Operating Engineers pick up the pieces after storm’s fury

By James Earp
Managing Editor

For many operating engineers in Local 3, there was an ironic twist to the huge storm that ravaged the Bay Area this month, creating hundreds of millions of dollars in property damage and taking at least 33 lives.

Hundreds of operating engineers—many of whom had been on the out-of-work list for months—were pressed into service to begin cleanup operations and reconstruction. Many were called in the middle of the night while the floods and rains were still making travel extremely treacherous.

Some risked their lives as they frantically took loaders, dozers and other heavy equipment onto mud and tree-clogged streets to clear a path for the water to flow. Others left their rigs to warn people in their homes of imminent mudslides.

In Santa Cruz, hardest-hit area of all, at least 22 people were killed by the storm. Most were buried in gigantic mudslides in the Love Creek and Ben Lomond areas. Over 400 people were displaced. 135 homes demolished, 300 others seriously damaged and at least 50 other homes in the Santa Cruz area were either damaged or destroyed.

The devastation in the remote Love Creek and Ben Lomond sections was complete that even after three weeks of continuous work, some of the victims remain buried. Officials concede that the mud is so deep that some bodies probably will never be recovered.

It was two weeks after the storm before Engineers News could get into the Santa Cruz area to photograph the damage. Accompanied by Business Representative Jack Jackson, we toured through Soquel, Santa Cruz and parts of Love Creek, although travel was still restricted by the National Guard in some areas.

The Love Creek slide—250 acres of solid mud from the ridge top to the creek—took everything in its path. Some

San Francisco Port plans major expansion

The Port of San Francisco—which already a few years ago was in financial trouble—announced plans for a major expansion of shipping facilities along the southern waterfront that would quadruple the port’s capacity by the year 2000.

It would be the biggest single project the port has undertaken in years, and would produce “a dramatic increase in cargo compared to what we do today,” according to Anthony Taormina, the port’s deputy director. He had no overall cost estimate.

Taormina, who developed the expansion plan with port director Edward David, outlined a three-phase project that would expand the port’s container facility at Piers 92, 94 and 96 near Hunters Point, build a new rail facility near there, and construct a new container ship facility on the site of the present Mission Rock terminal near China Basin.

The first phase, Taormina told the Port Commission, would be to build two new berths for giant container ships, plus the rail yard, at Piers 94-96. This part of the project would cost about $50 million, would be financed by revenue bonds backed by the port’s present income, and should be started this year, he said.

The first phase needs approval of the Port Commission and the Board of Supervisors, and permits from various regional agencies. The whole process, from filing for permits to completion of construction, would take six years.

To be ready for 1988-89, we have to start now,” Taormina said.

The expansion plan, because it does not use general obligation bonds, does not need approval of the voters. David said he had talked to New York bankers who were optimistic about the port’s chances of financing the expansion based on present port income.

The port’s plan, David said, was based on projections of a huge increase in waterborne commerce in the Bay Area drawn up by the Metropolitan Transportation Commission. The forecasts say dry cargo will double by the turn of the century and cargo carried by container ships will increase fourfold.

The result, the forecasters say, will be an immense expansion of port facilities, especially those catering to container ships, which handle cargo in big boxes that can be transmitted by truck or rail.

San Francisco now handles about 1.6 million tons of container cargo a year. The port’s plan calls for a capacity of 5 million tons by the year 2000.

“If we don’t proceed now,” David said, “someone else will be there first.”

The container ships were the cause of the decline of the port in the first place. San Francisco was once the preeminent port on the Pacific Coast, but was slow to anticipate the shipping revolution that produced the container ships, and consequently lost most of its business to Oakland.

As a result, San Francisco was left with a modest container facility near Army Street and miles and miles of obsolete piers on the Embarcadero designed to accommodate the kinds of ships that are vanishing from the seas.

The port’s plan is a calculated gamble that the predictions of new business will come true. The shipping industry is feeling the effects of a worldwide recession and there are surplus ships and surplus terminals on all sides of the Pacific right now.

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Union publications face stagger- ing postage increases

Union journals and other nonprofit publications face a staggering increase in costs effective this month when a Postal Service decision forced by the Reagan Administration’s demands for stiff budget cuts will nearly double their postage rates.

At a special meeting, the USPS Board of Governors voted to bring nearly all “preferred” rates immediately up to levels that would otherwise have taken effect after 1987.

Rates would have been increased in a series of steps over that period in a phase rate schedule set up under the Postal Reorganization Act as a way of easing the impact of rate hikes on nonprofit organizations.

The Board of Governors said it was forced to act “as a result of congressional cuts in Postal Service appropriations.”

In the continuing budget resolution approved Dec. 15 and signed by the President, Congress cut the Postal Service appropriations from $860 million to $614 million, including funds that would have reimbursed USPS for the “revenue foregone” by the agency for handling nonprofit mailings at rates below its actual costs.

The new rates substantially increase those announced by the Board of Governors as recently as Nov. 1, 1981. The only exceptions allowed for by Congress in appropriating funds...
Reagan signs Clean Water bill

President Reagan this month signed into law Clean Water Act amendments authorizing $2.4 billion for construction grants in fiscal 1982 and each of the next three years. At the same time, the administration announced that, starting in fiscal 1983, the national share of the cost of pollution control projects can be reduced from 2% to 2.1%, which is used in calculating a recipient's monthly retirement benefit.

In addition, at the same time these improvements were announced, a 10% increase in the national share of the cost of pollution control projects can be reduced from 2% to 2.1%, which is used in calculating a recipient's monthly retirement benefit.

This effective this month is improvements in the Northern California Health and Welfare Trust Fund. These include an increase in the three major medical coverage from $35 to $50, and extension of the alcoholism treatment and annual physical examination coverage to eligible spouses.

And now for the bad news. Just prior to the semi-annual meeting, I attended the JOUE Western Conference where I had a chance to meet with a number of other international vice presidents. It was very discouraging to me to hear reports that some of the oldest and most established locals in the international are suffering unemployment as high as 60% and a loss of up to half their membership.

We have President Reagan to thank for that. It made me stop and think that, even though work for Local 3 was down this year, we are in far better shape than many of our fellow engineers in other locals. In fact, when you look at the figures, our total number of dispatches this year was only 4,000 less than 1980, which was a good year.

However, I am afraid that if we don't take some real decisive action, we are going to get tar worse. I'm talking about politics.

When Reagan was elected President, only 49% of the electorate voted. Many of our own members who refused to vote for Carter in 1976 had a chance to get Carter back in office. The only ones that are making out under Reaganomics are the wealthy and the corporations.

If we are going to pull ourselves out of the jaws of defeat, we have to come on very strong in the 1982 elections. Nationwide, we need to win back 10 seats in the U.S. Senate and increase our margin in the House by 10 seats. With 10 more seats in the Senate, we can regain control of that house and throw out the Republicans. No need.

And, with an additional 35 seats in the House, we can obtain the control we need to prevent the Republicans from bulldozing legislation through either house. We need the employment in our union to get as high as 60% before we can get anything substantial.

There's an old saying that goes, "When the going gets tough, the tough get going." I think the going has gotten tough enough. I can't think of the difference that one seat could make in the House and the Senate, and we need the unemployment in our union to get as high as 60% before we can get something about it. Now is the time to get tough for the 1982 elections.
Moscone Center opening ends years of controversy, delay

Last month's official opening of the gleaming white Moscone Convention Center in San Francisco marked an end of two decades of urban renewal dreams and over $100 million in construction work for building tradesmen.

The huge block-square convention hall on Howard Street, between Third and fourth Streets, will anchor a three-block expanse of downtown-style development that city and business officials have urged for the blighted area since the early 1960's.

Since the first informal overtures began in the late 1950's to clear away a perceived wino slum along lower Mission Street, five mayors have held office, four redevelopment agency chiefs have served, millions have been spent on lawsuits and at least four elaborate renewal plans for the 83-acre area have been junked.

The original plans sought to demolish a Skid Row habitat of bars and hotels, populated mainly by elderly men, and build a handsome new area that promised a higher tax base, more jobs and a glitzy look to an arm of downtown.

But these ambitious plans collapsed one after another under the weight of marathon legal challenges brought by residents of the rundown hotels whose lawyers claimed there were few rooms available for the old men elsewhere in San Francisco.

It took about 20 years for the current, scaled-down version of the earlier renewal plans finally to emerge.

This plan begins with the Moscone Center, to be run and paid for by the city, which stands at the southern end of three blocks of what will be a privately developed concourse of offices, shops and hotels.

This private plan, to be built by the Olympia & York development firm of Canada, is due to be approved by the city in the middle of the year. The private project, entitled Yerba Buena Gardens, is expected to cost $750 million when completed in 1986.

The original outlines of Yerba Buena were drawn in a plan sponsored privately by hotelman Ben Swig in 1954. The "San Francisco Prosperity Plan," as he called it, proposed development of a larger chunk of South of Market, including a convention center, indoor sports arena, offices and a 7000-car garage. But city and federal officials, along with then-Mayor George Christopher, shelved that plan in 1956.

Official planning for the rundown area began in 1961, when Christopher asked redevelopment officials for a study of the South of Market area. A year later, federal officials approved a $60,000 planning grant.

In February of 1964, redevelopment chief M. Justin Herman, a legendary figure during the boom era of massive urban projects, and Christopher's successor, Mayor John Shelley, unveiled the first official city plan for the Yerba Buena area.

The $60 million project was staked out roughly along present-day lines—running the three city blocks from Market to Folsom and bounded by Third and Fourth Streets.

This plan included a block-square sports arena with 14,000 seats, a new home for the Museum of Modern Art, theaters, plazas, office buildings and tiers of auto garages.

At the time, the South of Market area was a ramshackle warren of rooming hotels, greasy spoon diners and no-credit bars and the home for an estimated 3165 single people, mostly retired men, and 253 families.

Over the next few years, the agency swung into action, retuning designs, obtaining approvals from the Board of Supervisors and city planners, and demolishing the first of the targeted hotels.

The first signs of major trouble ahead occurred when tenants of the Milner Hotel at Mission and Fourth Streets complained that relocation rooms offered to them were inferior and that redevelopment officials were abusive.

In June of 1969, Herman unveiled a more specific version of his first plan, with a price tag of $200 million and calling for a 20,000-seat sports arena, a 350,000-square-foot exhibit hall (compared to the Moscone single room size of 261,000), and 800-room hotel, 2200-seat theater, 400-car garage, Italian Cultural and Trade Center, airline terminal and offices.

As in all the plans, the convention center itself was to be built on Howard Street, on a site occupied by the Rock, Res, Averydale and Nederlands hotels and smaller buildings.

In November of 1969, a lawsuit was filed in federal court by attorneys for a group of South of Market tenants who said the relocation plans of available cheap housing were false and asked the court to stop the project until their relocation problems were settled.

A month later, a killing blow to the project was struck when U.S. District Judge Stanley Weigel upheld the tenants' suit and halted further work until the relocation problem was settled.

As the legal battle dragged on into 1970, the debate became bitter and hard. The tenants' lawyers, supported in part through anti-poverty programs, were ridiculed for taking federal money to stop a government-sponsored renewal program.

In November of 1970, the two sides agreed that the city should build or rehabilitate 1500 to 1800 units of low-cost housing. But within months the matter was back in court because of doubts by the tenant side that the housing would actually be built.

A third Yerba Buena design was presented in July of 1972, costing $355 million, though it appeared to be a scaled-down version of the $200 million 1969 plan.

By this point about $50 million in federal money had been spent to buy property, knock down buildings, hire lawyers and staff members. The agency found itself operating drying-out facilities, complete with doctors and social workers for drunks at Fourth and Howard Streets.

In 1973 an agreement was finally hammered out and the tenant suit was dropped. The agreement called for, in addition to the 1500 to 1800 units agreed to earlier, four housing projects to be built on the Yerba Buena land financed partially through the hotel tax.

Two of the buildings, Woolf House and Dimas-Alang House, have been (Continued on Page 5)
We hope each member and his family had a happy Holiday Season, and paused for a moment of thought for all the good things that happened to you during 1981.

Now that 1981 is behind us, we must look forward to 1982, and hope it is a better year for job opportunities than last year. We must continue to fight for those who are unemployed and are scheduled for the future. Our goal is that every member be given an opportunity for a job.

How can a man of millionaire status (like President Reagan) destroy the income of 1.3 million senior citizens by taking away their $22 a month Social Security benefits while he is taking approximately $1,800 a month out of this city (Sacramento) in the form of a pension for himself?

That was one of the questions put to more than 350 members by adding in construction-related appropriations measures. The Senate also approved and sent to the House for action in the new year legislation requiring government agencies to pay their contractors on time or face interest penalties.

Highway resolution

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Military funding

Both the Senate and House agreed to a $71.1-billion military construction and housing program for the current fiscal year, which began Oct. 1. That level is $24 billion below the President’s request but $1.7 billion more than the 1981 appropriation.

Congress rejected $19.3 million in new funding plans the Air Force requested for MX missile basing studies but left it free to use $92 million deferred from fiscal ’81 for the same purpose.

The final legislation provides $440.7 million for rapid deployment force staging bases at Diego Garcia, and Lajes Air Force Base in the Azores, and in Somalia, Kenya and Oman. But it denied the $106 million requested by the administration for deactivation of a one-year bill and, as chairman of the House Public Works and Transportation Committee, I ultimately prevented in the event of disability or death.

The Department of Transportation appropriations bill for the current fiscal year, which cleared Congress earlier and is awaiting President Reagan’s signature, contains a highway obligation limit of $8 billion and a 6.7 percent appropriation for highway projects which was approved for withdrawn interstate segments.

Social Security changes effective

Both the social security tax rate and the maximum earnings subject to the tax will increase.

Most workers will be affected only by the change in the tax rate, which will rise for both workers and their employers from 6.65 percent of covered earnings to 6.7 percent. A worker earning $10,000 a year will pay $10 in Social Security taxes—a $1,770.05 maximum this year. About 10 percent of employees are in this group. In return for paying more into the fund, they will be able to pay their benefits 6.7 percent of covered earnings, a 6.7 percent increase from $5,500 for those over 65 and under age 72, and from $4,080 to $4,440 for those under 65. Benefits are reduced $1 for every $2 of earnings exceeding these amounts, as at present.

Eureka Crab Feed

The 21st annual Eureka Dinner-Dance (Crab Feed) for all Operating Engineers, their wives and guests will be held Saturday, February 13, 1982 at the V.F.W. Hall 10111 & H streets, Eureka. A re-seat social hour will begin at 6:30 p.m., first seating for dinner will be at 7:00 p.m. Eureka Office, 2806 Broadway. First seating for dinner will be at 6:30 p.m., second seating for dinner will be at 7:30 p.m.

Arrangements have been made with 3 local hotels to provide overnight accommodations for out of town guests. Tickets are $10.00 per person and will be on sale at the Eureka Office, 2806 Broadway. Entertainment and refreshments will be provided. More information will be available at the Eureka Office.

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The project finally appeared headed forward, but the bids came in far too high. The convention center plan, even with the sports arena already sold, had a low bid of $162.9 million with only $51.2 million budgeted.

In 1976, Mayor George Moscone pulled together a blue-ribbon committee that met through the summer and agreed to a loosely conceived theme park for the mid-Atlantic desert. It was to be an underground convention center on the southern most block.

The matter went on the November ballot and was approved by 85 per cent of the voters.

In 1977, Mellon's successor, Roger Buns, decided he would build the underground hall, to be financed by an increase in the hotel tax, and urged city officials to begin booking conventions for the center. The construction cost then for the convention center alone was pegged at $85 million.

But a battery of attorneys hired by Busc in case of more legal problems met in 1978, and him an eight-month delay was imperative to rewrite an outdated environmental review report.

It was not until August of 1978 that ground was finally broken on the convention project, after more legal hitches and red tape. Even then the groundbreaking was marred by members of the Citizens Committee on Yerba Buena who wanted notice of their intention to file an action contesting the convention center's financing.

Fortunately, the last legal threat never went to court and the $110 million project progressed steadily towards its completion in December.

Social Security changes take effect

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persons 72 and over may earn any amount without any reduction of benefits. The age at which earnings are restricted is scheduled to drop to 70 in 1987.

The amount of earnings required for a quarter of coverage under the social security system will increase from $310 to $340.

Persons covered by the Railroad Retirement System will be affected by comparable increases in the payroll tax and wage base. As under social security, the tax rate will rise on Jan. 1 and the wage base go up.

However, the rate of the higher wage base may not be identical since the railroad retirement base is computed on monthly earnings, which fluctuate with overtime pay and other variables.

For 1982, the maximum pay subject to the retirement tax will rise from $2,475 to $2,700 a month.

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From January 5th through January 8th, the Officers and Executive Board Members attended the Western Conference, held in Palm Springs, California. The sessions held were very informative. There were guests from the surrounding area as well as the East Coast. Many of the representatives reporting on their Locals said the work picture didn’t look good.

One Eastern Local said 60% of the Members were out of work, with none in sight. A Chicago Local reportedly lost half of their membership because of the work situation.

Recently a Member’s wife called me at home saying that she had been ripped off answering a newspaper ad which offered work-at-home. I asked her if she had contacted the Better Business Bureau and she said “no.” I contacted the Better Business Bureau and informed them of the rip-off and asked them to contact her. Two days later, I read the following article in the California AFL-CIO News:

"BEWARE OF THOSE ‘GET-RICH-AT-HOME JOB OFFERS’..."Newspaper ads abound with ads in the business opportunities section, claiming that hundreds of dollars can be made each month by addressing envelopes, raising rabbits for scientific research and in countless other ways.

Entirely promises of fast, easy bucks, many who fall prey to the homework operations have no idea what kind of work situation they are about to enter. There is no market at all, only consumers tempted to sell their own work-at-home summer Protection Program. Washing-machine schemers are those the sale of a book entitled, "How to Make Money at Home," by "Commissioned Mailers." Advertisements were placed in national tabloids, "The Star," "The Midnight Globe" and the "National Enquirer," offering work at home stuffing envelopes, with weekly earnings of $400 to $700.

The advertisements utilized 25 different company names and nine different post office boxes. Respondents to the advertisements received no reply from the company listed in the ad! Instead they were contacted by U.S. Publishing, P.O. Box 123, Milford, Ohio 45150.

U.S. Publishing offered $474.00 for selling the book. Respondents were required to pay a $20 membership fee before they were eligible to become "commissioned mailers." In return for the membership fee, applicants received 20 circulars advertising the book, 20-15 cent postage stamps, and 20 names and addresses on address labels.

Two of the addresses were controlled by Reich and the remaining 18 were duplicated as many as 50 times each. The rip-off scheme could not sell any of the books because of the duplication of the names and addresses. Reich was sentenced on April 16, 1981, to two years in prison.

Another work-at-home operation involved mail-order sale of handcraft items, with the companies items purchased. Here the companies claim that no selling is necessary. They will buy the completed work if it is judged "acceptable" or "up to standards." However, according to the Council of Better Business Bureaus, the completed work is never judged "acceptable."

If you have information about a rip-off, if you have fallen prey to one, write the Chief Postal Inspector, Consumer Protection Program, Washington, D.C. 20580.

The Better Business Bureau warns consumers to stay away from home-work scheme promoters who will:

*Offer regular salaried employment.

*Promise huge profits and big part-time earnings.

*Use personal testimonials but never identify the person so that you could check with them.

*Require money for instructions or merchandise before telling you how the plan operates.

*Assure you of guaranteed markets and a huge demand for your handwork.

*Tell you that no experience is necessary.

Always be sure to check with your local Better Business Bureau before investing in homework opportunities. It’s more likely the Better Business Bureau will be on the phone and not the company. You will be conned into raising chinchillas you were conned into raising. I have had several phone calls inquiring about weekly unemployment benefits and disability insurance plans. The following is an excerpt taken from a recent Labor News article:

"UI, DI BENEFITS INCREASED..."Weekly unemployment benefits jumped to a maximum of $136, up from the previous $116. The increases are effective and will be reflected in the checks starting on January 1. At the same time the

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Local 3 members pick up pieces of killer storm

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homes were so completely damaged that they were nothing more than a pile of rubble. Cars were tossed everywhere like toys. One was bent in half like an envelope.

Cleaning up these areas was slow, tedious and dangerous work. Normal-sized backhoes finally had to be pulled off in favor of larger equipment that could resist slipping around so much in the muck. Even these crews were pulled out of Love Creek on the day we were there for fear that new slides would occur.

District Representative Tom Carter estimated that one slide alone contained at least two million yards of material, and might require the removal of as much as 20 million yards to stabilize the area.

Obviously work of this magnitude will not get done in a few-week's time. Most of the muck and debris that was obstructing necessary traffic has been removed and residents are slowly returning to pick up their lives, but the actual rebuilding of lost homes, businesses and damaged roadways will only come after the threat of the rainy season has subsided.

Granite Construction, headquartered in Watsonville, had men working all over the coastal communities and up in the canyon areas clearing debris. One spokesman told Engineers News three days after the storm that they had 50 Local 3 members working out of just one of the branch offices and that more were being called every day.

Three members are heroes

A dozen or more residents of the Las Olas Drive area of Seacliff owe their lives to three Local 3 members employed by Granite Construction who abandoned their equipment and risked their own lives to evacuate residents moments before a landslide crushed one home and submerged three others in rock, mud and trees during the height of the storm.

It was about 10 p.m. on the evening of Jan. 4 when a 500-ft. long section of the cliffs began to slide. Three heavy equipment operators, Bill Uber, Billy Gaither and Dino DeMarzio abandoned the equipment they were using at Seacliff Beach and began evacuating residents from the area.

"Granite Construction did a hell of a job getting people out," said Las Olas Drive resident James Lynn, whose 54-year old beachfront home was destroyed. "They lost two trucks and almost lost two dozers, but if they hadn't a lot of people wouldn't have gotten out."

Another unidentified resident said that Uber came to his home, waking him of the danger. The man said he was reluctant to leave his home—not believing the cliff would collapse the way Uber said it was about to.

"We talked for a few minutes," the man said. "Then Uber looked up at the cliff and said just one word to me: 'Move.' Right then the cliff began to slide."

The three men got everyone out of the threatened area, and while Gaither and DeMarzio cleared a roadway through Seacliff State Beach and led everyone to safety, Uber went back into the residential enclave and rechecked every home, making sure that no one was left behind.

Ghilotti cleans up Marin

In Marin County, it was Ghilotti Construction that seemed to have work crews everywhere you looked. Four days after the storm, Engineers News, accompanied by Asst. District Representative Harvey Pahel, visited Mario Ghilotti's office in San Rafael to get an update on the cleanup operations.

He was busy on the phone directing workers from one location to the next.
Engineers News travelled to the site of the huge mudslide in Sausalito that killed one woman, destroyed several homes, and forced the closing of the Waldo Grade on Hwy. 101 for two weeks.

Local 3 heavy equipment operators Kirby Bobo and Harry Merr worked slowly clearing away the acres of mud and debris that devastated this neighborhood. They had been putting in long hours everyday since the slide occurred, and judging by the amount of material contained in the slide, they will still be at it for quite a while.

Meanwhile, up at the top of the slide on the highway, Caltrans engineers and Malcom Drilling crews worked around the clock to stabilize the fill under the freeway so that it would withstand any further threats of erosion.

The $250,000 project involved sinking holes with two drilling rigs for the 10-inch thick, H-shaped steel beams used to...

(Continued from Page 7)

On that day, he had over 50 loaders, dozers, backhoes, scrapers and blades working in emergency cleanup operations throughout the county. Like Santa Cruz County, this work was being done just to get the county moving again. Permanent reconstruction work wouldn't even be considered by most people until spring.

The storm's damage in Marin County was second only to Santa Cruz in its intensity. The scene throughout the northbay county was one of tremendous devastation and confusion.

Houses in San Rafael, Lagoonas and Inverness were smashed like toothpicks. Cars were stacked up in piles where the flood water and mud finally let them loose. Huge landslides pocked with jagged boulders and splintered trees blocked major thoroughfares, including Highway 101. Shoreline Highway and Sir Francis Drake Blvd. near Inverness.

Malcolm Drilling crews worked around the clock to secure the fill under the Waldo grade in Marin County against further erosion. The stretch of Hwy. 101 was closed for two weeks.

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s damage

clamp the roadway down on the volcanic bedrock that lies from 40 to 100 feet below the surface.
One set of 35 holes was sunk along the outside edge of the freeway shoulder and another set of 35 holes was sunk into the median divider. Once the beams were in place, the 24-inch diameter holes were pumped tightly with concrete to surround the steel.

The final phase of the job involved tying the beams together with steel cable laced across the four lanes in shallow trenches that were subsequently paved over.

The effects of the storm will be felt for months and even years to come. Federal disaster aid money that will be used to help rebuild homes, businesses and roads will mean a significant amount of work for some Local 3 members in the area. Exactly how much is anybody’s guess at this point.

Local 3 members Kirby Bobo and Harry Nerz working at Hurricane Canyon slide in Sausalito.

Granite Construction operator Robert Brown digs a channel (left) near the abutment of the Soquel Bridge so engineers can determine the extent of the damage. Business Rep. Jack Jackson, who was on the scene during the storm helping with emergency problems, said that during the cleanup at the bridge, a giant chunk of redwood weighing several tons was dug out of the mud. Several days later an oil company official from a drilling rig eight miles upstream came into town to claim it, saying it was one of four such timbers used to support the platform. All four were washed away in the flood. Pictured above is a home destroyed along the Soquel Road.

Pictured above is one of the homes destroyed along Hwy. 9 between Boulder Creek and Ben Lomond. Below, a Ghiotti backhoe operator clears debris away from a drainage channel in Ross.

Local 3 backhoe operator breaks asphalt off street that was undermined by flood water in San Rafael.
Main San Luis slide job awarded

The prime contract for San Luis Dam slide repair, near Los Banos, has been awarded to Peter Kiewit Sons’ Co. for $6,138,423. Due to the engineering nature of the San Luis problem, special provisions were established by the Bureau of Reclamation for bid evaluation, negotiation, and contract terms. The award was made on February 1, 1982, to Kiewit after January, 1981. James Watt, Secretary of the Interior, stated: “In order to allow maximum water storage next spring in San Luis Reservoir, the contractor is required to complete construction of a buttressing berm of sufficient size to harden the embankment against seismic elevations by the critical dates. Incentives are included in the contract for early completion. The minimum requirement under the contract is completion of the berm to reservoir elevation 415 by April 1, to elevation 425 by May 1, and to elevation 430 by July 1, 1982. For the first deadline, the contract price will be increased by $20,000 for each day the work is finished ahead of schedule, up to $100,000 maximum for 5 days early. Contractor forces are expected to be on site by January 1 to begin work on the berm construction and embankment repair of the slide area on the upstream face of the dam. Specific items of work to include:

- Excavating and disposing approximately 50,000 cubic yards of sloopwash (clayey) material from the slide area.
- Hauling and placing approximately 500,000 cubic yards of processed rock material from the Basalt Hill Quarry to the damsite.
- Excavating, hauling, and placing approximately 950,000 cubic yards of berm material from borrow areas.
- Excavating and replacing approximately 120,000 cubic yards of existing embankment material.
- Reconstructing the dam crest road and Basalt area access road, and shaping and surfacing the operation and maintenance access road.

Completion of all work under the contract is scheduled by September 1, 1982.

Route 92/101 Interchange gets go-ahead

Federal funding has been approved for construction of the $42.6 million Route 92/Route 101 interchange reconstruction project in San Mateo, according to Department of Transportation Administrator Adriana Gianutico. The project will close an existing 0.7 mile gap in Route 92 and reconstruct the 92/101 interchange. Limits of the project are from the existing freeway of Route 92 to the freeway section of Route 92 on Mariner's Island (see attached map). Bids on the project will be opened on February 3. Award of the contract is anticipated for mid-March 1982, and completion of the actual project work is expected in the fall of 1985. We’re pleased that we can now move forward on this important project,” said Gianutico upon notification that the Federal Highway Administration has approved the federal share of funding for the project. Approximately $38.2 million in federal funds and $6.4 million in state funds are available for the project. The new highway segment will relieve traffic congestion by providing four lanes in each direction on the north and southbound lanes of the Bayshore Freeway (Route 101) to the east and westbound lanes of Route 92, eliminating the current crossover configuration.

Portions of the interchange and the segment of Route 92 connecting the interchange to Mariner’s Island are scheduled for construction in 1982 and 1983. The temporary facilities cannot serve satisfactorily as an adequate interchange between Route 92 and 101. Many of the improvements required extensive maintenance work. “Congressman Tom Lantos and Assemblyman Lou Papan were instrumental in getting approval for the federal funding,” she added. Gianutico. Former Congressman Bill Royer was also instrumental in getting approval for the federal funding,” she added.

Higher bond rates for Dumbarton Bridge?

The maximum interest rate on bridge bonds to finance construction of the approaches to the new Dumbarton Bridge would range from 12% to a bill introduced by Representative John Holmidad (D-Alameda County). He indicated that the California Transportation Commission plans to sell the bonds on March 8. The 12% is the rate buyer the agency estimated. “We are concerned about the cost of interest rate ceilings, because an increase can be a signal to bond buyers that the rates they will pay for their money,” said Holmidad. “In addition, such increases tend to fuel the psychology of inflation. However, the history of bond sales over the past couple of years makes it clear that an increase from 10% to 12% is necessary to ensure success of the sale scheduled for March 24th,” Holmidad continues. “Additional bond issues will be sold under the present 10% limitation, the construction delay resulting from lack of funds would prove to be more costly as well as inconvenient to bridge users.”

If interest rates drop while the bonds are outstanding, the Transportation Commission will be able to call in the bonds and replace them with lower-interest bonds. Bridge tolls will be used to pay principal and interest charges on the revenue bonds. The new bridge, authorized by legislation authored by Holmidad, will replace the antiquated existing bridge, which opened in 1927. The new bridge is also the safer alternative. The safety factor of the structure is 5.7 to 1, whereas the minimum for 5 days early.

Cy city revamps grant records

San Francisco got the go-ahead from the state for their state-water emergency plan before the Environmental Protection Agency gave the city good grades for its efforts to reconcile grant billings. In October, the state blocked new grants to the city for the rest of the year. After killing the earlier racetrack and surface sewer scheme, the administration considered using the property for massive development, but now has determined that it would be more difficult to harden them against nuclear attack. The amount of construction involved in hardening the property is unknown. Licensing will cost. Construction of the building deeper. None of the new buildings will be ready for deployment until the second half of the decade.

Seismic experts declare LNG site safe

A long-proposed, controversial, $1.3 billion liquefied natural gas (LNG) terminal at Point Conception, Calif., got the go-ahead from the Federal Energy Regulatory Commission this month when a panel of experts reviewing the seismic safety of the site concluded that the terminal can be designed and built. "In a manner as to be consistent with public safety," several faults found near Point Conception had caused some to question the safety of the site. According to T. McKinney, president of project sponsor Western LNG Terminal Associates, Los Angeles, Western LNG is a jointly owned subsidiary of Pacific Gas and Electric Co., and Pacific Gas and Electric Co. of San Francisco.

California's Public Utilities Commission (PUC) and the Federal Energy Regulatory Commission (FERC) reviewed the report to Congress. The project is being funded by the Dam Safety Act of 1978, and Hyrum Dam is reported one of several that was to be studied. After the report is sent to Congress this month, there is a 60-day period during which the project could be stopped.

Cando project for Russian River?

Sonoma County planning commissioners this month said they are worried about the community’s impact on the Russian River. None of the largest development in the Russian River area in recent years but they approved it on March 3. A recommendation could start in 1987.

Willits faces building slowdown

The fast-growing city of Willits faces a ban on new water hookups because of an antiquated water system. The state Health Services Department told the city that the private Little Lake Water Co. may add new hookups until the company obtains a better water supply. The water company serves more than 5,000 residents of Willits and the adjoining Little Lake Valley. City Manager George Gardner said the ruling will halt new commercial and residential projects in the city.

Andy Dinos, a sanitarian for the Health Services Department in Santa Rosa, said the state has made a strong recommendation that Little Lake Water Co. halt new hookups. If the recommendation is ignored, he said, the health agency could order the city to close its municipal water system. The city which suffers critical water quality problems in the fall, when Morivis Reservoir’s drained to a low level.

MXs finding a home

The Reagan administration now has decided to base at least 40 of its projected 100 MXs missiles in existing sites at one of the Minuteman fields in the northern plains states, and put off a decision about the rest of the weapons for at least another year. After killing the earlier racetrack and surface sewer scheme, the administration considered using the property for massive development, but now has determined that it would be more difficult to harden them against nuclear attack. The amount of construction involved in hardening the property is unknown. Licensing will cost. Construction of the building deeper. None of the new buildings will be ready for deployment until the second half of the decade.

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Members at Anaconda work in modern mine under new contract

By Mark Stechbart

Modern mining methods, a major modernization effort and a dedicated Local 3 workforce are highlights of the Anaconda Company's Carr Fork copper mine in Tooele, Utah. Anaconda, now owned by the ARCO energy company, has been active in this Utah mining district since 1914.

Anaconda has currently invested $217 million in construction and upgrading of Carr Fork facilities and this mine is now considered to be the most modern underground metal mine in North America. By mid-year, production is expected to run 100,000 tons per day of copper concentrate at 1.86% copper, with a workforce of around 600. Following the recent negotiation and ratification of another three-year Local 3 agreement, Assistant Business Manager Bob Mayfield toured the mine and mill to see first-hand how the agreement was working out.

The current agreement runs from October 1981 through September 1984. By Mark Stechbart

Local 3 stewards who participated in the negotiations were: David Mesteler, Mick Sherlund, Larry Jordt, Ronald Grover, and Harold Hughes. In fact, Anaconda is not only pleased with its workforce, the company is depending heavily upon them and Carr Fork production. While the copper market is soft right now, Anaconda and Local 3 projections indicate the 1980s will be a good decade for copper sales.

Anaconda followed its projections and modernized the plant to the tune of $217 million. Both the productivity of the employees and the copper quality and rock characteristics all pointed to Carr Fork becoming a low-cost producer. By completing all mine construction and modernization now, Carr Fork would be ready to come on line for maximum production around the time the copper market firms up. With other copper companies faced with antiquated plants, Anaconda should be able to secure a larger copper market share with Carr Fork production.

Training is another area where Anaconda and Local 3 have shown a joint interest. In 1977, two years prior to the scheduled production start-up date, Anaconda initiated an underground miner training program. With a maximum production workforce of around 600, Anaconda realized the existing shortage of miners would not allow them to hire in the surrounding communities without also training new people.

"We recognized this situation as well," Mayfield commented, "and negotiated a criteria factor upgrading system where Anaconda employees can get training to broaden their job skills and then get the pay that goes with those skills.

Pay grades 1 through 3 now have set upgrade procedures based on time worked. Pay grades 4 and 5 advancement are based on set criteria needed for the job, and this advancement is supervised by a joint Labor-Management committee at Anaconda. Employees have 60 days to prove they can do the work of the higher pay grade and the Committee supervises this process.

Seniority rights is another contract clause refined in negotiations. Anaconda seniority basically runs as both departmental and Carr Fork lengths of service. There is a line of progression within the department. If the employee bids out to another department, he trains his old department seniority until his new department seniority exceeds that of the old. In this manner, the employee has his maximum seniority retained if he has to bid back to his old department or even a third department. In all cases within departments, the next senior employee will be given the opportunity to train for the job opening above him.

"All in all, I am very satisfied with the new Agreement and with our relationship with the Company," Mayfield said.
IRA's may be a good investment for you

For the most part, Reaagonomics have worked for the Robins and many other single individual accounts each subject to the $2,000 limit. If the spouse is not employed, the couple can set up a joint account, which allows for $4,500 in contributions to be made each year.

The investment and tax advantages to joint accounts are obviously a consideration over individual accounts. The couple with a joint account can defer a portion of their income from taxes, accumulate tax free interest and select the best income tax option when the invested funds become available to them. The joint account allows all and as of January 1st all workers can now enjoy tax benefits of IRAs.

Although there is a tax deferred savings account offered by banks, savings and loans and credit unions. The Internal Revenue Code governs IRA's and therefore all IRAs. The Worker is allowed to place up to $2,000 per year into the account. The worker then reduces his retirement income by the amount invested so that no income tax is paid during the year on the funds deposited to the account. In the year that the account does become subject to tax when the funds are made available to the worker; this is any time after ages 59½ and over. 5½% There are penalties for withdrawals before that time. As a result of the new law, every worker is entitled to have their own IRA. This includes Operating Engineers and their dependents. Those who are working and are between the ages of 65 to age 62, this may be a good investment for you.

IRA's are definitely a big plus for workers. The little guy can now enjoy retirement income and if needed by the credit union and then paid out to the retirement account. The IRA must be available to workers under age 65 or age 62 for those who retire with 30 years or more. Vacations are explained as follows: hours x contribution rate x 2.1% = reasonable and customary charges. Effective January 1, 1982.

• The benefit factor is 2% from January 1 through December 1981. Prior to January 1969 the monthly benefit is a fixed dollar amount per year of credited service.

• Regular retirement age has been reduced for age 65 to age 62. This means that engineers who retire after January 1st will see a smaller reduction in their monthly benefits for Early Discharge Pension.

• Service Pension has been added to the Plan. Engineers must be at least age 60 and have 30 years or more of credited service to qualify for a Unemployment Retirement Pension.

• Engineers who have 30 or more years of credited service but retire under the age 60-62 benefit that is reduced from age 60. The early reduction is ½ of 1½% for each month younger than age 60. This means that monthly pension benefits will now be reduced from age 60 to those who retire with 30 years or more. Prior to January 1st, all Pension benefits were reduced from age 65 for Early, Early and Disability Pension. The benefit factor is reduced for each month younger than age 65 and 1½% per month each month under age 60.

• The new Pension Plan changes, the Board of Trustees has approved eliminating the age 60-62 reduction for each month younger than age 60. It is estimated that the reduction will amount to approximately $500 per month under age 60 to age 55 for Early and Disability. Also, the Service Retirement was added. This has no reduction for engineers who have worked a lot like Robin Hood in reverse - deferred savings and investments make good sense in today's uncertain economy. Operating Engineers working under Local 3 agreements that provide for back pay after MEDICARE has applied the deductible and made payment. Any questions about the above changes may be directed to the Credit Union.

Northern California Health & Welfare

Active Operating Engineers and their eligible dependents will benefit from Health & Welfare Plan improvements all effective January 1, 1982.

• Comprehensive Health Plan Medical/Surgical Benefits have been increased by 15% to 85% of the usual, reasonable and customary charges.

• Alcohol Rehabilitation Benefit is now available to eligible Operating Engineers.

• Routine Physical Examinations are now available to eligible Operating Engineers.

• Mobile Health Testing will be conducted throughout Northern California for Operating Engineers and their spouses as an option to the Physical Examination.

• Northern California Health & Welfare booklets are being prepared for distribution.

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Vacation Funds are for hours worked in September through February. November Vacation Funds are for March through August hours.

Vacation funds can be transferred on a monthly basis to the Credit Union for automatic loan payments and savings deposits. Monthly transfers can now be made to IRA's.

Monthly transfers must be requested by Operating Engineers and approved by the Credit Union. The Credit Union reserves the right to discontinue the monthly retirement plan is in progress. Remedies for withdrawal privileges are constantly subject to internal revenue service. As a result of the Economic Recovery Tax Act of 1981, Local 3's Credit Union will be offering IRAs for Credit Union members and their families. Promotional material about IRAs and monthly Vacation Plan transfers is being sent out. Any questions should be directed to the Credit Union.
IGNACIO: We would like to extend hardships to Brother-Catholic Men- dona, whose wife Susan, recently gave birth to a baby girl. Congratulations are due to Brother Greg Gil- lotti, whose wife Sherry, recently gave birth to a baby girl.

Our deepest sympathy goes out to Brother Randall Four, whose wife passed away recently. We would like to wish a speedy recovery to Brother Dick Cole who recently became ill.

SACRAMENTO: We would like to extend our sympathies to the families and friends of departed Brothers William McClure, Gerald Nevan, and L. W. Winnie. We know that he leaves his wife, Teresa, and his children.

RENO: Our deepest sympathy is extended to the family and friends of Brother Howard Smith, who recently underwent an operation for cancer. He is now out of the hospital, and we would like to wish him a speedy recovery.

FRESNO: We would like to express our deepest sympathies to the families and friends of Earl Fuller, Eugene Hurst and Clifford Wilson who recently passed away. We would like to wish the family a happy and prosperous future.

SANTA ROSA: We regret to report that several of our Brothers have been hospitalized recently. Martin Garoff, Frank George, and Bob Boredes have all been involved in hospitalizations. We sincerely hope all are home now and well on the road to recovery. We wish to extend our condolences to the families and friends of Brother Boredes who recently underwent an operation for cancer. He is now out of the hospital, and we would like to wish everyone a happy and prosperous future.

JANUARY 1982/ENGINEERS NEWS
The NCSJAC has been very active in the enforcement of the Public Works Laws of California, as we have reported in previous articles. The enforcement has been slow and disheartening at times, but a steady progress can be seen when we look back.

The NCSJAC began its campaign in the southern jurisdiction of Operating Engineers Local Union No. 3, and very slowly, we are building up momentum as we learn about the state, counties, cities and districts we operate in. We started in the Fresno area; and we have employed doing the Public Works, but also the county, city and the school districts working north to Merced, Stockton, and the Mother Lode area.

The NCSJAC not only has to educate the employers doing the Public Works, but also the contractors doing the work. There are over 7,000 of these Awarding Agencies in the State of California and it would be too costly and time consuming to contact each and every one of these agencies to inform them of their responsibilities to the Labor Code. The NCSJAC has found that by informing many of these agencies on a job by job basis, word of mouth is the best way to contact each one to get the information to them.

This type of operation has taken place up through the greater Sacramento area. The NCSJAC has completed a tour of Redding and Eureka. In the process it has contacted over 140 firms that could do Public Works and have about one-third of those in compliance with the law. We estimate that about one-third have or will have Public Works projects in the future and further guidance on our part may bring those few into compliance. It is not a total deal that all contractors doing Public Works projects in the future will have the Apprentice program and that they are actively seeking inspectors in the above areas, contact the Tech Engineers Department for further details.

Most recently the NCSJAC started to work in earnest the section north of Sacramento all the way north to the Oregon border. With a great deal of experience gained in the Fresno area we are making a lot of progress in a much shorter time. Within two weeks contact was made up with 40 new firms. The results have been good and we will make use of their efforts. We have already set the tone for the future and we will be working with many more firms in the future. The right of workers to organize and to bargain collectively is fundamental to workers' dignity and self respect. The right of workers to organize and to bargain collectively is fundamental to workers' dignity and self respect. The right of workers to organize and to bargain collectively is fundamental to workers' dignity and self respect.

The courts have mandated Affirmative Action on a state wide basis. The NCSJAC will not let this happen to the Journeyman you work with, your employer and all younger journeymen those that are in training, money, and work accomplished per man hour and you will see what a good apprenticeship program can do for an industry.

Again, this program is you, the journeyman work with, your employer and all younger journeymen those that are in training, money, and work accomplished per man hour and you will see what a good apprenticeship program can do for an industry.

Talking to Techs

The union contract: A solid investment

Union workers earn more than their non-union counterparts. And union workers produce more than non-union workers. Bigger paychecks are the only reason for workers to join unions, high productivity is not the only reason for employers to recognize and bargain with unions. The right of workers to organize and to bargain collectively is fundamental to workers' dignity and self respect. The right of workers to organize and to bargain collectively is fundamental to workers' dignity and self respect. The right of workers to organize and to bargain collectively is fundamental to workers' dignity and self respect.

The record shows the dollars-and-cents earnings and the total wage package of union workers significantly exceed the earnings and wage-fringe package of non-union workers in similar occupations and industries and on similar jobs. Union workers also have a voice through their own freely chosen union in determining their wages and working conditions in a free, democratic society.

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With the type of work performed in Testing and Inspection, you have the opportunity to earn more than anyone dreamed. Three-fourths of all our party chiefs have gone through the program and over half of our charters had joined the program. Accomplishments are the best test of personal progress and they are actively seeking inspectors in the above areas, contact the Tech Engineers Department for further details.

The locally available work forces are the Industrial Park, Business Complex and Apartment Buildings being done from San Francisco and Oakland to San Jose.

The high rises in Oakland, San Jose and San Francisco are keeping some brother working. The big monetary assets are the Industrial Parks, Business Complexes and Apartment Buildings being done from San Francisco and Oakland to San Jose.

The San Francisco marketplace is doing fine, keeping some brothers working. More and more of the engineering firms are beginning to bid public works jobs now. This is going to help the work picture tremendously!

Remembering Charles Pestana

For those members who knew Charles H. Pestana of Fremont, we are sorry to report that he passed away Tuesday, January 5, 1982. He was a long standing member of Bay Counties Civil Engineers and Land Surveyors Association. He was a damn good engineer and good employer and will long be remembered. Our sympathies are with his family.

Register and vote

Don’t forget to REGISTER and VOTE. As that goes, “Time, but a steady progress can be seen when we look back.

Testing and Inspection

The rains have hit and put a slow down on the dirt work. This is, of course, expected during winter and affects the members in the Soil Testing Department. The heavy construction work seems to be picking up. This is needed for more work in the non-union sector. The non-union sector has laid back and is experiencing a slow down on the dirt work. This is, of course, expected during winter and affects the members in the Soil Testing Department. The heavy construction work seems to be picking up. This is needed for more work in the non-union sector. The non-union sector has laid back and is experiencing a slow down on the dirt work. This is, of course, expected during winter and affects the members in the Soil Testing Department. The heavy construction work seems to be picking up. This is needed for more work in the non-union sector. The non-union sector has laid back and is experiencing a slow down on the dirt work. This is, of course, expected during winter and affects the members in the Soil Testing Department. The heavy construction work seems to be picking up. This is needed for more work in the non-union sector. The non-union sector has laid back and is experiencing a slow down on the dirt work. This is, of course, expected during winter and affects the members in the Soil Testing Department. The heavy construction work seems to be picking up. This is needed for more work in the non-union sector.

Testing and Inspection Ratification Meeting

Wednesday, February 17, 1982 at 7:00 P.M. in the Meeting Room (Enter through the parking lot) of the Operating Engineers Local 3 Office on 474 Valencia Street, San Francisco, California. The purpose of this meeting is for the allocation of wages and fringe benefits.

Notice of First Aid Classes

The following is a list of dates for First Aid Classes. These dates have been set by the Board of Directors and you may bring your spouse. All meetings will begin at 8:00 A.M. Jan. 23 Labor Temple, 2102 Almaden Rd., San Jose Jan. 30 Woodside Inn, 2102 Almaden Rd., San Jose Feb. 6 450 John Blair Dr., Concord, Sherritt Inn Airport Feb. 13 El Rancho Tropicana, 2200 Santa Rosa Ave., Santa Rosa

WANTED: N. C. JACOBS. Cal. work, recent well constr. rig. 17’ to 20’ pad. 1st & 7th Thurs. 10 AM. Phone 209/784-4258.


WANTED: A CAT BELT BUCKLE years from 1948 to 1955 for model 5 Core. Phone 415/368-3162 evenings. Reg. #0716361. 1/82.


FOR SALE: WANTED: A CAT BELT BUCKLE years from 1948 to 1955 for model 5 Core. Phone 415/368-3162 evenings. Reg. #0716361. 1/82.


FOR SALE: TRIMMITER. 2.75 acres, home, barn, well, pond, orchard, & 52 acres, $2500. Phone 209/784-4258.

WANTED: W. Kurtz, Ph. 415/368-3162 evenings. Reg. #1870625. 12/81.
ATTEND YOUR UNION MEETINGS

February
9th Stockton: Engineers Bldg., 916 No. Broadway
11th Oakland: Labor Temple, 23rd & Valdez Sts.
16th Fresno: Laborer’s Hall, 5431 East Hedges

March
3rd Salt Lake City: Engineers Bldg., 1956 W. Temple
4th Reno: Musicians Hall, 124 West Taylor
11th Santa Rosa: Veterans Bldg., 1331 Maple St.
18th San Jose: Labor Temple, 2102 Almaden Rd.
April
6th Eureka: Engineers Bldg., 2806 Broadway
7th Redding: Engineers Bldg., 102 Lake Blvd.
8th Yuba City: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Rd.
15th San Mateo: Electricians Hall, 300-8th Ave.
21st Honolulu: United Public Worker Union, MTG Hall, 1426 No. School St.
22nd Hilo: Kapialani School, 966 Kilauea Ave.
23rd Maui: Cameron Center Aud., Conf. Rms. 1 & 2, 85 Mahalani St., Wailuku

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:
Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103
Please send me. A Membership card for the Magic Kingdom Club

My name is: __________________________

(PLEASE PRINT ALL INFORMATION)

Address: _______________________________

(Street number & name, or box number)

City, State & Zip Code _______ Social Security Number _______

CREDIT UNION INFORMATION

Dear Credit Union:

Send me the following brochures, kits or applications.

☐ Phone-A-Loan Application
☐ Tax-Savers Certificate
☐ Vacation Pay Kit
☐ Easy Way Transfer

☐ Membership Card
☐ Market Money Certificate
☐ Save From Home Kit
☐ Loan Plus

(my name)

(social security number)

(address)

(city) ____________________________ (state) ____________________________ (zip) ____________________________

Operating Engineers Local Union No. 3 CREDIT UNION PO. Box 2082, Dublin, CA 94568

A mixed work picture at Marysville

The work on the East Side is still moving with the weather remaining dry, reports Marysville Business Representative Don Mostas.

Joint contracting from Marysville is doing the work piling, curbing, gutter and storm drainage for the Physiological Support Division facilities at Beale Air Force Base. They were also low bidders on the realignment project on Highway 20, East of Marysville.

Larger construction of Yuba City was low bidder on the Off Highway Vehicle Course in the Riverfront Park. Lund Construction of Sacramento will begin work on the subdivision project as soon as the weather will permit.

C. C. Myers, Inc. of Sacramento is moving right along on the Table Mountain Blvd. bridge project in Oroville. This job has kept a few busy for better than a year now. The bridge should be open to traffic this week.

The work on the West Side is almost a standstill, reports Business Representative George Morgan, Copenhagen Utilities, Inc. is buttoning up everything for the winter and will break ground again in the Spring with weather permitting.

Case International Company of Roseville, Illinois is moving right along on their part of the $93.5 million pumping plant for R. G. Fehr & Sons, Rancho Water. The superintendent is going to go right on with the project.

Kawash Construction at Arbuckle is still moving on their pumping plants and are going to try to move right through the winter. Brother Mike Barnard is a boom truck operator on this project and recently encountered a bad experience when the ground gave way and the truck tipped over. Fortunately Mike was not hurt nor the equipment damaged.

C. C. Myers is almost finished with their bridge job at Arbuckle. Syar Industries had the resurfacing job at Interstate 5 on this project and Blair Paving did the grading of the asphalt.

Anaconda

(Continued from Page 1)

to under one inch in size. It is controlled through an automated console system that monitors bin levels, belt operations and all flow levels throughout the crushing operation.

From this operation step, the fine ore moves to a 2000 HP, 14210foot rod mill containing 200 tons of 19 foot x 4 inch rods, capable of processing 500 tons of ore per hour. Next is a 5000 HP, 1629foot ball mill containing 300 tons of balls with a capacity of 500 tons per hour. The ore then proceeds through a series of classifiers, regrid mills, flotation cells and cyclones to final concentrated product.

The recovery rate is about 95% with molybdenum, gold, silver and magnetite byproducts.

ELECTION COMMITTEE NOTICE

James R. Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct the election of Officers and Executive Board Members in the month of August 1982.

Article XII, Section 3, Elections:

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

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

Meetings to Elect Election Committee:

MARCH
3rd Salt Lake City: Engineers Building, 1958 W. Temple
4th Reno: Musicians Hall, 124 West Taylor
11th Santa Rosa: Veterans Bldg., 1331 Maple St.
18th San Jose: Labor Temple, 2102 Almaden Rd.

APRIL
6th Eureka: Engineers Bldg., 2806 Broadway
7th Redding: Engineers Bldg., 102 Lake Blvd.
8th Yuba City: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Rd.
15th San Mateo: Electricians Hall, 300-8th Ave.
22nd Hilo: Kapialani School, 956 Kilauea Avenue
23rd Maui: Cameron Center Aud., Conf. Rms. 1 & 2, 85 Mahalani St., Wailuku

MAY
4th Stockton: Engineers Bldg., 1916 North Broadway
6th Richmond: Point Marina Inn, 915 W. Cutting Blvd.
11th Fresno: Laborer’s Hall, 5431 East Hedges
18th Auburn: Auburn Recreation Center, 123 Recreation Drive

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

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

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