

# ARE YOU REGISTERED TO VOTE? DEADLINE OCT. 6



## ENGINEERS NEWS

VOL. 31, NO. 8

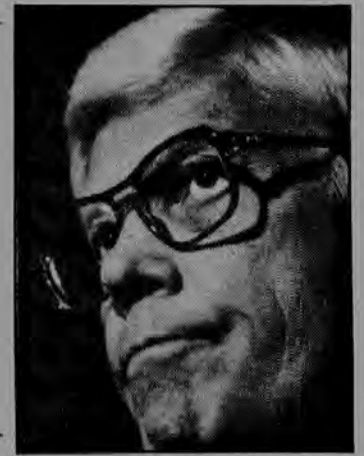
SAN FRANCISCO, CALIFORNIA



AUGUST 1980

### The Anderson Deception

Despite his image as a new found liberal, independent residential candidate John Anderson's record shows him to be a hard line conservative when it comes to labor issues. See page 7.



## Two Bylaws changes approved by membership at Semi-annual

The passage of two amendments to the Local Union Bylaws, presentation of the 1980 scholarship awards and a report on the current status of the union by Business Manager Dale Marr were the highlights of the Local 3 semi-annual membership meeting in July.

The membership approved a resolution to amend Article V of the Bylaws to conform with a recent change in the

International Constitution dealing with initiation fees and a resolution providing for a revision in the retiree dues rate.

The first resolution to amend Article V (Initiation Fee) was presented so that Local 3 could comply with Amendment No. 8 which was passed at the International Convention last April. This amendment stipulated that "The initiation fee shall be deemed to include all

fees, assessments, and other charges required to be paid upon admission to membership, however identified."

Prior to the passage of Amendment No. 8, applicants to most local unions, including Local 3, were only required to pay an International Tax of 20 percent on the "Card Value" portion of the initiation fee. There was no International Tax levied on the "Local Fund" and "Building Fund" which comprised the rest of an applicant's Local 3 initiation fees. With the passage of Amendment No. 8 at the International Convention, the 20 percent International Tax applies to the entire initiation fee.

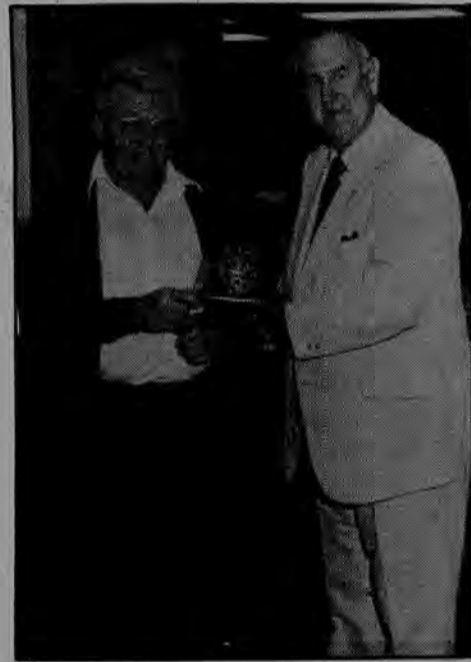
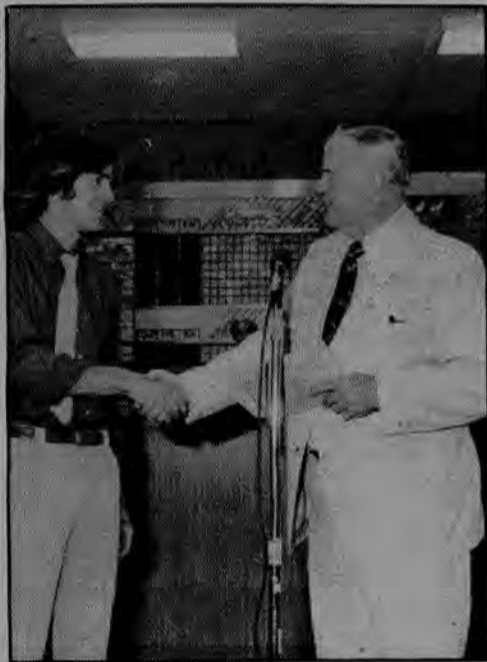
In order to comply with Amendment No. 8, the Local 3 membership approved by a 98 percent margin a resolution that increases the initiation fee for new applicants to reflect the increases in the International Tax. The complete language of this resolution can be found on page 16.

The other resolution that was presented to and approved by the membership amended Article VI of the Bylaws to allow a lower dues rate for pensioned retirees.

Section 8(a) of Article VI now reads: "... a Member who has been a Member for five (5) years preceding his application for reduced dues and who is receiving a pension from a jointly trustee plan shall pay as dues an amount not to exceed one-half (1/2) the dues rate that is applicable to the Parent Local."

The full text of this resolution can be found on page 16.

In addition to the union business, Business Manager Dale Marr presented  
(CONTINUED ON BACK PAGE)



A scholarship award and a hard hat may not seem like they have much in common, but in this case they are both the product of skill and hard work. Dirk Duffner (left photo), a first place winner in Local 3's 1980 scholarship competition receives a check for \$1,000 from Business Manager Dale Marr at the July semi-annual meeting. Pictured right is an intricately tooled hard hat that brother Whitey Orr had fashioned for Marr while working in Indonesia.

## It's final; Governor signs Canal bill

In a long awaited move, Governor Brown last month gave final legislative approval with a stroke of the pen to a bill that authorizes up to \$7 billion in water development projects, including the controversial \$600 million Peripheral Canal.

Signing of the legislation caps years of debate by lawmakers on what has become one of the most divisive issues in the state for at least two decades. Yet, even with the passage of the legislation, the battle rages on. The ink had barely dried on Senator Ruben Ayala's SB 200 when legislators, county supervisors and mayors from throughout the Bay Area and Delta areas declared they would mount a full scale drive to place the issue before the voters in a general referendum vote.

Opponents of the project have argued that in dry years, operators of the canal could divert virtually the entire flow of the Sacramento River water into the canal, bypassing the Delta completely and allowing salt water from the San Francisco Bay to intrude into the Delta and ruin water quality.

Separate legislation designed to allay northerners' fears about overuse of water and Delta degradation had made its way through the legislature along with SB 200, but snagged in the Assembly. Brown, who had hoped to sign both measures, was forced to sign only the Peripheral Canal legislation.

The "trailer bill," SB 1361 was authored by Sen. John Nejedly of Walnut Creek. That bill called for special water conservation measures and added protections for fish, wildlife and water quality in the delta.

SB 1361 was held up however, over a proposed amendment that would have appropriated \$2 million to the Water resources Department in order to carry out the studies called for in the bill. The move was seen by some as an attempt to kill it. The bill finally edged its way out of the Assembly on July 10 by a narrow vote, only after several Assemblymen were assured that changes would be sought through a joint conference committee procedure.

That strategy, however, ran into an immediate roadblock the following day in the Senate. Nejedly requested the Senate to reject SB 1361 as it had been altered in the Assembly Ways and Means Committee. He favored the formation of a joint committee of  
(CONTINUED ON BACK PAGE)

## Industry wide copper strike drags on

Phoenix, Ariz.—An industrywide copper strike, involving hundreds of Local 3 members has entered its seventh week, and spread to two additional companies where contracts expired.

Joining the nearly 40,000 workers already on strike were 1,200 employees of the Copper Range Co., located in northern Michigan, and 800 workers at the Anamax plant in Tucson, Ariz.

Some 23 unions have one or more units taking part in the strike. The coordinating bargaining committee is the National Nonferrous Industry Conference, which is headed by Steelworkers Treas. Frank McKee.

Neither union nor industry sources expect the companies to get down to serious bargaining until copper inventories are used up and copper prices move up, and the first bargaining session is not scheduled until Aug. 20.

The copper unions charge that the companies insisted on "take-aways" in a new contract that the unions could not possibly accept in order to use up a production surplus without being liable for the unemployment benefits that would accompany layoffs.

The strike, which affects mining, smelting and refining operations, began at eight

major companies—Kennecott Minerals Co. operations in Utah, Nevada, Arizona, New Mexico and Maryland; Phelps Dodge facilities in Arizona and Texas; Anaconda plants in Montana; ASARCO operations in Washington, Arizona, Texas and New Jersey; Magma Copper mines and mills in Arizona; Inspiration Consolidated Copper Co. in Arizona; U.S. Metals in New Jersey and Miami Copper Co. in Arizona.

In addition to the Steelworkers, unions with the largest number of workers on strike are the Operating Engineers, Machinists, Boiler-makers, United Transportation Union, Painters; Carpenters and the unaffiliated Teamsters.

No attempt has been made to operate the struck facilities and the strike has cut off an estimated 75 to 80 percent of U.S. copper production. Other units are expected to join the strike as contracts expire.

### IMPORTANT

See page 16 for new schedule and notice concerning dues increase.





By DALE MARR, Business Manager

# LOOKING AT LABOR

## Supreme Court looms as major issue in election

It has been said that, "the people can change Congress but only God can change the Supreme Court." My only revision to that statement is that God gets considerable help from the President, which is a fact that we in the labor movement ought to be very aware of as we approach the General Election this fall.

There is little doubt that whoever is president following November 4, 1980 will within the next four years fill at least three vacancies in the Supreme Court. Trade unionists ought to be gravely concerned about who those justices might be. Many years after his resignation, we are still strapped with the Warren Burger court that Richard Nixon selected. It may well be that the real legacy Nixon leaves behind will not be Watergate, but the ultra-conservative Supreme Court which has handed down decisions that jeopardize the labor movement.

Two decisions concerning the construction industry have had a far reaching—and damaging—effect on contract negotiations.

One of them was the Connell decision in 1975, which dramatically altered the way building trades unions deal with nonunion subcontractors on the jobsite. In order to prevent union members from having to work alongside scabs, and to control the growth of open shop firms, trade unions had traditionally extended collective bargaining agreements with general contractors to their subcontractors as well. In other words, general contractors signed an agreement which stipulated they would not subcontract any work to an open shop firm unless that firm agreed to sign a collective bargaining agreement with the unions involved. The Nixon appointed Supreme Court in 1975 abolished this practice by ruling that unions had no right to demand and enforce such agreements.

For the past five years, we have had to deal with this court decision as best we could, and it has been very difficult. Only with the negotiation of our master agreements this year have we been able to come up with language we feel we can live with.

Another Supreme Court decision was the Higdon case (NLRB v. Iron Workers Local No. 103). In January 1978, the court severely restricted the ability of construction unions to enforce prehire agreements with contractors. Prehire agreements are critically important to construction unions. In Local 3's case, there are many occasions when a major construction project is awarded to an out-of-area contractor who has never signed an agreement with the union. Generally, it has been our practice to meet with these firms before construction

*"In the many years I have been in the labor movement, I have developed a profound respect for the impact—and damage—the courts are capable of wielding on trade unions."*

begins and negotiate a pre-hire agreement requiring the contractor to obtain his heavy equipment operators from Local 3 hiring halls.

There would be many jobs lost to our members if such agreements were not enforced. However, with the Higdon decision, the Supreme Court stated that unions have no right to enforce such agreements unless the union can demonstrate that it has the support of the majority of the workers in question on the jobsite. This restriction effectively obliterates most prehire agreements.

Under this decision, a contractor from outside Local 3's jurisdiction can be awarded a contract in our area, refuse to hire any Local 3 operating engineers, and instead scrounge around for scab workers or bring in his own union or nonunion workers from another region. There is nothing we can do about it. We aren't even allowed to picket the jobsite for more than 30 days to protest what we personally believe is an unfair labor practice.

We have been able to successfully combat this ruling so far, only because of the superior quality of our union members. Most contractors from outside our jurisdiction are willing to employ Local 3 members because they know we are more productive and will save them money in the long run.

We can thank the Nixon appointed court for these and a number of other anti-union court decisions. We can wish in vain that Nixon had never been elected and had the opportunity to select the Warren Burger court or the dozens of federal district court judges throughout the nation that have had such a tremendous impact upon the law.

We can also bet on a repeat performance if Ronald Reagan is elected president in November. There are five judges on the Supreme Court who are over 70. There are many district court judges throughout the country of the same age. Judging by his performance as Governor and by his campaign statements, there is no question that he will fill these impending vacancies with ultra-conservative, anti-union people.

This is alarming, considering the nature

of some of the labor-related court cases that are currently making their way through the courts and will very likely end up before the Supreme Court.

Two cases currently in the courts (Beck v. Communications Workers of America and Ellis v. Railway Clerks) dealing with the use of union dues money are a prescription for total disaster. In both of these cases, the lower courts have ruled that, under certain conditions, unions cannot use dues money for anything other than those activities that are directly related to negotiating contracts and servicing agreements.

If either of these cases is upheld by the Supreme Court, we may be able to use members dues for death benefit funds, good standing funds, strike benefit fund or the publication of a union newspaper. We would not be able to use dues money for political purposes, organizing or for programs to provide insurance, medical and legal services for members. We could not even use dues money to defend the union in lawsuits unless the litigation directly involved a collective bargaining contract.

If a Reagan appointed court has a crack at this case, it doesn't take much imagination to realize what the verdict would be. Not since the beginning of the trade union movement has the basic purpose and function of trade unions been challenged in such a fundamental way.

President Carter aptly pointed out the threat of a Reagan appointed court in a recent speech in Florida. "I want you to consider very carefully and seriously how this nation's future will be affected by the appointments of the next three or four justices of the Supreme Court." The court, he said, "remains the final bulwark of freedom." The appointments of Richard Nixon, he continued, had a "profound impact on the attitude or tone of that court."

In the many years I have been in the labor movement, I have developed a profound respect for the impact—and damage—the courts are capable of wielding on trade unions. We can lobby on Capitol Hill to pass legislation we support. We can work to elect our friends and defeat our enemies. But the men in the long, dark robes have the final say, and if those who sit on the Supreme Court make a decision we don't like there's not a thing we can do to reverse it.

That in itself is reason enough for trade unionists to back President Carter. He has already demonstrated through his appointment of a number of district court judges that he will not be selecting another Burger court.

## ENGINEERS NEWS

WIPA

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and Editor

HAROLD HUSTON  
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BOB MAYFIELD  
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## Winners receive scholarships

First Place female division winner Carol Presley and first runner-up Larry Gilbertson receive their scholarship checks from Business Manager Dale Marr at the July semi-annual membership meeting. Both were winners in the 1980 Local 3 scholarship competition.



## Caltrans opens bids

The California Department of Transportation has opened bids this month on a number of major highway construction projects in Northern California, including a \$10.5 million contract to revise interchanges and construct walls on I-680 in Contra Costa County. Other projects which will soon get underway are: \$2 million contract to Clinton Meyers of Sacramento to construct an overhead structure in Mountain View on Route 237; \$1.7 million contract to construct sound walls in Sacramento on I-5 and a \$432,000 contract to edge drains and seal joints in and near Red Bluff on I-5.

Caltrans has also called for bids on 84 highway projects throughout the state, including the following major jobs in Northern California: \$6 million project to improve drainage and grade in Fairfield and Suisun City on Route 12; \$690,000 project to surface portions of Route 41 with asphalt concrete in Madera County; \$22 million to grade, pave, improve drainage and construct structures on Hwy. 101 in San Jose; \$1.4 million to expand a safety roadside rest area on I-5 in Tehama County; \$1 million to surface portions of Route 3 in Trinity County with asphalt concrete; \$1.6 million to reconstruct portions of Route 20 in Yuba County about four miles east of Marysville; \$22 million to build structures, grade, pave and improve drainage on Hwy. 101 near Morgan Hill; \$1.2 million to construct truck passing lanes on Route 20 in Lake and Colusa Counties; and \$1.2 million to modify interchange and replace signals on Hwy. 101 in Santa Rosa.

## State transportation funds cut

The California Transportation Commission has voted 5-0 to reduce transportation spending by \$223 million in the 1984-85 fiscal year.

The vote amounted to an official position by the commission that state Department of Transportation revenue projections over the next five years are more than \$200 million off the mark.

The report said that the \$223 million reduction in 1984-85 expenditures "recognizes the bleak financial future of the program in 1984-85 and beyond. Without a revenue increase the program must be cut back and the commission has a responsibility to acknowledge this problem and adopt a financially feasible (plan) ... rather than deferring the problem for another year."

## Bay Area congressman authors Wild Rivers bill for Stanislaus

The author of the bill to make the Stanislaus a Wild and Scenic River said this month his legislation "will pass Congress with ease." Rep. Don Edwards, D-San Jose, said "the sentiment in Congress when it comes to wild rivers and a lot of other environmental matters is to support them and I think that will hold true with this river." Edwards, who rafted the nine-mile, white-water stretch will Rep. Fortney Stark, D-Oakland, and Huey Johnson, state resources secretary, said he hoped to bring the bill, HR 4223, to the floor of the House within weeks. And he said he would author a bill to modify the legislation that authorized the building of the New Melones Dam. Edwards discounted statements by Rep. Tony Coelho, D-Merced, that he has enough votes to kill the bill when it is debated. "Coelho, who is a friend of the big corporate growers on the West Side, doesn't know what he's talking about," said Edwards, a nine-term congressman.

## California puts price tag on 10-year solar plan

The California Energy Commission (CEC) is about to pin a multi-billion-dollar pricetag on its 10-year solar energy plan. The plan, which was first published in April without cost figures, says that by 1990 the state could replace 10% of its non-transportation fossil fuel with solar energy. The amount of private sector investment necessary to achieve the 10% goal will be released shortly. The CEC will then decide whether to implement the plan. The figures will account for costs of solar installations as well as reductions in capital expenditures for added utility capacity, says Ronald D. Doctor, the CEC commissioner who helped form the plan.

The 126-page plan calls for cooperation among

all levels of government and continued development in commercial, residential, industrial and agricultural sectors. Under the plan, California would establish municipal solar utilities, offer greater financial incentives, consumer protection, training and adopt prosolar government regulations.

With only 60,000 solar installations in the state, California needs the equivalent of almost another 5 million passively heated and cooled residential buildings, 5.5 million residential solar water heaters and 400,000 solar pool heaters to reach its 1990 goal.

## Utah water projects imperiled

Federal air and water pollution control laws threaten to block or delay more than \$4 billion worth of western energy projects that are considered vital to the development of synfuel projects in the region. One of the threatened projects is the 5-Mw, \$30-million White River Dam that is expected to supply water for oil shale and tar sands projects. The dam was authorized in 1978 by the Utah legislature, but has been delayed by the Department of Interior's Bureau of Land Management, which will not issue a permit for the project until a final environmental impact statement is completed. A decision is due in March, 1981. Interior's Fish and Wildlife Service has raised fears that water withdrawal from 18 tributaries that feed into the White River could adversely affect three species of endangered fish.

The other project facing environmental problems is the \$4-billion-plus Allen-Warner Valley power project that would consist of a 500-Mw coal-fired power plant in Utah and a 2,000-Mw plant in Nevada. The two plants would require an estimated 10.5 million tons of coal annually, which Utah International proposes to mine from a site five miles from Bryce Canyon National Park in southwest Utah. The coal would be shipped to the plants through a slurry pipeline. The project is opposed by three environmental groups that have petitioned the Interior Department to block the mining and the power plants. The environmental groups—the Environmental Defense Fund, Friends of the Earth and the Sierra Club—contend that the mine is unsuitable for development under the 1977 Surface Mining and Reclamation Act. They further contend that the mine and one of the power plants would violate the Environmental Protection Agency's air quality regulations by limiting visibility of vistas around Bryce Canyon and Zion National parks.

## Sixteen bid Utah aqueduct

Sixteen firms competed for a contract to build a section of the Jordan Aqueduct near Salt Lake City, and Granite Construction Co., Watsonville, Calif., took the job with a \$7,781,266 low bid. Only Granite and runner-up Paul N. Howard Co., Greensboro, N.C., undercut the Water and Power Resources Service (WPRS) estimate for the work. The contract calls for Granite to furnish and lay about 5 miles of 66-in.-dia pretensioned concrete pipe in a suburban area outside Salt Lake City. To place the pipe 4 to 6-ft underground, the winning contractor must excavate 127,500 cu yd of material, a task it priced at \$2.50 per cu yd, and complete nearly 105,000 cu yd of backfilling in the pipe trenches. The firm also must construct concrete blowoffs and air valves and install manholes, metal piping and valves, and steel pipe. Four submersible sump pumps will be furnished by the contractor, as will materials for a complete electrical system for the aqueduct section. WPRS expects Granite's work on the aqueduct, a part of the agency's Central Utah Project, to be completed in 600 calendar days.

## Small power jobs get boost

Cogenerators, windmill owners, operators of small dams and anyone else who can produce less than 80 Mw of electricity at a reasonable price got their first full explanation of new Federal Energy Regulatory Commission (FERC) rules on utility purchase of such power at a series of five recent hearings around the country. The rules are likely to revolutionize the cogeneration and small power production business by requiring all utilities to purchase such electricity and to buy it at the utility's "marginal" or "avoided" cost—in effect the cost of the utility's last tapped, most expensive power. Since utilities historically have been reluctant to buy power from small producers at all, much less pay a high price for it, these rules should dra-

matically change the economics of cogeneration and open up new possibilities in nonutility power production. The FERC rules implement sections of the 1978 Public Utility Regulatory Policy Act. States must have regulations in effect by March, 1981.

FERC officials say that the broad attendance at their recently completed series of hearings indicates wide interest in the program. It has already received notice from a number of firms that they plan to get involved. Although firms getting into this business will not be regulated as utilities, they are supposed to notify FERC of their plans. FERC, in turn, is supplying legal assurance that companies qualify under the regulations in order to help such companies obtain financing.

Applications FERC has received so far include a plan from Windfarms, Ltd., for a bank of windmills in Hawaii which would produce 80 Mw of power for Hawaiian utilities.

## San Francisco airport salvages growth plans

Faced with budget cuts, planners at the San Francisco International Airport are rescuing expansion plans by telescoping two projects into one to save more than \$10 million. Under the revised \$42-million program, an expanded central terminal will take on international traffic now handled separately at an existing rotunda. The central terminal will continue to handle some domestic traffic, and the rotunda will be converted for domestic use. Earlier plans, which had been simplified, called for a \$20.8-million restructuring of the 25-year-old central terminal and a \$33-million-plus expansion of the south rotunda to upgrade international facilities. Plans for a 175-ft control tower at the front of the building were also scratched.

The work is a follow-up to the airport's recently-completed \$330-million expansion, which added a north terminal that forms a horseshoe-shaped loop with the two existing terminals, and doubled airport parking capacity. Trouble with the follow-up plan began when airline tenants protested the use of airport revenues for San Francisco's general fund, and filed lawsuits that blocked access to some construction money. "There was not enough money to pay for both projects," says John Costas, project manager for the Bureau of Terminal Construction. The modified design, is for a Y-shaped concourse and pier for 10 wide-bodied planes behind the central terminal. This will add about 277,000 sq ft and more than double usable space, but leave the existing structure largely untouched.

As a result of the trimming, seismic upgrading required for the steel-framed building is more simple and will consist only of shear walls at the rear of the structure, braced frames at the lower level of the facade and some strengthened steel columns, reports Wilson Hanna, project engineer for Chin and Hensolt. Workers will place crushed rock in some areas beneath the building to build up the grade for the transfer of shear loads. A bid call for the terminal project is scheduled for October.

## SP's Gateway Project begins

Southern Pacific Development Co.'s \$60 million Pacific Gateway Project, a 30-story office building, got underway this month at Mission and Beale Sts. A ceremony marking the start of work by Dinwiddie Construction Co. crews at the site was attended by various company and city officials. Owner of the project is Pacific Gateway Associates, a joint venture of SP Development Company and The Prudential Insurance Company of America; the developer is SP Development Company, a real estate subsidiary of Southern Pacific Company. The project site is bounded by Mission, Howard, Main and Beale Streets, with freeway ramps on the east and west, paralleling Main and Beale Streets.

The 416-foot high sculptured building, designed by Primiani-Weaver, will have a floor area of 574,960 square feet, providing 488,114 square feet of rentable office space. The project will accommodate 2,000 to 2,500 permanent employees. Occupancy is set for the Spring of 1982. The steel framed structure will be finished in precast concrete wall panels in a neutral color. The recessed floor to ceiling windows will be tinted double-glazed insulating glass to reduce energy consumption.





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

We appreciate the good turnout to the Semi-Annual Meeting held on July 12, 1980 at San Francisco. Also, thanks for your support of the two Resolutions which had been submitted by your officers in accordance with the procedures set forth in the Local Union By-Laws.

The Sixteenth Annual Performance Report 1979 which was given to all the members present at the Annual Credit Union Meeting which followed the Semi-Annual Meeting in my opinion is an excellent report. I hope you and your family take time to read it.

Several milestones were achieved in 1979. In November, we crossed the \$100,000,000 mark in loans granted since organization sixteen years ago.

We also declared our first bonus dividend, 1.5% paid for the six months earnings period ending December 31st along with the 6.5% per-annum dividend paid since 1974.

Since organization, more than \$10.1 million has been paid to members in dividends, interest on Investment Certificates and loan interest refunds. Another \$1.2 million has been paid to the survivors of deceased members as life insurance benefits on savings and loans.

As Chairman of the Credit Committee I want to thank the members for using the loan services and the Credit Union staff for their professional assistance to both the Committee and the membership.

My personal congratulations to the Operating Engineers Local Union No. 3 Scholarship Winners for 1980 listed below:

### WINNERS

Carol Alma Presley 40 Glenaire Drive San Rafael, CA 94901 Father: Donald R. Presley Reg. No. 515976	Dirk Hugo Duffner 411 East Warren Avenue Fremont, CA 94538 Father: Josef Duffner Reg. No. 1003206
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### 1ST RUNNERS-UP

Darlena Dell Marschall 5605 Gold Dust Drive Kelseyville, CA 95451 Father: Donald Marschall Reg. No. 1753964	Larry Boyd Gilbertson 1046 Bonner Avenue Fremont, CA 94536 Father: Martin O. Gilbertson Reg. No. 1196343
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### 2ND RUNNERS-UP

Michelle Nadine Darter 3717 So. Christine Street Salt Lake City, Utah 84016 Father: Larry W. Michel Reg. No. 1673661	Guy Raymond Lester 330 Butte Avenue Yuba City, CA 95991 Father: James R. Lester Reg. No. 465812
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Our thanks to all the Brother and Sister Engineers employed under the East Bay Equipment Dealers Association Agreement, West Bay Equipment Dealers Agreement, and Independents, who attended one of our

Special-Called Pre-Negotiating Meetings held throughout Northern California.

Your Negotiating Committee, which I have the pleasure of serving as Chairman, will follow your instructions to the letter in our proposal to each of the Employers of the 61 separate Bargaining Units. Also the Equipment Dealers Questionnaire Cards which we have received back from you will give us more information from many of the Brothers and Sisters who were unable to attend one of the Special-Called Meetings. Thanks again for marking the cards and mailing them back to us. We appreciate your 100% continued support.

As in the past, your Negotiating Committee will negotiate the very best agreement possible and bring it back to you for your consideration at another Special-Called Meeting.

The recent District meetings, and Retirees Association meetings held in Eureka, Redding and Oroville were well attended. We appreciate the members taking an active part in your Union. Your many suggestions at these meetings will be taken under consideration by your officers. We were sorry some of the Retirees were sick and missed the meetings. It's always a real pleasure to shake your hand and answer any questions you may have. We consider it an honor to represent you and your lovely wives.

# New battle looms over city's Crosstown Tunnel

A new San Francisco sewer battle is looming over the route of the \$300 million Crosstown Tunnel—part of the \$1.5 billion city wastewater treatment project that is currently underway.

Neighborhood groups are gearing up to oppose the six-mile tunnel project, hoping to avoid the disruption of heavy construction. They will be facing off against city officials who are under a federal mandate to complete the system and building and construction trades unions who view it as a vital source of jobs.

The crosstown tunnel will be 9½ feet in diameter and carry watery sewage from the \$50 million Southeast pump station in Hunters Point underground across the city to a \$60 million sewer treatment plant near the zoo before being pumped four miles out into the Pacific.

The choice of a final crosstown route is likely to be a sensitive topic, since the tunnel construction crews will have to surface at two or three points along the way to extract dirt and rock.

Depending upon which tunnel route is selected, these shaft access points could emerge to take over for up to 3½ years—portions of St. Mary's Park, the Aptos Junior High School baseball field, Glen Canyon Park, City College Soccer field and the Lakeshore Plaza shopping center parking lot.

City officials say the truck traffic will be confined to 25 trips per day. The explosives that will be used to blast through the rocky sections will create tremors that will be barely noticeable. Yet, neighborhood groups are already insisting that the project will disrupt their lives. Few neighbors, however, have complained about the tunnel currently being constructed in the Fort Mason area.

The alternative to completing the city sewer project would be far worse. San Francisco has already suffered temporary construction moratoriums because of its tardiness in dealing with the massive

sewage problem that the \$1.5 billion wastewater project is designed to resolve.

Three of the proposed tunnel routes would start by tearing up city streets between the southeast pumpstation site and St. Mary's park. The work will require the excavation of 20 to 40 feet per day, and will be done a block at a time to minimize disruption.

In this early phase of construction, the pipe will simply be laid into a large ditch. Most of the streets are in industrial areas and will have little effect on residents, except near the Alemany housing projects, where the project will begin to burrow underground.

The first three alternatives call for using an undeveloped area of St. Mary's Park as the start of the tunnel. This is a brushy hillside isolated from such of the surrounding neighborhood.

From there, the tunnel will follow city streets for four miles,

while varying from 30 to 400 feet under the surface. Tunnel openings will be required along the way, so that crews can work from several starting points along the way and also to facilitate excavation of the material.

Route A would cost \$137 million and have tunnel openings at Aptos playground and Lakeshore Plaza parking lot.

Route B would come up at the City College soccer field as well as the Aptos and Lakeshore spots at a cost of \$154 million.

Route D would use the soccer field and a location on Lake Merced Blvd. before cutting through the Harding Park golf course and would cost \$132 million. The fairways would have to be torn up a portion at a time for the final route of leg D.

Route C would take a more direct route, at a cost of \$129 million, involving openings at Glen Canyon and a vacant lot at 19th Ave. and

Sloat Blvd. But this route runs under private property and easements would have to be granted from hundreds of property owners who might want payment in return or could fight the tunnel through condemnation proceedings in the court. The other routes will avoid this problem by running below city streets or public property.

A fifth route, which temporarily has been dropped because of its \$301 million cost calls for a gravity flow system. The gravity flow tunnel would have to be larger—possibly 16 feet in diameter to allow for slower passage of the sewage—and would be designed without abrupt twists and turns.

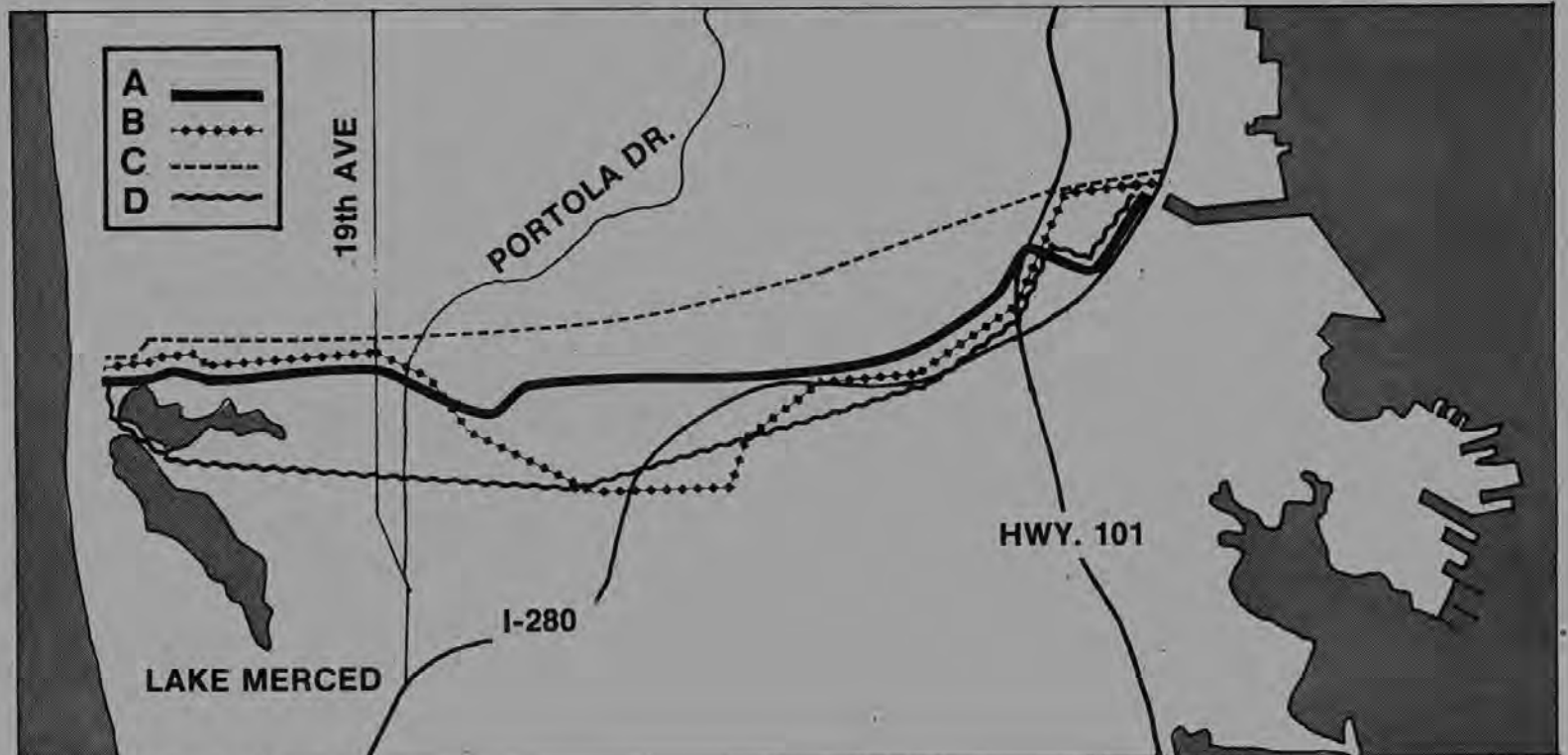
The gravity flow plan, however, has the advantage of not requiring energy to pump the sewage—which could save millions of dollars in future energy costs. The controversial route question will be debated at public hearings in September in the hopes that a final

route will be determined by October 1.

That isn't likely to be the final word, however, because further changes may be forced by various city officials and the Board of Supervisors. Even more hearings, red tape and engineering studies would be required before construction begins, as anticipated in August of 1982.

Perhaps even more crucial will be financing the project. Under the master plan, it was not specified whether the original \$240 million bond issue that was passed in 1976 would cover this phase of the project. Several years of red tape, inflation and delays have eaten up so much of the funding that engineers have been forced to redesign portions of the current project in order to meet costs.

It is almost certain that another bond issue will be required to fund the crosstown tunnel. That may be the biggest hurdle of all.







By BOB MAYFIELD  
Vice-President

## Rigging Lines

Well, summer at last has arrived in a manner that leaves no doubt that it is here to stay. In Northern California many jobs were not only dampened, but actually rained or snowed out the first week in July. Over an inch or more rain fell in some areas, and a half-inch was common. In Utah and Nevada rain and snow at times were the rule rather than the exception through the entire period of May, June and early July. Therefore, the 110° Redding temperature and other areas of well over 100° is welcome. As we all know in this business, one must make hay while the sun is still shining, and quicker than I'd like to talk about, the first frosts and early snows will begin. To thousands of Local #3 construction hands, this is the signal that the winter supply of money must soon be in the bank, because permanent seasonal shut-down is only around the corner.

Very recently I once again had the pleasure to attend the annual Nevada Barbecue and picnic, which is now the third such event to be held. This fine get-together, headed by Nevada District Representative Dale Beach and his staff and other volunteers is, as all such gatherings are, a fun affair. But it is a little different, inasmuch as it features honoring the Local #3 retirees. For all Nevada retirees, and even those who might travel to the affair from out of state, they and their wives attend this family affair as guests of the house.

Country and Western music and singing makes the whole affair totally relaxing. The beef, roasted in the ground (Luau style), wrapped around baked beans, salad, beer and soft drinks, left all in attendance knowing they had far exceeded their diets. Even though the weather was quite warm, a nice breeze made the day most comfortable and the many shade trees in the park were sufficient to shade all who didn't want too much direct sun. The visits with the current working rank and file members and many of the old timers, such as Heavy Duty Jones, Blackie Dier, and many others—too many to name—helped to make my day complete. To those who worked so hard to make this affair so orderly and efficient it was not only appreciated by myself and wife, but I'm sure by all who attended.

A similar Barbecue will be held for all who wish to attend in the Redding Area on August 23rd, which is a Saturday. I'm sure for anybody wishing to attend, information can be obtained by contacting or phoning the Redding Office.

Most everyone by now is completely aware of the major construction contract settlements reached in not only Northern California but also in Nevada. Our membership, with some small exceptions, were the recipients of, I think, overall good contracts for the next 3-year period, and did so without having to strike to gain these new contracts. However, in Northern California for a period of nearly two weeks, quite a few members—even though our contract was settled in Northern California—missed a period of time due to honoring the Carpenter and Pile Butt picket lines. These lines are now removed and all affected are now back at work trying to make a decent living in these times that continue to remain affected by high inflation, and in a period of extremely uncertain heavy politics nationally, and also locally. The November elections, should they go badly, could affect all of us adversely—perhaps like I've never known.

In Nevada, we have now completed and ratified the Construction Rock, Sand & Gravel and Custom agreements. All packages featured heavy increases in wage and fringe areas and substantial changes came into effect by way of negotiations in language areas, such as the work preservation clauses, delinquency sections and subsistence areas. Nevada, now different than either Northern California or Utah, has four areas rather than two which are equivalent to subsistence zones. They are measured from the City Hall in Reno, and in one case Carson City. The farther away from this City Hall the higher the area rate will be, which is only fair. As was the case in Northern California, many of the dear Brothers and Sisters missed time due to the strikes of others in Nevada. I'm told the Teamsters in Nevada were on strike for over a week and finally representatives from their International Union came in and forced a settlement. We were glad this happened because the issues the Teamsters were out for, we were opposed to quite strongly. At any rate, I think this thing is settled and labor peace should remain as to the construction picture in this state for the next three years.

Also, since the last news article was written, a tough strike at Basic, Inc. located in Gabbs, Nevada has been honorably settled. Fortunately, we were only out about two weeks' time and the new agreement was heavily ratified by the Brothers and Sisters who make their living in this somewhat remote area in Nevada. The two weeks of strike benefits paid by Local #3 to these members certainly helped but are short of what is needed to live properly in this day and age.

Not nearly so fortunate as at Basic, Inc., where settlement has been reached, is the continued strike of all copper employees whom we represent at Bingham Pit, Utah. We represent over 300 Crane, Dozer, Pittman and other classes of operators at the mine. This strike began on July 1, 1980 and they join 21 other unions at Bingham Pit, whose total number reach up around 6,000. This strike has all the ear markings of being as long and bitter as the one in 1968 which lasted eight months.

(CONTINUED ON PAGE 9)

## Reno holding up despite slow season

Some building work is going on in the Reno and Lake Tahoe area, even though the current recession has caused a slowdown for most of the mid year work season in District 11, reports Business Rep. Ed Jones.

In downtown Reno, Corrao Construction is working on a seven story parking garage over railroad tracks on Commercial Row with a covered pedestrian walkway connecting to Harolds Club. Corrao is also putting in a new shopping center at Kings Row and North McCarran Blvd. with T.W. Construction doing the site work.

T.W. Construction has started excavation for the 21 story, 625 room Circus-Circus Hotel Tower addition on Sixth Street. McKenzie Construction is the prime contractor on this project.

McKenzie Construction also will be starting construction of the \$10.1 million Reno Northwest High School, which is located one mile west of North McCarran Blvd. H.M. Byars Construction is finishing up the dirt work on the high school site.

Walker Boudwin Construction was recently awarded the contract for construction of the \$6.9 million, 6 story, Business Administra-

tion and Humanities Building on the University of Nevada Reno Campus.

Vasko and Associates Inc. has started construction of the \$1.7 million Lloyd Dietrichsen Elementary School in Sparks, with R.E. Ferretto Construction doing the site work. Vasko and Associates was also recently awarded a \$5.2 million contract from the Washoe County School District for construction of four elementary schools within the district.

P.W. Burge Construction is doing the excavation and site work for the new Incline Village Middle School for Nevada Builders, who is the prime contractor.

Rosachi Construction has a sub contract from Cunningham Construction for site work on the recently awarded \$2.7 million contract for construction of Jacks Valley Elementary School, Jacks Valley, Nv.

Gerhardt & Berry Construction picked up the \$2.6 million Caliente Street Storm Drain Project. They also have a crew doing underground work on the 40 acre enclosed Silverada Shopping Mall on Oddie Boulevard in Sparks, Nv.

Golden West Paving has the City of Sparks Annual Street Cut Repair

Project for \$61,050 while the City of Sparks 1980 Street Improvement Contract for \$310,439 was awarded to Helms Construction.

Helms Construction also picked up a \$1.3 million job at Rye Patch to reconstruct 13.7 miles on I-80, consisting of pulverizing and relaying the existing surface material and overlaying with plant mix. Helms Construction is putting down C.T.B. on the Elko Bypass Job and Mattich Construction is moving white paving equipment on the Elko Bypass Job.

Max Riggs Construction was low bidder to repair four bridges in Carlin Canyon for \$346,000. Rigg's crews are also working on the I-80 Winnemucca Bypass, finishing up structures with G.P. Construction subcontracting crushing the base rock and plant mix for detours and access roads and finishing up grading on the I-80 Winnemucca Bypass.

Granite Construction was recently awarded a contract from Washoe County for roadway reconstruction and paving of 9 miles of Gerlack, Nv., for \$829,000. Granite also picked up the City of Sparks job of curb gutter replacement and paving at

(CONTINUED ON PAGE 6)



Operating Cat 992 loaders, Local 3 members working on the \$8 million I-80 bypass at Battle Mountain load borrow material into tandem bellydumps.

## Bylaws change will lower dues rate for pensioned retirees

By James "Red" Ivy,  
Recording-Corresponding  
Secretary

Back in 1964 an amendment to the Bylaws was approved allowing retirees receiving a pension from Local 3 to pay dues at one-half the parent local rate. It was recognized at the time that, as dues were tied to negotiated wage increases, it was becoming more and more difficult for retirees living on fixed incomes to pay the full parent local dues. Since they were not receiving the full benefit of negotiated wage increases, it did not seem fair to require them to pay the full dues rate.

When this amendment was passed, half dues were a reasonable amount to pay. In recent years, however, we have experienced the highest inflation rates

in this century. Wage increases bargained as recently as six years ago seem small in comparison to those that we are negotiating now.

Along with those wage increases have come increases in the dues to reflect the higher cost of administrating a local union in these inflationary times. The Officers and Executive Board of your local union recognized that, even at the one-half rate, dues were again becoming a hardship for some of our retired brothers.

Therefore, at the semi-annual meeting in July, we presented a resolution amending Article VI, Section 8(a) of the Bylaws dealing with pensioned retirees. Pending approval from the International, the amendment stipulates that dues for pensioned retirees will never exceed one-half the parent local rate.

This change will allow the Officers and Executive Board the flexibility needed to recommend that dues for our pensioned retirees remain more in line with their incomes.

The purpose of this resolution was not only to ease the financial concerns of our retirees, but to recognize the many years of hard work and dedication these men gave to our union. We are grateful for our retired brothers who helped to build this great union, many of whom still remain active by attending public hearings and giving us support in promoting job opportunities for our active members.

We also recognize that every member who remains in good standing will eventually retire and at that time will be able to fully appreciate this provision of the Bylaws.





**Credit  
Union**



DALE HANAN  
General Manager

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

**CREDIT CONTROLS REMOVED**—Since the Federal government has cancelled the credit control program it imposed on all lenders on March 14th, your Credit Union can remove some of the restraints it had to place on its signature line-of-credit program.

If you need to borrow, in other words, call your Credit Union.

Our loan message, however, remains the same: use credit wisely and always at the lowest cost to you. That way you'll protect your credit sources and save yourself money.

**WE WANT YOUR MONEY**—We expect our borrowers to save with their Credit Union. That's how the Credit Union works; members save together to build the money supply that members can depend on when they need credit. Or, nobody can borrow until somebody saves.

If you've been turned off by the high rates charged by your local banker and want to apply for a loan with your Credit Union, then transfer your savings out of that bank to your Credit Union share savings account.

**NOT SAVING NOW?**—Then you should start. It won't hurt you or your family to build up a nest egg you can count on for down payments, retirement, vacations or financial emergencies.

Did you ever meet anyone who was sorry they had savings?

You can start a savings program with your Credit Union by mail or with your Vacation Pay earnings.

**NO ONE-WAY STREET**—Besides making the Credit Union idea work, you'll earn an excellent dividend for saving with your Credit Union. We've paid 6.5% per-annum since 1974. And for the earnings period ending December 31, 1979 and June 30, 1980, we paid that rate plus a 1.5% bonus for an 8% per-annum rate.

We could pay the bonus because we had excellent earnings on our outside investments when the interest rates soared. So, we could pay a bonus to our savers. No bank or savings and loan association paid a bonus to their savers.

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

And you can earn up to \$2,000 life insurance on your savings at no additional charge to you—if you're insurable.

**NO BIG SECRET**—It's no big secret. If you want to get ahead, you've got to spend less than you earn. That means saving. If you've got any questions on saving with your Credit Union write or call Roy Nord (415) 829-4400.

## More from Reno area

(CONTINUED FROM PAGE 5)  
Sparks City Hall Parking Lot for \$117,020 and a curb and gutter and paving job at Black Springs, Nv., for \$128,910.

Frehner Construction of Las Vegas was awarded the contract for widening and extending drainage structures-gravel and paving 17.3 miles of roadway at Gabbs, Nv., for \$2.1 million. They should be starting the dirt work in early July.

It was reported last month that several contracts, including some shops and mines are up this year. A one year contract has been signed with Wells Cargo's Shop, resulting in a \$1.20 hourly wage increase. After much negotiation, the contract with Basic Inc. at Gabbs, Nv. has not been settled and the employees are currently out on strike.

### GRIEVANCE COMMITTEE ELECTION

The election of a District 11 Grievance Committeeman to fill a vacancy created by a resignation will be held as a special order of business at the regular quarterly district membership meeting scheduled for September 11, 1980. The meeting will convene at 8:00 p.m. at the Musicians Hall, 124 West Taylor, Reno, Nevada.

## Redding stages annual barbecue

Eight years ago the Redding District started their Annual Barbecue held at the Anderson River Park. Those who were at the first gathering will probably remember a four foot square box mounted in an old blue Ford pickup bed with a 250 lb. pig on the spit. "In two years we graduated to a steer and had to enlarge our barbecue to hold 400 pounds of beef," says District Representative Ken Green.

Brother Bill Gregory donated the beef the first year and from that time forward either Bill or Ken Green has fed the beef.

Last year Brothers Jerry White, Lee Ellison, Willie Houghtby, Stan Green, Bob Havenhill and Ken Green took the task of building a double spit that could turn two beef at the same time. "After six months of hard work and a lot of sandwiches and coffee, we finally completed our new barbecue," Green said. "In order to try our gears and motor out we tied fifteen 100 pound sacks of alfalfa pellets to the skewers and let the machine turn for about 10 hours. We had some minor adjustments but after our maiden run we were ready."

Since last year in May—the Redding V.O.T.E. (Voice of the Engineers) had turned 11 barbecues for different organizations.

There are several Brother Engineers who help out. They are all Brother Engineers: Ben Car-

valho, John Hinote, Joe Belue, Joe Ames, Oscar Smith, Larry Sackett, Stan Green, Harvie Brown, Willie Houghtby, Lee Ellison, Jerry White, John Melton, Bob Havenhill, Frank Townley and Ken Green. Most of all we should not leave out the Wives who have to give up the weekends for their Husbands.

This year the V.O.T.E. barbecue will again be held at the Anderson River Park—Saturday, August 23, 1980.

"We hope to see you all at our Annual Barbecue this year," Green said. "Last year we fed 753 people in 45 minutes. This year we hope to cut the feeding time in half."

Business Rep. Bob Havenhill reports that the work of the Engineers in the Redding District is holding up rather well. The district is running about one per cent on the "Out of Work" list.

Roy Ladd has moved on to his Hiway 36 job at Chester with several of the Brothers busy on the realignment and widening of the Fredonyer Summit project.

Roy Ladd's job on Hiway 36, Forest Glen has all but finished up. Roy had his work cut out for him on the narrow steep ground realignment of the highway. The cuts were steep and the fills were deep. All in all it was no place for a novice.

J.F. Shea have started their Tenant job in Siskiyou County. Sev-

## Eureka waterfront restoration passes Coastal Commission test

At the last Coastal Commission meeting in Eureka approval in concept of the Eureka Waterfront Restoration was granted, reports District Representative Gene Lake. With this approval the plan has passed its toughest test. The project location is between Second Street and Humboldt Bay, between J and M Streets in the waterfront area. The proposed project will consist of four components which will probably be done in phases.

**Component one—Public Waterfront Access**—The public will have direct access to the bayfront via two pedestrian bridges from Second Street Old Town area. These bridges will provide access to an extensive and continuous public pedestrian area including boardwalks and promenades both at grade and on balconies along the shoreline (but not extending over the water), which connect to other waterfront uses and activities. The public accessway will total more than 1,500 feet in length which will connect the project's two parks. Accessway width will vary from ten feet to thirty feet.

**Component two—Two park areas** totalling approximately two acres are proposed for each end of the site. The East Park, approximately one acre at the foot of M Street, will contain an open amphitheater, landscaping open space, concessions, historic ship basin, and restroom facilities. The West Park, a landscaped one acre park at the foot of J Street, will include a small parking area and fishing pier.

**Component three—Community/Conference Center**—This component, which is located in the middle of the site, will have two parts: first, an auditorium with seating for 3,500 persons "in the round," sub-dividable into smaller segments in conventional theater configurations. The lower level of

22,500 feet will have removable seating for use as auxiliary exhibit space. Second, adjacent to the auditorium, a multi-use building of 41,000 square feet is proposed, designed as a "Victorian Galleria" of flexibly divisible space for meeting rooms, exhibits, and banquets. At grade, the structure will provide covered multi-use space for community activities as well, such as art shows, roller skating and flea markets.

**Component four—Parking**—A 525 space parking structure plus a 185 space overflow parking area at grade are proposed to handle parking needs of the project's facilities.

Hopefully ground breaking on the project will be done before the year ends. The cost of the project is estimated at \$12 to \$15 million.

Plans to expand the size of Crescent City Harbor have also come before the Commission. The proposed expansion would more than double the size of the present harbor as well as include shore support facilities such as seafood processing, marine terminal, etc. Before approval can be given some additional problems have to be worked out. The estimated cost would be approximately 11 million dollars. This project will include dredging, grading, paving, etc., and will be sited to the north of the present harbor.

In the Crescent City area C.K. Moseman is beginning to show some good progress on their bridge and retaining wall project, reports Business Rep. Jim Johnson. They are putting the false work in the river for their second bridge and are close to being ready to backfill their retaining wall. Stimpel-Baker and Assoc. will be back to do the dirt work. Moseman will keep at least six of the Brothers busy for the rest of the work season.

North Coast Paving from Smith River is in the process of getting

**ARE YOU  
REGISTERED  
TO VOTE?  
OCTOBER 6  
IS FINAL DAY**

started on their near one million dollar street widening project of Humboldt Road in the Berscht Tract area of Crescent City. Other jobs that North Coast have ahead of them are the paving of the two Nally Enterprises jobs on the North Bank Road near Smith River. These projects of Nally's consist of road alignment near the golf course, and the removal of a one-lane bridge and replacing it with a 14-foot multiplate culvert 60 feet long to turn a much needed one lane stretch of road into a two-lane section.

Art Tonkin Construction of Willow Creek is still stock-piling rock in Crescent City for their repair project of the North Jetty in the Crescent City Harbor. Tonkin plans on beginning to place rock by the end of this month, providing the ocean stays calm as the crew on this job will be in direct exposure to the ocean.

J & W Pipelines of San Jose is still keeping 10 of the Brothers busy on the leak repair portion of their sewer rehabilitation project in Crescent City. These hands should have a seat for the rest of the season.

The other main underground project in the district is the H.M. Byars Company of Reno, Nevada right here in Eureka. . . . At the present time there are seven of the Brothers on this job. This project had been plagued by the unavailability of some of their larger size pipe which has kept them to one spread, but now they are receiving some of this stock, so anticipate putting on another spread in the near future. At the City Council meeting last night it was agreed to give this contractor an additional one million dollar portion of the sewer project to extend a 36" line to the proposed new sewer plant site at the mouth of Elk River.

Mercer Fraser Company of Eureka is doing a nice road job for the Forest Service in the Groves Prairie area of Waterman Ridge. This job consists of 60 thousand tons of base material. . . .

Redwood Empire Aggregates of Arcata was recently awarded a contract for maintenance paving of the city-owned Samoa Airport, and a nice sub-division project in Arcata which will keep their paving crew hands going for a while.

M.C.M. Corp. from Sacramento have picked up a couple of small bridge jobs in the local area totaling a little over \$2 million. They have started work on one of their projects on Highway 36, East of Fortuna, and are in the process of finishing their bridge project between Arcata and Samoa.

The local equipment dealers are having a good summer. Since the interest rates have been dropping the timber industry has been picking up and this is the bread and butter for these shops.

(CONTINUED ON PAGE 11)



# John Anderson:

## His retread liberal image doesn't fool trade unionists

(Editor's note: This is the first in a three part series analyzing the issues and candidates of the 1980 Election.)

By James Earp  
Managing Editor

**I**F JOHN ANDERSON IS TO BECOME President Anderson, it is critical that he break into the labor vote. So far he has only managed to woo the "Perrier set,"—leisure class liberals, college students and George McGovern retreads—who on their own cannot make him a serious contender. For the good of the working men and women who form the backbone of the American trade union movement, we better see to it that Anderson gets no further. Leisure class liberals have never had much in common with those who have to work for a living. Union members who may be disenchanted with a Carter/Reagan contest better think twice before considering John Anderson. Anyone that owns his newly acquired notoriety to the political jet-set can do little for labor.

Our objections to John Anderson actually go much deeper than his current political leanings. Despite his liberal facade, Anderson's voting record in Congress fits very snugly into the old, hard line conservative wing of the Republican Party. Granted, there are a few exceptions. Anderson broke away from his party in 1968 to vote for Lyndon Johnson's open housing bill for minorities, providing the swing vote necessary to get it out of committee and onto the floor where it won by a scant 18 votes. He proudly cites this event as the turning point in his political career.

There are a smattering of other liberal votes. He has supported gun control, government funded abortion, the Equal Rights Amendment and several other social causes that bear only a peripheral relationship with the nuts and bolts issues of concern to trade union members.

But if you were to examine his labor record—and that is what we must do if we are to vote intelligently—Anderson is not much better than Barry Goldwater, Jesse Helms or Orrin Hatch. A recent report published by the AFL-CIO's Committee on Political Education (COPE) gave Anderson a 77% "wrong" voting record on labor issues for the past 20 years.

■ From 1961-1970, there were 17 key labor votes. Anderson voted wrong on 16 of them. He voted against: aid to depressed economic areas, a plan to speed up NLRB procedures, a job-creating Accelerated Public Works program, inclusion of fringe benefits in Davis-Bacon coverage and a bill that would have repealed article 14(b) of the Taft-Hartley Act, which allows states to legislate right-to-work laws.

■ In the Seventies, Anderson was supposedly "reborn" as a politician and broke away from GOP hardliners. This was also a decade when trade unions were put on the firing line on Capitol hill, as evidenced by the 62 key labor votes during that period. But where was Anderson? He voted wrong on 45 of them for a 73% wrong voting record.

He voted against Labor Law Reform in 1978. He voted against the situs picketing bill that would have provided equal picketing rights for building and construction trades

workers. He voted to reduce OSHA funding. He opposed a bill that would have strengthened the Davis-Bacon Act and then supported a bill that would have weakened it.

There are other issues important to building and construction trades that the COPE report did not address.

■ Anderson opposes the MX missile. He calls the huge defense works project in Utah and Nevada "\$55 billion of lunacy." For operating engineers whose livelihoods depend on such work, Anderson's opposition to the MX is reason enough to vote against him.

■ Since the Three-Mile Island incident, Anderson has been an ardent opponent of continued nuclear energy development. His answer to our nation's energy problem is a crippling 50¢ gas tax that would create an intolerable hardship on construction workers who frequently must drive long distances to get to their jobsites.

**A**NDERSON IS ELOQUENT IN SUPPORTING the rights of the "little guy," but again his voting record is glaringly clear on where his true loyalties lie.

■ He voted with big business in one of the most savage political struggles of the last decade: the fight to decontrol the price of natural gas and the subsequent fight to exempt domestic oil from control. Deregulation had been sought by the oil industry since the passage of the Natural Gas Act of 1938. It had been pursued vigorously under Eisenhower, Johnson, Nixon and Ford and was finally won under Carter with Anderson, among many others assisting.

Anderson has not gone without "renumeration" for his efforts. In 1978, he received more than three times as much

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*With the Democratic and Republican conventions over . . . Carter and Reagan will be taking Anderson more seriously. All the dirty linen of his past shall be hung to dry. Anderson's trendy image will soon evaporate under the heat of close scrutiny. . . .*

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money from oil and gas political action committees as the average House member, and nearly twice as much as the average Republican representative.

■ The Federal Trade Commission is one of the most important government regulatory agencies responsible for protecting consumers against big business. Anderson supported the earliest and most important efforts to gut this vital commission. He voted with James Broyhill on a motion to provide Congressional review and authority to veto FTC rules and regulations, thus ushering in the emasculation of that agency. Broyhill's motion, with Anderson's support was adopted in 1977 by a vote of 272 to 139. It was the opening shot in what has become a ferocious struggle to keep government from curbing the excesses of big business.

So far, Anderson has succeeded in submerging the contrast between what he says and what he has done. He is currently running a campaign based on personality—the



S.F. Examiner photo by Paul Sakuma

Congressman John Anderson

brash, independent man of ideas who is not afraid to campaign according to his beliefs, even if it means breaking ranks with the "GOP machine."

"I'm willing," he says bravely, "to do the things that would make me a one term president." It sounds nice but ignores the realities of American politics. When pressed on his voting record, he likes to say, "My heart is on the left but my pocketbook is on the right." Wishy-washy fence-sitting statements that attempt to make him everything to everyone.

Too much of his time is spent apologizing for his voting record. He is sorry for the years he was a right wing hardliner. He wishes he had never supported Barry Goldwater. "Maybe I made a mistake," he concedes about his support to dismantle the FTC. "I have not been the great problem solver, the Jeremiah on the energy issue, that I wish I'd been 10 years ago," he confesses.

With the Democratic and Republican conventions over, we are entering into the hardball stage of the 1980 presidential campaign. Carter and Reagan will be talking Anderson more seriously. All the dirty linen of his past shall be hung to dry. Anderson's trendy image will soon evaporate under the heat of close scrutiny, unless he can convince the American voter that he is a man of substance.

**T**HIS BRINGS US TO THE FINAL POINT. The chances of a third party candidate winning a presidential election have never been good and in this age, they are practically nil. It takes money, expert advisors and campaigners to provide the exposure needed to influence the vote of a huge electorate. Anderson has very little money. He cannot receive the federal matching campaign funds that Carter and Reagan are assured of having. He'll receive very little from traditional Republican and Democratic sources, because they will want to go with a winner. Anderson is also having difficulty getting his name on the ballot on some of the states that he absolutely must carry if he is to win. His campaign staff is composed mostly of volunteer workers and former aides whose experience is not equal to the task of running a national campaign. In short, Anderson is a long, long shot. A loser.

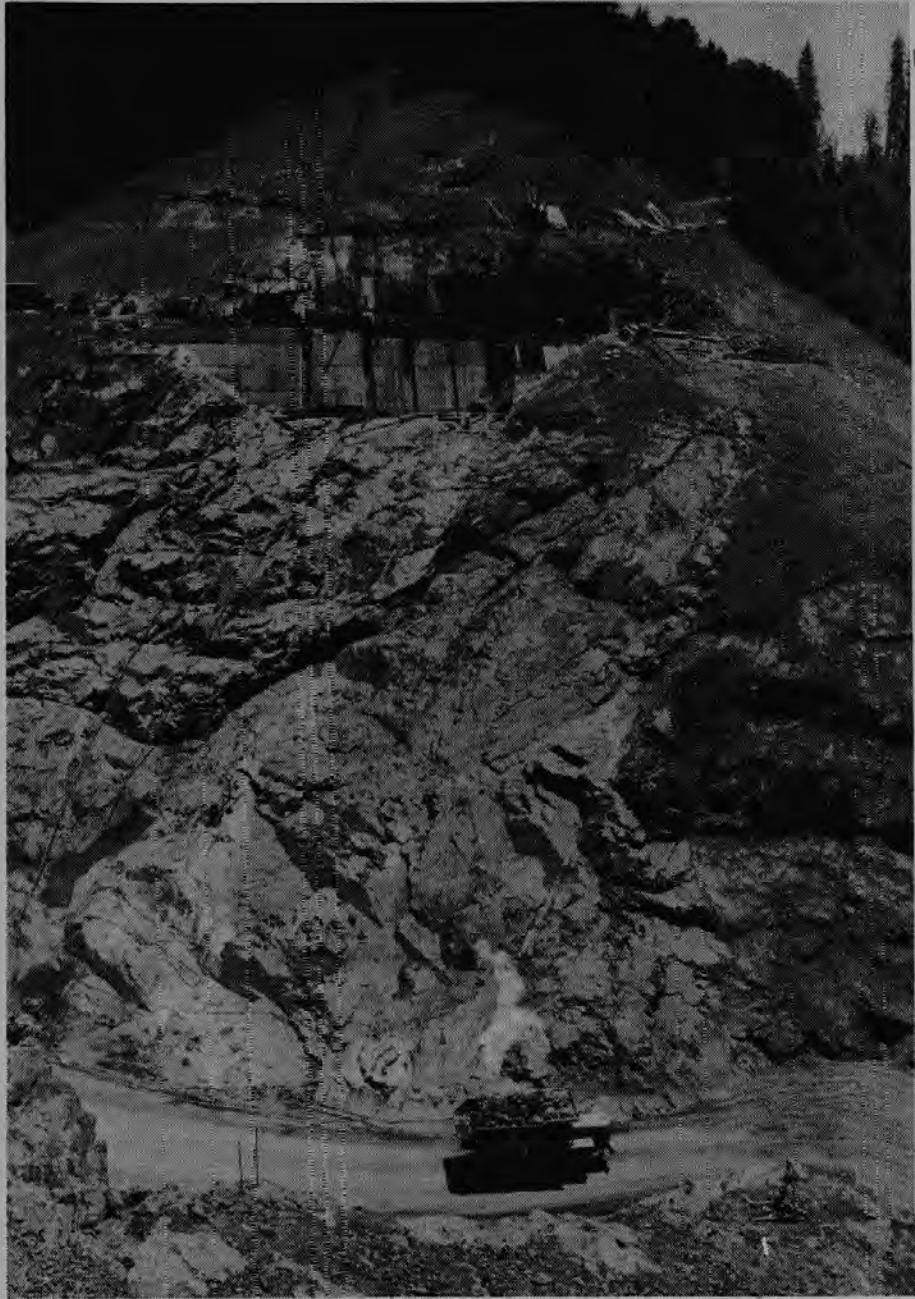
Americans don't like to vote for losers. As  
(CONTINUED ON PAGE 9)



## Sugar Pine Dam proves to be demanding job

It's a tough job located in a remote section of the Sierras, but nevertheless progress is being made on the Sugar Pine Dam project. Contracted to Auburn Construction, the \$20 million dam is being constructed to develop a firm water supply for the community of Foresthill and the surrounding area. A zoned, earthfill structure, Sugar Pine Dam will be 173 feet high and 600 feet long, with a volume of about 690,000 cubic yards.

There are currently about 100 Local 3 hands on the job working two production shifts and around the clock in the shop. Construction began in June 1979 and the contractor hopes to complete the embankment work before the rains begin this winter. Completion of the full project is expected in mid-1981.



Pictured above is the south abutment under construction. In the bottom right photo, 24-year member and job steward John Armhurst operates blade at the borrow area. Pictured below is the outlet works covered with wire mesh to protect workers below.



(Top photo) Local 3 Safety Rep. Del Hoyt, Project Safety Director Jerry Aiken and Local 3 Safety Director Jack Short. (Bottom photo) The machine shop crew working on the jobsite are: (front row) Shorty Cox, Don Luedtke, Bob Stoddard, Bill Waltz and Jim Webb; (back row) Ray Arakaki, Rod Wilsor, Loren Push, Del Hoyt, Jack Short, and Project Manager Bruce Casten.





# Anderson

(CONTINUED FROM PAGE 7)

election day nears, an increasing number of those now on the Anderson bandwagon will face the reality of a Carter/Reagan choice and vote accordingly. Anderson's role will then be relegated to that of a spoiler. He will peel off votes from both Carter and Reagan. The candidate that he draws the most votes from will lose if the election is close.

And what if he is fortunate enough to capture 20 to 25 percent of the vote? If that happens, the next President of the United States will be determined by the House of Representatives, not the American people.

Under the Twelfth Amendment to the Constitution, a candidate must receive an absolute majority of the electoral votes. In 1980 one of the candidates will have to carry enough states to accumulate at least 270 electoral votes. If Anderson is successful in siphoning off enough votes to deprive either Carter or Reagan an Electoral College majority, then a special session of the House will be convened in January.

House members would caucus by state and each state delegation would cast a single vote for president. The candidate who

received the largest number of notes would be elected, provided the winner received an absolute majority.

This has only happened twice in the nation's history. The first time was in 1801 after Thomas Jefferson and Aaron Burr tied with 73 electoral votes each in the election of 1800. The House chose Jefferson by a vote of ten states to four when Alexander Hamilton, the most powerful figure in the Federalist Party, persuaded his allies in the House to vote for Jefferson.

In 1824, four powerful independent candidates ran for president and divided the electoral vote among them. Andrew Jackson finished first with 99 electoral votes, 15 more than his nearest opponent, John Quincy Adams. Despite Jackson's lead in the Electoral College, Adams had more powerful friends in the House. When the state congressional delegations caucused in January, Adams received 13 votes to Jackson's seven and Jackson had to wait another four years to become President.

In 1981 the House of Representatives will still have a Democratic majority, which on the surface would lead to the belief that Carter could take the Presidency if the Democrats remain united. But it is not that simple. When the congressmen are grouped into their state delegations, only a little more than half of them maintain a Democratic

majority. A shift of as few as 14 seats in the next Congress could give the Republican Party control of more than half of the state delegations, even if the Democrats maintain their overall edge.

If Anderson won as few as three or four states, it could be enough to deny any candidate a majority of the 50 state delegations. Such a performance by Anderson in the House vote would then activate a little known provision of the 20th Amendment, which says that if a majority of the House cannot elect a president by January 20 (inauguration date), then the Speaker of the House becomes acting president. In this case, Thomas "Tip" O'Neil.

This scenario is nothing short of political pandemonium. The President of the United States, like every other legislator, should be chosen by a clean majority of the people. The ultimate winner should not be the product of backroom deals and caucus infighting.

It is clear then, that the American labor movement will play a key role in determining whether or not Anderson can become a serious contender. We are the cornerstone of any presidential vote. No candidate can win without us. It is our responsibility to realize that Anderson never has and never will be a friend to trade unionists. We must shut the door on him now.

## Central Utah Project receives \$92 million

The 1981 Water Resources and Reclamation Appropriation bill cleared by the House last month, 334 to 87, includes not only \$92 million for the Central Utah Project, but the \$1,225,000 recently sought for Great Salt Lake solar power pilot project as an auxiliary power source.

Under the legislation, which now goes to the Senate, units of the CUP water storage project would receive the following amounts for next year, compared to the present year's funding level:

Bonneville Unit—Jordanelle Dam, road relocation and land acquisition, \$20,240,000 (\$4,956,000); Jordan Aqueduct-Alpine Aqueduct, \$16,651,000 (\$13,322,000); Strawberry Collection System, \$27,786,000 (\$16,232,000); Upper Stillwater Dam, \$5,614,000 (down from this year's

\$6,320,000); miscellaneous activities, \$3,801,000 (\$2,337,000); wildlife mitigation and recreation, \$8,762,000; for a total of \$82,854,000 (compared to this year's \$50,617,000).

Jensen Unit—complete Red Fleet Dam and Tyzak pump storage and distribution system, \$5,808,000 (\$6 million); wildlife mitigation and recreation, \$8,762,000 (\$6,153,000).

Upalco Unit—road relocation and preconstruction on Taskeech Dam, \$1,358,000 (\$2,200,000); wildlife mitigation and recreation, \$1,432,000 (nothing this year); total, \$2,790,000 (\$2,220,000).

Uintah Unit—advance planning, \$555,000 (\$2 million); total, \$500,000 (\$2 million).

As CUP construction accelerates, the House-passed amounts generally follow President Carter's

budget recommendations. Where CUP's House-allowed \$92,022,000 reflects a marked increase over its \$61,004,000 appropriation for the present fiscal year ending Oct. 1, next year's figures will revise slightly downward by an across-the-board cut of 1 percent to "help balance the budget," Rep. Tom Bevill, D-Ala, chairman of the panel reporting out the legislation, said.

Responding to House passage of the 1981 legislation, Rep. Gunn McKay, D-Utah, a member of the Appropriations Committee which cleared the bill in June, said its approval "affirms congressional conviction that developing new energy sources must take top priority in the year ahead."

Utah's role in the nation's energy future, he said, is "clarified" not only by the acceleration of CUP

funding, but by an adopted proposal to appropriate an unbudgeted \$1,225,000 to design and begin operation of a solar power project on the Great Salt Lake patterned after a similar effort at the Dead Sea in Israel.

"The Great Salt Lake is uniquely suited to power production because of the availability of fresh water along with the high salinity of the lake water and plenty of sunshine (necessary for solar)," he said.

Specifically, the seed money would initiate design, fabrication, installation and initial operation of a solar pond power plant rated at about 2 megawatts under the thermal gradient process.

The larger stratified salt water pond, or ponds, will be built at an as yet undetermined site on the lake, to store solar energy year around, according to Robert F. Boehm, a professor of mechanical and industrial engineering at the University of Utah.

## Recession spurs new interest in public works

Interest in public works programs is heating up as unemployment gets worse.

Last month the Joint Economic Committee of Congress, chaired by Sen. Lloyd M. Bentsen (D-Tex.), opened hearings "to shed some light on how well public works respond as a countercyclical device and whether it is advisable to attempt to utilize such a program to mitigate effects of the current recession."

Assistant Secretary of Commerce for Economic Development Robert T. Hall told the committee that the public works programs approved in 1976 and 1977 successfully created jobs in the construction industry as they were intended to do. But he said they may have been a failure because they were

(CONTINUED ON PAGE 14)

### Most strikes are settled

## San Jose area kicks into high gear

Most Contractors in the Western part of Santa Clara County seem to be starting to get busy with work that they were holding back with a wait-and-see attitude, reports Business Rep. Bob Delaney. They think that with most of the strikes settled and contracts ratified, there will be plenty of work coming out

to bid in late summer and early fall, which will make next year a lot better than 1980.

Contract negotiations are in progress with Clarklift Co. of San Jose, Calstone Co. of Mountain View, Easley & Brassey also of Mountain View which employs 25 operators at their sanitary landfill

operations with one plant in San Francisco, one in Mountain View and another one in Gilroy.

"We also attended pre-negotiation meetings with the Equipment Dealers Assoc. Reps. in Oakland," Delaney said. Local No. 3's President, Harold Huston was in attendance and representatives for the Oakland office too.

So far we've held two meetings with Clarklift Co. and the feeling is that it is going to be rough negotiating this one. The main issue is the Health & Welfare package. The Company wants to switch over to a different plan other than ours. The Co. representatives brought this up at the last contract negotiations and the members voted it out. It could go that way again.

Easley & Brassey Co. usually goes along with what the construction agreement is, but as far as wages they pay 90 percent of the construction agreement and the same benefits as construction. "But we would like to make some changes in that in this agreement," Delaney commented. "I think we should be able to."

## More from Mayfield

In line with the many other settlements recently reached was the one I chaired with tons of professional Survey Industry help provided by Paul Schissler (District Representative) and old Pro and Surveyor Administrator Arthur (Art) Pennebaker. Without their help and guidance I admit we would never have reached settlement with the Bay Counties Association headed by long time Attorney and Management Specialist Ralph Hoyt. It was further gratifying to have our rank and file vote around 98% in favor of acceptance, which that high percentage in past contracts has never been agreed to by such overwhelming numbers.

We (Oil Field Representative Frank Townley and myself) reached agreement with the Northern Crane Company and Attorney John Skonberg, with Littler, Mendelson, Fastiff & Tichy law firm. To us in labor, they have been very difficult at times to deal with, but in all honesty the two Attorneys I have dealt with from this firm have been tough but highly touched with integrity, which in this business is all one can ask for.

At least two more major negotiations loom ahead this year for this writer. To date, I have worked on negotiations for contracts covering employees numbering at least 22,000. I have wholly or partly worked with other officers and staff in this endeavor and it is the most tiring job of all. This month the contract for employees at the Cedar City Iron Mine in Cedar City, Utah expires. Behind it is Wheeler Machinery, the Caterpillar dealer in Utah, which I'm certain employes more people than Peterson Tractor in the Bay Area, and is a giant in our industry. When those are completed, believe me, I'm looking forward to a vacation in early November where I will be far away from telephones and people and hunting a trophy Buck in a remote spot in New Mexico.

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 \_\_\_\_\_



# Some final details on how to file for retirement

As we complete our examination of the Pension Plan, there are several miscellaneous provisions that require some explanation so that Operating Engineers can fully understand their rights and obligations under the rules of the Plan. Normally speaking, most of the various rules in the Plan are applied automatically such as crediting, vesting and accumulating benefits. However, actually retiring is a bit different since the individual makes the decision *when* and usually *how* to retire and receive benefits. Therefore, the Plan must have specific rules outlining Benefit Application, Effective Dates, Claim Denials and Suspension of Benefits.

## Retirement Application

When an Operating Engineer

makes the decision to retire, he must file an Application for Pension. This Application is a formal claim for Pension Benefits from the Plan and is filed with the Trust Fund Office. A completed application contains information about the Operating Engineer and his work history. This information is necessary in order to properly compute and pay the Engineer the maximum amount of monthly benefits he is entitled to receive. Applicants must also file proof of their age, proof of their spouse's age and proof of marriage. Those applying for Disability Pension must file a copy of their Social Security Disability Award.

Once an application is filed, the Trust Fund Office must obtain certain Union membership records from the International Union of Operating Engineers and Social Security Earnings Records in order to verify Past Service Credit. It can take up to 120 days to receive this information and so members are advised to file their Application for Pension that far in advance of actually retiring in order to avoid a delay in starting monthly payments.

## Death Benefit Application

In the event a qualified Engineer dies before retiring, his Beneficiary would file an Application for Pre-Retirement Death Benefits or the Husband and Wife Pension whichever applies. A certified copy of the death certificate must accompany the application and, for the Husband and Wife Pension the spouse must furnish proof of age and marriage. Again, it can take a few months to obtain all of the information necessary to begin benefit payments. However, payments are always made back to the first month the Beneficiary is eligible for benefits.

## Effective Dates

Generally, Pension benefits are effective the first full month after an Engineer (1) files an application (2) ceases working. Both requirements must be met. There are two exceptions. A Disability Pension becomes effective the first of the seventh month of disability so long as the Engineer files an application within 90 days of the date he receives his Social Security Disability Award Notice. Engineers

who are age 65, eligible to receive a Regular Pension and have ceased working, can delay filing an application, and be entitled to some retroactive payments.

Remember, the first check a retiree receives from the Plan includes any payments that may have been delayed because of the time it took to compute and process the Application for Pension.

## Claims Denial

The Application for Pension is a formal claim for Pension Benefits from the Fund. If any portion of that claim is denied, an Operating Engineer may request a complete review of his claim by the Board of Trustees. This request must be in writing and must be made within

60 days after being advised of the denial. (This subject will be discussed in more detail next month).

## Re-employment and Suspension of Payments

The purpose of this Pension Plan is to provide a monthly benefit to those qualified Operating Engineers who have retired from the trade. This means that retirees can not perform any work for wages or profit in this industry. Retirees can work at other trades or in other industries and continue to receive monthly benefits from the Plan.

If a retiree takes a job which is prohibited by the Plan, he must notify the Trust Fund Office within 15 days after he starts work. Then, he will forfeit his Pension benefits

for each month he works and for three additional months after he stops working.

If a retiree fails to notify the Trust Fund Office within 15 days after returning to the trade, he may forfeit up to an additional 12 months of Pension benefits for a total of 15 months in all.

All of these miscellaneous provisions are necessary and included in the Plan in order to properly govern monthly pension payments. These Rules ensure uniform filing requirements and equitable payment procedures for all Operating Engineers.

Next month ERISA; You, the Law and the Plan.

## FRINGE ACTION

**Question:** Please explain what the Health and Welfare Plan means when it says it pays on Usual, Customary and Reasonable charges?

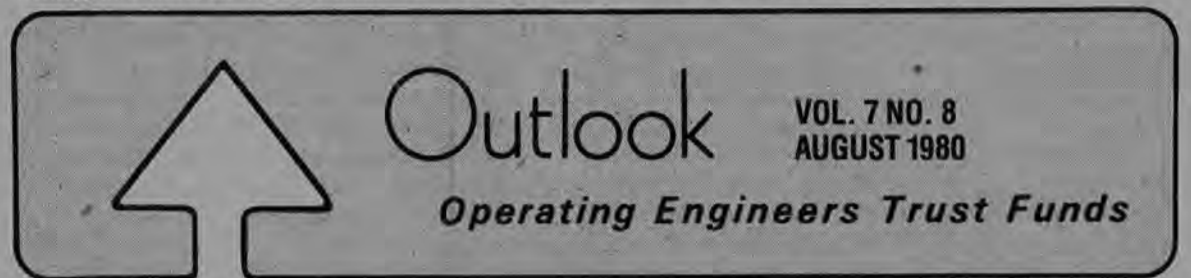
**Answer:** All of the Operating Engineers Health and Welfare Plans pay benefits based on Usual, Customary and Reasonable charges. Each of the Plans specifically define what these terms mean.

A fee is considered to be Usual when it is the same charge for a given service your doctor charges to his private patients.

A fee is considered to be Customary when it is within a range charged by other doctors who have similar training and experience and practice in the same geographical or economical area.

A fee is considered Reasonable when it meets those first two requirements and is justifiable by the local medical society.

Allowances are made for higher charges when there are special circumstances involved in a particular case or claim.



VOL. 7 NO. 8  
AUGUST 1980

## A look at your new wage/fringe dollar



68.5¢ WAGES

1.5¢ AFFIRMATIVE ACTION

2¢

RETIREE WELFARE

7¢

7¢ VACATION HEALTH & WELFARE

14¢ PENSION

## Fringe Benefits Forum

By MIKE KRAYNICK,  
Director of Fringe Benefits



During the recent round of Pre-Retirement Counseling meetings I was asked the same questions by many Operating Engineers and their wives, "Mike, when is the best time for an Engineer to retire?"

"That all depends," I would caution them, "on your age, your financial status, your health, and what you want to do in retirement. When you get the right combination of these factors, it's time to hang up the hard hat," I would advise.

It is with some reluctance that I must take my own advice. I feel that I now have that right combination of factors that make it the best time for me to retire. I am hesitant only because it is difficult to give up something that you have grown up with and care about. However,

my final thoughts are not melancholy at all. Instead, I feel extremely positive about the future, my own and our Union's. A brief look back shows why.

Local 3 has made many changes to benefit our members and their families since my becoming Director of Fringe Benefits back in January, 1977. Wages have steadily increased over 35% during that time. The Fringe Benefits have grown by a whopping 60% and now represent almost one third of the wage and fringe package. These dramatic improvements have come only through hard and wise negotiations by Business Manager Dale Marr and our top representatives.

Our Health and Welfare Plans have always been superior. In the past three years we have all seen the cost of health care rise an alarming 110%. And so, last year the Plans were completely revised to provide ongoing reliable protection against illness, injury and inflation. In addition to the Comprehensive Hospital, Medical and Surgical Benefits, the coverages include Dental, Drug, Vision and Hearing Care, all essential to the working man and his family. And, three new special benefits were added for Local members.

Most Engineers retiring in 1977 received between three and five hundred dollars per month as a Pension benefit. Today, those retiring look at a monthly pension benefit of \$600, \$700, \$800 or more. Imagine what future retirees will receive. By the first of the year the Pension contribution rate will be increased to \$3.00 per hour. An Engineer who works 1,800 hours in a year at

that rate will earn \$108 in monthly benefits. Once again, our leadership has insured that Local 3 members are justly rewarded for their hard work.

Today we not only have more money on our checks, better health care protection, and bigger Pension benefits set aside for our futures, but we also have the best opportunity to work than ever before. Back in 1977 we were coming off a year that yielded 27.3 million work hours that had to be divided by Local 3 members. That figure has grown steadily and this year it looks like Local 3 could work in excess of 35 million man hours. This tremendous increase in work is a direct result of Local 3's political efforts to stimulate employment in our industry.

The message in this little history lesson is pretty clear. Local 3 is "number one." We have been at the top for a long time and we are going to stay there because of our wise leadership and with the continual support of our members. It has been my good fortune and extreme pleasure being a part of the Local 3 team and serving with Dale, Harold, Bob, Red, Hal and Don.

You will be happy to hear that Art Garofalo is returning as the Director of Fringe Benefits. Art has been a past director from 1973 through 1976 and so he is extremely knowledgeable about the programs. Perhaps more importantly Art is dedicated to servicing members and their families. I can't think of a more qualified person to take over the "controls."



# Waikiki jungle turned into showplace of modern living

In two short years the densely occupied old Waikiki jungle has turned into a showplace of beautiful hotels, condominiums and roads, reports District Representative Wallace Lean. The Prince Kuhio Towers, the Waikiki Sunset Makai, Waikiki Banyan, Waikiki Townhouse, and the new addition to the Hawaiian Regent Hotel were all recently built by Hawaiian Dredging and Construction Co. Each has its own style and contributes its own flair to the new look.

Hawaiian Dredging and Construction Co. has been the leader in the construction industry for many years and has kept Local 3 members working steadily. It would be fair to say that approximately 250 or more would be employed full time throughout the year in the State of Hawaii. Old-timers with the company over 25 years are: Brother David Keamo, Sr., Brother Robert Pavao, Brother Tomio Endo, Brother Chiro Tatemichi, Brother Sam Nakoa, and steward Brother Stanley Neves, only to mention a few,

further proof that the Operating Engineers are productive and contribute their fair share of the work. Dedication for the Kaneohe Flood Control project was recently held at the jobsite; with 97 percent of the project completed, the area will remain closed to the public. Ho'omaluhia Recreation Area will be its given name. It occupies 450 acres of land beneath the scalloped cliffs of the koolau mountain. It is surrounded by green forests and banana fields. It was built at the cost of \$26 million, the joint

venture of S.J. Groves and Sons Company and E.E. Black, Ltd. the general contractors.

## Kauai Developments

The present commissioners appointed to the Kauai County planning commission have approved more zoning and usage of permits within the last year, due to the beginning of new private projects which has added to the rapid growth of the Island of Kauai.

Most recently, the commission approved a 300-room Marriott Hotel at Princeville, whose cliffside design has been criticized by Hanalei area community groups. The Planning Department recommended alterations to the design to minimize the visual impact of the \$25 million project.

Before building permits are granted, the developer must incorporate the alterations into the hotel design. The hotel as planned has three buildings, each a tier to be built down the side of the bluff. Community groups are not opposed to the construction of the hotel at Princeville, but did not want it to be built on the side of the cliff.

Critics said the tier design would make the hotel appear much taller than the four story height limit allowed on the island. The permits granted by the commission are considered the final hurdle to the project before obtaining a building permit and beginning of construction.

In other action recently, the commission also approved a special management area to use a permit for a 179 unit condominium development in Poipu by ADM International, including a restaurant. The project is located in a residential zone. The Poipu area with a resort character is where the bulk of the construction work is being performed at the present.

Employers with projects in the area are Hawaiian Dredging & Construction Co., working on the Sheraton Hotel, subcontractors are: Gradex, Inc., Richard Lee Trucking, Inc., Robert Munro,

Gilbert Kobatake, Inc., Cawdrey Mars General, General Construction Co., Hood Corporation, Koga Engineering and Construction, Inc., and Kenneth Shioi and Company, Ltd. Where most other areas are starting to experience a recess in work, the island of Kauai will celebrate a most productive year.

## Work Slow on Hawaii

Work has been very slow on the Hilo side of the island. Some of the recent bid results are as follows: Hirahara, Inc. was the low bidder for the installation of culverts on the Hawaii State Belt Road in North Hilo. Constructors Hawaii, successfully bid the Waiakea Business Plaza job in the Waiakea houselots area in South Hilo. Isemoto Contracting picked up the road improvement project for Mauna Kea Observatory access road. This project starts at Hale Pohaku which is at the 9,000 feet level and goes up to the summit which is more than 13,000 feet in elevation.

Constructors Hawaii also bid successfully on the Papaikou Sewage Treatment Plant which will service the Papaikou-Paukaa Sewage systems in the South Hilo area. They are also the low bidder on the University of Hawaii, Hilo Campus, athletic field and tennis court project in Hilo.

H. Harada Contracting was the successful bidder on the Hamakua Pipeline improvement at Kalopa Homesteads.

On the Kona side of the island, the work has been good for the past few months. The Kuakini Highway Pipeline project, phase two, was bidded successfully by Isemoto Contracting, who also was the low bidder on the Hawi-Niulii Road project in the North Kohala District.

Richard K. Tom, Inc., was the low bidder for the Waimea Vacuum Cooling Plant project in Kamuela. Magnus Construction was the low bidder on the Kawaihae Breakwater repair and dredging project at Kawaihae Boat Harbor.

## Waipahu sewer job progresses

Brother Isamu Fujimoto lowers a section of sewer line with a P&H self propelled boom. He is working on the Waipahu force sewer main project. Due to the condition of the soil, shoring must be used throughout the job.



## Mammoth power project eyed for Fresno

District Representative Claude Odom reports that an Agreement for construction of a power project on the north of the San Joaquin River was ratified July 7th in Visalia. The agreement, known as a Memorandum of Understanding, will be between the upper San Joaquin River Water and Power Authority and the Southern California Edison Co. to build the Jackass-Chiquito Water Conservation and Hydroelectric Project.

It is said to be the largest hydroelectric power project under development in the nation. The proposed facility will consist of two power houses which will produce about 500 million kilowatts of electricity per year. Edison will purchase the power.

A reservoir will be built in Jackass Meadows and a storage dam will be built in Chiquito Meadow.

The project will be designed, built, owned, maintained, and operated by the Authority, which is composed of representatives of fourteen San Joaquin Valley water districts. All the districts are members of the Friant Water Users Association.

The State Department of Transportation officially awarded the contract for completion of a 5.7 mile segment of Freeway 41 through Fresno. The \$27,669,320 contract for a six lane freeway from Olive Avenue to Bullard Avenue was awarded to the Guy F. Atkinson Company of South San Francisco. It includes the addition of two lanes on the freeway from Tulare Street to Olive Avenue. Construction should start in July and be completed by the end of 1981. Atkinson's contract calls for 500 working days or 26 months.

First stage work includes clearing of the right of way and building fences to isolate the project. Atkinson will then begin building the bridge embankments on the south

end of the job.

A conditional use permit for a rock, sand and gravel extraction operation adjacent to the San Joaquin river has been approved by the Madera County Planning Commission.

Stewart and Nuss Inc. was granted the permit for 200 acres on Avenue 12 about a mile and a half east of Highway 41. The operation will include a rock processing plant, a concrete ready mix plant and an asphalt batch plant. It will employ about 30 persons and have the capability of producing a million tons of rock, sand and gravel annually.

Neighbors of the sites objected but four Commissioners said dwindling supplies of natural resources for home and road construction materials have to be considered first. Stewart and Nuss will be required to improve Avenue 12 between Highway 41 and the site because of trucks using the road. The firm has an existing plant in operation on the river between Highway 41 and Freeway 99.

By unanimous vote, members of the Professional Unit in Madera County ratified their new contract. The one year agreement calls for a 10% plus an additional \$15.00 across the board increase in salary. This equals an 11% to 12% increase this year depending on the classification.

## She's a cinch for future Miss Hawaii

Brother Ernest Olival, an Operating Engineer for 10 years and a Heavy Equipment Mechanic for 20 years, just became one of the proudest fathers you will ever see. His four year old daughter, "Tracy Olival" of Kailua, Hawaii, is destined to become one of America's best-known faces. Her photograph will appear in nearly 17 million catalogs to be issued next spring by Sears, Roebuck & Co.

The daughter of Mr. and Mrs. Olival was one of the 190,000 children whose photos were submitted in the contest to choose 20 young models. The youngsters were judged on height, weight, size and age in relation to standard clothing sizes for children, according to Sears. Other factors in the judging were the child's personality as reflected in the photograph, appropriateness of the photo to catalog advertising, and ethnic representation of the national population.

Tracy and her parents flew to Chicago last month where Tracy was to be fitted and photographed. Family expenses were paid by



Tracy Olival

Sears and Tracy will receive standard modeling fees of \$40.00 an hour for her time. Tracy will return to the islands in time to enter St. John Vianney School as a Kindergarten student in September, 1980.

Tracy's father, Brother Ernest Olival, is presently employed at Richard Lee Trucking as a Master Mechanic and is responsible for keeping the island's biggest fleets of trucks moving. Ernest and his wife are overjoyed by all the response their little model has received. "Good Lucky, Tracy, in all your future endeavor."

## Redding

(CONTINUED FROM PAGE 6)

"A young man in Susanville Don Huggins is running against Ray Johnson and we feel he may get the job done. We are requesting your help and support for Harold T. "Bizz" Johnson, Alan Cranston and Don Huggins."

For "President" Reagan is running against Carter. If you Brothers can remember the late 1960's and 1970's with No Work throughout California you have only to thank Reagan for that. When you get to the polls remember what Reagan did in the late sixties—High Unemployment, Closing the Mental Institutions in California, High Welfare Recipients, Shutting down the Highway Construction. Let your conscience and JOB be your Guide.



# INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

## Teaching Techs

Historically, every three years, your Union and your Employer come together to negotiate the Technical Engineers Master Agreement.



Wages, Fringe Benefits, working conditions, etc. of Registered Apprentices are determined by the outcome of these negotiations. In fact, the very existence of the NCSJAC Training Program is decided by the Collective Bargaining process. At this go round, Ralph Hoyt, a professional negotiator and lawyer, together with Jack Kuzia, President of the Bay Counties Association and representatives of each of the Association's chapters made up the Employer team.

On the Union side of the table were spokesman Paul Schissler, Director of the Technical Engineers Department together with his four Technical Engineers Representatives. Dale Marr, Business Manager of Local Union No. 3 additionally assigned Robert Mayfield, Vice-President of the Union and a well seasoned and skilled negotiator of major contracts to assist the Technical Engineers Department in its efforts. Because every movement within the Collective Bargaining process has some effect on the NCSJAC Training Program, the Administrator and Assistant Administrator of the NCSJAC were allowed to participate as consultants at most meetings. The normal and regular ritual ensued: The Union presented its demands, the Employer cried poor mouth and indicated that such demands would force him out of business; the Employer then presented his counter proposal and the Union commented on the deprived condition of its members and the few crumbs that were being requested. When the ritual had been quickly dispensed with and after several heavy meetings—like 9:00 A.M. through 11:00 P.M.—both Union and Employer agreed that Apprentices and the Training Program were not only necessary, but essential to the well-being of the Industry.

Another five cents was added to the Fringe Benefit assigned to Training. That investment has the double barreled effect of providing the wherewithal to produce a more profit-producing employee for the Individual Employer and at the same time providing the Union member with the opportunity to prepare for the move into a higher paying job.

Recognizing that a person just entering the workaday world has some extraordinary costs and the fact that as a person learns he becomes more productive, the wage classifications of Apprentices were increased by one period or 10%.

Because a 1st through 4th period Registered Apprentice receives a percentage of the Chainman Rate of Pay, the Registered Apprentice will automatically receive an additional amount when the Chainman receives more.

A further recognition of the Training Program came out of the Union-Employer negotiations: The Certified Chief of Party up to now has received 30¢ over the Chief of Party rate. That premium has been increased to 35¢.

It appears that the participants in the Training Program have proven the point that the NCSJAC Training has some productive value for the Local No. 3 Members and the Individual Employers. That extra effort does mean more dollars at the negotiating table.

### WAGES

July 15, 1980		July 16, 1980
\$4.62	1st Period Apprentice	\$ 6.50
5.78	2nd Period Apprentice	7.80
6.93	3rd Period Apprentice	9.10
8.09	4th Period Apprentice	10.40

### FRINGE BENEFITS

	Aug. 1, 1980	
\$1.50	Health & Welfare	\$1.35
.05	Pensioned Health & Welfare	.05
.10	Pension	.50
.30	Vacation/Holiday	1.00
.24	Affirmative Action	.34
\$2.19		\$3.24

When a 3rd or 4th period Registered Apprentice performs work on a 2 man crew, then the Chainman/Rodman wages and Fringe Benefits are paid (note schedule elsewhere in the *Engineers News*).

The dollar increases for 1st through 4th period Registered Apprentices when computed as a percentage appear to be out of line with the overall settlement if not downright outrageous; but for a clearer picture we have to look back three years. At that time, the Journeyman gained a 25¢ per hour extra premium across the board while the 1st through 4th period Apprentice wages were reduced a full 20% in the face of double digit inflation.

An Apprentice pays the same price for a gallon of gas or a loaf of bread or whatever, as does the Journeyman and he pays an Initiation Fee and dues and buys his books and buys his first car to get to work, etc. What is left over is for food and shelter and survival.

50% of the Journeyman Chainman wage coupled with reduced Fringe Benefits provide minimal sustenance while the learning process toward productiveness takes place. An adjustment was needed and a fair adjustment was made.

We remind every 1st through 4th period Apprentice to recognize that the increase was a heavy jolt. Your Employer took it right in the pocketbook for this one and your productive Union brothers swallowed hard while agreeing to their modest increases and at the same time agreeing to the substantial dollar increases for the relatively unproductive Apprentice.

Fair is Fair. Your Employer has extended himself to your best interest. Your Union brother has extended himself for your best interest. Neither had to move one inch. Now it is your turn.

Hit the books, pay attention to what your Party Chief is saying, look around and see what the Chainman is saying; when you don't know, ask the question, show a little hustle, strive to be the best!

Your Employer has reached into his wallet to allow you to survive while you learn the skills necessary to the occupation of Field and Construction Surveying. The highly competitive and responsible Union members are willing to share their knowledge and expertise. The NCSJAC provides the opportunity for related and supplemental instruction. Success is built in for anyone that wants it.

There are no hand outs here. If you want to be a piece of the action, then take a responsible approach, invest some time and energy and you too can enjoy the personal satisfaction and the wages and fringe benefits that a Local Union No. 3 Technical Engineer expects and receives.

It is all here if you want it! No hand outs! You have to earn it! Welcome to the world of WORK!

## Talking to Techs

### CONTRACT NEGOTIATIONS

During the past two months the Tech Engineers Department has been in negotiations with Bay Counties Civil Engineers and Land Surveyors Association Inc. The Union Negotiations Committee was chaired by Vice President Bob Mayfield. During these lengthy negotiations progress was extremely slow, but extremely rewarding! These particular negotiations were one of the most difficult, due, in part, to the slow down in the housing industry. In addition to a substantial wage package, we were able to strengthen key sections of the contract; i.e., sub contractors clause, auditing, restricted access, etc., etc. This new three-year contract provides for a *guaranteed minimum* \$5.20 package. In addition to the wages shown in this article, the Certified Chief of Party will be making 35¢ an hour over and above the rate of Chief of Party. We would like to extend our thanks to Vice President Bob Mayfield, whose experience and expertise were invaluable. Bob, in a very professional manner, literally forced both sides of the negotiating committee from time to time to take a little "truth serum" and deal with the realities of the real world. This new three-year



contract is by far the best economical package ever negotiated on behalf of the Tech Engineers members. We would like to thank all surveyors working under this agreement for their support and cooperation. In fact, YOU MADE THIS WORK!!! Please find listed below the following Wage Rates and Fringe Benefits:

### EFFECTIVE 7/16/80

CLASSIFICATION	HOURLY WAGE
Certified Chief of Party	\$15.69
Chief of Party	15.34
Inspector	15.34
Instrumentman	14.30
Soils and Materials Testor	14.30
Rodman/Chainman	13.00

### FRINGE BENEFITS

	8/1/80	12/1/80
Health and Welfare	\$1.60	\$1.65
Pensioned Health & Welfare	.39	.44
Pension	2.75	3.00
Vacation/Holiday Pay Plan	1.35	1.55
Affirmative Action	.29	.34

### WORK OUTLOOK

We are happy to report that the over-all work picture throughout Northern California has picked up substantially. As we mentioned in an earlier article, this is primarily due to the decline in the interest rate during the past several months. Work has been picking up primarily in the industrial parks, shopping center complexes and our "bread and butter" subdivision developments. All in all, the outlook during the next two or three years appears to be favorable!

### TESTING AND INSPECTION

In earlier articles of the *Engineers News* we have attempted to stress the importance of Inspectors obtaining their qualification in A. W. S. Q. C. I. As we have mentioned, the demand for Q. C. I. qualified Inspectors has remained in high demand, due to the amount of building going on in California that requires Inspectors with this particular discipline. We would like to congratulate the following Tech Engineers members who have recently been tested and have qualified for their Q. C. I.: David Jackson, Bill Krantz, Dave Palfini, Myron Silva, Pete (Wrench) Ward, Ken Zehringer, D. Crua, Chuck Magnuson, Don Roller, Bob Seymour, Randy Seymour, Pete Palko and Tom Troy. For those Tech Engineers who are engaged primarily in Soils and Materials Testing, the immediate outlook is greatly improving! There is still a demand for Radiographers Level II. Please contact the Tech Engineers Center for more information.

### DON'T SUSPEND YOURSELF!!!

We would like to stress this reminder, "DON'T SUSPEND YOURSELF!" YOU, the INDIVIDUAL MEMBER, are the *only* one who can prevent yourself from being suspended. When you get your dues billing card, mark your calendar or put your billing card where it will be noticeable and not get "Lost in the Shuffle." And then send it in when it is due! In this way, you will stay in good standing; and more importantly, will not cause YOU the inconvenience of having to take the time to come in to the local District Office to be reinstated.

### SCHOLARSHIP

The Tech Engineers Department, once again on behalf of the Operating Engineers Union Local #3, would like to congratulate Dirk Duffner, who was the recipient of First Place 1980 Operating Engineers Local Union #3 Annual Scholarship Competition. Dirk is the son of a long-time Tech Engineers member, Joseph Duffner, who is currently employed as a Certified Chief of Party with DeBolt Engineers.



Paul Schissler explains the new Tech Engineer Master Agreement.





## WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

## Some things to keep in mind when operating mobile cranes

### Public works keep Marysville area humming

District Representative Alex Cellini reports that Baldwin Contracting has begun work on the "D" Street project in Marysville.

C. C. Myers was low bidder on the Table Mountain Bridge job in Oroville, having submitted a bid for \$3.4 million. Work on the clearing and excavation for the bridge abutment and the pier supports has begun.

The State Department of Water Resources is working on designs for three hydro-electric plants. One will be constructed at the Thermalito River outlet and will generate 43 million kilowatt hours per year and will cost approximately \$28 million. One will be constructed at the Thermalito Diversion Dam. This plant will generate 23 million kilowatt hours per year and will cost approximately \$4 million. The third will be constructed at the Palermo Canal. This plant will generate 2 million kilowatt hours per year and will cost approximately \$900,000.00.

The State Department of Water Resources has plans for plants at Frenchman Dam, Antelope Dam and Grizzly Valley Dam. These plants will generate one million kilowatt hours per year and will cost approximately \$1 million dollars each.

Robinson Construction is in full swing on the Buck's Lake Road job in Plumas County.

Butte Creek Rock is back to work in Chester on a subdivision which is located by the airport.

Hansen Bros. and Risso Construction are also in full swing on the Henness Pass project just east of Alleghany in Sierra County.

### BLOOD BANK

The supply of blood in the Marysville District Blood Bank is very low. We should all keep in mind that any one of us could, at any time, have to make use of our Bank. Anyone who can should make a donation to the Bank at the earliest opportunity.

Donations can be made at:

**CHICO:** 169 Cohasset Road, Fridays between 8:00 and 12:00 Noon; Saturdays between 9:00 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 made will be appreciated. When you make your donation, please be sure to tell them that it is for the Marysville District, Operating Engineers Local Union No. 3 Blood Bank. Thanks.

**ATTEND YOUR UNION MEETINGS**

Over 50% of all mobile crane accidents are the result of mistakes made and rushed, sloppy work done when the crane was being put together, readied and placed to make its lifts.



All of these accidents are preventable by following the manufacturer's recommendations for assembly and dismantling, using the correct parts, and observing the following general precautions. It can be fatal to improvise or take shortcuts with any of them.

Owing to the complexity and wide variation in design of mobile cranes, it is not possible to present a comprehensive summary of assembly, set up and dismantling instructions.

Whoever is causing the crane to be used—this could be the project engineer, the site superintendent, a foreman, the building owner, contractor, architect or consultant, is as responsible for the safe operation of the crane under his control as the operator.

If this person or company does not provide an adequately prepared working area for the crane, it will be an unsafe operation regardless of the condition of the machine and the skill of the operator.

Whoever is causing the crane to be used, must give consideration to the following factors and ensure that adequate precautions are taken to guarantee the safety of the public, property and all personnel:

- Can the machine get into the site? Is the access road adequately graded and compacted? Is the access ramp too steep? Will the machine have to travel over buried pipes, sewers, mains, etc., that might be crushed? Is there room enough for it to maneuver into position on the site? Is there sufficient room in which to erect or extend the boom? Can the trucks hauling boom sections get into place? Can these trucks be unloaded safely? Is there sufficient room to store these sections? Is there enough timber blocking to support the boom when it is being assembled and dismantled? An erection area should be roped off for the exclusive use of the crew. It should be large enough to permit the components to be staked and handled, and the crane to be assembled without interfering with or hazarding the other site personnel.
- Know where the crane will be situated for every lift. Find out what the maximum operating status will be. As the crane swings, will there be at least a 2' clearance between the counterweight and the nearest obstacle? Is the operating location well graded, compacted and level? Remember that every crane has to be perfectly level when making its lifts. Never position any crane close to shoring locations, excavations, slopes, trenches, embankments, etc., as the load of the machine plus the vibration could be enough to cause a collapse. Similarly, they should never work over cellars, buried pipes, mains, etc., without first checking that there is no danger of collapse. Be especially careful to consider the proximity of other cranes, hoists, structures and buildings to the working area of the crane. Even when the cranes are operating with different lengths of boom, there is always the possibility of the hoisting ropes or loads fouling each other or the structure of the lower crane. To minimize the probability of this occurrence, the cranes should always be sited in such a way that the operators have a clear view of the other cranes operating in the collision danger area. The operators should also have direct communication with each other so that one operator may alert the other to impending danger. It is also recommended that their overall lifting program be set out and controlled by one man who is in contact with all operators and riggers, and assigns priority of operation for the cranes.

The user must ensure that the machines are positioned in such a way that they are not required to work over areas to which the public has access. When it is unavoidable, signalmen and warning signs must be posted to draw attention to the operation of the crane in the area and control access to the area when necessary. This area includes everything within the working radius of the crane. If the machine is to be positioned on a city street, the user must get permission to block lanes of traffic and should have police on hand to provide traffic and pedestrian control.

- Under no circumstances should anyone allow any crane to work within a boom's length of any overhead power line without:
  - (i) Having the power shut off; or
  - (ii) Having the line insulated; or
  - (iii) Providing a signalman to warn the operator when the crane is approaching the line.
- Is the soil stability and bearing capacity enough to carry the most severe static and dynamic crane loading conditions considering all factors such as the dead weight of the crane, the dead weight of the load and any lifting attachments, overturning moments, slewing torques, dynamic loads, wind loads, ice loads and shock loads? The ground which is to support the crane must be sufficiently strong and stable to take these loads without any sinkage or deflection.
- The bearing pressure of a modern mobile crane on outriggers can vary anywhere from 200 psi to over 1000 psi so it is extremely important that the ground be as firm and level as possible and that large, substantial timber mats be available to distribute this load as evenly as possible. These considerations are even more important when the crane is to be set up on an existing structure such as a garage deck

or bridge deck for instance. The loads applied by the crane could be enough to collapse the whole structure.

If the ground is especially soft or waterlogged, then special steps will have to be taken to provide a satisfactory base for the machine. Mats, steel plates, timber pads or concrete rafts, etc., should be used to distribute the loads under the crane to ensure that the bearing strength of the ground is not exceeded. Check the base often during the lifting operation as settling will occur necessitating outrigger adjustment.

Where operation on slopes cannot be avoided, the machine should either be leveled with the outriggers or the slope should be built up locally with especially constructed foundations or cribs to give a level, firm and stable working platform.

Remember that slope angles as small as 1 degree can significantly affect the crane's stability and capacity.

- If the crane is to be set up in flowing water, the erosion effects of the water on the ground around the machine supports represents a serious hazard unless the crane is moved frequently. When setting up in areas having high water tables or areas subject to flooding, the crane may require deep foundations or special ground consolidation.
- Account must also be taken of seasonal variations in ground conditions. During the winter months, tracks, tires and outriggers can freeze to the ground giving a false impression of stability. In the spring, the ground bearing capacity and stability are almost impossible to determine because of the frost coming out of the soil. In the late fall and early winter months, the ground bearing capacity must not be assumed to be increased because of frost. The estimate should be based on summer conditions.

The responsibility of the operator and the erection or assembly crew begin when the crane arrives at the site. Even though the previous recommendations are recommended to be the responsibility of whoever is going to use the crane, the operator of the machine is also responsible for ensuring that all are carried out before the machine is assembled or operated.

Regardless of the type or make of crane being used, it must be set up strictly in accordance with the manufacturer's or his agent's instructions and in such a manner as to eliminate hazards to personnel, property and the public.

Boom Length and Lift Radius	Chart Capacity Lost When Crane Out of Level By		
	1°	2°	3°
Short Boom, Minimum Radius	10%	20%	30%
Short Boom, Maximum Radius	8%	15%	20%
Long Boom, Minimum Radius	30%	41%	50%
Long Boom, Maximum Radius	5%	10%	15%

## EPA stirs up 'clean air' pot again

The Environmental Protection Agency is proposing a sweeping set of new rules to protect pristine vistas in 36 states from the smoke of industrial development, mostly in the West. Energy interests see the Clean Air Act visibility regulations and the Interior Department's recent recommendation to increase the number of unspoiled, or Class I, air quality areas as major new impediments to developing the vast western energy resources.

Most distressing to some industry groups is EPA's integral-vista concept, which they say could thwart development by forming buffer zones of up to 120 miles around Class I areas and add pro-

hibitive costs for pollution controls to 28 different categories of existing and new energy and industrial facilities.

Legal move? Currently, there are 158 mandatory Class I areas, covering 29 million acres. Integral vistas may be attached to these areas because EPA wants to control the quality of important views seen from the monuments, mountains and parks of the West.

However, both states and business question whether EPA has the authority to regulate visibility outside a Class I areas. They also wonder if EPA can legally extend visibility protection to vistas outside land redesignated as Class I. So far this is not an issue as no land

has been redesignated by states since the initial 1977 creation of mandatory Class I areas.

"The effect of these integral vistas would amount to a lockup of a land mass totaling 1.9 million square miles—an area larger than all states east of the Mississippi River," says Robert L. Pearson, of the Western Energy Supply and Transmission (WEST) Associates. "The integral vistas virtually eliminate siting of future power plants and industrial facilities."

Disputing these claims, EPA spokesman David Stonefield says new pollution sources with adverse visibility impact may be located in an integral vista area. States and owners would have to work with

the Interior Department's land manager, however, who would be designated as the final arbiter in permitting. Factors the manager would have to consider in permit applications include variations in the size of the sources, the level of control technology applied at each source, the stack height, the fuel mix and type of industrial process at the source, the presence or lack of intervening high terrain, and the prevailing meteorological conditions.

Under the proposed rules, the states would develop compliance programs, the Interior Department's land manager would protect

(CONTINUED ON PAGE 14)



# Interest in public works heats up EPA stirs the pot

(CONTINUED FROM PAGE 9)

creating jobs when the economy was already making a strong recovery.

The testimony came amid unconfirmed reports that the Carter administration might give its blessing to another round of local public works construction with spending pegged at \$2 billion. Under the National Accord with the administration, the AFL-CIO is assured a voice in shaping economic policies, and it is now calling for "expanded public works" programs that will "put people to work."

## Long-term benefits

According to Hall, the \$2 billion in Round I and the \$4 billion in Round II of the 1976-1977 local public works (LPW) program funded 10,616 projects. They provided employment for more than 1 million persons in construction and related industries, including an estimated 96,000 person-

years of onsite employment. But "by the time LPW I and II were generating employment opportunities," Hall said, "construction unemployment had declined from nearly 20% to approximately 10%." Only 13% of the workers hired for the LPW projects were previously unemployed, he said, because the labor market had become "relatively tight" by the time the program geared up.

While not endorsing an LPW program as a countercyclical tool, Hall cited other advantages. Minority business enterprise (MBE) participation, set at 10%, was exceeded, he said. He expects final figures, to show that \$600 million, or 15%, was paid to MBEs.

Another advantage of LPW programs is the long-term benefit of increased capital stock, he said. Of the 10,616 projects funded under rounds I and II of the last program, he said, nearly 50%, or 5,203, provided new structures and over

2,000 existing structures were repaired or rehabilitated.

## Public works declining

Before rounds I and III came along, average annual spending for public works by all levels of government had peaked, and the decline may continue during the foreseeable future, according to a new Department of Commerce report. The decline is attributed to a tapering off of Interstate highway construction and a drop in school construction. It is partially offset by increased spending for sewer systems and other municipal utilities.

In dollar figures, the peak was in 1968, the report says. But, in terms of a percentage of gross national product, the peak was in 1965, when the percentage was 4.1. The average annual ratio for 1957 was 3.4%. The low of 2.3% was hit in 1977.

(CONTINUED FROM PAGE 14)

the visibility values of Class I areas, and the EPA would continually update visibility criteria.

Some states echo industry's dislike of the proposed rules, mainly because of the veto power of Interior's land manager over all aspects of state permitting.

"The federal land manager can determine growth in any state with a national park," says Brent Bradford of Utah's Bureau of Air Quality. "I think what's got to happen is that EPA and the federal land manager have to realize that the Clean Air Act gives air pollution control to the states."

Defenders of the proposed rules point to an 800-Mw coal-fired power plant in Utah that recently received a permit after undergoing a visibility review. A Class I area is located 50 miles from the site.

The review included prevention of significant-deterioration criteria, which assess projected levels

of particulates and sulfur dioxide and their impact on the ambient air quality of the area. It also included new visibility criteria as a test on Utah Power & Light's Hunter units 3 and 4.

The result, says Utah Power & Light, is that \$11 million was added to the capital costs of the plant, including the cost of baghouses, and sealing the coal piles with a latex emulsion to contain coal dust.

"A court order now requires EPA to produce visibility regulations by Nov. 15. Creating new Class I areas carries no deadline, as provisions in the Clean Air Act simply require the Secretary of Interior to propose them by identifying "areas that possess air quality-related values as important attributes."

Utah, New Mexico and Arizona have already said they will not consider any redesignations. Interior proposed 44 redesignations covering land in seven western states, Florida and the Virgin Islands.

## DEPARTED BROTHERS

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

NAME/ADDRESS	DECEASED
Anderson, Floyd (Marjorie—Wife) P.O. Box 54, Lockridge, Iowa	6-4-80
Atkins, Leslie (Betty—Wife) 3401 Stewarton Dr., Richmond, California	6-7-80
Cervi, Bernal (Juanita—Wife) 28218 Thackeray, Hayward, California	6-4-80
Clapp, Odes D. (Frankie—Wife) 7041 Colbaba Way, Citrus Heights, California	6-19-80
Clovis, Monte (James Keller—Son) Rt. 1, Box 1850, Bandon, Oregon	5-26-80
Crockett, Herbert (Gretchen—Wife) 525 Wade Lane, Fallon, Nevada	6-5-80
Eli, David (Florence—Wife) 1743 Elua St., Honolulu, Hawaii	5-31-80
Funari, Fred (Marjorie—Wife) 2006 Winnig Ave., Modesto, California	6-17-80
Grace, Samuel (Edna—Wife) 41-302 Nakini St., Waimanalo, Hawaii	6-5-80
Iaea, Walter Sr. (Kahiki—Wife) 84-065 Makau St., Waianae, Hawaii	5-29-80
Inman, Thomas (Evelyn—Wife) 779 Queens Avenue, Yuba City, California	6-10-80
Jacobsen, Ray (Zoe—Wife) 708 Hillcrest Avenue, Roseville, California	2-23-80
Johnson, Gordon (Jane—Wife) 11807 Valley Home Rd., Oakdale, California	6-10-80
Jones, John V. (Mildred—Wife) 3604 - 23rd Avenue, Sacramento, California	6-19-80
Karn, Victor (Thola—Wife) 2103 Donald St., Modesto, California	6-11-80
Lundberg, Harold J. (Edna—Wife) 8116 Lowell Avenue, Overland Park, Kansas	6-11-80
Nordendahl, Robert (Helen—Wife) 694 Sybil Avenue, San Leandro, California	6-8-80
Ogg, Kenneth (Dolores—Wife) 1013 Shearer Street, Roseville, California	6-3-80
Perez, Richard (Laura—Wife) 24542 Leona Dr., Hayward, California	6-26-80
Pinard, Morris (Bonnie Rose—Wife) 6337 Rushmore Dr., Sacramento, California	5-30-80
Porter, James (Evelyn—Wife) 7185 Barton Rd., Roseville, California	5-30-80
Ray, Edgar (Cora—Wife) 2526 Howe St., Santa Cruz, California	5-30-80
Robins, Edward (Mary Jane—Wife) 41-206 Huli St., Waimanalo, Hawaii	6-17-80
Romo, Benny (Jacqueline—Wife) 2990 Chormite Dr., Santa Clara, California	6-11-80
Sawyer, Clifton (Edna—Wife) 1575 Vermont Ave., W. Sacramento, California	5-31-80
Scramaglia, Leo (Clair—Wife; Kate Bianchi—Mother) 2404 Beasley Ave., Antioch, California	6-2-80
Valencia, Jose L. (Jose—Son) 119 Madrone, So. San Francisco, California	6-15-80
Waddell, Harry W. (Jill—Wife) 621 Chaparral St., Salinas, California	5-31-80

Whitlock, Norman (Regina Silva—Sister)  
574 Acacia, Manteca, California

88 Deceased Members April 1980 thru June 1980  
4 Industrial Accidents April 1980 thru June 1980

## DECEASED DEPENDENTS June 1980

AMBROSE, Julia—Deceased June 25, 1980 Wife of Lenard W. Ambrose	
BARDELMEIER, Robin—Deceased June 7, 1980 Daughter of Ed Bardelmeier	
CLOVIS, Alice—Deceased May 26, 1980 Wife of Deceased Member Monte Clovis	
FOMASI, Christopher—Deceased May 26, 1980 Son of Isadore Fomasi	
GRIDER, Geneva M.—Deceased June 9, 1980 Wife of Charles Grider	
LANDERS, Nancy—Deceased May 27, 1980 Wife of Tony Landers	
McGUFFEY, Martha—Deceased June 20, 1980 Wife of Chester McGuffey	
MOOS, Maude E.—Deceased June 22, 1980 Wife of Theodore Moos	
SANDERS, Adrain L.—Deceased June 10, 1980 Infant Son of Tommy Sanders	
SELVAGE, Kenneth—Deceased June 14, 1980 Son of Jerry E. Selvage	
SILVA, Maudie—Deceased May 28, 1980 Wife of Charles Silva	
WELCH, Terry—Deceased June 17, 1980 Son of Jack Welch	
WYMAN, Uintah B.—Deceased June 20, 1980 Wife of Leslie L. Wyman	
<b>NAME/ADDRESS</b>	<b>DECEASED</b>
Barbre, Othnar (Robert—Son) (Pat Alexander—Daughter) 2147 Ardis Dr., San Jose, California	7-28-80
Beard, Robert (Josephine—Wife) 733 Inglewood St., Salinas, California	7-18-80
Bona, Jack (Rose—Wife) Rt. 1, Box 303, Springville, Utah	6-23-80
Bridget, Charles (Vilda—Wife) 918 N. 200 East, Orem, Utah	7-19-80
Bussen, Warren (Lillian—Wife) 1842 Elm Street, Alameda, California	7-9-80
Butler, Isadore (Mary—Wife) 3150 Berlin Way, Oakland, California	7-18-80
Campostri, Bruno (Clara—Wife) Rt. 2, Box 2758 C, Oroville, California	6-10-80
Gault, William (Norma—Wife) 3721 Galena Dr., Auburn, California	7-9-80
Hamby, Jack (Rose—Wife) 7312 Outlook Ave., Oakland, California	7-25-80
Harrison, Clifford (Betty—Wife) 128 Corsicana Dr., Vallejo, California	7-4-80
Harty, James H. (Lillian—Wife) 825 Lake Blvd., Redding, California	7-17-80
Hess, Grant (Alta—Wife) 1330 S. Century, Tremonton, Utah	7-22-80
Ingles, Verl (Lorelei—Wife) P. O. Box 204, Trinidad, California	7-23-80
Johnson, Aaron (Gloria—Wife) 15375 Pozzan, Healdsburg, California	7-5-80

Johnson, Arthur (Julia—Wife) 4633 E. Garland, Fresno, California	7-14-80
Kaonohi, Arthur (Rachel—Wife) 607 Oneawa Street, Kailua, Hawaii	7-30-80
Kester, Charles (Florence—Wife) P.O. Box 34, West Point, California	7-31-80
Marcotte, Roy (Mildred—Sister) 37 Cottonwood Circle, Oroville, California	7-8-80
Mayer, Meryl D. (Ann—Wife) 1394 A Rt. 2, Crescent City, California	7-13-80
Michaels, Lawrence (June—Wife) P.O. Box 346, Middleton, Idaho	5-10-80
Nelson, Donald (Jane—Wife) 3532 Wallace, Stockton, California	7-28-80
Pappin, James (Irene Paulsen—Friend) P.O. Box 1042, Grass Valley, California	5-13-80
Parker, Denton (Cora—Wife) 1369 Cheyenne S., Salt Lake City, Utah	7-25-80
Rego, Jack (Ella Mae—Wife) 655 N. Poplar, Manteca, California	7-1-80
Robinson, Cleo D. (Ida—Wife) 1439 East Roe Road, Paradise, California	7-12-80
Solari, Louis (Mary—Wife) 1916 Silverado, Napa, California	7-13-80
Souza, Frank T. (Maxine—Wife) 22601 San Vincenti, San Jose, California	7-3-80
Troutner, Donald (Kathleen—Wife) 4433 Fair Avenue, Oakland, California	7-9-80
Turner, John (Peggy—Wife) 5497 E. Indianapolis, Fresno, California	7-21-80
Walker, Ralph (Leone—Wife) 6772 - 9th Ave., Sacramento, California	7-28-80
Weller, Rolland (Beverly—Wife) P.O. Box 2626, Petaluma, California	6-29-80

84 Deceased Members from May 1980 through July 1980  
1 Industrial Accident from May 1980 through July 1980

## DECEASED DEPENDENTS July 1980

Baldo, Rose M.—Deceased June 25, 1980. Wife of John Baldo	
Clark, Justin—Deceased June 28, 1980. Son of Scott Clark	
Donaho, Doug—Deceased July, 1980 Son of Jerry T. Donaho	
Edwards, Georgia—Deceased July 24, 1980. Wife of Al C. Edwards	
Finwick, Dorothea—Deceased July 5, 1980. Wife of Elmer Finwick	
Grider, Geneva M.—Deceased June 9, 1980. Wife of Charles Grider	
Hendricks, Mary E.—Deceased July 6, 1980. Wife of Fred Hendricks	
Kaiama, Millicent K.—Deceased July 13, 1980. Wife of Everett Kaiama	
Litton, Dorothy—Deceased July 23, 1980. Wife of Alvin L. Litton	
Palmer, Sallie Gray—Deceased June 26, 1980. Wife of Ken Palmer	
Wright, Lena H.—Deceased July 1, 1980. Wife of Billy D. Wright	
Yeoman, Charlene—Deceased July 2, 1980. Wife of Paul Yeoman	



# Swap Shop: Free Want Ads for Engineers

- 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', v/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. 7/3 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 light weight \$750. B. Wells, 124 Hermose Ave., Oakland, Ca. 94618. 547-0553. Reg. No. 0557433 6-80
- FOR SALE: 1978 WINNEBAGO brave** 28', 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 bottom 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
- FOR SALE:** Cable cutters, assortment of tools for crane operator tools, nice log chains, ele. drill, saws, wrenches, ballpeen hammers, crowbars, the works easily worth \$450. Will sell as a group for \$250. Vaneta Karle 1007 Brown Ave. #2, Lafayette, Ca. 94549 415/283-1541 7-80
- FOR SALE: 1968 CADILLAC** Convertible black w/red leather interior good cond. \$3,500. James R. Strawn, 12260 Caron Way, Madera, Ca. 93637 209/266-8588 Reg. #0921479 7-80
- FOR SALE: HOUSE PASTURE**, new house, magnificent view, lots of water, garden, pond, hunting & fishing, lifetime of free energy, 20 min to town or work \$137,500. Write J. Brown, Township Road, Brown Valley, Ca. 95918 or phone 916/742-5066 Reg. #0434969 7-80
- FOR SALE: 1977 5TH WHEEL TRAILER**, 32', A/C, rollout awning used very little, exc. cond., large rear bath, twin beds sleeps 4. W.N. Conner, 7001 Pippin Way, Citrus Hts., Ca. 95610 phone 916/722-6574 Reg. #0292565 7-80
- FOR SALE: NEW RVG PIPE** 6% ID, 3/8 wall seven 20' lengths, \$40. A length buy all 7-\$250. excel. well casing for drinking water. John Mattovich, 122 Hampton Rd., Hayward, Ca. 94541 415/276-3605 7-80
- FOR SALE: 1953 M-37** 1/2 ton 4x4 Dodge (military), nice heavy steel bed, rest of body poor, does not run \$700. best offer. 916/756-8584. James H. Frame III, 2038 E 8th St., Davis, Ca. 95616 Reg. #1786674 7-80
- FOR SALE: 1968 PLYMOUTH Sport Fury** convertible, new tires, radio, heater, cassette tape \$3,500 pic. on request. Tom Spiller, 14576 Jacksonville Rd., Jamestown, Ca. 95327 209/984-5716 Reg. #1054919 7-80
- FOR SALE: 1977 680E CASE BACKHOE** w/5 buckets, hydrotic impactor, 1979 35' Miller Tiltop lowbed, 1972 International cabover diesel tractor, 13 sp. all excel. cond. \$95,000. Wildred A. Mafrenierre, 5620 W. Hurley Ave., Visalia, Ca. 93277 209/732-8200 Reg. #1216186 7-80
- FOR SALE: 40 ACRES**, 2 bdrms. older home, in Delta, Utah, 3 1/2 mi. S. of proposed World's largest power plant. \$1,500 per acre, owner/agent. Norman Clemens, 14346 E. Collier Rd., Acampo, Ca. 94545 209/369-1397 Reg. #1238702 7-80
- FOR SALE: 75 DODGE** 1/2 ton 4x4 adventurer, cub cab, air, auto trans. \$3,800. S.A. Thurlo, 255 East N. Street, Benicia, Ca. 94510 707/745-6449 Reg. #1566869 7-80
- FOR SALE: 3 bdrm, 2 bath, Mobile home** 10 mi. S. Reno, front two streets on lge lot, paved driveway & dble c/port, lge deck & storage shed, landscaped & new roof. \$53,000. Contact Alice Cooper 707/851-3417 or Carl Southwick 415/783-2448 Reg. #1159507 7-80
- FOR SALE: 5 ACRES** adjacent fish lake national forest in Utah. Elk, deer & trout, 2 mi to black top road, 2 cabin sites, or 4 trailer pads, 35 miles NE of Salina, Utah. \$10,000 or take over contract. L.R. Johnson, 5393 High Rocks Ct., Oroville, Ca. 95965 916/589-1033 Reg. #0660970 7-80
- FOR SALE:** 34' Chris Craft houseboat, 2 new Chevy 305's, 160 hrs., new Volvo out-drives, fully equipped, \$29,000 will trade \$4,000 equity for 79 Chevy step side, 6 cyl., stick, ps/pb, tinted glass, chrome bumpers, gauges, new license, 15,000 mi. \$400 and take over payments. Rick Sill, 1881 Bannon Creek Dr., Sacramento, Ca. 95833 Reg. #1492889 7-80
- FOR SALE: NEW BATTERY-OPERATED WHEELCHAIR**, portascot model; dismantles to transport in car, battery-charger include. 916/267-6570. G. Vega, P.O. Box 443, Susanville, Ca. 96130 Reg. #288935 7-80
- FOR SALE or TRADE: 2 LOTS** in lake of the pines nr. Auburn-Grass Valley, Ca. #454 Bluebird Ct. 1855 Sunset Ridge \$14,400 ea. or best offer; also a lot 13 Donner Dr. Serene Lakes \$10,500. Martin Pancoast, P.O. Box 842, Meadow Vista, Ca. 95722 916/878-1021 Reg. #1511652 7-80
- FOR SALE: AIRPLANE** 1946 Europe 85 hp, recent quality overhaul & annual, good cond. thru out \$5,000. Write Conrad Johnson, P.O. Box 315, Red Bluff, Ca. 95080 or phone 7:00 am or 7:00 pm, 916/527-0417 Reg. #0286186 7-80
- FOR SALE: 1952 FORD VICTORIA**, flat head 8 cyl w/overdrive, radial tires, continental rack, real nice shape. Lester Young, 8999 Edenooks Ave., Orangevale Ca. 95662 Phone 916/988-3642 Reg. #0956148 7-80
- FOR SALE: 1979 GOLDEN FALCON** 31 1/2' S.C. trailer, been towed 1800 mi., including awning & all kinds of extras, financed thru credit union, can be assumed by an Operating Engineer \$4,000 equity. Lyle G. Housley, 8395 Monterey St., Sp. 4, Gilroy, Ca. 95020 Phone 842-1723 Reg. #0795892 7-80
- FOR SALE: 1974 31' AIRSTREAM**, extras w/easy lift, \$11,000. 1978 Ford Langt, loaded set to pull trailer \$6,000 both of \$16,000. J.L. French, Box 75, Osage, Ok. 74054 918/354-2227 Reg. #0904653 7-80
- FOR SALE: 1957 SPARTAN Tr. Tr.** 8x35' excel. cond. inside & outside \$6,500. Phone 801/896-5726. Charles Hoffman, Box 906, Richfield, Utah 84701 Reg. #0381898 7-80
- FOR TRADE: 10' CAB-OVER SIESTA CAMPER**. Will trade for 8' of equal quality. Doug Furber, 415/648-5261 Reg. #0330845 7-80
- FOR SALE: 1973 LOTUS TWINCAM** engine bottom end, 4 cyl. includes block, pistons, crankshaft & bearings assembled, new parts or machined for a perfect fit. \$800. VW TRAILER HITCH bolts on frame, new \$30. 415/457-2409. Harold McDonald. Reg. #1750180 7-80
- FOR SALE: 18' BELL BOY CABIN CRUISER**, 2 motors, 100 hp, Johnson & 9 1/2' Evinrude; tandem trailer, CB radio; depth finder, lots of extras \$3,250. Call R.E. Fredericks, 916/455-3324 Reg. #0515910 7-80
- FOR SALE: MOBILE HOME**—Windsor Mobile Country Club, Conde Lane, Windsor, 1977 Fleetwood 25'x60'—1,440 sq. no pets, 2 bdrms, 2 baths, large walk-in closet in master bdrm suites, deck & awnings, storage shed, low maintenance landscaping, breakfast area in kitchen, utility rm, family rm w/wet bar & 4 stools, new 4,000 ton air conditioner installed June 1979, new roof done July 1979, upgraded wall to wall carpet thru out, drapes, carpet cleaned 3/80, built in china cabinet in dining rm. Financing: Assumable loan of \$20,000 w/an APR of 11.6% payment of \$238.02 per mo. including principal & interest, amortized over a period of 15 yrs. For further info, please call Alice Hall, 707/838-2973 eves. & weekends. 707/546-2487 days. 7-80
- FOR SALE: 1978 FORD VAN**, custom roll & tuck int., high back swivel capt'n's seats, sofa makes into double bed, large backed tened side windows, 351-V8, 25,000 mi. \$5,000. H. Orr, P.O. Box 656, Livermore, Ca. 94550. 415/443-7904. Reg. #1:44826. 8-80
- FOR SALE: PAVING & GRADING** business phasing out, equipment for sale; 1969-12F motor grader, excel. cond. \$38,500; 1967 Kenworth transfer, out of frame major, \$27,000; 1973 M.A.I. 20 ton tilt trailer, pintle hitch \$9,500; 10-12 ton Alpha t roller, rebuilt 353, diesel, hydrostatic drive \$9,000; Raygo 2-36 roller, hydrostatic drive \$5,500. Ralph E. Hendrickson, P.O. Box 66856, Scotts Valley, Ca. 95066. Reg. #544-32-3905. 408/438-3120. 8-80
- FOR SALE: BACK-HOE Massey-Ferguson**, 40-B only 100 hrs, excludes 3 buckets, quick change scraper pan, best of
- fer, Ron Rivers, 2040 Cordilleras Rd., Redwood City, Ca. 94062. 364-4454. Reg. #1098506. 8-80
- FOR SALE: CAR TOP CAMPER**, \$50. mounts on carrier bars on top of car, station wagon or van, only 11' high & streamlined while travelling, opens to 4 1/2' high to sleep two, Doug Fruber. 415/648-5261. Reg. #0330845. 8-80
- FOR SALE: 1974 FORD**, 1 ton truck, steel bed, side boards, tool box, excel. cond. \$5,700. W.E. Hewlett, Pleasanton, Ca. 415/846-7225. Reg. #1359556. 8-80
- FOR SALE: 1972 DODGE** 1/2 ton long bed, 36,000 miles on 1975-318 motor transmission, A/T, power steering, A/C, stereo & good radials \$2,500; 1969 Baha-bug-1600 big boar motor completely rebuilt, K70x15 tires on white spokers, very good shape \$1,800. Don Riggs, 772 Via Granada, Livermore, Ca. 94550. 415/443-2983. Reg. #0900556. 8-80

**RULES FOR SUBMITTING ADS**  
• Any Operating Engineer may advertise in  
• PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER

these columns without charge any **PERSONAL PROPERTY** he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines

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

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

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

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

## SPECIAL!!! Group Discount Program For... OPERATING ENGINEERS LOCAL 3 FOR MEMBERS ONLY

LONGEST WRITTEN MILEAGE & ROAD HAZARD WARRANTY IN THE TIRE INDUSTRY

**COMPACT TURBLESS**  
**35,000 MILE WARRANTY**

Size	Whitewall	Blackwall
460-15	21.67	25.92
600-15	22.28	26.51
600-12	22.24	26.81
560-13	22.85	26.79
600-12	24.72	27.98
615-13	24.98	1.57
660-14	30.43	1.80

**RADIAL STEEL P SERIES**

**ALL SEASON WHITEWALL**  
**40,000 MILE WARRANTY**

Size	Whitewall
P155-80R13	41.94
P165-80R13AR-131	44.55
P185-75R13BR-131	45.63
P185-75R14CR-141	48.90
P195-75R14DR-141	51.42
P205-75R14FR-141	53.99
P215-75R14GR-141	56.65
P225-75R14HR-141	60.49
P235-75R15IR-151	66.45
P215-75R15IR-151	57.33
P225-75R15IR-151	62.86
P235-75R15IR-151	64.81

**COMPACT FABRIC RADIALS**  
**40,000 MILE WARRANTY**

Size	Whitewall
155R-12	28.74
155R-13	28.95
155R-14	29.84
165R-13	30.98
175R-13	32.25
185R-13	39.91
165R-14	33.59
175R-14	36.76
185R-14	42.38
155R-15	32.91
165R-15	35.52

**RADIAL STEEL 78 SERIES**

**WHITEWALL**  
**40,000 MILE WARRANTY**

Size	Whitewall
BR78-13	38.66
ER78-14	44.89
FR78-14	46.94
GR78-14	47.88
HR78-15	49.45
GR78-15	50.32
HR78-15	54.67
LR78-15	55.55

**COMPACT STEEL RADIALS**  
**TUBELESS BLACKWALL**  
**40,000 MILE WARRANTY**

Size	Whitewall	Blackwall
155SR-12	30.64	1.45
155SR-13	32.51	1.65
165SR-13	36.53	1.81
175SR-13	39.29	1.94
185SR-14	37.89	2.04
175SR-14	41.69	2.05
185SR-14	47.59	2.25
166SR-15	41.27	1.99
175/7012	37.81	1.69
175/7013	42.43	1.93
185/70-13	41.23	2.01
185/70-14	46.05	2.26
185/70-15	52.88	2.31
195/70-14	50.97	2.18
205/70-14	52.95	2.87

**RADIAL STEEL 77 SERIES**

**WHITEWALL**  
**50,000 MILE WARRANTY**

Size	Whitewall
BR77-13	51.21
DR77-14	54.66
ER77-14	57.76
FR77-14	58.86
GR77-14	61.57
HR77-14	66.95
FR78-15	61.44
GR78-15	63.27
HR78-15	65.77
LR78-15	70.78
LR78-15	74.59
GR79-15	64.14

**POLYESTER 4 PLY**  
**HIGH QUALITY RR SERIES**  
**BLACKWALL**  
**40,000 MILE WARRANTY**

Size	Whitewall	Blackwall
478-13	26.58	1.62
878-13	26.97	1.69
078-14	29.87	1.83
178-14	30.86	2.10
278-14	32.62	2.22
378-14	33.98	2.38
478-14	36.97	2.61
578-15	34.46	2.41
678-15	36.77	2.44
778-15	37.41	2.66
178-15	36.58	2.91
278-15	39.79	2.96

**RADIAL 70 SERIES**

**RAISED WHITE OUTLINE LETTERS**

Size	Whitewall
BR70-13	52.89
DR70-14	57.86
ER70-14	58.88
FR70-14	60.89
GR70-14	63.61
HR70-15	65.57
LR70-15	67.89

**60 SERIES BELTED**

**FIBERGLASS BELTED WIDE RAISED WHITE LETTERS**

Size	Whitewall
460-13	39.95
660-13	41.98
860-14	46.96
160-14	48.85
260-14	51.94
460-14	56.85
660-15	46.94
860-15	49.15
160-15	52.29
260-15	58.96

**TIRES at WHOLESALE WAREHOUSE PRICES**



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MOST CARS & TRUCKS (Mud & Snow tires not included)



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2059 Williams St.  
SAN MATEO (94402) (415) 344-5732  
733 So. Claremont  
CONCORD (94520) (415) 825-2072  
2465-J Vista Del Monte

## Personal Notes

### Eureka

We are happy to announce the birth of a new son to Brother Phil Carey Jr. and his wife Charlynn. Little Christopher Grant Carey arrived Monday, July 7, 1980.

We wish a speedy recovery to Mary Lou Powers, wife of Jay Powers who serves on the Eureka Grievance Committee. Mary Lou is recovering from surgery.

Brother Melvin Pereira is recovering from surgery and will be returning to Redwood Empire Aggregates real soon.

Retired brother Pete Ekberg had cataract surgery in June and we wish to report he is doing very well.

### Santa Rosa

Congratulations are in order for Larry O. Miller and his wife, Paula, on the recent birth of a beautiful baby girl they named Meagan. She weighed in at 9 lbs. 1 oz. on April 20th.

Our deepest sympathies extended to the families and friends of our late Brothers Willie Alderson (retired), George Purcell (retired), Frank Tanforan (Honorary Member), Aaron Johnson and John Finn.

Our condolences go to Brother Isadore Fomasi on the death of his son, Christopher and also to Lance Garner on the death of his son, Ross, who was killed trying to help someone who was being raped.

### Ignacio

Congratulations to Brother Don Presley and his family, especially to daughter Carol, who was Scholarship Winner for 1980. We wish her success. Brother Harold MacDonald became a Papa on June 17th, baby girl named Theresa weighing in at 5 lbs. 9 ozs. Congratulations to the Proud Parents. Condolences to Brother Ted Moos on the passing of his wife Maude on June 22nd.



# 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.).

## August

- 5th **Stockton:** Engineers Bldg., 2626 No. Calif. St.
- 7th **Oakland:** Labor Temple, 23rd & Valdez St.
- 12th **Fresno:** Engineers Bldg., 3121 E. Olive St.
- 19th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Rd.

## September

- 10th **Salt Lake City:** Engineers Bldg., 1958 W. N. Temple
- 11th **Reno:** Musicians Hall, 124 West Taylor
- 18th **San Jose:** Labor Temple, 2102 Almaden Rd.
- 25th **Santa Rosa:** Veterans Bldg., 1351 Maple St.

## Semi-Annual Meetings

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

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

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

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

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.

## HOME-OWNER LOAN

Dear Credit Union:

Please send me information and applications for a Home-Owner Loan. I'm making the following improvements to my home \_\_\_\_\_

(print your name) (soc. sec. no.)

(street address)

(city) (state) (zip)

I haven't opened a Phone-A-Loan account. Please send me an application.

MAIL TO: OPERATING ENGINEERS LOCAL UNION NO. 3  
CREDIT UNION P.O. Box 2082  
Dublin, Ca 94566

## IMPORTANT

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

REG. NO. \_\_\_\_\_

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

# Canal

(CONTINUED FROM PAGE 1)

senators and assemblymen to iron out a final bill.

But Senator Ken Maddy, who opposed the trailer bill, moved to refer SB 1361 to the Senate Agriculture and Water Resources Committee, an action that would probably have killed the bill entirely. Rather than submitting to that action, Nejedly terminated the debate by asking that all action be deferred until the Senate reconvened in August.

With that bill in limbo, Governor Brown was forced to sign SB 200 without water protection measures.

In addition to the \$600 million canal, SB 200 authorizes construction of two large earthfill dams at Los Vaqueros, west of the delta and two rockfill dams as part of a new storage system north of Sacramento. A \$440 million canal to supply the eastern part of the San Joaquin valley is also authorized but not funded.

## Semi-annual

(CONTINUED FROM PAGE 1)

checks to scholarship winners Carol Presley, Dirk Duffner and Larry Gilbertson.

In reporting on issues of concern to the membership, Marr stated that the current work year—although off to a slow start—appears to be almost as good as the record levels that were reached last year. There were a total of 32,565 dispatches for the year 1979 and there are already 15,935 dispatches reported for the first five months of 1980.

In this day and age, our work depends upon being actively involved in the political process, more than ever before, Marr stressed. "I cannot overemphasize the absolute importance of being registered and ready to vote next fall."

He noted that within the last month, anti-union forces in the construction industry had made three more attempts to defeat the Davis-Bacon Act. We are being confronted with an unprecedented attack on this prevailing wage law which is so vital in protecting our wage rates on government funded projects, he stated.

Turning to the upcoming election, Marr expressed his deep concern that there are members in Local 3 who "think we can live with right wing Republicans" like Reagan or Anderson. "The best thing we can do is get assurance from Carter that he will continue to support the building and construction trades and then back him all the way," he declared.

He pointed out a number of crucial races in Northern California that need the support of the members. "Don Clausen, who has backed us 100% on construction legislation has got a hard race this time," Marr noted. "We can't forget him now when he needs us."

Our involvement in politics does pay off, Marr assured the members. He pointed to the Peripheral Canal, which was passed last month, only after continual effort to work closely with the legislators Local 3 has helped.

"We're not talking about one canal," Marr stressed. "We're talking about a whole series of dams and canals—over 68% estimated to be operating engineers work."

The need for greater political involvement is there, Marr concluded. "And it doesn't do any good to sit around and gripe about no work if we don't vote."

## Notice of Dues Increase

The dues rate changes published below apply to ALL MEMBERS paying dues for the October 1, 1980-September 30, 1981 period.

Article VI of the Local Union By-Laws provides for an automatic increase in dues of fifty cents (\$.50) per month for each One Dollar (\$1.00) per day increase in the total wage package of the total wage package of the top four classifications in the Master Agreement or Unit Agreement unless a temporary suspension of all or part of the amount is approved by the Membership at the July Semi-Annual General Membership Meeting.

The membership at the Semi-Annual Meeting held on July 12, 1980, acting on the recommendation of the Executive Board, voted to suspend the automatic dues increase due on October 1, 1980, and all prior temporary suspended dues increases with the exception of Six Dollars (\$6.00) for Locals 3, 3-A, 3-C, 3-E, and 3-R, and with the exception of Seven Dollars (\$7.00) for Local 3-B.

Due to the differences in the wage structure and effective dates of the increases of 3-D and Industrial Units, the amount of automatic dues increase temporarily suspended varies from unit to unit and the members will be notified of the amount applicable to their respective unit.

Billing cards reflecting the new rates have been mailed and should be returned with your payment to assure proper application.

Members who wish to pay their dues by the year and receive year cards and year buttons may do so by paying for the four (4) quarter period October 1st through September 30th of the following year. Members participating in the Credit Union can authorize the Credit Union to pay their annual dues on September 15th of each year by signing and submitting to the Credit Union authorization forms obtainable from the Credit Union or your Business Representative.

The following resolutions to amend the By-Laws were approved by the membership at the July 12 semi-annual meeting and will be adopted pending approval by the International.

## RESOLUTION

TO AMEND ARTICLE VI -

DUES OF THE LOCAL UNION BY-LAWS

WHEREAS, when the dues for Retirees receiving a pension was established, one-half (1/2) the dues rate that was applicable to the Parent Local was a reasonable amount to pay; and,

WHEREAS, the dues rate of the Parent Local is tied to the negotiated increase in the active members wage package; and,

WHEREAS, the runaway inflation has forced the Parent Local Union dues rate higher and higher; and,

WHEREAS, the Retirees do not have the benefit of negotiated wage increases to offset the rate of inflation; and,

WHEREAS, it is desirable to provide for a degree of flexibility to allow the dues rate of the Retiree to be established in an equitable manner;

NOW, THEREFORE BE IT RESOLVED that Article VI - Dues, Section 8(a) be amended as follows:

Section 8  
(a) The approval of the Local Union Executive Board having been obtained, a Member who has been a member for five (5) years next preceding his application for reduced dues and who is receiving a pension from a jointly trustee plan shall pay as dues an amount *not to exceed* one-half (1/2) the dues rate that is applicable to the Parent Local.

On the 18th day of May, 1980 in San Francisco, California, the undersigned Members submit the above Resolution for adoption by the Membership at the Semi-Annual Meeting on July 12, 1980, in accordance with the procedures set forth in the Local Union By-Laws.

## RESOLUTION

TO AMEND ARTICLE VI -

INITIATION FEE - OF THE LOCAL UNION BY-LAWS

WHEREAS, the International Constitution was amended by the 31st Convention of the International Union of Operating Engineers to make the International Tax applicable to all funds payable by an applicant for membership; and

WHEREAS, to comply with the amendment the Local Union By-Laws must be amended;

NOW, THEREFORE BE IT RESOLVED that Article V - Initiation Fee, Section 2(a) and (b) and Section 3(a) and (b) be amended as follows:

(a) 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.

(b) Utah and Local 3D: \$10.00 plus \$2.00 International Tax.

Section 3  
The Local Building Fund Payment shall be as follows:  
(a) 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.

(b) 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.

On the 18th day of May, 1980 in San Francisco, California, the undersigned Members submit the above Resolution for adoption by the Membership at the Semi-Annual Meeting on July 12, 1980, in accordance with the procedures set forth in the Local Union By-Laws.