. Many members are not aware of this.

In fact, now's a great time to find out your Credit Union is a good place for depositing your savings.

Now, for the second time, we are going to pay an 8% per-annum dividend. That's our 6.5% per-annum dividend paid since 1974 plus a 1.5% per-annum bonus.

You'll earn this rate on any money you now have on deposit or deposit between now and June 10, 1980. You must, however, leave your savings on deposit until June 30, 1980.

Moreover, your account is insured to \$40,000 by an agency of the Federal government, and you can earn up to \$2,000 life insurance on your savings at no additional charge if you're insurable.

Now, we can't promise the bonus dividend for the earnings period after June 30, 1980—but when was the last time your bank or savings and loan paid you a bonus on your savings?

More than 130 years ago, credit unions were started on a very simple idea: members save and help create a supply of money they can use when they need credit.

That idea is just as important today as it was then. If you have a loan at your Credit Union, you should also have your savings on deposit there. Nobody can borrow until someone saves!

With the Federal Reserve Bank's credit tightening policies causing the cost of borrowed funds to soar, it is essential to emphasize this cooperative nature of your Credit Union and the importance of members using it as their chief-savings institution—especially if they're borrowers.

The current policy of President Carter's administration, as exercised partially through the Federal Reserve Bank's policies, also contains a message for all Americans: "SAVE MORE AND USE LESS CREDIT." More stringent measures to control personal use of credit are on the political horizon: they may dry up our source of credit. Those Americans who do not have liquid assets (savings) may have to "bite the bullet" a little harder than those who have.

You can start saving today and saving in a good place: Your Credit Union. Just use the coupon below to deposit money to your share (savings) account.

EIGHT PERCENT DEPOSIT SLIP

Dear Credit Union:

I want to take advantage of the bonus dividend you're going to pay on July 1, 1980. Please deposit my enclosed check of \$ _____ in my account.

NAME _____
SOCIAL SECURITY NUMBER _____
ADDRESS _____
CITY/STATE _____ ZIP _____

Make your check payable to: Operating Engineers Local Union No. 3 Credit Union and mark it "for deposit only."
OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION
P.O. BOX 2082—Dublin, CA. 94566



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

You're entitled to safety only if you work for it

Oakland continues to hold up well

Asst. District Rep. Ron Butler reports that work in the shops continues to hold up well in the Oakland area. Some of the smaller shops are a little slow, but others such as Peterson Tractor Company are busy and hiring.

All the Equipment Dealer Agreements expire on September 1, so it's not too early to be thinking about changes in the new agreement. "We will be holding pre-negotiation meetings, but members working under these agreements should try to formulate their ideas before the meetings," Butler said.

Crane rental is doing fair, reports Business Rep. Bill Dorresteyn. It's a little slow at the refinery site because of the maintenance strike.

Sheedy is doing well at this time, and also Marin Crane & Rigging is doing quite well most everywhere. Reliable is doing good also as far north as Redding and they are looking at work in Nevada. Valley's work is good to fair and also Husky Crane. Their new cranes are a green and look real nice.

Crane work looks real promising throughout the year. "We have had a few small accidents, but nothing too serious," Dorresteyn commented.

Work safe, and if you have a safety problem call the union, but don't leave the job over the problem, and we'll get someone out to the job.

Business Rep. Norris Casey reports that work in Southern Alameda County is the same as everywhere else. The weather has it shut down. It has all indications of a good year, as there are many new projects waiting to start.

The rock producers are working overtime already to try to get a stockpile built up. But it is in vain, they are able to sell all they can produce.

Oakland District Meeting Change

The regular quarterly District 2 membership meeting scheduled for May 1st will be held at the Sunol Valley Golf Course in the Club House, Highway 680 and Andrade, Sunol, CA. The meeting will start at 8:00 p.m. on May 1st.

(1) Arrow shows location where truck went over. (2) Bros. Bob Calhoun and oiler Dick Ebitson ready to make the pull across pond. (3) Truck being pulled out of water moments before line broke. (4) View of truck after being retrieved from the water.

Every worker is entitled to a safe and healthy work environment. This goal can be achieved, however, only if the workers at each job site work to keep their workplace free of safety and health hazards, and action is taken to prevent accidents and injuries before they occur. A good safety committeeman is the most effective and efficient way to accomplish these aims. Ultimately, injuries and illnesses must be prevented at the job site.

The following is a true account of a recent equipment accident. The names have been changed, but what happened is real. We present it to remind you of what can happen when unsafe conditions and actions occur. Remember, "Those who cannot recall the past are destined to relive it!"

John Doe was in a good mood as he climbed into the seat of the Raygo 320-A



sheepsfoot compactor. It was already November and forecasts of continuing good weather brought prospects of several more weeks of work . . . then the holidays!

Settling into the seat, he reached for the seat belt. After a minute of groping, he remembered this was the compactor without a safety belt. He put the rig in gear and rolled toward his first job of the morning, compacting a downslope backfill over pipe laid the day before.

John felt a little uneasy on the first pass as the compactor lumbered over the uneven ground. He was running parallel to the grade, the high side on his right. He knew that compactors are top heavy and tip easily.

The second pass went smoothly and John relaxed a little as he began his third trip over the backfill. Then it happened. John saw the world around him tilt and he half fell, half jumped from the seat. He hit the ground scrambling to get clear of the compactor above him. He didn't make it.

The compactor's roll bar pinned both legs, crushing his left ankle and right leg.

The accident investigation report attributed the accident to two factors. First, the

compactor tipped over because the steepness of the grade and the unevenness of the terrain surpassed the equipment's limitations.

John's injuries were directly attributed to the second factor: the lack of a seat belt.

John knew that a seat belt was required and he suspected that the grade was too much for the compactor; but because he was new on the job, he was hesitant to say anything. He is sure that he would say something next time, but he may never have that chance because the doctors still aren't sure he will ever operate heavy equipment again. He has metal pins in both legs and just walking with the help of crutches is a major accomplishment at this point.

If you find yourself facing circumstances similar to those causing this accident, how can you avoid John's fate?

First, know the requirements and limitations of the equipment you are operating. If you think the equipment or the job is unsafe, bring it to the attention of your Foreman. If you are not satisfied with his answer, contact your business representative or Safety Representative as soon as possible. After all, it is YOUR life!

Quarry accident recovery proves long, tough task

Because of a sudden rise in orders, the crew at Quarry Products operation in Niles had to work 2 hours overtime on January 30, 1980, reports Business Rep. Norris Casey. Normally they get off work at 3:30 P.M.

At approximately 5:10 P.M. Brother Bill Orlandi took a load of overburden to the dump area. When he did not return in a few minutes, foreman Brother Charles Ussery went looking for him thinking that he had either a flat tire or perhaps was stuck.

He looked in the regular dump areas, and not finding the truck expanded his search to an area farther out, where he could see newly dumped piles of dirt. He drove to the edge of an abandoned quarry pond, and when he saw oil on the water, and bubbles coming up, he immediately notified all authorities, and the search began.

Volunteer divers immediately started a search for Brother Bill and the truck. The truck was found quickly. A crane was brought in from Bigge Drayage to try and pick it up. It was eventually pulled up to the edge of the bank the next day, but due to the badly cracked banks could not be picked out that way. The divers could not search for the body for fear of the truck rolling onto them, so the whole operation

was changed.

Brother Bill had backed up to the edge of a 75 foot bank to dump. This bank gave way and he and the truck fell into approximately 40 feet of water. The pond is about 400 feet wide, and the edge across from where the truck was is a flat area with an easy access.

A double drum hoist was brought in, and rigged up to the truck on Saturday, February 2. An attempt was made to drag the truck across the pond and out. Late in the afternoon, the truck hung on something, and the 2, 1 1/2" cables broke. Nothing more could be done that day. The next day the divers went into the lake and found the body.

The next week another attempt was made to pull out the truck. Bigge's 140 ton crane was brought down and hooked onto the truck. In the darkness of the muddy water no one knew what they were hooked onto. The truck was finally pulled up to where we could see the cab and part of the dumpbox, but at that point the roll bars broke loose and the truck slipped back into the pond. It was finally pulled out about a week later.

Bigge operators that were there were Brothers Bob Calhoun, Bill Newberry, Don Calvin, Frank Mixon and Dick Ebitson.



Sewer job approved for Hanford area

A project to bring City sewer service to the north Hanford fringe area, generally known as Short Acres, was approved by Kings County Supervisors following a final assessment hearing, reports District Rep. Claude Odom. A bid by Gentz Construction Company of Fresno reduced the total cost from the original \$2.4 million estimate to \$2,027,000. The typical reduction for the 388 parcels within the

assessment district was \$750.

California Power and Light, headquartered in Fresno, plans to build a \$70 million electric generating plant at Avenue 12 and Road 24 1/2 southwest of Madera.

Construction is scheduled to start in July and the plant should be in operation by the fall of 1981. The power will be purchased by Pacific Gas & Electric. The plant will burn pelletized fuel made from wood, agricultural waste, sawdust, grape clippings, cotton waste, bark and similar matter. The plant will generate over 300 million kilowatt hours a year, equivalent to about 500,000 barrels of oil.

California Power and Light plans on awarding a construction contract to the Bechtel Power Cor-

poration headquartered in San Francisco. The Madera plant will be the first of several to be built.

Site preparation for the State's first windpowered turbine generator to be interconnected to a Utility system is under way near San Luis Dam by K.G. Walters Construction Company.

The turbine generator will be erected on a knoll near the north end of the dam, 1,000 feet south of Highway 152. It will be the first large wind turbine build by the State. K.G. Walters will put up the 73 foot high turbine under a \$115,423 contract.

They are building the foundation now. Power generated by the turbine will be fed into Pacific Gas & Electric lines going to the San Luis

pump-generator plant near by. Production, about 120 kilowatt hours per year, will be evaluated against cost of other energy sources.

Major construction projects at six City parks are in various stages of planning, including one at Vinland Park.

The first stages planned at Vinland call for \$240,000 for what the Parks Department refers to as phase II construction costs.

The other five parks sites with funds, also budgeted for Phase II construction, are Cedar-Sierra Park, \$240,000; Logan Park, \$294,000; Gary Park, \$240,000; Robinson Park, \$240,000; and Neighborhood Council 3 Park on (Continued on Page 14)

Grievance Committee Elections

At its regular quarterly meeting the District 9/San Jose membership re-elected the following brothers to serve on its Grievance Committee for the ensuing year: Harold Batye, James Waldron and Richard Weigel.

At its regular quarterly membership meeting the District 10/Santa Rosa membership elected the following brothers to serve on its Grievance Committee for the ensuing year: Les Crane, Dean Harlan and Patrick O'Connor.

TALKING TO TECHS BY PAUL SCHISSLER, DIRECTOR TECH. DEPT., GENE MACHADO, FRANK MORALES AND GENE WARD

ENGINEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

There appears to be a great amount of rumor drifting about concerning the Ratio of Registered Apprentices to Journeyman Surveyors. Rumors often make conversation more exciting, but seldom define issues or solve important problems.

From time to time over the previous few years we have referred to the Court Order decreed by Federal Judge Robert F. Peckham. We have also referred to State Law concerning Registered Apprentices employed on Public Works.

State Law mandates that when 5 Journeyman are performing work on a Public Works project, then a sixth person shall be employed who is a Registered Apprentice. This Law deals with craft by craft and project by project. Because the Operating Engineers JAC and the NCSJAC are separate entities, each is treated separately even though the same Union is involved.

Separate and distinct from that is the Court Order. Operating Engineers, Local Union No. 3 is a named defendant. Northern California Surveyors Joint Apprenticeship Committee is a named defendant. Bay Counties Civil Engineers and Land Surveyors Association, Inc. is not a named defendant.

The Court Order demands that within a reasonable period of time employees performing work at On Site Construction projects will reflect an ethnically minority ratio of approximately 27% broken down into several specific categories.

It was successfully argued that the ethnically minority population did not possess the required skills that could provide the numbers of persons to reach the 27% figure. It was agreed that by entering new persons into the Industry through the Apprenticeship Program, training could provide a person who could be competitive in the job market and at the same time not destroy the high standards of achievement developed by Tech Engineer members of Local Union No. 3.

Productivity is always a prime issue at the bargaining table and it has been a strong position of the Tech Engineer employee. As an example, the Surveyors Master Agreement provides for 25¢ per hour over AGC and an automatic 30¢ additional for a Certified Chief, totaling 55¢ per hour in recognition of productivity.

At a conservative 1600 work hours a year that is \$880.00 a year. \$8,800.00 in ten years and \$17,600.00 in 20 years. Those who get it, earned it by personally participating in the building of the most highly skilled and most productive work pool of Technical Engineers in the World.

An alternative to demanding training for all new entrants is to share the wealth. Judge Peckham could (and as a matter of fact other Judges have) simply decree that dispatches shall be one of these and one of those, without regard to skills or productivity. It takes little imagination to understand the deleterious effects that such action could apply and after all of the honest and personal efforts that have been expended, it appears to be an alternative to be avoided.

There were a couple of very bad employment years not too long ago. For a period of 18 months only 2 or 3 new entrants were accepted into the First period of the Apprenticeship Program. The past two years have been quite different. Work opportunities have been excellent but for whatever reason, new entrants into the Apprenticeship Program have not been commensurate with the increase of the work pool.

After careful consideration of all the consequences, the Parties to the NCSJAC have established a Ratio. It works like this:

At the end of each month the number of hours worked by Journeyman is determined by each Firm. When that number of hours is 433 or less, then no Apprentice hours are required. When that number is 434 or more than that Firm must employ a Registered 1st through 4th period Registered Apprentice for a minimum of 11% of the Journeyman hours. There are all sorts of combinations of 2 man and 3 man crews to complicate the problem. A catch-up or averaging out process has been provided. 11% is the magic number. Reach back two months or reach ahead two months for pluses or minuses. Lots of elbow room, but eventual doomsday when the magic 11% is not met.

The Administrator has no intention of figuring this all out for every firm each month. The glorious computer will do it's thing, adding and subtracting over a several month period and eventually either ignore the Firm that performed or send a bill for \$8.00 an hour for non-performance.

What the computer can't do is bring someone along in the training process. No one in this world is born with the knowledge to perform as a competent Technical Engineer. It takes several years and a whole lot of learning the name of the game to be able to perform the job adequately. Someone has to demonstrate, someone has to be a role model, someone has to pass along the knowledge.

Depending on the willingness of each Technical Engineer, the high standards of performance developed over many years will either remain high or depreciate. The work pool is well respected all over the United States because the Local No. 3 members made it that way.

Let's get the new entrants started off right.

Talking to Techs

SURVEYORS

Pre-Negotiation Meetings have been concluded throughout Northern California. One of the main issues that was discussed, and that the members unanimously demanded was to delete the "B" Wage and Fringe Benefit Schedules.

As many of you are aware, the purpose of the "B" Schedule was to allow the fair firms in the outlying areas an opportunity to be competitive with the non-union competition. Looking back over the past three years, this philosophy simply has not worked.

We can assure you, your demands will be heard on this and the other issues that were discussed at the pre-negotiation meetings. In addition, recommendations have been made for changes and upgrades for the surveyors working under the A.G.C. Agreements.

Your Tech Engineers Department is pleased to announce that through constant organizing efforts, we have recently signed four new Engineering Firms. They are Reidell International Inc. out of Portland, Oregon, opening a Branch Office in San Francisco; Soil Master out of Placerville, who will be doing erosion control work; M.J.M. Civil Engineering from San Ramon; and R.S.I. Surveyors located in Fresno. They will be primarily doing construction surveying in the Southern Counties area.

We would also like to thank the District Representatives and Business Agents that have helped the Tech Representatives and the support they have given us in these organizing efforts. Without their help and assistance, the job would have been far more difficult. We appreciate!

We would also like to congratulate Rick Morales on the passing of his L.S.I.T. Rick is currently employed with Bissell and Karn in San Leandro.

TESTING AND INSPECTION

The work picture is still holding strong for Structural Steel Inspection. There is a definite shortage of qualified

inspectors to do the work that is available. Ultrasonic, visual combination inspectors with Q.C.I. qualifications are still the most asked-for inspectors. The inspectors qualified in the soils field should be busy by the latter half of March on through the summer, if it ever stops raining!

Smith-Emory has made their move into the Bay Area with plans for opening a Lab in the South San Francisco area. Sources say they will be looking for Ultrasonic Visual inspectors plus inspectors qualified in all phases of non-destructive testing. Smith-Emory hopes to hire four to five more inspectors this year.

Met-Chem Engineering Laboratories in Sacramento plans to open their new 10,000 square foot laboratory in May of this year. The President of Met-Chem, Alf Johnson, says he will be looking for inspectors in the NDT, Soils, Concrete, and Lab Technician categories. They presently do NDT, Construction Inspection and Lab Analysis.

Additional firms are considering opening branch offices in the Sacramento, Stockton areas this year. There is a lot of work going on in the Valley these days. Testing Engineers already has at least a half dozen inspectors working in this area; mostly steel fab shops, such as P.D.M., Palm Iron, Stockton Steel and Hogan Manufacturing.

We would like to commend the Stewards who attended the recent Steward's Meeting held in Oakland. It's this kind of interest, cooperation and dedication that will insure we maintain a strong Union!

Listed below you will find the new Wage Rates and Fringe Benefit Payments effective March 1, 1980 for the C.E.L.E. group and the Independent Testing and Inspection Employees.

Classification	Wage Increase	New Wage Rate Effective 3/1/80
Trainee	\$.44	\$ 5.82
Tech 1	.60	7.16
Tech 2	.76	8.51
E.T.	.92	9.86
S.E.T. I	1.03	10.82
S.E.T. II	1.13	11.68
FRINGE BENEFITS		
Effective 3/1/80		
Health and Welfare	\$.10 Increase	\$1.25 per hour
Pension	.35 Increase	1.35 per hour
Pensioned Health and Welfare	.03 Increase	
	.10 per hour	
Total Fringe Benefits:		\$2.70 per hour March 14, 1980



Joe D. Pachero, Jr. (left) and Party Chief James Herrera are employed by Raymond Vail & Associates.

DEPARTED BROTHERS

Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolences to the families and friends of the following deceased:

NAME/ADDRESS	DECEASED
Bell, Orville (Helen—Wife) 16711 Marsh Creek #9, Clayton, California	2-16-80
Bowerman, George S. (Patricia Harria—Dtr.) P.O. Box 871, Empire, California	2-16-80
Frantz, Virgil (Utahna—Wife) 12684 S 1700 W, Riverton, Utah	2-8-80
Graham, Maurice C. (Catherine—Wife) 281 S Glassel St., Orange, California	1-30-80
Guro, Robert (Charlotte—Wife) 45-507 Apapane St., Kaneohe, Hawaii	2-27-80
Hepp, Walter (Lucille—Wife) 3801 Missouri Flat, Placerville, California	2-3-80
Hill, Torvo D. (Margaret McDonald—Friend) 14880 River Rd., Guerneville, Calif.	2-1-80
Hoffer, Jacob (Harry A.—Son) 217 Alta Vista Dr., So. San Francisco, Calif.	2-6-80

Kanoa, Sam (Ernest—Son & Sophie Makainai—Daughter) 45-042 Kaneohe Bay, Kaneohe, Hawaii	2-10-80
Mahe, George (Alma—Wife) P.O. Box 782, Carson City, Nevada	2-3-80
Nay Arden (Donna—Wife & Phil—Son) P.O. Box 337, Richfield, Utah	1-26-80
Neese, Vance E. (Gertrude—Wife) 2705 Judith Lane, Reno, Nevada	2-12-80
Philips, Jean P. (Henry J.—Son) 350 Bryden Way, Marysville, California	1-26-80
Ramay, Walt (Jewell—Wife) 26051 Stanwood Ave., Hayward, California	2-7-80
Reichard, John P. (John C.—Son) 2744 Lanning St., Redding, California	2-9-80
Schnell, Harry (Velma Thomas—Daughter) 2450 Grass Valley #81, Auburn, California	2-4-80
Severtson, Glenn (Betty—Wife) 6070 Alpine Way, Marysville, California	2-13-80
Tietjen, Guy (Susan Annette—Wife) 3715 Ardmore, Silver Springs, Nevada	1-31-80

Todd, William (Lillian—Wife) 91-189 Ft. Weaver, Ewa Beach, Hawaii	2-7-80
Vega, Gerald (Gwenyth—Wife) P.O. Box 443, Susanville, California	2-18-80
Walker, Fayette (Myra—Wife) P.O. Box 84, Erwin, Tennessee	2-14-80
Williams, James H. (Catherine—Wife) 114 W 7th N, Bountiful, Utah	2-20-80

DECEASED DEPENDENTS February 1980

Garrett, Joan Marie—Deceased February 2, 1980 Wife of Jesse B. Garrett	2-7-80
Lavell, Helen—Deceased February 13, 1980 Wife of Burton Lavell	2-9-80
Mendenhall, Matthew—Deceased January 11, 1980 Son of Rex Mendenhall	2-4-80
Mossi, Dolores—Deceased January 25, 1980 Wife of Vincent Mossi	2-13-80
Wilkin, Sarah J.—Deceased January 11, 1980 Wife of Howard D. Wilkin	1-31-80

\$4.2 million sewage facility eyed for Yosemite

(Continued from Page 13)

Butler near Peach Avenue, \$220,000. Initial construction costs at the six parks total nearly \$1.5 million.

Fresno District Representative Claude Odom reports that Yosemite is recommended for a \$4.2 million sewage disposal facility at El Portal. Sequoia Park was among a small group proposed for major projects for correction of water and sewer problems. A cost breakdown was not available.

American Paving of Fresno was low bidder at just over \$1 million to construct Madera Industrial Park. The work will include streets and sewer improvements.

Organizing in the Fresno area is well underway. Organizational meetings have been held with Kovac Equipment Company, Growers Supply Company and Sequoia Machinery. The latter two are subsidiaries of Western Farm Service which in turn is owned by Shell Oil Company. Petitions for

elections will be filed soon.

In the January issue of Engineers News, the names of the Job Stewards that were on the negotiations committee during the recent negotiations with Quinn Company were inadvertently left out. "We would like to thank James Schedler, Don Clark and Bud Swaffar for their participation," Odom commented.

Directors of the Kings River Conservation District have authorized the sale of up to \$70 million in

bonds to build a power plant at Pine Flat Dam which will supply electricity to the State Water Project.

Work on the generators and turbines is scheduled to begin in the fall of 1980, with a completion date 1983.

Voters authorized the sale of \$70 million in bonds in 1977. The project is estimated at close to \$60 million dollars. The project was granted a license in September of 79.

The power plant will produce

420 million kilowatt hours of electricity a year, which will be sold to the State Water Project, which will use the energy to operate its pumps.

Construction is expected to start soon on two projects to eliminate odors at the Selma-Kingsburg-Fowler Sanitation District Wastewater Treatment plant.

The Board of Directors awarded both contracts to Kaweah Construction of Visalia.

Accident kills San Jose man Doc Washburn

Bert "Doc" Washburn, at 73, was one of the senior workers in the construction industry. But he was sidelined March 25 by a traffic accident in San Jose.

Washburn died of his injuries Monday at San Jose Hospital.

An operator of heavy equipment for nearly 50 years, Washburn was working on the O'Connor Hospital expansion project.

"He lived for his work," said close friend Pete Kama of San Jose. "If Doc was due on the job at 6 (a.m.) he'd be standing at the gate at 4.

"Dad figured if you could still do a job and liked what you're doing, keep on working," said Washburn's daughter, Patricia Romero.

Born in Pacific Grove, Washburn was graduated from high school there and went to work for the Granite Construction Company in Watsonville.

He lost his right leg when it was crushed in a cement mixer in December 1956. Washburn was fitted with an artificial limb and returned to work many construction jobs out of Operating Engineers Local 3 of San Jose.

Washburn was an ardent rockhound and fashioned jewelry for family and friends.

"He was the kind of person you admire and tell everybody about, but couldn't really get close to—unless you were a rockhound or he liked you," said Kama.

Washburn gained his nickname as a child. "When he was a little kid, about 10, Dad had to wear glasses and the kids all called him Doc," Mrs. Romero said.

Besides his daughter, Washburn is survived by his wife, Elizabeth Washburn of Watsonville, and four grandchildren.

Highway construction looks good for Nevada

Business Rep. Ed Jones reports that the building and highway construction industry in Northern Nevada is looking towards what should be a good work year, beginning with construction starting on the 17 story tower addition for Harrah's Hotel in Reno.

Construction on the Harrahs addition began with the arrival of a 4100 Manitowoc track mounted tower crane, with a 183 foot vertical tower and a 130 foot jib. This crane, which will be used to set steel for the new addition, was leased by Atlas Iron Works from Portland, Oregon. Two Western Crane and Rigging crews unloaded and assembled the crane at Second and Center Streets in downtown Reno, with the help of Neil F. Lampson Inc., a crane company from Washington.

Expected to start in the near future is the 26 story, 892 room expansion on the MGM Grand Hotel, which will double the number of present rooms at an estimated cost of \$35 to \$40 million. Also starting

soon is the proposed 28 story, 802 room Circus-Circus Hotel tower on Sixth Street, between Sierra and Virginia Streets. Both hotel additions plan to be open in the spring of 1981.

Part of Helms Construction crews have been kept busy through the winter months on the 1.209 mile I-580 job from Villanova to South Virginia Street. The crews have been loading out fill material from Wedekind Pit and putting in structures at Plumb Lane and Peckham Lane. Part of Helms Const. crusher crew has been working two shifts on the \$1.3 million Mill City paving overlay job with a hot plant crew setting up with plans to start paving early in April.

Helms Construction has started on the 4.574 mile, \$5.7 million

project on U.S. 50 in Fallon to widen and rebuild from Main Street to Thompson Street. Gerhart and Berry will be a subcontractor on this job, doing the pipe and storm drain work.

On I-80 at Battle Mountain, G.P. Construction and Industrial J.V. plan to start March 24th on the 5.836 mile job which was awarded for \$7.98 million. There will be 40 operators on this project.

J.B. Parson from Ogden Utah plans to start dirt work on the 5.863 mile Wells bypass on I-80 on March 15th. This \$11 million job will use about 60 engineers. J.B. Parsons crews will also be crushing at Carlin for white paving of 4 miles of Carlin I80 bypass. This project could not be done last year because of a cement shortage. J.B.

Parson will also be working on the I-80 Pilot Peak job near Wendover. This 4.5 mile, 11.5 million dollar job is about 30% complete at this time.

Holcomb Construction was low bidder February 29th, at \$649,000.00, to construct the bridge and approach roads on Carson River for the Nevada Division of State Parks at Lahotan Recreation area.

Golden West Paving was low bidder February 28th, for the campground and boat launch facility at Silver Springs Beach at \$244,000.00.

Coming up for bid March 27th, is the 6.809 mile overlay job on I-80 from Vista East to McCarran Hill. Estimate on this job is \$5 million.

Currently under construction in Reno is a 17-story addition to Harrah's Hotel at Second and Virginia Streets (below). Being used to set steel for the job is a Manitowoc 4100 track-mounted tower crane.



Swap Shop: Free Want Ads for Engineers

FOR SALE: 1 set 3/4 dr. SOCKET SET, OTC, extra socket & ext., G.H. Teeslink, 945 Via Mariposa, San Lorenzo, Ca. 94580 276-8893 Reg. #360835 2-80

FOR SALE: 77 DIPLOMAT MOTOR HOME, 16,500 mi, R/B rust interior, new cond. \$16,950. L. D. McKinney, 30,000-8 Kason Rd., Tracy, Ca. 95376 209/835-4272 Reg. #0689219 2-80

FOR SALE: 30 ton AMERICAN TRUCK CRANE, 4 axles, good working cond., comp. w/drag bucket, 2 clam shells, cement bucket 95' of boom & 30' jib, comp. rigging, cummin downstairs, G.M.C. diesel upstairs. Hope to retire. Maurice W. Batt, 598 Meridian St., Crescent City, Ca. 95531 707/464-3994 eve. Reg. #0814756 2-80

FOR SALE: TRUCK BED 8x14x4' head board, very good cond. \$795.; Int garden tractor, 12 hr. w/mower, plow, rotor tiller & scraper, good cond. \$1,795. Joe C. Haslouer, 12964 E. Tikay Colony Rd., Lodi, Ca. 95240 931-0781 Reg. #0921408 2-80

FOR SALE: 1967 1/2-ton CHEVY PICKUP, V8 350, ps/pb A/T, radio & heater, small utility box, wired to pull trailer, excel cond. 26,000 mi, best offer. Duane Krize, 2014 Beach Street, Concord, Ca. 94519 689-4775 Reg. #0620295 2-80

FOR SALE: NEW Heat King Wood & Coal stove \$800.; still in wrapper. kitchen range, lappen (Butane) clean, like new; NEW 2 bdrm. home, Spring City, Utah, on 4 1/2 ac. 1133 sq., full basement, large fireplace, in city. \$75,000. near coal mines. Norman Clemens, P.O. Box 62, Lockeford, Ca. 209/369-1397 Reg. #1238702 2-80

FOR SALE: 1962 INTERNATIONAL BUS, 5 sp., v/8, 4 wheel dr., low mileage, good rubber, make a nice motor home.; 1963 Ford Bus, 6 cyl, 4 sp., conventional dr., good cond. & good tires; 1972 AMC Motador, v/8 AT, PS PB & A/C. sacrifice \$695. Albert F. Panlazzo, 915 W. Miner St. #16, Yreka, Ca. 96097 916/842-2181 Reg. #0603448 2-80

FOR SALE: CATAPILLAR 28 gas tractor, good tracks, sprockets & idlers, rollers, parting out or \$350 for all. Lee Mansker, 11330 Farndon Ave. Los Altos, Ca. 94022 Reg. #1067423 2-80

FOR SALE: Retired Mechanic's tools, all kinds & sizes, including 600' Lb Forgue wrench, 1" & 3/4" socket set, chain falls come-a-long reasonable. Norman Clemens, 14346 E Collier Rd., Acampo, Ca. 209/369-1397 Reg. #1238702 2-80

FOR SALE: AFRICAN pygmy goats, born in Dec., black & white bucks, will wether gray & white Doe. Make wonderful pets. \$50 & 100 also guinea \$5 ea. John F. Meyer, P.O. Box 308, Valley Springs, Ca. 95252 Reg. #0409005 2-80

FOR SALE: 21' Fibreglass, fish or ski boat, 1/0 drive, Ford V8, tandem trailer, excel. cond. \$5,500.; Volkswagen engine, one w/transaxel, \$225. for all. Jared Byrd, 415/344-6541 Reg. #1216125 2-80

FOR SALE: 550 HOPTO truck mounted, various buckets, 5' extension, 45 degree swivel bucket, engines & pump recently overhauled, extras \$28,900.; 1972 Vacationer 19' mini-home, Dodge Chassis, 3 gas tanks, reinforced bumper, dual wheels, A/C, sleeps 6, 34,000 mi. gets good gas

mileage. \$6,500. 415/223-4674 Don Brown, 4339 Santa Rita Rd., El Sobrante, Ca. 94803 Reg. #1025346 2-80

FOR SALE: 1978 CHEVY PICKUP, 4 wheel drive, A/T. low mileage, site step w/roll bar, chrome wheels 350 cu.", \$9,500. or best offer. Call eve. 6-8 pm. 415/756-7429 or write Jamie A. Ramos, 86 Carmel Ave., Daly City, Ca. 94015. Reg. No. 1800619. 3-80

FOR SALE: 1974 Cj 5 mag wheels, headers 304 V8, new top \$3,500. T.A. Clay, P.O. Box 2202, Carson City, Nev. 89701. 702/882-4696. Reg. No. 1324928. 3-80

FOR SALE: 8' CAMPER, 6' pack, cabover, stove, icebox, potty, 3 yrs. old good cond. 1,300 lbs. asking \$1,100. eve. or weekends. 408/724-8118. Jack Jackson. Reg. No. 1071079. 3-80

FOR SALE: 2 ACRES, fenced, cross-fenced, 4 bdrm, 2 bath, fireplace, family orchard, beautiful view, guesthouse, outbuildings, 2 miles from Orland, 20 from Chico, \$85,000. James D. Sanders, 916/865-9500. Reg. No. 0820664. 3-80

FOR SALE: IN MOUNTAINAIR, New Mexico, 3 bdrm, 2-1/2 bath, extra large yard, view, fruit trees, small friendly town, pleasant summers, mild winters, high altitude, low taxes \$65,000. James D. Sanders. 916/865-9500. Reg. No. 0820664. 3-80

FOR SALE: TOWING MACHINE 1971 3/4 T. international travelall in excel. cond. \$1,400. Mas Tsuda, 16 Loma Rd., Redwood City. 415/369-3569. Reg. No. 1238649. 3-80

FOR SALE: 65 FORD PICKUP, \$900. new brakes, water pump, battery 30,000 mi on motor; 1970 W/B 22' boat, good shape \$7,200. Welbur Marshall, Rt1 Box 444A, Welton, Ca. 95693. 687-6796 or 687-6494. Reg. No. 0892694. 3-80

FOR SALE: 1977 LAYTON 27' 5th wheel, A/C, ex. cond. \$8,000. George White, 141 Inner Circle, Davis, Ca. 95616. Reg. No. 0324042. 3-80

FOR SALE: 1977 FIREBALL 5th wheel trailer, 32' A/C, rollout, awning, large rear bath used very little, ex-cond. \$9,500. Wm. Conner, 92 Hancock Rd., Roseville, Ca. 95678. 916/782-9160. Reg. No. 0292565. 3-80

FOR SALE: 1964 RANCHERO, chrome wheels, radial tires, custom paint, padded roll bar, 260 V8, elect. seat & antenna, stereo, alarm, A/C, great m.p.g. sacrifice \$2,800. Dave Reed, 3539 Ashley Ave., Oroville, Ca. 95965. 916/534-6423. Reg. No. 1130324. 3-80

FOR SALE: BOLES AERO TRAVEL TRAILER, 32' fully self. cont., awning, A/C, tinted windows, like new, pulled very little \$13,000. tel. 532-5842. Homer Wynn, 15394 Buttercup Lane, Sonora, Ca. 95370. Reg. No. 1123517. 3-80

FOR SALE: 1974 CHEV. SUPER CHEYENNE, A/C, P.S., P.B., A/T, 350 engine, transmission collar, dual exhaust, dual tanks, 35' canopy, equipped for trailer towing; 1975 Road Ranger 18' travel trailer comp. S.C. \$6,000 both or will separate. Art Lance 209/299-7339. Reg. No. 0698389. 3-80

FOR SALE: LIBERTY S.A. 22 L.R. & Maguum, hand tooled buskaidarro belt holster left hand. \$125., sake 30' B6 w/leupold

3x9 scope \$300. Art Lance, 209/299-7339. Reg. No. 0698389. 3-80

FOR SALE: '73 Winnebago mileage 25,186, 9 mpg. \$9,500; '77 Pinto 23,000 mi fully loaded \$4,500; Camper, telescope top \$350. Edd Goforth, 9679 Walnut Ave., Elk Grove, Ca. 95624. 916/685-4756. Reg. No. 1494172. 3-80

FOR SALE: GARDNERVILLE, NE, 4 bdrm, 2 bath, extra large master bd., sunken dining rm. 1670 sq.' living space plus 624 sq.' 2 car gar. w/pit. approx 1 ac, fenced, ok for livestock \$64,950. Phil Houston, P.O. Box 1240 Minden, Nev. 89423 tele. 702/782-3085. Reg. No. 1171933. 3-80

FOR SALE: 1 FRENCH PROVINCIA fruit wood, drop side table 40' wide, extends from 2'6" to 8' long \$150. W. D. Sorensen, 7028 Thronhill Dr., Oakland, Ca. 94611 tele 339-1041. Reg. No. 238823. 3-80

FOR SALE: GRASSER, roll around \$15., V8 555 block, all parts except crankshaft; Eaton-Hendrickson walking beams \$50. ea. for late model trucks; used tires 8.25x20, 9.00x20, 10.00x20, 11.00x20 - \$50 & \$10. ea. good clean international diamond dump trucks, 8-10 yd. dump boxes w/Garwood Hoists. \$1,750. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014. 415/333-9006. Reg. 154371. 3-80

FOR SALE: 1976 DODGE Pv. radio, heater, C.B., d200, 400c id. engine, 950 robber trailer tow package, low mileage \$4,500. or will trade on soil sampling rig. Paul Hayden, P.O. Box 5243, Reno, Nev. 89503. 329-7463. Reg. No. 0685675. 3-80

FOR SALE: 1966 CB160 HONDA motorcycle, can be used for parts or fixed to run, asking \$100. 916/459-3137 after 5:30 p.m., Dan Williams, RT1 Box 116, Montague, Ca. 96064. Reg. No. 1634984. 3-80

FOR SALE: 5 ACRES adjacent fish lake national forest in Utah, Elk, deer & trout, 2 cabin sites or 4 trailer pads, acceptable, 6 mi. to I-70 freeway \$10,000. to total or \$4,000 equity. L.R. Johnson, 131 Rose Ct. No. 8, Campbell, Ca. 95008. 408/379-2704. Reg. No. 0660970. 3-80

FOR SALE or TRADE: 30' Conversion 56 Ford sleeps 6, self "292" V8, 4 sp., 2 sp. rear end, perfect for person work away from home, asking \$6,200. 916/482-9280. Pedro Perez, 10605 Chardonay, Rancho Cordova, Ca. Reg. 1225597. 3-80

WANTED: JIM BEAM CERAMIC BOTTLES, send list & price. Harry Horn, 2565 La Cumbra, Rancho Cordova, Ca. 95670. Reg. No. 0738743. 3-80

FOR SALE: SCAMP CAMPER Shell Truck-in style for stepside pick ups \$300. Jim Shotwell, 191 La Prenda, Millbrae, Ca. 94030 415/692-2459 Reg. #1797519 4-80

FOR SALE: 580C CASE BACKHOE extndahoe 1850 hrs., five buckets, 12", 18", 24", 30", 36ffi, 1968 Int. two ton truck all in good shape. W.J. Barker, 125 Olive Ct., Lodi, Ca. 95240 209/369-0667 Reg. #0698313 4-80

FOR SALE: FOUR PRIME 10 acre parcels 10 mi. east of Elko, Nev., 3 at \$30,000. one at \$35,000. Will sell entire 40 acres for \$99,500. Will carry balance at 12% w/1/3 down. Jim L. Poole, 21139 Tyee Ct., Castro Valley, Ca. 94546 415/582-0740 or 702/738-6707 Reg. #1208485 4-80

FOR SALE: 1978 HONDA CIVIC STATION WGN, 26,000 mil, new battery & spare tire, AM/FM radio w/Pioneer speakers, white w/ blue int., \$4,300/offer. Mike Torna, P.O. Box 831, Mtn. View, Ca. 408/246-0455 Reg. #1076574 4-80

FOR SALE: BOAT Catamaran power cat. 18' long, 7'11" wide real deep twin even rude easy lift tandem trailer, new tires, custom made top, fisherman dream see to appreciate \$3,000. B.F. Ederman, 104A Elder Dr. Pacheco, Ca. 94553 415/685-7969 Reg. #0689209 4-80

FOR SALE: 1979 CHEVROLET CHEYENNE, 4 wheel dr., 4 sp., LWB, AM/FM 8 track, \$6,150. Richard Nelson, 33815 Shaver Springs Road, Auberry, Ca. 93602 209/841-12453 Reg. #1082362 4-80

FOR SALE or TRADE: 10 ACRE in Northern Nevada, cash cheap or latest pick up. 916/372-5932, Broderich, Ca. 95605 Reg. #1128323 4-80

FOR SALE: 40 ACRES, 2 bdrm. older home (flame), 3 1/2 mi. south of proposed world's largest power plant \$1,500 per acre owner/agent. Norman Clemens, 14346 E. Collier Road, Acampo, Ca. 209/369-1397 Reg. #1238702 4-80

FOR SALE: 1976 FORD E100 custom van, one owner 48K orig. mi, fully carpeted & insulated, P/S, P/B. AT, 351 V8, never wrecked, AM/FM 8 track & CB. table drops to double bed, high back, swivel captn's seats, ice box & cupboards. Immaculate throughout best offer before Apr. 1. D. Kennedy, 16911 Ehle St., San Leandro, Ca. 94578 415/481-5419 Reg. #1768889 4-80

FOR SALE: LOT, Berryessa Highland, walking distance store and post office. \$11,000. Russel P. Kincaide, 72 Cherry Blossom Lane, Aptos, Ca. 95003 408/688-3532 Reg. #0603335 4-80

FOR SALE: CAT. 12F grader, Massey Ferguson Mod:30; loader scraper; blaw know P.F. 22 paver, Layton 550 super paver; trucks, rollers, trailers etc. 408/438-3120 or

438-4989 Ralph E. Hendrickson, Hendrickson Const. Co., P.O. Box 66856, Scotts Valley, Ca. 95066 Reg. #544323905 4-80

FOR SALE: 1976 International Back Hoe w/4 buckets 12"-16"-24" and 30", under 1200 original hours. \$12,000; 1965 Chevy 5 yd dump truck, 4 sp. 2 sp. rear-end. \$3,500. John Cardoza, 1950 Overhill Road, Concord, Ca. 94520 415/757-7841 Reg. #056917 4-80

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- these columns without charge any PERSONAL PROPERTY he wishes to

sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.

Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

Address all ads to Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif 94103. Be sure to include your register number. No ad will be published without this information.

Personal Notes

Santa Rosa

Our deepest sympathy is extended to Vincent Mossi on the recent death of his wife, Dolores, and also to Brother Glenn McClish, retired, on the death of his wife, Dorothy. We regret having to report the death of Brother Jim Nacey, retired, and also Brother Wilfred King, retired. Our sincere condolences are extended to the families and friends of our late Brothers.

Salt Lake City

The Salt Lake office extends its sympathy to member Steven Davis, who works for Wheeler Machinery Company in Salt Lake City, Utah. Steven's parents, Ralph C. & Lois K. Davis, were killed in an automobile-truck accident in Butte, Montana on February 20, 1980.

Reno

Congratulations to the new parents: Robert and Tracy Marin, a daughter born 12/6/79. Joel and Monica Severson, a son born 1/24/80. Jerry and Loretta Turley, a son born 1/31/80.

We would like to extend condolences to the family and friends of Guy Tietjen who passed away 1/31/80, George Mahe who passed away 2/3/80 and Vance Neese who passed away 2/12/80. We would also like to extend condolences to Howard Wilkin whose wife Sarah passed away 2/11/80.

Eureka

It is with great happiness we announce the birth of a new son to Brother Gary Storts and his wife.

It is with great sorrow we report the passing of Brother Lewis Bailey who passed away on January 8, 1980. Our deepest sympathies to his family and friends.

Also, we extend our condolences to the following retired Brothers who lost their wives: Brother Ludwig Krupka, Brother Henry Carlier and Brother Eric Salenius. Our deepest sympathies to these families and friends.

Sacramento

We would like to extend condolences to the families and friends of departed Brothers Richard Bedal, Lee Burns, Albert Cubeal, Robert Crawford, Levi Duckett, Walter Hepp, Del Hicok, Fred Husum, Claude Johnston, Rupert Kavanaugh, Elwood Phillips, Harry Schnell, Hugh Smith, George Spencer, Clyde Stonecipher, and Harold Anderson.

We regret to hear the passing of Joan Garrett, wife of Jesse Garrett. Brother Wayne Poole recently underwent surgery at Presbyterian Medical Center in San Francisco for a triple bypass. This was his fourth time in surgery. We wish him a speedy recovery.

Our thanks and appreciation go out to those who are year around donors to the Operating Engineers Blood Bank in Sacramento. They are: Jim and Betty Meyer, Arnold and Judy Boehm, Dellia and Tommy Winnett, Edmund Vercurysen, and Wallace Jungnitsch.

Ignacio

We wish Brother Jim Cavit a speedy recovery. He has been on the sick list, and entering the hospital for surgery. Brother Al Pacciorini had an accident and is laid up with six broken ribs. We wish him a speedy recovery.

A tiny parade enlivened downtown Bolinas, when Fire Chief Jose Silva, who is a retired member of Local 3, made his daily journey to the post office and then decided to go to the bank. Three of the town's Colorful Characters—one waving an American flag on a long pole—suddenly assembled in front of Jose's pickup, and marched down Wharf Road ahead of the surprised chief. Onlookers cheered and applauded. It's rumored the stunt was thought up by one of the Colorful Characters in gratitude after Jose answered a "man down" emergency call to a bar and gave him first aid until the ambulance could rush him to the hospital (Bouquets to Brother Silva).

It's Election Time Again—1980! Please support Candidates. It's extremely vital that we elect people who are willing to work with the Construction Industry in resolving common problems. Be sure to register and vote.

Our deepest sympathy to Brother Vince Mossi and his family on the loss of his wife, Dolores, who passed away on January 25th. Brother Ray Chattman should be back to work at Basalt Rock, after being confined in the hospital for surgery.

More from Mayfield

(Continued from Page 5)

easily ratified by an overwhelming majority of employees who attended the ratification meeting.

It is hoped that by the time I report again in another month a new contract will have been reached with officials of U.S. Pipe & Foundry, whose employees we cover in the state of Utah. Negotiations are scheduled to begin in three weeks. Also, it is hoped that negotiations will have begun for employees at the Stauffer Phosphate Mine located near Vernal, Utah. However, this mine, as reported a month or so earlier, is being taken to task in a pure union-busting effort by Stauffer Chemical Company officials in what is suspected by me to be paid union-breaking attorneys and others who are working in conjunction with them for the sole purpose of disposing of unions. We hope our efforts to combat this attempt and charges filed by us with the N.L.R.B. are totally upheld so that we can hopefully win a new wage package that employees working here are completely deserving of.

Also, this very week I will be attending the non-ferrous industry meeting in Phoenix, Arizona where all unions involved will gather to combine their efforts and minds to obtain a new and honorable agreement for all of those who choose the copper mining industry to be their way of earning a living. I will be joined by our Business Agents who service the Kennicott Copper Bingham Mine and Pit, and also the Anaconda Carr Fork, with both projects being in the state of Utah. Also attending this strategy meeting will be rank & file stewards who have attended these past two contracts for the first time ever. I might add that this practice was done in accordance with what brother Marr, our Business Manager, and I had promised to do if we were elected almost seven years ago, and I think this real pledge has been totally delivered as was told.

Attend Your Union Meetings

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

April

- 1st **Eureka:** Engineers Bldg., 2806 Broadway
- 2nd **Redding:** Engineers Bldg., 100 Lake Blvd.
- 3rd **Marysville:** Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., Franklin Ave.
- 8th **Honolulu:** United Public Worker Union Mtg. Hall, 1426 No. School Street
- 22nd **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 24th **Maui:** Kahului Elementary School, So. Hina Ave., Kahului.

May

- 1st **Oakland:** Sunol Valley Golf Course Club House, Hwy. 680 & Andrade, Sunol, Ca.
- 6th **Stockton:** Engineers Bldg., 2626 No. California Street
- 8th **San Mateo:** Electricians Hall, 300 Eighth Ave.
- 13th **Fresno:** Engineers Bldg., 3121 East Olive Street
- 20th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Road

Semi-Annual Meetings

Location: Marine Cooks and Stewards Auditorium, 350 Fremont St., San Francisco, CA.

Date: Saturday, July 12, 1980, 1 p.m.

DUES SCHEDULE FOR PERIOD 10/1/79—9/30/80

Local 3	\$102.	(Per Qtr.)	vance of an increase at the
Local 3A	\$99.	(Per Qtr.)	"old" rate (the rate in effect
Local 3B	\$99.	(Per Qtr.)	prior to the effective date of
Local 3C	\$99.	(Per Qtr.)	such increase). Therefore, the
Local 3E	\$99.	(Per Qtr.)	dues rates for the periods as
Local 3R	\$99.	(Per Qtr.)	indicated above apply regard-
Local 3D	*Variable by Unit		less of when payment is made.

Please Note: An amendment to Article VI—Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in ad-

*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

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Incomplete forms will not be processed



Marysville area begins to pick up

Business Representative Dan Mostats reports the work picture on Marysville District's East Side is beginning to pick up some.

Tenco Tractor is busy working nine hours per day, and sometimes more, repairing farm and construction equipment and assembling and servicing new equipment prior to the beginning of the workseason.

Steiny & Company from Vallejo, California was low bidder on the highway widening and installation of the traffic signals on Foothill Boulevard in Oroville. The bid was \$98,540.

Having bid \$43,426, Robinson Construction Company from Oroville, California was the low bidder on the street improvements on East 17th and East 22nd Streets in Marysville.

Butte County's Public Works Department is putting bids together for reconstruction of a section of Lincoln Boulevard in Oroville. The bids are scheduled to be let on March 20.

The City of Marysville's Public

Works Department is working on bids for street improvement projects on "D" Street between Sixth and Eighth Streets. The bids are scheduled to be let on March 25.

Baldwin Contracting Company is busy working, when possible, on the water treatment facility in Oroville and, also, servicing equipment in its shop.

"Because of the above-average rainfall this year, we are hoping to see some emergency monies for repair of the levees on the Yuba and Sutter Rivers," Mostats said.

For several years, local citizens and tourists passing through have not been able to enjoy the beauty of Lake Ellis, a small scenic lake which was built in Marysville during the WPA Days. The City of Marysville has been busy attempting to eradicate the Hydrilla Weed which filled the Lake and threatened the nearby rice lands.

The Hydrilla has been removed. Arons Building Wrecking Company of Sacramento has completed cleaning the Lake, and the Lake

has now been refilled. The fountain is again flowing, and tourists passing through the area can again say, "Look at that lovely little lake!"

BLOOD BANK

The supply of blood in the Marysville District blood bank is VERY low. Anyone who can should make an effort to make a donation. Donations may be made at:

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

OROVILLE: Thermalito Grange Hall, 479 Plumas Avenue, first Thursday of each month from 1:00 to 6:00 p.m.

MARYSVILLE: Marysville Art Club, 2nd Tuesday of each month from 1:00 to 6:00 p.m.

Any donations you can make will be greatly appreciated. Remember to tell them that your donations are for the Operating Engineers, Marysville District, Local Union No. 3 Blood Bank.

Due to bad weather

Many jobs still shut down in Santa Rosa

Most of the jobs in Santa Rosa are still shut down because of rain, but with some good warm days everything will be in full swing soon, reports Business Representative Pat O'Connell.

This being an election year the Santa Rosa office has endorsed a few candidates for office, namely Ray Byrne, running for Sonoma County Judge, Al Rizzo, also running for Sonoma County Judge and Bob Adams who is seeking the seat of Supervisor, First District. There will be other candidates Local 3 will be endorsing for the coming election. It is of the utmost importance everyone exercise their right to vote so be sure to cast your ballot on election day.

Work on Warm Springs Dam will be very slow until repairs are made to the belt line, which should

be around the middle of April. In the Guerneville area S H Const., Tri Valley Engineers, Caputo-Wagner, JV and Pisano Corp are all working on the sewer project. In Mendocino County it's been very slow—Baxman Gravel has a few Brothers working, as has Remco, Hydraulics, Inc. which has been extremely busy. The work picture looks great for this year and we hope everyone will be out on the seat very soon.

Work for this year looking great with Piombo Corp. starting Unit #17 at The Geysers, reports Business Representative Chuck Smith. Lange Bros. also have work lined up at The Geysers project this year and by mid-year there should be quite a few jobs going in The Geysers area.

Up in Lake County Peter Kiewit

Sons' Co. still has quite a bit left to do at The Clearlake Highlands disposal plant, which should keep several Brothers busy all season. Joe Ramos is coming right along on the underground work in and around the Highlands but the lake is higher than it has been in years causing some trouble due to the high water table. In the Kelseyville area C.R. Fedrick should soon be starting on the \$1 million sewer treatment plant.

Over at Geyserville, in Sonoma County, Piombo Corp. should have started the sewer treatment plant and pipe job that was bid on last year, but due to E.I.R. studies and the bureaucracy of Sonoma County the job was delayed until now. "I'm keeping my fingers crossed the Cloverdale By-pass will go to bid this coming fall, after many, many years of delay," Smith commented.



Hundreds turn out to boo planning board

Hundreds of Sonoma County residents, many of them operating engineers, turned out to oppose the latest attempts by the local planning commission to halt all gravel mining in the Russian River. The opponents were

given support by Dr. Daryl Simons, a national renowned geologist, who pointed out that the River could sustain a significant amount of gravel mining without harmful side effects to the environment.