

Peripheral Canal takes long stride forward

Overcoming a last minute snag, the Assembly Water Committee sent the controversial \$600 million Peripheral Canal project one step closer to reality this month by narrowly voting in favor of the bill.

The sweeping canal measure, written by Senator Ruben Ayala, D-Chino, was sent on its way towards final enactment with a 5-4 majority vote by the committee. As expected, the vote was split along regional lines, with Southern California and Central Valley legislators supporting the hotly contested project, and the northern legislators opposing it.

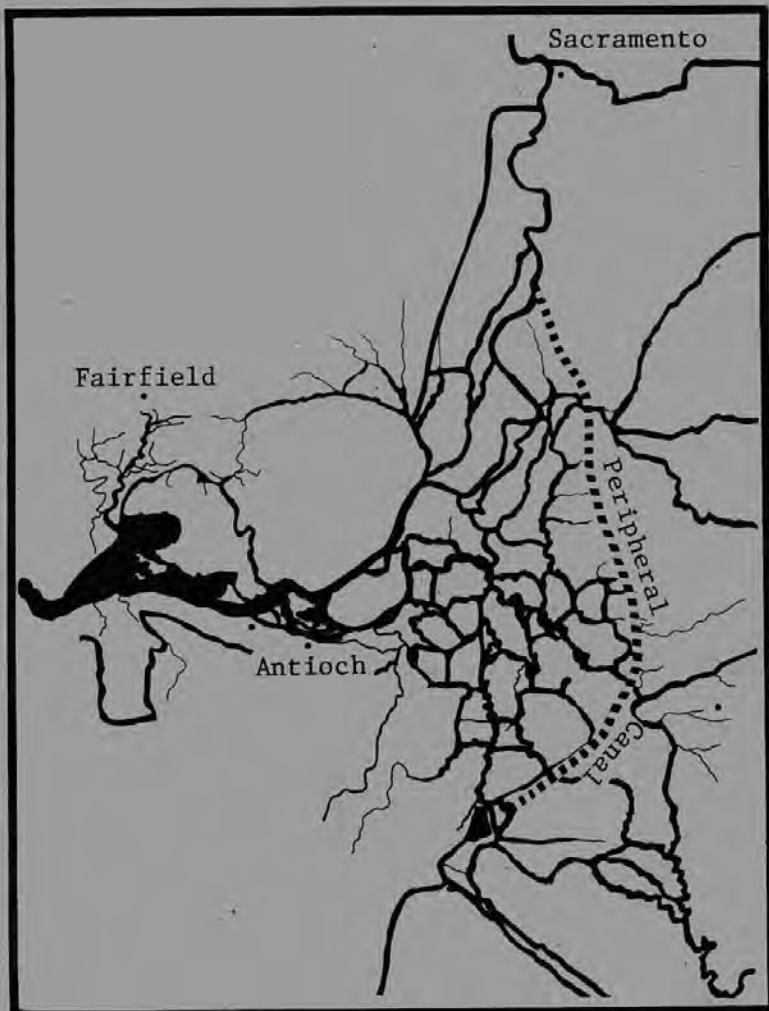
The bill now goes to the Assembly Ways and Means Committee, where it is expected to gain approval. Once through that committee, it will go before the full Assembly and then on to the Governor, who strongly supports the legislation.

Local 3 Business Manager Dale Marr hailed the committee vote as a "long stride" towards ultimate approval of the project. "There have been few issues as controversial as the Peripheral Canal," Marr noted. "After years of hard work and tough negotiations, we are finally within shooting distance of ob-

taining this project, as well as \$6 billion in other water development projects in Northern California."

Marr pointed out that major concessions are being made to assure Northern Californians that water quality and availability would be maintained. "We understand the need to protect water interests of the northern half of the state," Marr stated. "But we also want this project built. It will mean a tremendous number of jobs for Local 3 members, and we believe that concessions can be

(CONTINUED ON PAGE 12)



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JUNE 1980

'Jaws II' bites the dust, most of our candidates win in a Primary Election that fares well for Local 3

By James Earp
Managing Editor

The votes are counted, the Primary Election in California is over and so far it's "thumbs up" as far as the Operating Engineers are concerned. With the exception of President Carter's loss to Ted Kennedy in California, the candidates and issues backed by Local 3 enjoyed

decisive—and in many areas—overwhelming victories. The challenge will now be to carry the momentum through the General Election in November.

The fate of Proposition 9 and the outcome of the State Assembly races as they relate to the Leo McCarthy/Howard Berman fight for Speaker of the Assembly were the two most crucial statewide issues faced by Local 3, and in each case the union fared well.

The defeat of Proposition 9 literally saved state funded construction projects from drying up completely. With the questionable economic climate we are now facing, it would have been disastrous if Howard Jarvis' radical tax cut scheme had passed. That kind of gash in the state budget would have forced the Legislature to grasp at any possible source of revenue to fund state programs—including the Highway Trust Fund.

Another encouraging note coming out of the defeat of "Jaws II" was an indication that the people of California opted to vote intelligently instead of emotionally, as they did for Proposition 13 in 1978. Many voters felt jilted by Prop. 13, which did not give them what was promised: i.e. more prudent government spending. Programs that should have been cut were left untouched. Vital services such as police and fire protection and schools suffered crippling reductions in funds.

Faced with another Jarvis measure, the voters reacted angrily. There were many other reasons, of course, why Prop. 9 did not succeed. It favored the wealthy and penalized the elderly. Those in public employee positions, whose jobs were directly jeopardized by the measure, voted it down. In the end, Howard Jarvis' second attempt at a massive tax cut failed by the same 60-40 percent margin his first attempt succeeded.

A McCarthy Majority?

The most unprecedented and cut-throat fight in the Primary occurred in the State Assembly in the continuing struggle between Leo McCarthy and Howard Berman for the powerful Speaker of the Assembly post.

For the past six months, Assemblyman Howard Berman of Southern California has tried to usurp the Speakership from Leo McCarthy of San Francisco,

who has been a long time friend of Local 3. Having failed in his initial bid last January, Berman began to line up his own Democratic candidates in a number of key Primary races throughout California. It was an unheard of, underhanded move in the eyes of many assemblymen. Never before in the history of the Legislature has a Democrat willingly jeopardized the strength of the party by backing his own candidates against incumbent Democrats.

In Alameda County, incumbent Floyd Mori was attacked by Berman-backed Charles Santana. In Sacramento,

(CONTINUED ON PAGE 2)

IMPORTANT NOTICE

Turn to the back page for a special notice to the membership concerning Article V of the Local Union Bylaws (Initiation Fee).

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, July 12, 1980, at 1:00 p.m., at the Marine Cooks & Stewards Auditorium, 350 Fremont Street, San Francisco, CA.

CREDIT UNION MEETING

Treasurer James "Red" Ivy has announced that the Annual Meeting of the Credit Union will be held on Saturday, July 12, 1980 at the Marine Cooks & Stewards Auditorium, 350 Fremont Street, San Francisco, CA, immediately following the semi-annual meeting of the Operating Engineers Local Union No. 3 membership.



Marr host, Marshall at labor meet

From left to right are Local 3 Business Manager Dale Marr, Recording-Corresponding Sec. James "Red" Ivy, U.S. Secretary of Labor Ray Marshall and Speaker of the Assembly Leo McCarthy. The occasion was a special Local 3-hosted reception honoring Secretary Marshall during his visit to a recent legislative conference in Sacramento. Sponsored jointly by the State Building and Construction Trades and the Labor Federation, the conference updated the delegates on current legislation and examined the 1980 election.



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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Business Manager
and Editor

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*'You are old, Father William,' the young man said,
'And your hair has become very white;
And yet you incessantly stand on your head
Do you think at your age, it is right?'*

*'In my youth,' Father William replied to his son,
'I feared it might injure the brain;
But now that I'm perfectly sure I have none,
Why, I do it again and again.'*

(Lewis Carroll—Alice in Wonderland)

If we substitute Ronald Reagan for Father William, the 1980 Election year begins to make sense. Although his hair has yet to turn white, Reagan, I fear, will soon have us all standing on our heads and stepping through the looking glass into Wonderland to solve our nation's problems.

As we leave the Primary Elections behind us and gear up for the Big One in November, I am afraid that many Americans, including a sizeable segment of the building and construction trades, are sliding into a world of nostalgia and illusion while we turn over in our minds the presidential choices of Carter, Reagan and Anderson. Any trade unionist who ultimately checks the box for Reagan in November will be dreaming. Those who choose Anderson as the "liberal alternative" to Carter are demonstrating either their ignorance of Anderson's political origins or the faultiness of their memories. Let's get down to reality.

After three years of unprecedented prosperity under Carter's leadership, building tradesmen are now having to deal with one of the cyclical slumps that have traditionally affected our industry, regardless of who has been at the nation's helm. In terms of presidential politics, it is ill timed. When recessions occur, people are thrown out of jobs. When people are unemployed they are (rightfully) unhappy, but often (wrongfully) pin the blame on whomever happens to be the most visible. The

President of the United States is always an easy target.

So, while he grapples with the tough decisions that must be made to cope with inflation, unemployment, congressional budgets, OPEC's manipulation of the energy market and renegade Iranians, Carter is looking at a long, hard run for re-election.

It's easy for a Ronald Reagan to grin smugly like the Cheshire Cat and wonder aloud why Carter can't do a better job as President. It's easy to speculate that our troubles would disappear if government would only reduce taxes, balance the budget and quit "interfering" with too many regulations and programs like OSHA. It isn't easy, though, to find a reason why there are voters who believe him.

When Reagan was Governor of California, he saddled us with a \$1 billion tax increase. He signed the most stringent state environmental laws in the nation. It was common knowledge that he left the day-to-day task of running the state in the hands of subordinates while he put in a casual 9-to-5 day at the office. His attention span for complex problems was short, so advisors had to learn to give simplified presentations, which resulted in decisions being made from inadequate information.

You can't run the United States like that. Despite the Wonderland image his campaign staffers are grooming for him, Reagan has not changed. He is hard-core right

wing, conservative enough to have the undivided support of Big Business and the "new right" political action committees. There must be something they see in him. They're a demanding crowd with little tolerance for disagreement.

Now, let's look at John Anderson.

To quote Lewis Carroll again, Anderson's ploy is to "madly squeeze a right hand foot into a left hand shoe." Anderson's roots were nurtured by the right wing but he has flowered into the "new hope" of the liberals who wanted Kennedy but didn't get him. The result is he spends 90 percent of his time apologizing for all the conservative votes he has given in Congress during the past 20 years.

Such as four key labor votes in 1961-62. Anderson was wrong on all four, including a bill that would have provided economic aid to depressed areas. In 1963-64 there were also four key labor votes. Anderson voted wrong on all four, including a bill that provided the inclusion of fringe benefits into Davis-Bacon coverage for the building and construction trades.

In 1965-66, there were four key labor votes. Anderson voted wrong on all four, including a bill to repeal the provision of the Taft-Hartley Act that allows for state right-to-work laws. And so the list goes on, year after year, wrong vote after wrong vote. Labor Law Reform, Humphrey-Hawkins, situs picketing. He didn't vote right on any of them. Anderson simply does not fit the shoe of the working men and women of this country. Never has, never will.

Trade unionists who fall for Reagan or Anderson will be taking a long journey-of-no-return. As the leader of Local 3, I have always felt it was my responsibility to not only represent my members, but to stand up for what I believe to be right; to take the course of action I feel will avoid jeopardizing the welfare of our members. In terms of this presidential election, there is only one choice for me and that is Jimmy Carter.

Local 3 fares well in Primary Election

(CONTINUED FROM PAGE 1)

incumbent Leroy Greene faced Berman-backed Joan Reiss. In Southern California, incumbent Jack Fenton was opposed by Berman-backed Marty Martinez. Fortunately in these races, all McCarthy men won out, with the exception of Jack Fenton.

Other races with no incumbents were fielded by McCarthy and Berman-backed candidates, such as McCarthy-backed George Garcia in District 3, who beat Berman-backed Alex Ferreira.

Even though by actual vote, McCarthy and Berman appear to be closely matched for another battle next December, McCarthy has a definite edge at this point. As one legislator told *Engineers News*, "If Berman couldn't beat McCarthy last January by stabbing him in the back, he hasn't got a chance now that Leo's facing him."

The speakership battle is more than just an item of passing interest for Local 3. The union has developed a good working relationship with McCarthy in the past several years. The Speaker has demonstrated his ability as a tough, but fair

legislator and the most able man to lead the Assembly.

Perino's Last Stand

One of the hottest races occurred in District 26 between incumbent Carmen Perino and Pat Johnston, a former aid to State Senator John Garamendi. Perino had enjoyed Local 3's support during his last two terms, but his incompetence as a legislator and unwillingness to talk to union representatives on a number of occasions prompted Local 3 to support Pat Johnston this time around.

"We backed Johnston to the hilt against Perino," Local 3 Business Manager Dale Marr stated after the election. "And our success serves as a reminder that we don't stand around hat in hand while a politician we once helped into office snubs his nose at us."

Initiative Roundup

In addition to the favorable Prop 9 vote, the building and construction trades fared well on a number of other statewide and local initiatives. Passage of Proposition 2 will provide low cost Cal-Vet home loans and open the way for increased

housing production in the state. There will be some work for Operating Engineers through passage of Proposition 7, the disaster assistance referendum, as well as Proposition 9, the alternative energy projects measure.

Two key statewide initiatives failed to pass, however, that would have been beneficial not only to the construction industry, but to the general public. These were Proposition 1, the Parklands Investment Program and Proposition 11, the surcharge oil profits measure that would have yielded hundreds of millions of dollars in oil industry tax revenue for construction and energy development projects.

On the local side, one of the most crucial victories was labor's successful opposition to Proposition T in San Francisco. This was an attempt by no-growthers to repeal the bond measure financing construction of the city's \$1.5 billion wastewater treatment project. A decisive 69 percent of the electorate rejected the measure, indicating an overwhelming desire to cease the squabbling

(CONTINUED ON PAGE 7)

(Editor's Note: In response to an Engineers News article, retired member Martin C. Anderson of Carmichael, CA recently sent a letter to Senator Alan Cranston, urging him to withdraw his support from S. 2153, the anti-OSHA bill. His letter appears below.

Hon. Senator
Alan Cranston
New Senate
Office Building
Washington, D. C.

Dear Senator:

I would like very much to see if you would withdraw your support of Bill S. 2153 and try to defeat this bill, which I believe is a bad one. I am an old retired construction worker and I know that construction needs inspectors to come in to see if things are safe on the jobs.

Sincerely yours,

Martin C. Anderson
4525 Manganita Ave.
Carmichael, CA 95608

PROJECT

CALTRANS ANNOUNCES REVISED HWY. 50 RESURFACING SCHEDULE

Emergency resurfacing on Highway 50 between Kyburz and Echo Summit, 40 miles east of Placerville, will proceed with modifications to Caltrans' original plan. The changes result from a meeting of state and local officials and business leaders along the route and in South Lake Tahoe, according to Leo J. Trombatore, District 3 Director, California Department of Transportation in Marysville. "The 8½ mile resurfacing project will begin as soon as we can get a contractor in there. This looks like late May or early June," Trombatore said. "When work starts, eastbound (South Lake Tahoe-bound) motorists will be allowed to travel relatively freely on U.S. 50 at all times. Eastbound motorists may expect delays up to 15 minutes, while local and emergency traffic is allowed past work areas," the District Director said.

Westbound (Sacramento-bound) motorists will be detoured weekdays from 6 a.m. to 3 p.m. The highway will be open to all traffic after 3 p.m. each day, nights, weekends and holidays. The westbound detour will have the least impact on traffic and will increase safety for motorists and workers in the construction areas. The alternative would be to delay motorists up to two hours in each direction. The work will be suspended July 18 for a month and a half during the peak vacation period. It will resume after Labor Day and the same work hours and procedures will again be followed until completion of the project in September, according to Trombatore. There will be two detours for westbound traffic during work hours: Route 89 south to westbound Highway 88, and Route 89 north to westbound Interstate 80. Both alternatives add approximately 45 miles to the trip from South Lake Tahoe to Sacramento.

New Overcrossing in Fremont

The City of Fremont is financing a \$1.6 million project to be advertised in May for the construction of an overcrossing of Route 17 at Paseo Padre Parkway. The two lane bridge will accommodate both vehicles and pedestrians and will take about fifteen months to complete. The bridge will provide access across the freeway between the easterly and westerly portion of Fremont.

Doolittle Drive to be Widened

The estimated \$2 million contract to widen Route 61 (Doolittle Drive) from two to four lanes between Davis Street in San Leandro and Airport Access Road in Oakland is expected to be advertised for bids in May. This Federal Aid Urban project will also be financed from monies from Caltrans, the City of Oakland and the City of San Leandro and should take about one year to complete. Also included in the work are bicycle lanes, curbs and sidewalks, lighting and provisions for future landscaping to be done by the City of Oakland.

Lanes to be Added At Bay Bridge Toll Plaza

A contract will be advertised soon to add two lanes at the north end of the toll plaza at the San Francisco-Oakland Bay Bridge. With this, one new toll booth will also be provided. The added outside lane will allow commute buses approaching from the West Grand Avenue Overcrossing direct access to the bridge. This \$1.1 million project will require about one year to complete.

Dumbarton Bridge gets decks

Guy F. Atkinson Company, the contractor on the two projects to construct the new Dumbarton Bridge over San Francisco Bay between Menlo Park and Newark, is currently forming the deck sections at the east end of the bridge and preparing west approach and main channel pier columns for girder placement. All work on these contracts is expected to be completed by mid-1981.

Later contracts to build the approach roads will be advertised soon with an expected completion of 1984. The current contracts total about \$53 million and are financed from toll revenue funds.

A contract was advertised at the end of March for the east approach roadway fill. Caltrans is currently monitoring a light-weight test fill incorporating a special vertical drainage system installed in salt ponds near the bridgehead. This special drainage system, which will be part of the approach

roadway construction, promotes consolidation of bay mud in one to two years instead of up to fifty years. This reduces the construction time required for the approach roads and will significantly reduce future maintenance costs.

This new contract will cost about \$10 million and take about a year to complete.

Railroad Grade Separation Project Moves Ahead

In an estimated \$6 million project to construct the Jack D. Maltester-Mario J. Polvorosa Railroad Overhead, McKean Construction Company is currently working on preparations for the erection of the eastbound overcrossing, relocating spur track and paving streets to allow access to local businesses. Work is also continuing on the extension of the sanitary sewer line in the area.

This project is financed primarily from the State's Railroad Grade Separation Program with the remainder being funded by the Southern Pacific Transportation Company, the City of San Leandro and State Highway Funds. The project is expected to be completed by the late summer of 1981.

Freeway Construction Work Continues in Oakland

C. C. Meyers and O. C. Jones, in a joint venture are currently working on the construction of the overcrossings in an \$11 million project to build a portion of the Interstate Route 980 Freeway between West Grand Avenue and Route 17 in Oakland. Later contracts will provide connections to Route 17. This is a Federal Aid Interstate project and is expected to be completed by early 1981.

Stoneridge Drive Overcrossing Work Continues

Raisch Construction Company is currently erecting falsework for the construction of the Stoneridge Drive Overcrossing in the City of Pleasanton. This \$2.6 million project is being financed by the City of Pleasanton with Caltrans supplying all necessary engineering. All work is expected to be completed by mid-summer.

Work Begins on Route 4 Freeway Project

Peter Kiewit Sons' Company is currently grading and building embankments on the construction of the new section of Route 4 Freeway in Concord between Route 242 and Interstate 680. Work has also begun on the construction of the Peralta Road Overcrossing. There will be seven structures built in this Federal Aid Primary project to carry traffic over two creeks, Peralta Road, Solano Way and the Southern Pacific tracks. Signals will be installed at the north and south frontage road intersections with Solano Way.

Cost of the project is approximately \$11 million and should be completed in the fall of 1981.

Freeway Rehabilitation Work Scheduled

On April 7, a project was advertised that calls for the rehabilitation of the Interstate 80 Freeway between Central Avenue in El Cerrito and Solano Avenue in Richmond. This estimated \$3.7 million contract calls for replacing bridge rails to upgrade to current standards, removal and replacement of damaged concrete slabs, repaving of access ramps and their shoulders, the installation of three crash cushions at off-ramp gore points, the relocation of five sign structures and resurfacing of this three mile section of highway. Two types of fabric mats will be used to test their ability to prevent breakup of asphalt concrete overlays on Portland Cement Concrete. Once work begins, it will take about eight months to complete this Federal Aid Interstate Project.

Goldschmidt pledges protection For highway funding

Transportation Secretary Neil Goldschmidt has made several statements indicating that his department will act to preserve the long-term financial stability of the Highway Trust Fund as well as to solve more immediate problems caused by a shortfall of funds for fiscal year 1980 contract obligations. Secretary Goldschmidt said DOT will support placing in the trust fund new revenues from the soon-to-be-proposed 10-cent increase in the federal motor fuels tax. The secretary noted that, "Before you take care of social security, before a tax rebate, before anything, these revenues have historically been used for our highways and bridges."

A strengthened bridge repair and replacement program he said, will be one of DOT's highest priorities in coming years.

Five airport projects approved

San Jose airport commissioners have approved five major construction projects, including terminal building expansion, at Municipal Airport. The projects are to take care of immediate needs, said Aviation Director Francis T. Fox. Commissioners also gave conceptual approval to a \$122.9 million, five-year capital improvement program. Of that, \$44.7 million would be spent on a noise remedy program, including completion of acquisition of houses in the south approach area and sound-proofing homes in other noise zones. Their action was a recommendation to the San Jose City Council. If the council agrees, expansion of the terminal, now strained by passenger volume far beyond its design, could be completed in 3½ years.

The council has not given its final approval to a long-range development plan that calls for Municipal Airport to accommodate 8.2 million passengers annually by 1097. That plan, developed during four years of study, has been approved by the commission and is now undergoing environmental review. Terminal building expansion would consist of two projects. A second level would be extended the full length of the south concourse to accommodate all airport offices in one location. It is scheduled to be completed by March 1982 at a cost of \$1.5 million. The north ticket wing would be extended about 250-ft. at a cost of \$2.5 million, by November 1982. Other projects approved by the commission are \$1.8 million to provide more automobile parking by July 1981; \$716,000 for an aircraft holding apron by November 1981, and \$1.9 million for an aircraft parking apron by January 1981.

Archeological dig delays Blood Alley project

The oft-delayed construction of the freeway bypass for San Jose's Blood Alley has run into another snag that may postpone construction for at least two months. Bob Keller, Caltrans project development branch chief, said that environmental workers have discovered an archeological site in the Metcalf Road area "that is bigger than anticipated. We now will need additional work to adequately preserve, record and cover the site," Keller explained, "and we'll have to get the approval of the (federal) Advisory Council on Historic Preservation before we can proceed." That means that bids, which were scheduled to be advertised in May, probably will be delayed until the end of July. Ironically, Keller revealed, the design of the bypass to replace the dangerous 10 miles of Monterey Highway between Ford and Cochran Roads in South San Jose was changed to avoid what was thought to be the site where people had lived near Metcalf Road.

\$8 Million approved for capitol

Another \$8 million to cover increased costs of restoring the state Capitol to its turn-of-the-century look has been approved by the Senate Rules Committee. The latest augmentation increases the expected price tag of the restoration to \$68 million, 62 percent more than the \$42 million earmarked when the Legislature first approved the project. Among items on the latest appropriation list are two chandeliers that cost \$47,000 each, \$400,000 in additional painting and \$250,000 for restoration of all the legislators' antique leather-topped desks, 40 senators' chairs and press desks.

Johnson seeks \$5 million for work at Auburn Dam

AUBURN—An additional \$5 million has been requested by Congressman Bizz Johnson, D-Roseville, to resume construction of the Auburn Dam in 1981. Johnson made his request before the U.S. House Energy and Water Development Appropriations subcommittee in Washington, D.C. "Secretary of Interior Cecil Andrus advises me that he expects to make a final decision on the design of Auburn Dam later this year," said Johnson. The U.S. Bureau of Reclamation is studying possible designs for the dam, which has been proposed at the confluence of the North and Middle Forks of the American River at Auburn, 16 miles northeast of Roseville.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

We just concluded the Political Action Committee Special Called Meetings in each district and presented the Union's proposal for a political "check off" contribution program.

Our thanks to all the brothers and sisters who attended one of the meetings and took an active part. We want to give the members an opportunity to see why political involvement is essential for labor unions, how Local 3's voluntary program will work, and answer all the questions you might have.

At the PAC meetings we showed a videotape of a speech AFL-CIO COPE Director Al Barkan made to operating engineers at the January semi-annual meeting. We appreciate the many kind remarks stated at the meetings by the members present, and know we can count on your continued support in the future as we have received in the past.

The pre-negotiations member survey cards itemizing your economic preferences have been tallied and in each of the states or collective bargaining groups there is an overwhelming preference for wages as the number one item of importance.

Your officers appreciate your involvement in telling us how you want the wage package negotiated, divided up in benefits in your new agreement. This is the way it should be when true democracy is working. By your continued trust and support it lets the employers know our union is the strongest labor union in the world today, and makes the negotiations at the bargaining table much easier.

Consumer prices rose 9 percent in 1978. Inflation accelerated to more than 13 percent in 1979. In recent

months, prices have been going up at an annual rate of 18 percent. This means the members working in each bargaining unit must receive a healthy increase in wages and fringe benefits to keep ahead of inflation. We will continue to be the leader in organized labor and negotiate the best agreements possible for the members we represent.

An independent panel responsible for recommending changes to Congress in the Social Security system thinks that half the benefit payments should be subject to federal income tax.

Social Security payments are entirely tax-free now. They feel the time has come to finance some part of Social Security benefits with non-payroll tax revenues.

The advisory council on Social Security also is recommending that retirees get cost-of-living increases twice a year—in March and September—when the Consumer Price Index rises at least 3 percent in six months. Currently cost-of-living increases are passed along only once, in July.

The council, which embarked on the study about two years ago, held its final meeting and sent it to Congress for consideration. I am happy to report Congress turned down the idea of making Social Security benefit payments subject to federal income tax at this time. I know they will try it again at a later date and we will have to lobby hard with our friends in Congress to kill it if and when it does come up.

Council Chairman, Henry Aaron, a Brookings Institution economist, already has told a congressional panel that the council favors rescinding most or all of the big increase in the payroll tax scheduled for 1981.

Councils are formed every four years to review the

Social Security system. Recommendations from past councils have paved the way for most of the major changes that Congress has adopted in Social Security.

The draft summary of the 13 member council's report concludes that Social Security "is the Government's most successful social program."

After reviewing the evidence, the council is unanimously convinced that all current and future Social Security beneficiaries can count on receiving all the benefits to which they are entitled. *I hope and pray they are right!* But it says, "the time has come to finance some part of Social Security with non-payroll tax revenues."

It recommends that a portion of personal and corporate income taxes be earmarked to pay for Medicare "or through a special income tax surcharge beginning in 1980."

This would allow the current 6.13 percent payroll tax, which is due to climb to 6.65 percent in 1981, to be reduced to 5.6 percent and held there until the year 2005 according to Robert M. Ball, a council member.

But the council recommends that the payroll tax be boosted to 7.5 percent in 2005 to put the system in actual balance until the mid 21st century.

That would prevent critics of the system from saying that it is not on a sound footing for the long run, Ball told the House Ways and Means sub-committee on Social Security.

"I believe this is worth doing, even though it is true, of course, that as one approaches the year 2005 the 7.5 rate would need to be modified," Ball said.

Your officers will be watching Congress with eagle eyes as to any changes in Social Security that would affect our active and retired members.

San Jose area copes with sluggish economy

Rainy weather and a somewhat gloomy economy picture have slowed down work in San Jose considerably, at least all through the first part of this year, reports District Rep. Tom Carter. Unemployment in the construction trades has reached a record high level due mainly to the high interest rates being applied, which put a stop to construction and development of housing and several other projects so badly needed in our area.

"One of the recent setbacks

which affects our craft directly was the postponing of the second phase of the much talked about, fought about, and badly needed Blood Alley bypass construction," Carter said. "We don't know when the bids will be open again."

Looking on the brighter side of the news, work will soon begin on the freeways in the sky. This is the interchange of Interstate freeways 280-680 and 101 located in the center of San Jose.

S.J. Grove Const. Co. from

Reno was the low bidder on the project with a bid of \$33 million. The engineers' estimate was about \$37 million so there should be no problem with the job being awarded. The project calls for concrete and steel overhead structures and about 50,000 of concrete. This job will provide work for quite a few crane operators, fork lift operators, etc. It is expected to be completed in the fall of 1982.

Work in the South Santa Clara Valley is slow for this time of the

year, primarily due to the all time high of interest rates, reports Business Rep. Don Luba. The mainstay of the construction industry in the valley is totally dependent on the continued growth in the construction of homes, commercial, and industrial buildings.

The construction of these generates automatically a certain amount of public works projects, such as streets, and underground utilities.

With the interest rates starting to move downward in recent days, it is possible that the industry will start to move again in normal fashion, and that all our members will once again be attaining full weekly pay checks.

Business Rep. Bob Delaney reports that in his area there's plenty of work to be done but due to the highly inflated current rates, the sub-division work has come to almost a complete stand still with only a handful of jobs going on in that area.

There's some commercial work going on, but that doesn't take as many people in the trade as the sub-division work. Both contrac-

tors as well as representatives from the various construction trades in the area hope that the work picture will take a change for the better soon.

Construction work at the new plant in Kaiser is moving along fairly well at this time and has kept quite a few operators busy even thru the rainy season. Company officials hope to get the new plant completed by at least October of this year with the old plant as a stand-by for one year or until they get all details worked out of the new one.

Company officials and various representatives from other construction crafts have held several important meetings pertaining to the transition from the old plant to the new one and how they are going to work the move because as it happens with most changes there will be some jobs done away with due to the automation of the new plant. "This is extremely important to us because of the complexity of their agreement and their pension plan," Delaney commented.

Redding report

Roy E. Ladd bids low on bypass job

Redding District Rep. Ken Green reports that Roy E. Ladd Construction, Inc., was the successful low bidder on the Fredonyer Pass Project on Hiway 36, in Lassen County. The job is situated between Chester and Susanville about 60 miles east of Lassen Park.

J.F. Shea Company was the apparent low bidder on the Tennant-Bray Road job of Hiway 97, about 30 miles north east of Weed. This job will dove-tail nicely with the Grass Lake Project on Hiway 97, Shea worked on last year and will be finished this Summer.

Business Rep. Bob Havenhill reports that O'Hair Construction is in the process of tooling-up for their Hiway 299, job near Alturas. This is a major over-lay project and will necessitate setting up their crushing and screening plant as well as their batch plant.

Roy E. Ladd and Carl R. McConnell J.V. has a crew working five tens on the Hiway 36 job near Forest Glen and when they finish there they will move over to the Fredonyer Pass job on Hiway

36. Natkin/U.S. Steel, Homer J. Olsen Construction, General Conveyor, T.C. Gibby-Clayburn Refractories and several other smaller contractors are making great progress on the Calaveras Cement Plant expansion project. This project is the largest of its type to ever hit the Redding District.

There are six large cranes on the project including a 4100 Manitowac, a 3900 Manitowac and a new 100 ton Lin-Belt truck crane. Bigge Drayage has a 60 ton truck crane there. This project had several major problems caused by a delay in the steel deliveries coming from Utah.

J.F. Shea Company and Penhall Corporation are in the process of removing the north bound lanes and guard rail from the Pit River Bridge across the Pit arm of Shasta Lake. All the traffic has been diverted to the southbound lanes with severe restrictions on excess width loads. Vehicles over 10 feet in width must cross at 6:00 AM 12:00 noon or 5:00 PM only with the bridge allowing one-way traffic

only at those times.

Hensel-Phelps and J.F. Shea Company are back to work on the Douglas City bridge job and the Hiway 299 West, respectively. There is traffic delay on this job also, because of the falling rock from Sheas realignment work.

Cal-Ore Constructors has several good size jobs going all around the Redding metropolitan area, including the Redding Airport job, the Industrial Park off Caterpillar Road, a sub-division in Redding and a shopping center between Redding and Anderson.

Ventures II and U.S. Engineering are going good on their respective Sierra Army Depot jobs near Herlong (about 40 miles east of Susanville).

Swinerton and Walberg are about to wind-up on the Champion International mill job in Anderson and say they feel it was a very good job for them and that Champion is exceedingly happy also.

Be sure to check your registration slip and re-register before the eighty fifth day. Don't go OHS!!! We'll see you all on the job.

Mail to: Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103

Please send me: A Membership card for the Magic Kingdom Club

My name is: _____ (PLEASE PRINT ALL INFORMATION)

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

City, State & Zip Code _____ Social Security Number _____



By BOB MAYFIELD
Vice-President

Rigging Lines

At this moment, this writer is a little weary due to the continuous mentally and physically tough strain that constant contract negotiations puts on any serious participant.

In my last month's newspaper article, I mentioned that I was looking at the continuous negotiations schedule clear through July. Many of our District Representatives and other Officers are engaging in a combined effort to secure new collective bargaining agreements for the membership, which is perhaps the single most important effort in your behalf that we will do.

We (the entire Union Negotiation Committee), at this writing, have already met with the California A.G.C. officials on several occasions. Even though wages and other economic matters as of this moment have not yet been discussed, I would have to admit the non-economic matters have progressed much faster and more satisfactorily as to content than I ever would have expected. Three such sections which I think were of great importance to our side which are now resolved, are the section covering subcontractors, audit procedures and the section covering owner-operators. I'm told that other crafts and other committees, even though having met on many earlier occasions than we have, really haven't progressed towards a settlement on these key issues as we have. I hope that when my next Engineers News' article comes out after this one, I can report a happy total settlement, rather than the partial one as of now. When you get down to hard money issues a snag can be reached, and if that were to happen all other agreements are then off and a strike (which none of us want or need) could go into effect.

A similar state of progress is in effect for our Kennecott employees and their contract at the Bingham Pit in Utah, where the contract has an expiration date on the last day of June, 1980. We have already had a session with our entire committee of myself and our Business Representatives, District Representative Les Lassiter and Mine Agent Bill Markus, as well as Department Stewards at the mine and company officials regarding local issues only. The complete week of June 16th has been set aside by the parties to what hopefully will be a successful conclusion to these local issues. At the same time in Phoenix, Arizona, big table negotiations are in progress on all economic issues which cover all Kennecott operations with all unions, which when completed will, of course, bind our employees in Utah as well to this settlement.

The full week of June 23rd has been set aside for the Basic, Inc. mining contract where operations are located at Gabbs, Nevada. We have between 175 and 200 members in this small and remote town in Central Nevada, where they earn their keep by mining the product called diamantous earth. This product has a great many uses, for those not familiar with the name or the product. Most all ladies will probably daily come into contact with this because it is used as a filler, I'm told, in just about all ladies' cosmetic products. This contract also expires at the end of June, and a very tough negotiation is anticipated.

Sandwiched in front of the above-mentioned schedules are negotiations with a Sand Harvest & Barge operation covering employees of the Willamette Western Corp., which is headquartered in Portland, Oregon. This effort is being heavily assisted by Oakland District Representative Bob Skidgel, and the heaviest of all Local #3 Business Agents—Gil Anderson.

Only this week, we (myself and Utah District Representative Les Lassiter) were able to wrap up the U. S. Pipe & Foundry contract covering employees in the pipe manufacturing business in Utah. At this writing, the package hasn't even yet been presented for ratification, which, of course, must be done before it would become official. Assuming this is done, our rank & file would be the beneficiary of a total economic package of well over \$3.00 per hour during the life of the contract. Considering this isn't a construction contract, and is located in a right-to-work-for-less state, this isn't at all shabby—even in these inflated times—and represents, I'm sure, by far the largest settlement reached at this plant.

Just so that things don't get too boring, in late July and August negotiations should begin in a serious manner for employees working at the iron mine in Cedar City, Utah, employed by the Utah International Company. With auto manufacturing layoffs occurring daily in America, and therefore major steel companies in extremely slow postures (including U.S. Steel, where most of this iron ore is shipped), we have certainly got our work cut out for us. However, our membership and support from the rank and file in past years has been good and with this back-up, hopefully this job will get done again.

The construction picture in general is somewhat down from a year ago, as most of you are aware, and I think mostly due to the high price of money. However, the prime interest rates most recently have been rapidly dropping, and maybe even more important to potential home buyers and our housing construction industry,

(CONTINUED ON PAGE 10)

Interest rates, cut in federal funds slows construction in Stockton

The work picture in the Stockton area is not as good as we expected it to be at this time of year, reports District Representative Jay Victor. There are four major factors that are causing this slow period as far as work is concerned: a cutback by the Federal Government, canceling of bid openings by the State for projects that are ready to go, which is directly affected by the actions taken by the Federal Government, high interest rates and, election year.

There are two jobs that have been postponed. In San Joaquin County a \$500,000 job between Escalon and Manteca and a \$3 mil-

lion job on Highway 12 between I-5 and Highway 99.

A few jobs that have been bid or are coming up are:

1. San Joaquin County—I-5
2. Update guard rails on a bridge on Highway 99, Diverting Canal and Calaveras River.
3. Park and Ride—Parking lots in San Joaquin County.

Three locations in Stanislaus County and Tuolumne County were suspended last year but, as soon as the weather permits it will be completed.

"Last month we successfully settled one of our grievances with Holt Bros.," Victor said. "Just prior to arbitration seven of our members had been working out of classification in the parts department. After months of meeting with the company we were successful in getting back pay compensation for seven members totaling \$8,200.00."

In another case with Holt Bros regarding termination of one of our members, it was decided, prior to arbitration, that he be reinstated to his job with all privileges.

Some of the projects that are continuing in the area are: General Mills project in Lodi has an average of three to five Operating En-

gineers employed. They are currently working for Litton Unit Hauling Service, out of Florence, Kentucky. Roy E. Ladd project at Copperopolis is currently going and employing twelve Engineers. It is about 70% completed.

Also in Copperopolis, R. Sutton Const. is just starting a water main and street job. It will use three to four Engineers. In Ione, Kirkwood-Bly has just started a sewer job that will be employing six Engineers.

In Stockton, Tiechert Const. is working on the shopping center at Hammertown which is located in the large subdivision at Hammer Lane and West Lane.

In the near future a few of the upcoming projects are: the Calaveras County Airport, Highway 12 job, and lane widening on Highway 88 about three miles near lumber yard.

"In closing, I feel that with the interest rates declining as they have been doing recently, and with the political elections getting closer, we are hoping that work will start picking up and get our members working again," Victor commented. "It has been a long and tight winter. Let's get the building industry rolling and the unemployment rate down."

Marysville getting into full swing

The work on Marysville district's West side is getting into full swing after an above average rainfall and a long winter, reports Business Rep. George Morgan.

With Underground Construction having the most work on their irrigation water line in Orland and their pumping stations in Williams, these jobs have employed quite a few Engineers. Some of the brothers have a long trip to and from work.

Butte Creek Rock was low bidder on the job at 20th Street in Chico. This job went for over \$1 million, but has not been awarded yet. Kimmel Construction was low bidder on the new Yuba City-City Hall. "We are waiting for AGC to set up a pre-job date on this project," Morgan said.

Butte Creek Rock is moving right along on the widening of the Skyway just East of Chico. Harold L. James, Inc. is on schedule on its nine miles of water line for the Kanahaw Water District on Road 65 in Willows.


ONE FOR LAUGHS—As year-end bills flood in, businessmen are laughing over an anonymous letter making the rounds, addressed to the president of Shell Oil and signed "John Doe".

"Due to a money shortage, it will no longer be possible for me to mail my gas card payments. It will be necessary for a representative of your company to come and pick it up each month. I will be available to disburse payments between 6 a.m. and 8 a.m. and again from 2 p.m. to 4 p.m., Monday, Thursday and Friday, but will not be available on weekends. Should your representative encounter a line at my door, please advise him to be patient."


"It would be best if he would come only on odd-numbered days (as I have Mobil and Exxon coming on even days) and preferably before the 20th of the month, as my allocation of money will probably be gone by then. Also, the bills may not be payable in full as I have allocated only 80 percent of my last year's salary toward current bills. A green flag at my door means that the supply of money is good. A yellow flag indicates a possibility of payment, and a red flag means your representative is too late."

Business Rep. Dan Mostats reports that the work picture on the East side is beginning to pick up. Baldwin Contracting was low bid-

(CONTINUED ON PAGE 11)



Credit Union



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

DALE HANAN
General Manager

ADDING A FAMILY ROOM?—New Bedroom or bath? Don't forget to call your Credit Union when you shop for your loan. If you qualify and have sufficient equity in your home, you can borrow up to \$25,000.

To learn more about our Home-Owner Loan, call Dave at (415) 829-4400. If you're served by the San Jose Branch Office, call Jan at (415) 275-8111.

LOAN POLICY RELAXED—First, we'd like to thank all members who supported the Credit Union's efforts to comply with the curbs on credit implemented by the Federal government on March 14th. As you probably know, we had to cut back some types of loans and eliminate others.

Because of reductions in loan volume, we can now relax some of the restrictions of the Federal credit-control program (which may even be removed by the time you read this).

At present, we are writing loans to qualified members for: new and used cars, trucks, vans and travel trailers; new and used mobile homes, and new and used motor homes. We are also writing signature loans up to \$2,000. Call us for details.

BRING YOUR MONEY—We've had increased loan demand simply because members or potential members who never borrowed from the Credit Union before are now applying for credit.

They're applying at the Credit Union because they've been turned away by the high interest rates quoted by their local bankers whom they've done business with for years.

That's logical. There's no use paying more for something than you have to. And that's what the Credit Union is all about: helping you save money on credit.

It's important, however, to point out how the Credit Union works: members save and help create the money supply needed when members want loans. Or, in other words, nobody can borrow until someone saves.

So, when your home town banker tells you a loan interest rate that's too high and you decide to call your Credit Union, bring your money too! Transfer your savings from your bank to your Credit Union share account.

NOW \$100,000—Your Credit Union share savings account is now insured to \$100,000 by the National Credit Union Administration (NCUA), an agency of the Federal government.

Safety, convenience, excellent return and membership satisfaction—good reasons for you to save with your Credit Union.

Call or write today for more information on saving with your Credit Union.

Hawaii readies for upcoming negotiations, gears up for work season after late start

District Representative Wallace Lean reports that the Hawaii District has recently concluded its rounds of quarterly district meetings; April 8—Honolulu, April 22—Hilo, April 23—Kona, April 24—Maui and April 30—Kauai. At these meetings the following were elected to serve as rank and file negotiating committeemen for the coming negotiations of the 1980—1983 Master Agreement for Hawaii. The Island of Oahu—John Hoopi, the Island of Hawaii—Allan Milare, the Island of Maui—James Rust, and on the Island of Kauai—Francis Poi. Congratulations are in order for they will be many long days and late nights.

Negotiations will probably open somewhere in June or July as the Master Agreement does expire September 1, 1980. Negotiations are not expected to progress smoothly or be easy.

The work has not been of the best nor has the dollar been of any quality or abundance as of late. The weather also has not been up to par. Since the holidays thru present, all it has done is rain.

"As always in the past, I know Hawaii's brothers will support its negotiating team," lean commented. "If you recall the 1977 negotiations, the employers had jacked the Ironworkers into a strike knowingly that we had the full support of the Building Trades and the construction industry unions would react to support and hold high the ideals of unionism and brotherhood. This was done. It was a well conceived and executed plan by the employer to foster public sympathy to their side which it did. However, who blames who, it was a very costly strike for management for the working man and had devastating effects on the economy of the State. I hope that poor style of negotiation has left us forever."

Judge rules on Unemployment benefits

Business Representative Harold Lewis, Jr. reports that Judge Arthur Fong has upheld a decision by a hearing officer who ruled that five union members who walked off their jobs because the employer had not paid \$11,000 in fringe benefits, were entitled to unemployment compensation.

The state had appealed the hearing officer's decision, contending that walking off the job created a labor dispute. According to a 1975 ruling by federal Judge Martin Pence, workers are not entitled to unemployment compensation if a labor dispute is involved.

The contract between the union and Construction Erectors Inc. allows the union to "pull off" workers when the employer is delinquent in paying fringe benefits.

The hearing officer also had ruled that problem was not a labor dispute because the employer was willing to pay the benefits. It could not do so, however, because its subcontractor went bankrupt and could not pay Construction Erectors the \$143,000 it owed.

"I maintain that fringe benefits may be more important than the wages itself. It's part of the package" the hearing officer stated.

This ruling by Judge Fong was very important because of the way the Unemployment Compensation Law reads if a labor dispute exists, the employee does not qualify for unemployment compensation.

One of the difficulties in this employee benefit field is to con-

vince members of the legislature, general public and law enforcement agencies of the vital importance of fringe benefit funds for union members. They provide for health care, vacations for the active worker and his family, plus pensions for the retired.

Deep draft harbor

Operating Engineers from Honolulu have patiently awaited the final decision regarding the deep-draft harbor at Barbers Point. If the project is permitted, it promises to have a major effect on the growth of the Ewa District and will employ many members of Local 3.

The House Appropriations Subcommittee on Energy and Water Development approved a \$10.7 million appropriation for construction of a deep-draft harbor at Barbers Point. With the added support from Washington, long time opponents of the project are realizing the difficulty of fighting an uphill battle.

The subcommittee acted after hearing a sharp debate between Honolulu Mayor Frank Fasi and Hawaii's congressional delegation concerning the project. Fasi claimed plans for the harbor are based on outdated projections of future traffic in Honolulu Harbor and Fasi stated the federal government could better help its future shipping needs by expanding Honolulu Harbor.

Operating Engineers must consider one fact, before taking a negative attitude towards the mayors opposition of the Barbers Point Harbor and that one fact is he is the number one support of HART a fixed-guideway mass transit system. A project financially running into the billions and years of employment for operating engineers.

In a joint letter to the subcommittee Senators Daniel Inouye and Spark Matsunaga and Representatives Daniel Akaka and Cecil Hefel argued that incoming container tonnage at Honolulu Harbor will double by the year 2000. They said Honolulu Harbor cannot be expanded to accommodate future needs, leaving construction of a harbor at Barbers Point as the only alternative.

The 1981 appropriation approved by the subcommittee must still be approved by the full appropriations committee, the House and the Senate before it can become law.

The \$10.7 would add to \$6 million appropriated by Congress in 1980, leaving another \$105 million in state and federal funds needed in future years to complete the project.

Housing on Kailua

Business Representative Ken Kahoonei reports that Kailua is on the brink of a mini-boom in housing construction that may produce as many as 334 new homes in four apartment complexes. Three of the projects with a total of 196 units will be completed at the end of 1980.

The windward Harbor (a 96 unit) and the Windward Cove (an 88 unit) will consist of one to three bedrooms. These units will be inter-laced with streams, ponds and waterfalls. Amenities would include tennis courts, swimming pools, covered and uncovered parking. Both of these projects will be next to the 18-story Windward Passage Condominium.

The third project is a 12-unit cluster that will begin in the sum-

mer fronting Kilhapai and Olomana Street near downtown Kailua. The fourth potential is a 140-townhouse development by International Telephone and Telegraph Corporation.

These developments means a lot of work for our Brothers and we are looking forward to getting as much work as we can.

Swinerton & Walberg Company (General Contractor) who had started a 136-unit project last year in the Lanikai area at a cost of \$6 million will complete their project by the end of the year. Hercules Construction Co., Inc. is the contractor that is doing the excavation, road and utilities. On this particular project, there were approximately 25 Operating Engineers working at the peak of construction. Presently, only nine remain.

Road resurfacing

Business Representative Joseph Trehern reports that nearly 60 percent of Hawaii's main roads need resurfacing, and failure to repair them within the next few years could cost taxpayers an unnecessary total of \$268 million in reconstruction costs.

A study was recently done for the General Contractors Association of Hawaii by The Road Information Program, of Washington, D.C., a non-profit research agency sponsored by road builders, construction equipment manufacturers and other businesses involved in highway engineering, construction and financing.

The study is based on information from federal and state departments of transportation, the U.S. Department of Commerce and

Despite recession

Carry-over work keeps Reno going

"Although the recession of 1980 has put a virtual stop to subdivisions in the Reno area, we are fortunate enough to have carry over work from last year that will keep most of the brothers busy this season," reports District Representative Dale Beach.

Briefly touching on some of the work in Nevada, Jack B. Parsons Const. will soon have the traffic crossed over and be going full bore on the westbound lanes of I-80 at Pilot's Peak. This \$11.5 million job was bid March 8, and it should be nipped and tuck to finish the paving before this winter. Parsons was also low bidder as of February 7, on the \$11.1 million I-80 bypass of Wells Nv. and currently is working five ten hour shifts in an effort to get the dirt moved this year.

Robert L. Helms Const. has practically finished the safety work on the \$3.1 million Halleck overlay and has set up a crusher and hot plant at Osino. Also on Helm's I-80 bypass of Elko, Match Corp. is subbing the white paving and should be starting sometime in August. On another job involving white paving, Jack Parsons Const. was low bidder back in January of 1979 on the \$6 million Carlin bypass, but was unable to acquire the concrete until this year. They are currently curshing in Carlin and look to complete this job by October or November.

This may be a good time to mention another large job soon to be bid in this area, and that is the Elko railroad relocation. In April Congress approved almost \$18 million to complete this project and the

other government agencies.

The state has 638 miles of main paved roads that need resurfacing at an estimated cost of \$51 million.

Failure to resurface those substandard roads by 1986 may require their reconstruction at a cost of \$319 million in today's dollars.

"Within six years, Hawaii's moderately deficient roads will deteriorate to where they will have lost too much structural strength to benefit from resurfacing and must then be rebuilt," said president of the General Contractors Association.

According to the study, 161 miles of main roads were not resurfaced in time, they now require total reconstruction at an estimated cost of \$80.5 million. The study says that had these roads been resurfaced a few years ago for \$8.65 million, \$72 million could have been saved.

Deck engineer Dick Sparks mans the vibrator on a pile removing job at Pier 41 in San Francisco. The \$250,000 contract to Crowley Const. consists of the removal of 1,100 piles. At the time this photo was taken, the members were plucking them out at the rate of 100 per day. Also working on this job are Local 3 members Barney Hammond (operator) and second engineer Jack Mauser.



first bids should be in sometime this month.

Moving west on I-80, G.P. Const. has 25 engineers working on the \$8 million Battle Mountain bypass but they are not in any hurry to complete the dirt since the concrete for paving won't be available until 1981. Nearby at the Valmy power plant, things are kind of in between as Unit I is nearing completion and there has been no word on the start of Unit II.

In the Reno area, Granite Const. took over Nevada Paving April 1, and immediately picked up a nice overlay on I-80 east of Sparks that went for \$4.3 million. Granite Const. can also be seen paving all over town and they were the successful low bidder on the Fallon Naval Air Station runway restoration.

Robert L. Helms Const. is currently working on three legs of I-580 totaling \$18.1 million and they have completed the long awaited tie-in with S. Virginia Street. Match Corp. is doing the paving and when completed traffic flow through Reno will be greatly improved. Helms is also in the final stages of the Greg Street extension, the southeast quadrant of the McCarren loop road, and the \$5.7 million Fallon job from downtown Fallon 4.57 miles west towards Reno.

Commercial work in the area has held up well. The MGM Grand Hotels 982 room expansion has just started and Harrahs has just completed raising the iron on their downtown expansion. McKenzie Const. and Corrao Const. have

several large projects in the area, including the St. Marys Hospital expansion, parking garages, and the completion of Caesar's World Park Tahoe. T.W. Const. and Gerhardt and Berry have been doing the site work on these projects.

Contract negotiations have come fast and furious since the beginning of this year. The City of Sparks, and Carlin and Cortez Gold Mines, have ratified 2 and 3 year agreements respectively. Negotiations are currently underway on the A.G.C., Rock Sand and Gravel, and Custom Agreements as well as Basic Inc., (located in Gabbs Nevada.) Incline Village General Improvement District and several small shops in the area.

On April 30, a special meeting was held in Reno regarding the new political action committee which Local 3 has started. Response towards the 2nd per hour voluntary contribution has been gratifying and we would like to take this opportunity to thank the members who are participating.

Although the recession looks like it will be long and severe, the MX missile project could save the day for Local 3 members. Currently the building trades are circulating petitions throughout Nevada in support of the MX project and we urge all members to support this project by signing the petition and getting actively involved in the numerous hearings being held, and by contacting their representatives. This project is scheduled to get off the ground in 1982.

New trends in treatment of mental health

(Editor's Note: Bill Delaney is currently working for the Operating Engineers Trust Fund Dept. on a number of promotive health programs designed to increase the member's awareness of how to maintain better physical and emotional health.)

By Bill Delaney

Many of us went to school during the days when they talked about "mental hygiene." It always sounded like a camp counselor's approach to living: treat others well, have courage but don't be arrogant, exercise, and keep a clean mind.

Well, thank God mental hygiene is done with. But what has happened in the field of mental health in the intervening years? A lot. More important, however, is how attitudes in our communities have changed over the issue of doing something about personal problems.

In the past, if someone developed an emotional problem most families took great pains to keep it concealed from the neighbors and community. The embarrassment of having a troubled child or disturbed spouse was the key issue.

Behind this fear of being found out and exposed to possible ridicule was the widely held belief that an emotional problem meant that you were weak and not tough enough to make it on your own.

Times have changed, of course, but lingering fears and old attitudes are still with many of us.

The new trend in the mental health field is a move away from people with serious emotional disturbances. Not that these people are forgotten. They still receive

most of the Federal government's payout, and are the focus of continuing research.

But the new center of attention is the more or less average person who is functioning in his job, pulling his own weight, and keeping his family intact. The new concern goes back to a very simple question: Are you as happy as you would like to be? Deep down, are things going well and in the direction you hoped they would?

Everyone, of course, could have it better, and no one is perfectly happy. On the other hand, why is it that some guys are able to put it all together? Why is it that some couples get more out of life and live a more relaxed, happy and meaningful existence with their family, friends and employers?

More and more people are refusing to accept that personal happiness is due to luck or a strong constitution. Many problems that keep the average person from experiencing a better personal life are things that can be un-learned and put behind you. More and more, men and women are saying, "I want to be happy and I want my family to be happy"—and they are finding the guts to do something about it.

But this isn't entirely new. For decades, physicians, businessmen and celebrities have used psychologists and mental health professionals to help them overcome personal problems and long-standing obstacles to well-being. These are not seriously disturbed persons, but men and women who, quite often, have excelled in their jobs and careers.

What is new is the decision by key labor leaders to begin to enter this neglected area of the union

member's lives. Local #3 is part of this bold new effort to enhance the quality of life of its membership.

The hope is that members will think seriously about their mental well-being and the impact they are having on their family's happiness

and security.

To turn hope into a practical possibility, Local #3 has a new mental health benefit available to the member. See your health and welfare booklet for details, or contact the Fringe Benefit Office.

PG&E looks into possibility of coal gasification plant

A feasibility study that could lead to construction of a coal gasification plant near Collinsville in Solano County is being proposed by Pacific Gas and Electric Company.

The proposal says the plant could be located near the site of the 1.6 million kilowatt coal-fired Montezuma power plant that PG&E plans to build in the late 1980s.

PG&E said this month it is applying for U.S. Department of Energy assistance in financing the proposed \$4 million, 70-week feasibility study of an \$800 million (1980 dollars) plant that would produce clean-burning medium Btu gas from coal. The synthetic gas plant would have minimum impact on the environment.

PG&E said if the study proves the plant to be feasible, the synthetic gas would be transported by pipeline to existing PG&E electric generating plants at Pittsburg and Antioch, where it would be used as fuel. These plants now burn oil and natural gas, fuels which are in short supply.

Use of synthetic gas also would

help PG&E comply with a federal law requiring all utilities to reduce consumption of natural gas in power plants by 1990. Clean-burning synthetic gas could also reduce emissions to the area's air basin.

Some of the medium Btu gas could be converted to methanol, a liquid fuel, and be barged to PG&E's gas-turbine power plants in San Francisco and Oakland.

In addition, a number of large industrial firms in the Delta area that now burn oil and natural gas might be supplied with synthetic gas from a plant of the type under study.

Coal used in the production of the synthetic gas would come by rail from Utah or Wyoming. About 17,000 tons per day would be required to produce 1 billion cubic feet of synthetic gas per day.

PG&E said the feasibility study is contingent on a Department of Energy grant. They study would not be completed before December, 1981, when a decision to proceed with the facility would be made.

Primary Election Results

(CONTINUED FROM PAGE 2)

and complete the project.

In El Dorado County, approval of Measure C by the voters cleared the way for financing the \$560 million SOFAR water development and hydroelectric project.

Carter's Questionable Victory

The big disappointment in California, of course, was President Carter's inability to defeat Kennedy, even though the President was able to garner enough delegate votes nationwide to supposedly secure the Democratic nomination.

Carter has won the overwhelming majority of Primary elections, but his loss in the vote-heavy industrial states—California, New York, New Jersey and Pennsylvania—could be troublesome at the convention.

It's an unsettling development to have to cope with in the closing weeks before the Democratic Convention. Reagan has his nomination locked up with the fairly unified support of the Republican Party. John Anderson's determination to run as an independent will hurt Carter more than Reagan. One recent poll showed most voters who favored Kennedy will tend to swing to Anderson if Carter secures the nomination.

The International Union of Operating Engineers has hung steadfastly with Carter on the firm belief that he represents the only realistic choice in the 1980 Election. Carter has given the construction industry three years of healthy growth and prosperity. Last year's boom was unprecedented for Local 3.

However, attempts to choke off infla-

tion have brought on the inevitable crunch that strikes hardest against the building trades. And with the crunch comes the dissatisfaction with the status quo among the members, who seem to want to take "anything but what we've got now," an attitude Reagan is exploiting to the hilt. It's an unrealistic view that the building trades will pay dearly for over the next four to eight years if Reagan makes it to the oval office.

\$5 million grading job let for Utah's I-215

With a \$5,977,140 low bid, Gibbons & Reed Co., Salt Lake City, took a contract to grade and drain 4.4 miles of Interstate 215 in Utah's Salt Lake County. Gibbons & Reed's low bid bested the engineer's estimate by nearly \$2.7 million and undercut three competitive bids by 17 to 34%. Grading work for the four-lane road requires the excavation of more than 1.2 million cu yd of material and the stockpiling of that material at a site 15 miles away. In addition, the contractor will erect 69,195 sq ft of reinforced earth wall and install drainage and sewer pipes. Gibbons & Reed says its proximity to the work-site helped reduce mobilization costs and its familiarity with local terrain enabled the firm to slice nearly \$1.6 million off the engineer's estimate for excavation. The contractor expects little difficulty in ripping and grading the area and plans to use a 10-cu-yd backhoe rather than a front-end loader for much of the excavation work. The Utah Department of Transportation expects the project to be completed in 260 working days.



MOTHER EARTH CAN BITE BACK TOO.

A lot of power lines lie harmlessly underground. Until someone carelessly digs them up.

Every year, workers risk injury or death because they neglect to check for buried high voltage electric lines or natural gas lines, before digging.

To make it easier to check, the Underground Service Alert (USA) was organized. One toll-free phone call to 800/642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and PG&E or any of the other 40 sponsors will describe the approximate location of underground facilities.

Or a representative will visit and mark the spots for you.

Currently, this service is available in all central counties (excluding Mendocino, Lake, Colusa, Butte, Sierra and other counties north).

More counties will be added soon.

To learn the location of the underground PG&E facilities in other counties, call your local PG&E office.

Remember, dial before you dig.
After all, your life is on the line.

PG&E

What pension benefits are available when you're vested?

(Editor's Note: This is the third part in a series of articles examining the Local 3 Pension Plan.)

Last month in our examination of CREDITED SERVICE, we saw that it applies solely for the purpose of becoming VESTED. Once VESTED an Operating Engineer is eligible to retire at age 65. This month we want to look at the types of Pensions available to VESTED Engineers from the Plan. The Pension Plan provides a variety of retirement benefits in order to suit the individual needs of Local 3 Operating Engineers. Each type of Pension provides benefits for a different purpose and each has a specific eligibility requirements that must be met.

Regular Pension

The primary purpose of any pension program is to provide financial security when an eligible employee retires—this is age 65 in most programs. The Pension Trust Fund for Operating Engineers works the same way and provides a monthly pension benefit for those who qualify and retire at age 65 or after. It is called the REGULAR PENSION and requires that an Engineer have at least 10 years of Credited Service which include 2 quarters or more of employer contributions. Engineers who retire on a REGULAR PENSION are entitled to receive the full amount of their accrued benefits.

Remember, the total monthly Pension Amount is based on three separate calculations. First, Past

Service Pension Credits are multiplied by their applicable Benefit Rate (see page 14 of the booklet). Next, Future Service Pension Credits earned up to January 1969 are multiplied by their applicable Benefit Rate. And finally, Employer Contributions made after January 1, 1969 in years where Credit Service was earned are multiplied by 2%. The total is the Pension Amount available under a REGULAR PENSION.

Early Retirement Pension

Many Operating Engineers want to retire and collect their Pension benefits before they reach age 65. The Pension Plan provides an EARLY RETIREMENT PENSION for those who qualify and wish to retire between the ages of 55 and 65. It requires that an Engineer have at least 10 years of Credited Service in Covered Employment which include 2 quarters or more of employer contributions.

Engineers who retire on an EARLY RETIREMENT PENSION received a *reduced* amount of their accrued benefits because the monthly payments will begin before age 65 and will be paid over a longer period of retirement. A reduction in the full Pension Amount is necessary to provide these earlier retirement benefits. The reduction is 3% for each full year the Engineer is younger than 65, but older

than 60, and 6% for each year younger than 60.

Disability Pension

There are Operating Engineers who become disabled and are forced into retirement from the trade. The Pension Plan provides a DISABILITY PENSION for those who are qualified and must retire before age 65. A DISABILITY PENSION from the Plan requires that 1) an Engineer have at least 15 years of Credited Service (10 years for Engineers over age 50) in Covered Employment which include 2 more quarters of employer contributions, and 2) be totally disabled. A Social Security Disability Award is the normal acceptable proof that an Operating Engineers is totally disabled.

Engineers who retire on DISABILITY PENSION receive a *reduced* amount of their accrued benefits because, again, the monthly payments begin before age 65 and will be paid over a longer period of

retirement. The reduction is the same as the EARLY RETIREMENT PENSION except that the *reduced monthly benefit* will not be less than 60% of the full Pension Amount.

Pro-Rata Pension

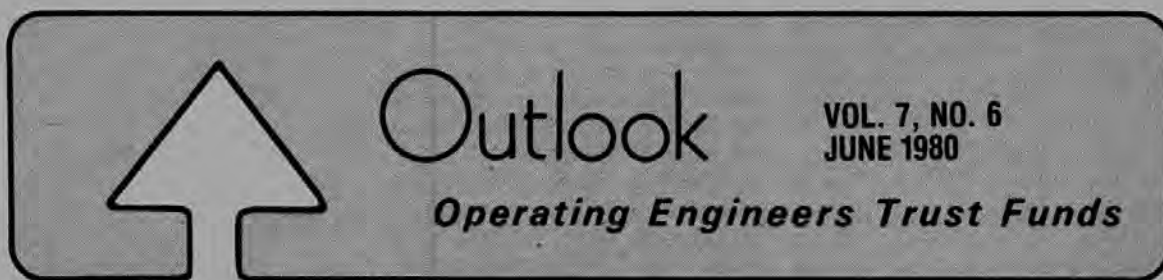
Many Local 3 Operating Engineers have worked at the trade in other local unions and have earned Pension Credit in other Related Plans. Local 3's Pension Plan provides a PRO-RATA PENSION for those who qualify so that they may receive all of these divided benefits. A PRO-RATA PENSION requires that an Engineer 1) must have earned at least one year of Credited Service from employer contributions to this Plan, 2) have accumulated at least 10 years of Combined Credited Service from this Plan and Related Plans, and 3) must be eligible for a PRO-RATA PENSION from a Related Plan.

Engineers who retire on PRO-RATA PENSION receive a

monthly benefit from this Plan calculated the same as Regular, Early or Disability Pension. They are also entitled to benefits from their Related Plans.

Retirement Choices

The Pension Plan includes the types of Pensions necessary to allow Operating Engineers a choice and security in their retirement. For those healthy and hearty Engineers who choose to work until age 65 or beyond, the Plan offers an unreduced REGULAR PENSION. For those who choose to leave the industry or simply retire at a younger age, the Plan offers an EARLY RETIREMENT PENSION. For those unfortunate Engineers who become disabled and are forced into retirement, the Plan provides a DISABILITY PENSION. And for those who have worked outside of Local 3, the Plan provides a PRO-RATA PENSION.



VOL. 7, NO. 6
JUNE 1980

Pre-Retirement Mtgs.

SANTA ROSA—
RESCHEDULED
from Thursday June 11th
to Friday June 12th
7:00 P.M. at Veterans
Memorial Building
1351 Maple Avenue
in Santa Rosa.
WATSONVILLE
Monday, June 16th
7:00 P.M. at Our Lady
Help of Christians
Church Hall
2401 E. Lake in Watsonville.



Pictured above are Local 3 members in Hawaii at a recent pre-retirement meeting. The purpose of the session was to offer members the opportunity to have their questions answered on the pension program. Dale Marr is shown above with Edmund and Quayseet Wong.



Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



Everyone knows that in Local 3 we pride ourselves on our TEAMWORK. It is one of our finest assets. Teamwork comes from having the right combination of attitude and effort and it grows with our dedication and perseverance. It starts up front with Business Manager, Dale Marr and our officers and spreads throughout the local to each District Office. How else could such a giant labor organization like ours operate smoothly and effectively? Teamwork is essential in Local 3's goals of providing jobs, security and service to our members.

When it comes to servicing the membership, the

District Office is one of the hardest working horses on our Team. We are all aware of the more vital services they perform with respect to our work. However, in the past three years at the Fringe Benefit Center, I have come to know and appreciate their help with the Pension and Health and Welfare Plans. These Plans provide substantial health care and retirement benefits, and as a result, there is a growing demand for more information and help by Local 3 members. The District Offices have responded to those demands in providing that extra margin of service.

I remember visiting a District Office one day not long after being assigned to the Fringe Benefit Center. I was watching the daily office routine and I noticed that in a very short period of time—maybe 20 minutes—one girl had expertly handled several phone calls and answered a couple of Engineer's questions about the Pension and Welfare Plans. I asked the District Representative if it was always that busy and he said, "Yes." "Oh, then you have lots of *problems* with members and their fringe benefits," I concluded. "No," he corrected me. "It would only be a *problem* if we couldn't help them." I learned a quick lesson.

Aside from being well supplied with benefit booklets, claim forms, and the like, your District Office is well equipped to get answers on questions about the

Plans. District Representatives, Agents, Dispatchers, and maybe most importantly, the girls in each office periodically attend special sessions to learn more about the Plans and the way they operate. Each office also has a UNIVAC terminal that can communicate directly with the Fringe Benefit Center and the Trust Fund Office. If a real problem does come up, they can generate a "green sheet" to ensure that proper prompt action is taken and that the member receives a written response.

The Fringe Benefit Center has long been dependent on the help we receive from the District Officers in scheduling, setting up and attending meetings. When you consider that there are over 50 such events each year, throughout the districts, their co-operation is a must and we have always had it. We have even been fortunate enough to get invited to a few picnics along the way.

The District Offices provide an extremely valuable link between Local 3 members and the leadership. It is the center where members have their representation where they are dispatched to work and where they go when there is a problem. The District Representatives and their staffs are on the front line and well deserving of our salute. They are a "full service" office and I'm not only impressed—I'm also grateful.

Kaibab firm gears up for logging season

Business Rep. Bill Markus reports that Kaibab Industries at Panguitch, Utah is getting ready to start the 1980 logging season, but things don't look all that good for the brothers working in the industry this year.

The lumber market at the present

time is in a state of turmoil. Prices are off about 50 percent and demand is off about the same. In view of market conditions logging will start a little later this year and not as much wood will be logged as in normal years. Kaibab Industries has made up a logging schedule to lay out what they are going to do and how all employees will stand in terms of work this season. If the market improves over the summer months, logging will improve over the fall and winter months.

The Cutters will begin May 28th with only seven cutters being used this season. Skidding will begin

July 2nd with twelve people; the haul will begin on June 16th with five drivers; the Slash Crew will begin June 9th; the Road Maintenance Crew, June 2nd; one man will start on the water truck on June 16th with the truck drivers; work road construction will begin on May 27th and the Log Loading Crew, June 16th. The Woods Maintenance will continue to work at the mill until June 2nd when they will return to the woods with the Skid Crew.

This summer, Kaibab Industries plans to cut and skid the road right-of-ways on two or three

timber sales. They will be moving cutters and skid machines to road right-of-ways during the summer and fall. At this time they plan to start on the Henrie Knolls. The cutting should finish up about the middle of December, skidding the third week of December, and hauling the end of December.

If additional men are needed with any of the crews, they will be called back.

Gibbons & Reed Company has started construction on a new access road to the Salt Lake International Airport, reports Business Rep. Kay Leishman. The twisting

two-lane roadway which currently provides access to the airport may be a thing of the past as early as this fall.

When completed, the new airport access will provide two separated highways to move traffic into and out of the airport.

For the short term, the entrance to the airport will remain off North Temple, but will be moved one-half mile west of the current intersection. It will connect directly to an I-80 cloverleaf freeway interchange, which is presently being built by S.J. Groves & Sons Com-

(CONTINUED ON PAGE 12)

TALKING TO TECHS BY PAUL SCHISSLER, DIRECTOR TECH. DEPT.

INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

Dave Rea, Assistant Administrator of the Operating Engineers Local Union No. 3 Apprenticeship System, was recently charged with the responsibility of presenting an educational, two day workshop for Administrators and Coordinators of Apprenticeship, representing the various crafts from the Western United States and Canada. When the presentation was completed, many of the participants took the time to remark about the excellence and productivity of the presentation: "The best conference I have ever attended," "The first time I felt I was a real participant," "I was going to slip away and see the sites but didn't because I thought I might miss a part of it." It was a huge success.



Dave spent many hours of his own time on top of his normal duties in order to produce the success and deserves a tremendous amount of credit for a job well done—but this was not a one man show. Many resources were tapped: Union and Management Counsel, District Representatives and Business Representatives, Department of Education, Division of Apprenticeship Standards, Women and Minority Advocates, California Apprenticeship Council Commissioners, Management and Union Trustees and JAC members, Local Union No. 3 Staff and most importantly, Coordinators of the four state Operating Engineers Apprenticeship system.

It was quite an array of talent that cannot be duplicated by any organization anywhere. The activity was conducted in the truest form of the Apprenticeship philosophy. The Operating Engineers Apprenticeship system is the most sophisticated, resourceful and successful training program in the United States and has an absolute responsibility to share its knowledge with other programs that are striving for the same goals. No different than a Chief of Party or Chairman passing along the accumulated knowledge to a 1st through 4th period Apprentice.

Plodding along day by day, contemplating our inadequacies, we sometimes wonder if the effort is worth it, but when held up to the realities of other training programs across the nation, on a scale of one to ten, we appear to be an eleven plus!

* * * * *

Gene Machado is now on board and vigorously pursuing non-signatory Survey firms performing Public Works. By law, those firms must pay the same contributions into the Trust Fund that signatory firms pay. In addition, they are obligated to the same ratio and further must apply to the NCSJAC for a certificate of approval to train Apprentices.

For the present time, Gene is concentrating his efforts in the Greater Fresno area and will move on out as things begin to shape up.

* * * * *

The new ratio has not caused a great deal of problem so far. The increase of employment this season has, so far, been a big sluggish and many employers are still studying the various arrangements of crews to accommodate the 11% and still not displace current employees.

The system has been programmed into the computer and the reporting cycle has begun. The March-April reports will reach the Administrative Office in May-June and we shall see what we shall see. Like any new project, it will take a while to get sorted out.

* * * * *

During the winter months, many Apprentices are temporarily off work and place their names on the Out of Work list for unemployment compensation purposes. When the sun again shines, they go back to work for the same employer. When a job order is placed the dispatcher calls from the list. Every number must be called in sequence for every job. If the working Apprentice's name is still on the list, it can be called several times. This process costs a lot of time

and a lot of money needlessly.

When you go back to work for the same employer—call the dispatcher and have your name removed.

Talking to Techs

WORK OUTLOOK

Recent activity in the Survey Industry has begun to Pick-Up slightly with many firms calling their crews back to work. The work picture is not as bright as it has been for the past two years but overall it is stabilizing.

The Testing and Inspection Industry has remained consistent with last year having a slight decline in Soils Inspection. This is primarily due to the high interest rates in housing. However, with the interest rates dropping in the past few weeks it is expected to Pick-Up.

The Non-Destructive Testing firms have been on a steady increase and are still actively hiring. The big demand presently is Ultrasonic, Visual Weld Inspectors—qualified to QC-1.



ORGANIZING

Recently organized firms are:

- 1) R.S.I. Fresno, CA
- 2) Wallace B. Duncun & Assoc. Dublin, CA
- 3) M.J.M., Inc. San Ramon, CA
- 4) James Kor, Land Surveyor San Francisco, CA

In addition to these activities, we have met with many non-union field surveyors from Sacramento to Fresno, their complaints concern: Poor working conditions, Sub-standard wages with little or no fringe benefits.

LOCAL #3 EXECUTIVE BOARD ACTION

Recent E-Board action approved a temporary special Re-Class fee for members working in the Survey Industry who are still holding a Local 3-E card. This special Re-Class fee to the parent Local is \$28.00 and could be of substantial savings to the Field Survey member. Take advantage of this special opportunity while it is available.

NEGOTIATIONS

On June 3, 1980, Contract Negotiations began with Bay Counties Civil Engineers and Land Surveyors Assoc., Inc. We will be keeping you posted on future progress.

Negotiations have been concluded with Testing Engineers, N.D.T., Inc., for a night differential. The opener in their contract effective June 1, 1980 has been negotiated and ratified. The following memorandum of agreement will be attached to the current contract.

NIGHT SHIFT

When work is performed on a night shift, an employee assigned to work such night shift shall be paid a twelve and one-half percent (12½%) differential in addition to his regular pay. A night shift is a shift which includes four (4) hours or more after 2:30 P.M. and before 9:30 A.M.

We are presently negotiating with Nuclear Energy Services, Inc., and Met-Chem Engineering, Inc. for their Night Shift differential openers. As soon as these negotiations are concluded, we will notify you as to the outcome.

ASSEMBLY BILL 1000

As many of the members working in the Testing and Inspection Industry are aware, the Construction Inspectors Association are attempting, with unrelenting efforts and inside maneuvering to change the existing registered inspectors legislation from a "Title Act" to a "Practice Law".

This past month your business representatives together with representatives from Local #12, and employer representatives met in Sacramento at the State Capitol with the author of the Bill, Assemblyman Fenton, to express our mutual concern.

In essence, this new law would give the Registered Inspectors and aura of responsibility detrimental to the Construction Industry. A Registered Inspector could set himself up in practice to "Broker" out other inspectors (Registered as well as Non-Registered) without the Financial, Technical, Legal, and other extremely important support services to back him up. The possibility of a lawsuit would at best merely cost him his license. At this point the Inspector could be hired by some other Registered Inspector. In addition, the State would gain only a small fine for all it's efforts for policing and Supporting a Board of Registered Inspectors. A few reasons why we are opposed to this Bill are:

- 1) Public Welfare and Safety do not noticeably benefit.
- 2) Adequate Laws and Codes already exist.
- 3) Special privileges would be given to a small special interest group.
- 4) This will add yet another level of bureaucracy.
- 5) This will pose tremendous financial burdens on the Construction Industry.

In closing, this legislation does not serve the best interest of the Local #3 Technicians in the Test and Inspection Industry nor the responsible fair employer.



Members in attendance at recent San Jose Tech Engineers Meeting



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Labor gives strong case against Schweiker bill

Feds settle on two proposals for Auburn Dam

After analyzing nine potential designs for a proposed dam near Auburn, Calif., the federal Water and Power Resources Service (WPRS) has determined that either a curved concrete gravity dam or a rockfill with an impervious core could be built to satisfy strict seismic safety requirements at the heavily faulted site.

The two most viable designs were outlined in a draft supplemental environmental impact statement issued by the agency more than a year after the original \$650-million thin arch dam was scrapped due to fears that it might not withstand earthquakes caused by faults passing beneath the site. "Either design would meet the seismic design criteria established by the Secretary of the Interior and would withstand all static loads and loadings from all possible extreme events," the report claims.

Over \$230 million has been spent since design began in 1968 to develop the \$1.2-billion Auburn-Folsom South unit of the huge irrigation and power scheme, WPRS's Central Valley Project. Foundation work alone for the project has cost \$110 million. Much of the foundation could still be used for either of the preferred designs.

Modifications for the curved concrete dam would include widening the present foundation in a downstream direction and excavating an additional 1.4 million cu yd of material. This alternative would also require an additional 5.2 million cu yd of concrete aggregates and 600,000 more tons of cement and pozzolan. Construction of the 685-ft-high, 4,150-ft-long dam would take nine years, or two years longer than the original dam proposal.

For the rockfill with an impervious core, only a minor amount of additional excavation on the left abutment would be needed to provide a suitable foundation for the rolled-earth core. However, additional diversion facilities would be needed, including a 12-ft-dia auxiliary diversion tunnel and extension of the existing tunnel by 800 ft. The biggest change with the rockfill alternative is that the proposed 300-Mw powerplant at the project would be built underground in the left canyon wall. Construction time also would be nine years for the 690-ft-high, 3,200-ft-long rockfill.

According to WPRS's report, there are only four other concrete gravity dams in the world either planned or under construction that would be larger than the one proposed at Auburn, and only three other rockfills that would be larger.

Construction of the curved concrete gravity dam would require 800 more workers than planners thought necessary for the original thin arch proposal. And for the rockfill alternative, 1,300 more workers would be needed than for a thin arch dam. The energy requirements to build a rockfill, however, would be about 50% less than for construction of a curved concrete gravity dam.

As hearings concluded in the Senate Labor Committee on the Schweiker anti-OSHA bill (S. 2153), the AFL-CIO disclosed some revealing facts on this attack on workplace safety and health.

The bill provides for widespread exemptions from inspections for so-called "safe" workplaces. A closer look makes clear the serious threat that the exemptions pose to workers' lives and safety.

"Out of 1,203 worker deaths in 1978 for which complete data is available, 489 or 41% of the total occurred in workplaces which would have been entitled to exemptions under the criteria of S. 2153," AFL-CIO Legislative Director Ray Denison

stated in a letter to Senator Schweiker, which noted that the tragedy at a Willow Island, West Virginia, construction site that claimed the lives of 47 workers was a graphic example. Under S. 2153, the prime contractor would have qualified for an exemption and would have been adjudged a "safe" workplace and not subject to general schedule inspections. All members of Con-

Employed by Alameda County

New contract ratified for building trades

Business Representative Norris Casey reports that on May 8, a meeting was held with the employees of Alameda County represented by the Building Trades Council of Alameda County. This group is represented primarily by Local 3 and Plumbers Union #444. The meeting was to ratify a newly negotiated wage increase for these members, 115 of which are represented by Local 3.

This has been a nasty situation for the past six years, as the county has not wanted to give anything to these people, Casey commented. Each year they have been getting a 2% or 3% wage increase while the cost of living has been going up double digit.

For many years these employees were on a formula that gave them 90% of the outside wage rates. "This formula was dissolved in 1974 and since that time we have had to accept whatever they gave us, as a strike is not effective in the public sector," Casey explained.

Last year they again presented an offer which was far below standard. They gave 5% on July 1, and offered another 3% on November 1, and 7% on July of this year.

Local 3 chose not to accept the 3% on November 1, 1979 and the 7% on July 1, 1980, but to go to court and fight for the rights of the employees under the charter to have a formula. A lawsuit was filed and the County then decided to sit down and negotiate in earnest.

So after six more months of negotiating with the County representatives, a wage package was agreed to. Local 3 presented the package to the members and it was accepted. 100 yes, 3 no.

The package consisted of:
• 3% wage increase retroactive to October 28, 1979.

• A formula will be established whereby construction classifications will be used in the survey,

which were provided with the names of persons killed at the "safe" workplaces in their states, taken from a computer study made by the AFL-CIO.

Testimony was completed on the bill on April 25, with unions registering unanimous opposition. United Steel Workers' Legislative Director John Sheehan told the committee that "our union finds nothing in S. 2153, as it relates to OSHA, that warrants legislative action despite its claim to represent an improvement over the 1970 Act." Other unions echoed those sentiments. "The rank and file of the OCAW want the Occupational Safety and Health Act strengthened, not weakened," Legislative Director Nolan W. Hancock of the Oil, Chemical, and Atomic Workers testified.

Jacob Sheinkman, Secretary-Treasurer of the Amalgamated Clothing and Textile Workers testified that "the entire thrust of the bill to exempt so-called safe workplaces can only have one result—force workers to suffer death or serious injury before action is taken to prevent further injury. This is simply unacceptable in a civilized society."

No further hearings on the bill are currently scheduled, but the bill—or a similar measure—can come alive at anytime on the Senate floor.

Under the three-year-old administration of Eula Bingham, OSHA is beginning to

show signs of improvement. The agency should be given a chance to work under the law's current flexibility without congressional mandates on inspections and complaint investigation procedures. Unions have mounted a "no-compromise" fight against the bill. According to Robert A. Georgine, president of the Building and Construction Trades Department, AFL-CIO, OSHA "should not be placed in a legislative straitjacket" and should "be allowed to develop administratively various targeting systems based on its experience and changing workplace conditions." Georgine dramatized labor's concern with the proposed legislation by pointing out that Research-Cottrell, Inc., Bound Brook, N.J., the contractor involved in the death of 51 workers from a scaffolding collapse at Willow Island, W.Va., would have been exempt from OSHA safety checks in the year of the accident since its record the year before would have qualified the firm as having a "good" safety record.

What You Can Do: The Schweiker bill (S. 2153), with or without changes, would be a disaster. Write or call members of the Senate Labor and Human Resources Committee and urge them not to give S. 2153 any further consideration. While you're at it, give your state's Senators the same message. They've been getting plenty of urging from the other side.

and down the state. Reliable in Sacramento is doing well. They have a crane in Nevada and also lots of work in the valley. Husky Crane said they could use another crane as their work is doing very well.

Hill is doing a lot of structural iron and general hoisting in the Bay Area.

Jake's Crane out of Las Vegas is doing a little work in the Reno area. He is looking at work in the Bay Area also.

Dorresteyn urges the members, that if they see a crane that looks larger than its numbers, please call him, as there were a few of these rigs sold last year. Some were sent out of the country, but a few are hidden out on construction jobs and in refineries. "I need the company name and type of crane," Dorresteyn said. "Most of these are rough terrain types. If you suspect these, ask the operator, and please call me or the agent in the area."

Please work safe as there has been a close call or two this month.

Oakland Blood Drive
The Oakland district is sponsoring a Blood Drive July 24, 1980. This blood will be made available to you and your families when needed. We need donors badly due to the fact that our office has only seven (7) units available at this time. Once these units are used, we won't have any; this means that when you as a member, need help in paying for blood costs, we will have to refuse you.

All it takes is 45 minutes of your time. This office will be opened for donations between the hours of 2:00 and 7:00 p.m. We advise you to call this office and reserve your time so we can be assured of at least 35 donors. If we can't confirm 35 donors, the Alameda County Blood Bank will cancel this drive.

This is your district, and we are trying to help you. Now help yourselves by donating one pint of blood.

More from Mayfield

(CONTINUED FROM PAGE 5)

has been the sharply dropping mortgage rates. Maybe by fall these factors will once again have subdivisions and dirt moving projects for subdivisions back to 1978 and 1979 levels. Some substantial federally funded projects most recently having been let out to bid will help our not-so-good work prospects. Two such jobs will soon begin in the Fresno Area: a joint venture of Ball & Guy F. Atkinson for a tunnel job whose bid, I'm told, was somewhere between \$60 and \$100 million; also, on a Cal-Trans road job the Guy F. Atkinson Company submitted a low bid of just over \$27 million.

On June 5th in Utah, the Haydes Rhodes tunnel will have bids submitted for its construction to the Bureau of Land Management. Engineers' estimates for the project are between 30 and 40 million. This major project has a couple of nonunion contractors bidding it, along with the union contractors. All unions involved in this state certainly have their fingers crossed that the union contractors will prevail on this bid with their sharp pencils.

Swap Shop: Free Want Ads for Engineers

FOR SALE: SCAMP CAMPER Shell Truck-in style for stepside pickup \$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", 36in, 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/1/2 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 Toma, 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 capt'n'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. Kincade, 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 56856, 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; 1966 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

FOR SALE: 1977 1/2 WILDERNESS 5th wheel 24' like new, spare tire dual intercom system, carpeted \$5,495.; Dual motorcycle trailer ex-cond. \$295. Jerry Howard, 12123 Weigum, Lodi, Ca. 95240 Reg. #1346226 phone 334-4882 5-80

FOR SALE: 8x35 COACHMAN TRAILER, Park model w/ Tipout, A/C, double bed, full bath, excel. cond. Write R. Jarvinen, Box 24, Bluff, Utah. 84512 Reg. #1117092 5-80

FOR SALE: TWO VOLKSWAGON ENGINES, 40 H.P., one w/ good transanel. \$350./offer. Jared Byrd, 415-244-6541 Reg. #1216125 5-80

FOR SALE: GMC, 1973, 1/2 ton Pickup, 350 V8, stick, A/C. power steer, 52 K mi, \$1,575. B. Delaney, 415-648-3926 5-80

FOR SALE: 79 HARVEST MOTOR HOME 29' Dodge Chassis 440, under 11,000 mi. loaded coast \$25,000. sell \$21,000. Harold Varwig, 408-263-2833 Reg. #915654 5-80

FOR SALE: HAWAII-HAWAIIAN ISLANDS, Paradise acres subdivision in big

island, 16,200 S.F. Lot (off water & elect.) beautiful view of ocean & mtn., 15 min. away from Hilo Town & 10 min. away from airport \$10,000 cash (firm) J. Souza, RR 1 Box 35, Haiku, HI. 96708 Reg. #1482328 5-80

FOR SALE: 1958 1260 GRADALL, all diesel extra buckets, slope bar, 4' exten. E.J. Yerkes, P.O. Box 960, Colfax, Ca. 95713, 916-346-8418 Mon or Fri 9-6 Reg. #1733028 5-80

FOR SALE: RIVER FRONTAGE 1 1/2 Ac. plus Sprague River, Ore., older mobil, 12x14 storage build. ecel. well, spic system, excel. fishing & hunting. Will talk finance. Elmer Powell, 5150 La Honda Rd., El Sobrante, Ca. 94803 415-223-4337 Reg. #598622 5-80

FOR SALE: 1978 27' Terry Travel Trailer, self-contained w/dual batteries, AC, excel. cond. \$800. down & assume loan. 209-298-6764, Glenn Landers, 1700 Sunnyside #69, Clovis, Ca. 93612 Reg. #1804367 5-80

FOR SALE: 68' INTERNATIONAL TRANSTAR, 275 Cummings, 4x4 trans., QUD's 3 axle, 10' dump, good condition \$12,000. Frank Merrell, 5356 N. Santa Fe, Fresno, Ca. 209/431-7856 Reg. #1781838 5-80

FOR SALE: 79 Utility Tilt Trailer, dual axle, elect. brakes, 17,000 lb. cap., like new, \$5,000; 63 Ford Flatbed, 1 ton, steel bed, good cond., \$2,000 Frank Merrell, 5356 N. Santa Fe, Fresno, Ca. 209/431-7856 Reg. #1781838 5-80

FOR SALE: 1978 Invader Travel Trailer 23' fully self cont., A/C, excel. cond., small down & take over payments at credit union. Ken Armstrong, 160 Nelson Wy., Lincoln, Ca. 95648 916/645-1318 Reg. #1059571 5-80

FOR SALE: FORD C600 Fifth wheel mechanically sound, 390 gas engine, 4 sp. trans, 2 sp. axle, \$3,000. Dan Traverso, P.O. Box 368, Belmont, Ca. 94002 Reg. #1785963 5-80

FOR SALE: 1 side delivery Say rake on rubber very good cond., also engine parts for 2 ton Holt tractor, also 1 comp model A Ford engine. John M. Silveiro, 10 Donna Lane,

Danville, Ca. 837-2194 Reg. #0828730 5-80

FOR SALE: 1977 TRAVELEYE 8x38 1 bedrm, w/2 tipouts, park model, A/C, kitchen in front, sliding glass door, Alaska pack storm windows, full size wall to wall mirrored closet in bdrm. \$10,000. Jerry Kakuk, 5555 Bear Cub Ct., Redding, Ca. 96001 Reg. #1003111 5-80

FOR SALE: 1965 15' OLIVER BACKHOE & LOADER, w/cab, 1 yard loader bucket. 12, 18, 24 & 35 in. buckets, good cond., see to appreciate \$15,000. Daniel Collins, 6370 N. Temperance, Clovis, Ca. 93612 phone 299-4295 Reg. #0998883 5-80

FOR SALE: 580 B BACKHOE Extndahoe, 3 buckets 12" 18" & 24" 1975 model, excel. cond., call eve. 6-9 pm 574-3172 Bill Hagan, 920 Jamaica St., Foster City, Ca. 94404 Reg. #1196346 5-80

FOR SALE: 2 BDRMS., 1 bath, 1.4 ac., 2 barns, 2 car garage, chick, coops, bird aeries, all fenced & crossfence, part in pasture \$49,000. Charles Gardner, 195 N.2W, Monre, Utah 84754 Reg. #0351398 5-80

FOR SALE: '79 CHEVY DIESEL, Step-side, 15 thou. mile, air, too many extras to list. Immaculate \$8,500. R.M. Hocking, 2944 Terra Verde Lane, Oakley, Ca. 94561 415/625-0389 Reg. #0876165 5-80

FOR SALE: 1973 8x40 ROADRUNNER TRAILERHOUSE, fully carpeted & A/C, good shape. Brent C. Coates, Aurora, Utah. 801/529-7628. Reg. No. 1651700 6-80

FOR SALE: 76 HAWAIIAN TRI HULL 17', i/o, V8, 215 hp w/ trailer \$6,300 or best offer. Call R. Elpel 916/428-2590, No. 6 Fuchsia Ct., Sacramento, Ca. 95823. Reg. No. 1075422 6-80

FOR SALE: 30 ton AMERICAN TRUCK CRANE, 4 axles, good working cond., comp. w/drag bucket, 2 clam sheels, cement bucket 95' of boom & 30' jib, comp. rigging, cummin downstair, GMC diesel upstairs. Hope to retire. Maurice W. Batt,

598 Meridian St., Crescent City, Ca. 95531, 707/464-3994 eve. Reg. No. 0814756 6-80

FOR SALE: 1971 PINTO runabout, 4 sp. standard shift, good cond. \$950. Good clean International dump truck, 8-10 yard dump box w/Garwood hoist. Mack dump truck 8-10 yard dump box w/Heil hoist, 450 international red diamond motor \$4,000.; V-8 555 Block, all parts except Crankshaft.; Mock Motors 401 all parts except block. Leslie E. Mulhair, 97 Southridge Way, Daly City, Ca. 94014, 415/333-9006. Reg. No. 154371 6-80

WANTED: PAYING UP TO \$1,000 for old BOTTLES embossed w/Whiskey or Bitters brands, also paying top prices for legal slot machines (per 1941), Richard Siri, P.O. Box 3818 Santa Rosa, Ca. 95402. Reg. No. 1025301 6-80

FOR SALE: 1945 1 1/2 ton GMC F/B good cond., w/2 wheel tilt trailer \$1,000, 73 pt. hitch Rototiller almost new \$2,500.; 1972 Cadillac excel. cond. \$2,500. Farden, 3745 Old Blackhawk Rd., Danville, Ca. 94526. 415/837-6153. Reg. No. 0876067 6-80

FOR SALE: FORD 1961 F350 utility body truck, Lincoln air cooled welder mounted w/leads, bottle rack, vice, 110 volt elect. clean good tires new paint \$1,500. B. Well, 124 Hermose Ave, Oakland, Ca. 94618. 547-0553. Reg. No. 0557433 6-80

FOR SALE: LINCOLN 180 amp air cooled welder w/leads, recent value job weld well light weight \$750. B. Wells, 124 Hermose Ave., Oakland, Ca. 94618. 547-0553. Reg. No. 0557433 6-80

FOR SALE: 1978 WINNEBAGO brave 26', 3,100 & some miles, 440 engine cruise control, a frame motorhome \$21,000. Earl Butler, 10156 Peninsula Ave., Cupertino, Ca. 95015. 408/252-2308. Reg. No. 1840124 6-80

FOR SALE: '73 LUTUS/CORTINA bot-tom end, complete w/crank, bearings, pistons & rings assembled in block, all parts new or machined for perfect fit. \$800.; VW bus trailer hitch, new bolts on the frame, \$30. Harold McDonald, 534 Spring St., Sausalito, Ca. 94965. 415/332-1735. Reg. No. 1750180 6-80

Eureka's \$8 million sewer job gets underway

To the immense relief of those involved, the Humboldt Bay Wastewater Authority board awarded the construction contracts for Eureka's cross-town interceptor project this month, reports District Representative Gene Lake.

The formal award of the \$8 million contracts marked a major milestone in the agency's effort to comply with a 1979 state order allowing HBWA's members to come up with their own plans for a decentralized regional sewage treatment system.

By meeting the April 1 deadline imposed by the state Water Resources Control Board last year, HBWA also opened the way for a partial lifting of the moratorium on new sewer connections that has shut down new development in parts of Eureka for the last year.

In addition, the HBWA board's action averted the threat of a

\$615,000 state loan payment that HBWA's members would have had to come up with by July 1 if the cross-town interceptor contracts hadn't been awarded in time.

Compliance with that deadline was one of the conditions imposed by the WRCB when it approved a four-year extension on repayment of the loan last November.

The HBWA board approved the two construction contracts—\$4,177,000 for the pump stations and \$3,886,500 for the interceptor lines—with a minimum of discussion.

Both of the winning bids which were opened last month came in under the engineer's estimate, which totaled \$9.1 million for the whole project.

Kirkwood-Bly, Inc. of Santa Rosa will be building the pump stations and H.M. Byars Construction Co. of Reno was awarded the con-

tract for the interceptor lines.

H.M. Byars Construction Co. has started the underground work with one crew presently at work. They have experienced problems obtaining pipe from their suppliers and as soon as this problem is remedied they will add another crew. The company is anticipating completion of their portion of the project in December 1980.

Kirkwood-Bly, Inc. has not started yet but we have a pre-job conference scheduled later this month. Hopefully they will be working by June 1st.

Earl Nally is moving his equipment to the Woodley Island Marina project. This is a \$1.4 million dollar underground and site preparation project. This project should also be underway in the near future. "This is Earl's first venture into a larger underground project and we wish him well," Lake commented.

An application to construct a boat repair facility at Fields Landing will be heard by the California Coastal Commission later this month. This is a large project that will involve site preparation, building construction, dredging, pile driving, paving etc. The need for this kind of facility on Humboldt Bay is long overdue so hopefully the commission will vote their approval.

In the northern part of the District it seems summer has finally arrived and with it C.K. Moseman on the South Fork of the Smith River was granted permission to once again enter the river and begin work on their one remaining bridge, reports Business Rep. Jim Johnson. This project seems to get "TWO-BLOCKED" from fall to spring when the salmon and steelhead are spawning. Now that this job has got kicked off they have six hands working and should

be kept busy all this season.

Earl Nally Enterprises from Rio Dell just this week started the clearing on his two latest projects, one on the Northbank Road at Crescent City and the other on Hiway 101 at Big Lagoon.

J&W Pipelines, Inc. of San Jose are still working at Crescent City on their sewer rehabilitation project. This job is down to just leak repairs and is employing only five of the Brothers.

Paul Easley Construction is busy working on his Timber Access Roads, East of Willow Creek and at the time has six Engineers working for him. This job consists of many different locations and is scattered over 30 miles on the top of the Waterman Ridge area. This job should last through most of the summer.

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.

More from Marysville

(CONTINUED FROM PAGE 5)

der on the City of Marysville street improvement projects on "D" Street for \$228,469.

According to the Yuba County Director of Public Works, they will be putting out bids this month for three bridge jobs. Each job should be approximately \$500,000. Yuba County will also put some road work out to bid.

The City of Oroville is putting all the paper work together for a water line project at the South end of 5th Avenue that will be approximately \$1 million.

BLOOD BANK

The supply of blood in our Blood Bank is very low. We recently received notification that we only have a few units on hand. Anyone who can should make a donation at

the earliest opportunity. 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, 1st Thursday of each month from 1:00 to 6:00 p.m.

MARYSVILLE: Marysville Art Club, 420 Tenth Street, 2nd Tuesday of each month from 1:00 to 6:00 p.m.

Any donations you can make will be greatly appreciated. When you make your donations, please be sure to tell them you are donating to the Marysville District, Operating Engineers Local Union No. 3 Blood Bank. Thanks.

35 YEARS

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

Name	Reg. No.	Initiated by	Local #
Francis Bell	261317	3/38	842E
Hal Hall	344808	1/42 initiated by 123B	
		2/45 transferred to 3B	
E.J. Higbee	440279	11/43 initiated by 285	
		4/45 transferred to 3	
James Ralph Hillhouse	338467	1/42	3A
Donald A. Hutley	399355	12/42	3
Arthur Jones	402449	1/43	3
Herold B. Mueller	382203	9/42	3A
Paul W. Pitchford	361475	6/42	3B
Clarence F. Porter	473867	3/45	3B
Albert Silva	354796	5/42	3A
Loren E. Squier	395622	11/42	3B
William W. Stromer	342601	2/42	3
R.R. Stubblefield	473801	3/45	3
Danny Tucevich	294623	12/40	3A
Neal Willingham	469213	1/45	3

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.).

June

4th Provo: Provo City Power Building, 251 West, 800 North
5th Reno: Musicians Hall, 124 West Taylor
12th Ukiah: Grange Hall, 740 State Street
19th Watsonville: Veterans Bldg., 215 Third Street

July

10th Fairfield: Holiday Inn, 1350 Holiday Lane
15th Eureka: Engineers Bldg., 2806 Broadway
16th Redding: Engineers Bldg., 100 Lake Blvd.
17th Oroville: Prospectors Village, Oroville Dam Blvd.
23rd Honolulu: United Public Worker Union Mtg. Hall, 1426 No. School St.
24th Hilo: Kapiolani School, 966 Kilauea Ave.
25th Maui: Cameron Center Auditorm., Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

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

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

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 Incomplete forms will not be processed



Peripheral Canal takes step forward

(CONTINUED FROM PAGE 1)

made on both sides that will satisfy nearly everyone."

The 43-mile long canal would link the Sacramento River directly with the huge California Water Project, allowing an extra one million acre-feet of water to be pumped annually from the northern part of the state to the valley farms and the Los Angeles-San Diego area. This water currently winds its way down the Sacramento River, but filters through the Delta region before being siphoned off at the southern end.

The legislation approved this month would also authorize construction of the Los Vaqueros Dam in Contra Costa County near the delta, two other storage reservoirs in Glenn County and the Mid-Valley Canal to transfer water from existing canals in the western San Joaquin Valley to the eastern part of the valley.

In total the projects would cost an estimated \$7 billion if completed by the turn of the century. The Peripheral Canal—by far the most controversial portion of the legislative package—would be constructed first to try to compensate Southern California for its impending loss of Colorado River water in 1985.

The controversy has centered around the fear that, during dry years, the canal would allow southern California to siphon off excessive quantities and starve the delta of fresh water.

For several hours, the fate of the bill remained in limbo as tense debate nearly fractured the delicate coalition that supported the bill. Some Central Valley agricultural interests chilled to the bill for a time because of a related dispute over delta water protections and the future of the north coast's wild rivers.

This snag was overcome when the valley farmers won a concession on delta protections, and

they once again closed ranks with Southern California water interests. The concession concerned a separate proposal being written by Water Committee chairman Larry Kapiloff (D-San Diego).

Kapiloff's ACA 90 is intended to place before the California voter's in November a referendum aimed at placing delta water protections in the state constitution and making it more difficult to dam any of the remaining wild rivers on the coast.

Facing prospects that the canal legislation would be tor-

pedoed in the dispute, Kapiloff agreed to remove the provision and subject his constitutional amendment proposal to a re-hearing in the Senate Agricultural and Water Committee.

Attempts to insert extra delta water protections and to impose new groundwater management requirements on farmers as part of the legislative package were defeated in the committee battle. They voted against tampering with the bill, mindful of Ayala's warning that, "we can't take another amendment without losing votes."

\$131 million contract awarded on Kerckhoff tunnel project

Pacific Gas and Electric Company has awarded the contract for tunnel work and excavation of the Kerckhoff 2 underground hydro-electric power plant to Auburn Constructors, a joint venture of Gordon H. Ball, Inc. of Danville, California; Guy F. Atkinson Company of South San Francisco; and Arundel Corp. of Baltimore, Maryland.

The project is located on the San Joaquin River in Fresno and Madera counties. Kerckhoff 2 will be capable of generating 140,000 kilowatts of electricity.

Although no contract figures were disclosed, total project cost is estimated at \$131 million. The Plant is expected to begin commercial operation in December 1983.

The 24-foot diameter main tunnel will be driven by a tunnel-boring machine, the first time such a method has been used on a PG&E project.

Construction is expected to begin shortly with the work force expected to reach a peak of about 300 workers in September of 1981.

Kerckhoff 2 is planned to bring water from Kerckhoff Lake, 25 miles northeast of Fresno, through an intake structure and a four-mile tunnel to a powerhouse located 300

feet underground. A 600-foot long discharge tunnel will then take the water to Millerton Lake.

PG&E is planning to continue to operate and maintain the existing Kerckhoff 1 power plant built in 1920. It can generate 38,000 kilowatts of electricity. Existing transmission facilities, which lead into the Fresno area, will be reconstructed and reconducted and used for both the old and new projects.

About \$150,000 will be spent to develop recreation facilities in conjunction with the project. Proposed facilities include group and single family camping and picnicking sites, boat launching for cartop boats and hiking trails. Funds have also been budgeted to salvage and protect archaeological findings close to the recreation facilities.

The Federal Energy Regulatory Commission issued a construction permit and a 50-year license for Kerckhoff 2 in late 1979. The California Public Utilities Commission has issued a certificate of convenience and necessity. Permits were issued after extensive discussions and reviews by interested federal, state and local agencies. Some 15 approvals were obtained from these groups.

More Utah

(CONTINUED FROM PAGE 9)

pany.

The new route will feature a one-way highway entering the airport and looping around the terminal buildings, car rental areas and parking lots before returning to the I-80 interchange.

Gibbons & Reed Company plans are to finish the grading sometime this summer and start paving this fall. If everything goes according to schedule, they should open the new road by November 15, 1980.

The access road project will cost about \$6 million, including the relocation of two canals in the area. Between the northbound and southbound access roads will be a landscaped park area complete with two ponds, fountains, shrubbery and trees. The ponds will serve a dual purpose, being used both as detention ponds for storm runoff water and improving the aesthetic value of the overall landscaping scheme.

The new access will also free the area surrounding the current airport access for some development, and will be capable of handling larger volumes of traffic when it is eventually linked with the completed I-80 system.

SPECIAL NOTICE TO THE MEMBERSHIP

The following amendment to Article V of the Local Union By-Laws has been submitted for presentation to the Membership for their consideration at the Semi-Annual Meeting on July 12, 1980, following the General Report of the Executive Board as a Special Order of Business.

ARTICLE V INITIATION FEE

Section 2(a) and (b) and Section 3(a) and (b) be amended as follows:

Section 2

The Local Funds payment shall be as follows:

- California, Nevada, Hawaii and Mid-Pacific Islands, Parent Local and Sub-divisions A, B, C, E and Registered Apprentice: \$70.00 plus \$14.00 International Tax.
- Utah and Local 3D: \$10.00 plus \$2.00 International Tax.

Section 3

The Local Building Fund Payment shall be as follows:

- California, Nevada, Hawaii and Mid-Pacific Islands:
 - Parent Local: \$110.00 plus \$22.00 International Tax.
 - Sub-divisions, A, B, C, E, and Registered Apprentice: \$110.00 plus \$22.00 International Tax.
 - Sub-division 3D: \$10.00 plus \$2.00 International Tax.
- Utah:
 - Parent Local: \$25.00 plus \$5.00 International Tax.
 - Sub-divisions A, B, C, E and Registered Apprentice: \$25.00 plus \$5.00 International Tax.
 - Sub-division 3D: \$5.00 plus \$1.00 International Tax.