Local 3 wins key Hopper dredge ruling

By James Earp
Manager Editor

A key Labor Department ruling sought by Local 3 on the operation of ship-type hopper dredges was handed down this month in favor of the union. The ruling, which states that workers on hopper dredges are subject to the Davis-Bacon Act while performing dredging operations, is “a major victory for our local members in the dredging industry,” Business Manager Tom Stapleton announced.

“The past three years, we have lost several major dredging projects to out-of-state dredging contractors who use hopper dredges,” Stapleton explained. “These contractors were able to bid low on the jobs because they do not pay their employees, who they classify as seamen, prevailing wages.”

This Labor Department ruling will restore equity to competitive bidding and force Hopper dredge companies to pay the same wage rates as our people make. We are confident that, based on this ruling, fair union contractors will be able to bid competitively against these firms.”

Ship-type dredges are a relatively recent development in the dredging industry. Unlike conventional dredges which deposit material onto a separate barge, hopper dredges are basically ocean-going vessels with a dump area built into the structure.

Their advantage is that they are more capable of performing dredge operations in the open sea than most conventional dredges; however, in inland water situations, hopper dredges are generally less efficient.

Contractors who employ hopper dredges have maintained that hopper dredge hands are “seamens” and under the provisions of the Davis-Bacon Act are not required to receive prevailing wages.

Since seamen customarily work for wages that are significantly less than conventional dredge hands, hopper dredges pose a serious threat to the dredging industry.

Local 3 filed protests with the Labor Department, claiming that the only function of hopper dredges is to perform dredging work. Citing a similar court case in 1945 and sections of the wage standards law, Local 3 was successful in proving to the Labor Department that prevailing wages apply to hopper dredges, just as they apply to conventional dredges.

“We are extremely pleased with the ruling,” Stapleton said. “Although the ruling will probably be appealed by the employers, we are confident that it will hold up.”

San Jose City Council scrutinizes non-union firm on transit project

A non-union contractor’s low bid on a $30 million mass transit project in San Jose came under Local 3’s scrutiny this month, as the union continues its campaign against the open shop movement.

The president of Weiss Brothers Construction, a non-union firm out of Pennsylvania, found himself before a San Jose City Council meeting this month, packed with irate building tradesmen who were all interested in hearing him explain why his company should not be disqualified from the project based on information obtained by Local 3 and the building trades that raised serious questions about the firm’s reliability.

Working jointly with the Santa Clara San Benito Building Trades Council, Local 3 developed an inch-thick report on Weiss Bros. after it was announced the firm had submitted the low bid on the transit project. The blistering report, based on investigations done in Pennsylvania and North Carolina, was presented to the San Jose City Council prior to the hearing on April 2.

Issues raised by the report include:

• An $8.8 million judgement against Weiss Bros. in favor of the Mellon Bank of Pennsylvania.
• Federal Tax liens against Weiss Bros. of more than $727,000, money that was owed the Internal Revenue Service from workers’ paychecks.
• A lien for more than $90,000 owed the Pennsylvania unemployment fund from workers’ paychecks.
• A judgement against Weiss Bros. of $60,000 for money owed for workers’ compensation insurance premiums.
• Liens against Weiss Bros. for more than $67,000 in sales and use taxes and more than $42,000 in state withholding taxes.
• Liens against Weiss Bros. for failure to pay shoo1 and city taxes.
• Serious construction problems on a

(Continued on page 8)
Employee benefits come under attack in tax proposal

**ENGINEERS NEWS**

CALTRANS publishes $13.5 billion funding program

(Continued from page 1)

about $6.8 billion in expected federal funds, and about $6.6 billion in state funds. Trombore said Caltrans expects that as much as $200 million in private funds could also be used to finance the program.

The program provides for mass transportation projects and highway improvements to link Californians with jobs, affordable housing, and commerce, Trombore said. The California Transportation Commission will hold public hearings around the state on the proposed State Transportation Improvement Program (STIP), a final five-year plan will be adopted in June.

Some of the major projects in the proposed five-year plan include:

- $218.7 million to construct high occupancy vehicle lanes from the Bay Bridge to Willow Avenue on I-80 in Alameda and Contra Costa Counties (10 projects).
- $13.3 million to construct the John T. Knox Freeway (I-880/80) through Richmond.
- $25 million to construct reversible HOV lanes and ramp improvements from Route 24 to the Bay Bridge in Alameda County.
- $129.1 million for the widening of I-80 from Route 238 to the Village Way in Alameda and Contra Costa Counties (8 projects).
- $46 million to widen I-80 freeway in Alameda County from Alvarado-Niles Road to Davis Street.
- $11 million to widen Route 99 to four lanes from Durham Hwy to Skyway Overcrossing in Butte County.
- $3.8 million for widening and other improvements of Route 99 in Sutter and Butte Counties near Live Oak.
- $138.3 million to reconstruct Route 99 in Interchange in Contra Costa County.
- $8.9 million to replace the Smith River Bridge near Horrace on Route 199 in Del Norte County.
- $12.4 million to construct passing lanes and other improvements on Hwy 50 in El Dorado County from County Line to lone House Rd. to east of Echo Summit (8 projects).
- $39.9 million to extend Hwy 41 freeway in Fresno County from Bullard Ave. to Audubon Dr.
- $12.1 million to reconstruct and widen Hwy 30, Forest Highway in Humbold and Trinity County.
- $26 million to construct the Redwood Park Bypass on Hwy 101 in Humboldt and Del Norte County.
- $9.9 million to construct a four-lane expressway between Rt. 29 and 40th Ave. in R & 51 in Lake County.
- $3.7 million for structural repair on Hwy 395 in Lassen County.
- $7.3 million to construct HOV lanes on Rt. 37 to Miller Creek on Hwy 101 in Marin County.
- $27.2 million to construct the four-lane Hatton Canyon freeway on Montrey County's Rte. 1.
- $12.8 million to construct the four-lane improvement and bridge rehabilitation from Colfax to east of Truckee on I-80 in Nevada and Placer Counties.
- $34.8 million to construct the Roseville Bypass in Placer County at Hwy 65/180.
- $35.9 million to widen I-80 through Auburn.
- $35.9 million to construct freeway and expressway on Route 20 in Sacramento and Sutter Counties.
- $53 million to construct the Stockton Crossroad Freeway.
- $51.2 million to construct Devil's Slide improvements on Rte. 1 in San Mateo County.
- $50.1 million to construct the Guadalupe Corridor Expressway in Santa Clara County.
- $58.9 million to construct freeway and expressway on I-580 north of Lakehead in Shasta County.
- $13.9 million to construct the Rte. 80/12 interchange in Solano County.
- $11.1 million to replace the Russian River Bridge in Guerneville, Sonoma County.
- $46.1 million to construct the Cloverdale Bypass on Rte. 101 in Sonoma County.
AFL-CIO applauds choice of new Labor Secretary

The American Federation of Labor-Congress of Industrial Organizations (AFL-CIO) has applauded the selection of William Brock as the new Labor Secretary. Brock, who has been a leader in the labor movement for many years, is expected to be confirmed by the Senate and to take office in the near future.

Brock was born in 1932 in San Francisco, California. He attended St. Ignatius High School and St. Mary's College, both in San Francisco. After graduating from college, he entered the labor movement in 1947 as a business agent for the United Auto Workers (UAW) in California. In 1958, he was elected to the executive board of the UAW and served as treasurer of the California Labor Federation, AFL-CIO from 1954 until 1959.

In 1962, Brock was elected to represent California's 17th Congressional District in the U.S. House of Representatives, where he served until 1972. He was a member of the House Labor and Human Resources Committee and the House Select Committee on Small Business. During his tenure in Congress, Brock was known for his integrity and for his complete devotion to the labor movement. He was a strong advocate for the rights of workers and was a vocal opponent of the Reagan administration's policies, which he believed were anti-labor.

After leaving Congress, Brock served as executive secretary of the National Economic Opportunity Council in Washington, D.C. In 1974, he was elected secretary-treasurer of the California Labor Federation, AFL-CIO. He served in that position until 1980, when he was elected to the executive board of the AFL-CIO.

Brock's nomination as Labor Secretary was announced by President Reagan on April 15, 1985. The nomination was greeted with enthusiasm by labor leaders, who praised Brock's long history of dedication to the labor movement. The White House emphasized Brock's qualifications for the position, noting his experience as a labor leader, his knowledge of labor law, and his understanding of the importance of the Labor Department in the federal government.

Brock said that he called Lane Kirkland, the president of the AFL-CIO, to inform him of his selection. Kirkland said that the AFL-CIO "welcomes the nomination of Bill Brock..." and added that he was "an old friend, a man I have great respect for and who has done a lot of good for organized labor." Brock's nomination is expected to win approval in the Senate, and he is expected to be confirmed by a wide margin.

In making the announcement, the White House officials emphasized Brock's qualifications for the position. They noted his experience as a labor leader, his knowledge of labor law, and his understanding of the importance of the Labor Department in the federal government. Brock will be the first labor leader to serve as Labor Secretary in 20 years.

Brock's nomination is part of an effort by the Reagan administration to rebuild the Labor Department. The department has been understaffed for many years, and the administration is looking to fill the current vacancies on the National Labor Relations Board (NLRB).

Brock will be joined on the NLRB by two other former management lawyers, John W. Johansen of Tennessee and Richard H. Wilfred of California. Johansen is a partner in a Nashville, Tennessee law firm and has been Region 12 director of the NLRB since 1971. Wilfred is a Democrat and has been Region 21 director of the NLRB since 1973. They will be joined by two other former management lawyers, who will be appointed by the president.

In addition to filling the NLRB vacancies, the administration is also looking to fill the five member board short handed since the fall of 1983. They will be replaced by the five members appointed by the president. They will include two others former management lawyers, who will be appointed by the president.

Commenting on Reagan's labor relations policies, Brock said that "We've had some problems, particularly in the last two years. But that's precisely what I would like to do." Brock added that he would work to improve the labor department and to ensure that it is able to provide training and education assistance to workers and employers.

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The Pacific Coast Metal Trades Council Legislative Affairs Committee meeting, and Executive Board meeting, held during March at Portland, Oregon, was well attended. All metal trades locals in the shipbuilding industry in the United States are facing the most serious challenges during the 1980's they have ever come to task with in their history. Donald R. Strate, acting District Director, Utah, reports that the 'Fiddlers continue to play' as Salt Lake floods valley floor.

Donnatal R. Strate, acting District Representative in Utah reports that the 'Fiddlers continue to play as the Salt Lake City area is slowly engulfed by the Great Salt Lake. The Utah State House of Representatives and the Utah Senate Joint Committee on Federal Relations, while in session, has taken action to control the local economic recession by passing a bill to appropriate $176 million in damage to highways, and 14 counties in the valley. The road work will be done by the Salt Lake Conservation District, and was expected to be completed by the end of the year. The project will be a major improvement for the local economy, as it will encourage a more concise and efficient flow of traffic through the area.

The Governor Norm Bangerter and the Utah Department of Transportation, together with the Salt Lake County, the Great Salt Lake Water Conservancy District, and the Utah State Highway Department, have been working on the project for several years. The project will involve the construction of a new road to divert the flood waters from the valley floor. The road will be 10 miles long, and will be completed by the end of the year. The project will be funded by the state of Utah, and will be completed by the end of the year. The project will be a major improvement for the local economy, as it will encourage a more concise and efficient flow of traffic through the area.

The project will also involve the construction of a new bridge to connect the east and west sides of the valley. The bridge will be 1,000 feet long, and will be completed by the end of the year. The bridge will be funded by the state of Utah, and will be completed by the end of the year. The project will be a major improvement for the local economy, as it will encourage a more concise and efficient flow of traffic through the area.

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A national infrastructure fund from which interest-free loans will be made is proposed. The fund, chaired by Rep. James Anderson of California, is intended to address the $353 billion shortfall between transportation infrastructure needs and available funding. The fund would provide $3 billion a year for ten years, with repayment on each loan complete after 20 years.

The House Transportation Committee is establishing an advisory committee to determine ways the private sector can help narrow the $792 million shortfall between the annual estimated cost of BART expansion and the $2 billion bond election asked for in the fiscal 1986 budget. The current $2 billion BART system consists of 71 miles of track and four miles of Muni Metro. The current plan, to extend the system 3 counties, was unanimously approved in late March by two city agencies. The long awaited approval ended up being mostly quiet and peaceful.

Few people would doubt the necessity of transportation improvements, which have been an effort to address in the past few years, with Reagan administration attempts to do so. But the impact of the recession on the building trades has also prevented an Emergency Housing Assistance Act from being passed in the Senate. The Senate did pass the bill in 1983, but by the time it reached the House, it had been watered down and withered away.

The Building Trades, and a number of county, state and national organizations, have been promoting legislation to help purchase $7 billion in new affordable housing, for the purchase, construction, and rehabilitation of housing units. To afford a new home and with mortgage rates increasing, many families are unable to pay that purchase price. Affordable housing is needed in order to help prevent an Emergency Housing Assistance Act from being passed. Action is needed to create new construction, the Senate has passed the bill, but the House has failed to approve it.

Home builders are cutting back on affordable housing. The housing crisis is being supported by the Council of the AFL-CIO. The building and construction trades are voicing their concern over the high mortgage rates preventing an Emergency Housing Assistance Act from being passed. Many families are unable to pay the purchase price of a new home.

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Two problems could slow work in Santa Rosa area

"We have two major problems in the area that will affect our work this year," reports Santa Rosa District Representative Chuck Smith.

1. The City of Santa Rosa made a critical error last year in the irrigation of fields designated to be irrigated in the dry summer season. To try to save the city a few dollars, they attempted to force the farmers to pay the electricity bill for the pumping of treated water waste. The farmers refused and then, before the city knew it, they were in the months that the State Water Quality Board would not allow irrigating, forcing an illegal dump of 730 million gallons into the Russian River. At the February meeting of the State Water Quality Board, held in Santa Rosa, the Board put a moratorium on sewer hook-ups and set April 25th to reconsider the moratorium. This will really hurt the 1985 work picture if it is not lifted.

2. Basalt is having problems getting permits to continue their gravel mining on the Russian River in Healdsburg. This could also have a devastating affect on the members working in the Rock, Sand and Gravel industries. "If this problem is not resolved soon, we will again be asking you to help out in attending meetings. However, if both of these problems are resolved the year looks very good. Let's all keep our fingers crossed and think positive," Smith said.

Business agent Bill Burns reports that he has been going to Sonoma County Board of Supervisors meetings in support of the Basalt/Healdsburg operations. There are some growers trying to get that plant all but shut down. They are pressuring the Board of Supervisors to withhold permits that allow the harvest of gravel on their own land.

Sonoma County Department heads have been asked to follow a voluntary freeze on next year's budget so that the county can proceed with an ambitious road building and maintenance program. Freezing next year's spending at current levels was suggested during a Board discussion of a proposed resolution to Congressman Doug Bosco, asking for help in securing federal money for reconstruction of Stony Point Road. The road is designated in the County's general plan as a north-south freeway alternative.

Business agent Rob Wise, reports that Unit 21, in the Geysers, is soon to bid and will provide several good dirt jobs this summer. There is quite a bit of steam-well site work currently underway and there is also quite a bit of pipe-line being laid from the well-site to the generating plant. In general, the upcoming season in the Geysers area looks good.

A Bargain At Twice the Price!

Local 8 members now have the opportunity to purchase lightweight jackets imprinted with the Operating Engines logo. The jackets are union made in America. They are green with white trim, feature a brushed polyester lining and 100% nylon collar, cuffs and waistband. The jackets sell for $25 and may be ordered through your district office or the Local 3 Public Relations Dept. at 474 Valencia Street, San Francisco, CA 94103; (415) 431-1568, 800-453-1400.

They come in adult sizes of small, medium, large, extra large, and double-extra large. Proceeds from the sale of the jackets go to the union political action program.

Members wishing to order the jackets should write a check or money order payable to SELEC.
RMTC makes improvements in its apprentice training program

In 1982, the Joint Apprentice-Craft Training at Rancho Murieta (JAC) was formed. The objective of the new training center was to be totally committed to training and a lot of hard work was put into achieving this goal. The training center has made significant improvements in the following areas:

1. New and updated equipment: The training equipment has been upgraded to include a Richier tower crane, a laser system, and two buses. These improvements have made it possible to learn new marketable skills.

2. Greater capacity: The training center is able to accommodate more students and increase the amount of seat time.

3. Increased utilization and less downtime: The efforts of 1983 and 1984 are still paying dividends and they seem to be growing.

4. Better management: Through prudent management, a number of improvements have been made, including:
   - Three rubber-tired backhoes
   - One 631D scraper
   - Two 815 self-loading scrapers
   - A more efficient tower crane
   - A laser system

The payback was:

- Improved utilization and less down time
- A richer tower crane
- A laser system
- Two buses

The improvements made have allowed the training center to better meet the future needs of the construction industry. The training equipment is more efficient, and the training center is now better equipped to train more apprentices.

To meet the future needs of the construction industry, the Joint Apprentice-Craft Training at Rancho Murieta is totally committed to training and is continuously improving its facilities and equipment.
Non-union firm under scrutiny

(Continued from page 1)

Charlotte, North Carolina transit mall project presently being completed by Weiss Bros.

• A ratio of long-term debts to assets for the firm which is considerably above industry averages.

At the recommendation of Ken Dewitt, San Jose Public Works Director, the San Jose City Council held the public hearing to allow Weiss Bros. the opportunity to respond to the report.

David Weiss, President of the company, and his attorney Neil O'Donnell, explained to the council that they were having difficulty answering the questions because they were not used to discussing the firm's business dealings in public.

As for back taxes owed, they admitted that it was true, but that Weiss had no personal knowledge of owing more than $75,000 to the government. The debt was attributed to mistakes of employees no longer with the company.

John Neace, Executive Secretary for the Building Trades Council told the council that responsible contractors pay their bills. Weiss Bros. had not paid non-payment leaves no question as to their irresponsibility, he charged.

Local 3 Research Director Larry Edginton charged that Weiss Bros. has continuously violated the public's trust by their flagrant misconduct. "Looking at what they have owed in withholding taxes, unemployment insurance contributions and workers compensation premiums, it is clear that they have been operating on workers' money," Edginton stated.

To be mailed this month

A look at your pension statement

"How much do I get and how are benefits paid? Don't tell me what all the rules are. Tell me how much I get and how benefits are paid. That's what I care about." If this sounds familiar, it should. That's what Operating Engineers who are in the Pension Plan have been asking. In this and coming issues of Engineers News, we will discuss the value of the Local 3 Pension Plan.

Annual pension credit statements

There is no better time to discuss the hours reported on your report than right now. The Annual Pension Credit Statement due to you in the mail during the month of April to over 20,000 active Operating Engineers.

Look at the Pension Credit Statement on this page. The statement shows (Item 1) the number of hours reported to the Pension Trust Fund for 1984.

The statement describes (Item 2) monthly benefits paid and (Item 3) the total of your monthly benefit payable at age 62. If you have earned at least 10 years of Credit Service without a Permanent Break in Service. the statement says, 'You are Vested' (Item 4).

If you worked as an Operating Engineer before the Pension Plan existed, you may be entitled to additional Pension Credit and an increased amount of Pension Benefit. A review of your early work history will be made when you file an application for Pension and the exact amount of additional Pension Benefit will be determined at that time.

What if I don't want to wait until age 62?

Members have choices other than retirement at age 62. The Trustees have recognized varying needs of Engineers and the Plan allows several options:

• Early retirement

If you have 10 Pension Credits and choose to retire anytime between ages 55 and 62, your monthly benefit is reduced from what you would have received at age 62. The reduction is made to reflect the longer period of time retirement will be collecting benefits. The reduction is based on a year from age 60 to 62, 6% a year from 55 to 60.

• Service pension

If you have 30 or more Pension Credits, you are eligible for a full benefit at age 60. If you have 30 Pension Credits and choose to retire anytime between ages 55 and 60, your monthly benefit is reduced depending upon your age by 6% per year.

• Disability retirement

If you are totally disabled before you reach retirement age, you may retire and receive not less than 70% of your monthly benefit you would receive at retirement age at 62. Disability benefits are available beginning at age 50 if you have 10 or more years of Credit Service, and at less than age 50 if you have at least 15 years of Credit Service. The Pension Plan provides financial security to you at retirement. The Annual Pension Credit Statement is the statement you can use to measure the value of your monthly benefit should you retire at age 62. You may choose to retire at an earlier age, with slight reductions in your monthly benefit to account for the longer period of time you will be receiving them.

You may also choose to continue working, even past age 62. If you do, your monthly benefit amount will continue to increase as you earn additional Pension Credit.

One Final Note — If your personal work record differs from the information on the Pension Credit Statement, follow the instructions on the back of the statement for corrections.
Money

On back page

Fine and loss of driver's license. The count on is not given to any one but you or

Points

Loan rates have been dropped with or members should call (801)261-2223.

Failure to do so could result in a $250 police promise spot checks to insure

Annual meeting

Grievance Committee Election Results

District

Brothers Lynn Reese and Don Brothers Rafael Fass and Jim Brothers Paul Heater, David Spain, and Dennis Harlan to serve on its

Finance Engineers News.

The meeting place and announcement

of your loan.

Your Credit

Distri ct 11 membership re-elected

Credit

RMTC makes

District 9 membership re-elected

Credit

By JACK SHORT, Director of Safety

S tudies show old-timers with their surrounding may change. They may become com-

Second. AmmaJ

No safety in mind

likely to get hurt

Second. AmmaJ

Whatever the reason, it is poor

be made whole by the Employer for lost wages and benefits.
Talking to Techs
By Frank Morales & Wally Schissler

The Tech department would like to remind all employees that they are registered for employment in a Job Placement Center and are called back to work by their former employer. They must notify the Job Placement Center or Centers so that their names can be taken off the list that they are registered on.

Also, when members are dispatched to a new employer, they should check the wage sheet to see if it's correct, name, social security number, job classification and wage. Some members have called after they have been dispatched to find out what their wage rate is and what contract they are working under.

Concerning contracts, effective July 16, 1985, under the Master Agreement for Technical Engineers, there will be an additional increase of five percent (5%) for all members who are working.

There will be four meetings held. One will be in their area. Bernard was a member of Operating Engineers since 1957 and is still active in the union. Bernard started surveying in Contra Costa and moved to Grass Valley in 1967 where he lived until his death.

Teaching Techs
By Gene Machado, Administrator, Surveyors JAC

Apprentice classes for the greater San Francisco area have started at The Wilson Education Center in Santa Clara. This has opened two night a week at the Union Station in San Jose and one night a week in the downtown area. There will be four meetings held, one each in Oakland, San Jose, Santa Rosa and Sacramento. The purpose of the meetings is to discuss the allocation of wages and fringe benefits. Notices will be mailed informing members where, when and what workshops the members will start. Participation at these meetings is important, so members should attend the meeting in their area.

Plant ½ mile a hour the reservoir must be in operation before the pipeline can be used to deliver water.

Changes in right-to-work law
House Bill 110 (addendum to the Right-to-Work Law) has passed the House. There are 39 representatives representing 39th to thirty-four. It is now in committee in the Senate. There is pressure from the representatives to get this bill passed in the Senate.

If anyone missed either of those classes and wishes to take them, they should make sure they are on the right list, as classes will only start on an "as needed" basis and future schedules are hard to put in advance. Oakland is completing a HAPIVC course and will be starting other classes as needed.

In reviewing the records of the first three years of period apprentices it is seen that many of the apprentices are doing above average in their class studies. Those that are doing well in class are also doing well doing well on the job.

Two apprentices have done so well that they have become fourth period apprentices after only a year and a half.

This was done by a lot of hard work on their part. The employers recognized their achievements by recommending them for apprentice advancement.

So, hats off to Chua Lee from the San Francisco class and Chuck Toese from the San Jose class! Both are now doing fifth through eight period class work, but are being held back only by the job training hours.

Many other apprentices are working on periods of training beyond their on the job training hours, which is how it should be if they are truly interested in surveying. The sad part of this report is that a few, too many, are behind in their work. It is found that those that are behind are the apprentices that are late or absent from class. Some of these apprentices are being removed from the program for excessive absences.

It is difficult to believe that these apprentices are not really interested in surveying but may just be interested in a job and the money. As surveying demands many skills and continued updating of knowledge, one must like surveying to be a good surveyor. Those apprentices that have been removed from the program must find a trade they are more suited for and do well in developing that skill. Not matter what trade a member works at, he must develop a skill and knowledge of the trade to be good at what he does.

Apprenticeship is the ladder of success and is offered at no cost to the apprentice.

The NCSJAC is working on changes to the selection procedures to try to give the chance of becoming a surveyor to those that really want to be one. Everyone is time is wasted in trying to train those that are not truly interested. The drop-out rate in the NCSJAC training program is and has been too high but through proper selection procedures the drop-out rate will fall within proper limits.

This is only part of the changes that have occurred in trying to bring the economy would be expected with the standards needed for a fast changing industry. Other changes are sure to come as demand occurs. Local 3 hopes to keep as many members as possible as a union element and keep up with new technology.

Remember — the Administrative office location moved to Oakland. The new address is: 401 Roland Way, Suite 7020, Oakland CA 94621.

S.J. Groves completes Quail Creek Dam

(Continued from page 4)

A longtime employee of S.J. Groves & Son Company, project manager Jim Smith indicated all dams are pretty much the same. and that Quail Creek was a small one compared to size is by having the right equipment.

Work picture in Utah
Work in Utah looks good this year, but only if signatory employers are able to work. Some were able to get bids out for contracts. If the politicians in this state really wanted to help the economy, they should listen to the residents whom the state is supposed to represent, they should pass a law requiring these out-of-state contractors to hire Utah people to man the jobs in-state.

The rising Great Salt Lake
Business agent Lynn Barlow reports that with the rising Great Salt Lake fast projects, the greatest problem of the decade for the state of Utah, is the State Legislature is faced with some difficult decisions. As the Desert News stated that if "it continues, it threatens a billions dollars damage to industry, commerce, public facilities, and natural resources. Yet, if it suddenly drops, it could waste millions in lake control efforts."

Unable to ignore the problem any longer, the Legislature is expected to fund the following emergency projects immediately: $50 million in dredging along the Great Salt Lake, $12 million to control the Jordan River, $35 million for the Snake River Diversion Project, and $55 million for the Little Dell Dam and related projects in Salt Lake County.

HONORARY MEMBERS
At its meeting on March 10, 1985, the Executive Board approved Honorary Memberships for the following Retirees who have 55 years or more of membership in Local 3.

Name Reg. No.
A. C. Bashnick 0306652
Harold E. Cooper 0307917
Kenneth Crawshaw 0368665
John Dodge 0279619
E. D. Hendrick 0267956
Wiford P. Jones 0368501
James A. Livie 0390308
Clarence Loebbe 0711824
Clementa M. Wm. 0511070
Paul F. Menefee 0368971
Manuel Neves 0368472
David Ramos 0366992
Lawrence L. Souza 0417883

The Great Salt Lake has risen ten feet in the past three years, with at least $176 million in damages to lakeside facilities. To do nothing now, and have the lake rise another seven to eight feet, Utah’s economy would be crippled with the loss of the Salt Lake International Airport. Also, the loss of the I-80 between Salt Lake and Las Vegas, national economy, and could pose a serious danger in time of emergency.

The $1 million already sent to save the lake will take a million dollars to save the lake. Pacific Railroads would be wasted along with millions spent to save lakeside mineral and recreational resources.

Future long range projects to control inflow into the lake include at least $40 million for the Bear River Project that will take a total of $85 million for the Snake River Diversion Project, and $65 to $207 million for the Cedar Valley Project.
ATTEND YOUR UNION MEETINGS

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

April
9th District 4: Eureka
Engineers Building, 2806 Broadway

10th District 7: Redding
Engineers Building, 100 Lake Blvd.

11th District 8: Marysville
Operating Engineers Bldg., 1010 "I" Street

18th District 1: San Maran
Electricians Hall, 300 8th Avenue

24th District 17: Honolulu
Kalihu Waena School, 1240 Kulick Avenue

25th District 17: Hilo
Kapioi School, 986 Kilauea Avenue

26th District 17: Maui
Kahului Elementary School, 410 S. Hina Ave., Kahului

May
7th District 3: Stockton
Engineers Bldg., 1916 North Broadway

9th District 2: Richmond
Point Marina Inn, 915W. Cutting Blvd.

14th District 8: Fresno
Laborer's Hall, 5451 East Hedges

23rd District 8: Auburn
Auburn Recreation Center, 123 Recreation Drive

June
3rd District 10: Santa Rosa
Veterans Building, 1361 Maple St.

5th District 12: Provo
Provo City Power Bldg., 251 West 800 North

6th District 8: San Jose
Italian Gardens, 1500 Almaden Rd.

8th District 11: Reno
Musician's Hall, 124 West Taylor

Notice of Nomination Meeting

Recording- Corresponding Secretary James "Red" Ivy, in compliance with the Local Union By-Laws, Article XII, Section 2(b), publishes the following notice:

(A) Notice of Right to Nominate
Article XII Section 2(b)

Eligibility of Members to Nominate: Every Member of the Parent Local Union and its Sub-division (except the Registered Apprentice Sub-division), who is not suspended for nonpayment of dues preceding the first nominating meeting shall have the right to nominate.

(B) Form in Which Nominations Will be Made
Article XII, Section 2(e)

Nominations shall be in writing and signed by one or more nominators giving each nominator's Social Security Number and Registered Number in the form following:

If by a single nominator:

NOMINATION

I hereby nominate:

Register No. _______________________
Signature ____________________________
Social Security No. __________________
Register No. _______________________

If by more than one nominator:

NOMINATION

We hereby nominate:

Register No. _______________________
Signature ____________________________
Social Security No. __________________
Register No. _______________________

(C) Number of Nominators Required
Article XII, Section 16(a) and (b)

The minimum number of eligible nominators required for a candidate for Officer based on the Local Union Membership (excluding Registered Apprentices) on February 28, 1985, of 29,956 members is thirty (30).

The minimum number of eligible nominators required for District Member of the Executive Board Sub District Advisor is one (1).

(D) The time and place of the regular and specially-called District Meetings at which nominations will be made:

Monday, June 3, 8:00 p.m.
Dist. 1 San Francisco
Dist. 10 Santa Rosa
Dist. 5 Fresno
Dist. 8 Stockton

Tuesday, June 4, 8:00 p.m.
Dist. 9 San Jose
Dist. 4 Stockton

Wednesday, June 5, 8:00 p.m.
Dist. 11 Reno
Dist. 3 Stockton
Dist. 8 Marysville

Thursday, June 6, 8:00 p.m.
Dist. 12 Provo
Dist. 6 San Jose
Dist. 7 Redding

Monday, June 10, 7:00 p.m.
Dist. 17 Honolulu

Tuesday, June 11, 7:00 p.m.
Dist. 17 Honolulu

Wednesday, June 12, 7:00 p.m.
Dist. 17 Maui

Lihikai School, 335 S. Pape Ave., Kahului