

IMPORTANT NOTICES INSIDE

An official notice concerning ELECTION of the LOCAL 3 ELECTION COMMITTEE appears on PAGE 16. An official notice listing the schedule for the ELECTION of GRIEVANCE COMMITTEE MEMBERS appears on PAGE 15. Those who are interested in the 1982 LOCAL 3 SCHOLARSHIP AWARDS should take careful note of the notice on PAGE 6. The deadline for entering is rapidly approaching.

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 businesses in the Santa Cruz area were either damaged or destroyed.

The devastation in the remote Love Creek and Ben Lomond sections was so 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 never will 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 being 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

(Continued on Page 7)



A Local 3 member working for Ghilotti Construction moves mud and debris off the street to clear a way for emergency vehicles in San Rafael's Glenwood area, which was hit badly by the storm.

San Francisco Port plans major expansion

The Port of San Francisco—which only a few years ago was in financial trouble—announced plans this month 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 them, 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 four-fold.

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 transhipped by truck or rail.

San Francisco now handles about 1.8 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 facilities on all sides of the Pacific right now.

(Continued on Page 2)

Union publications face staggering 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 not otherwise have taken effect until 1987.

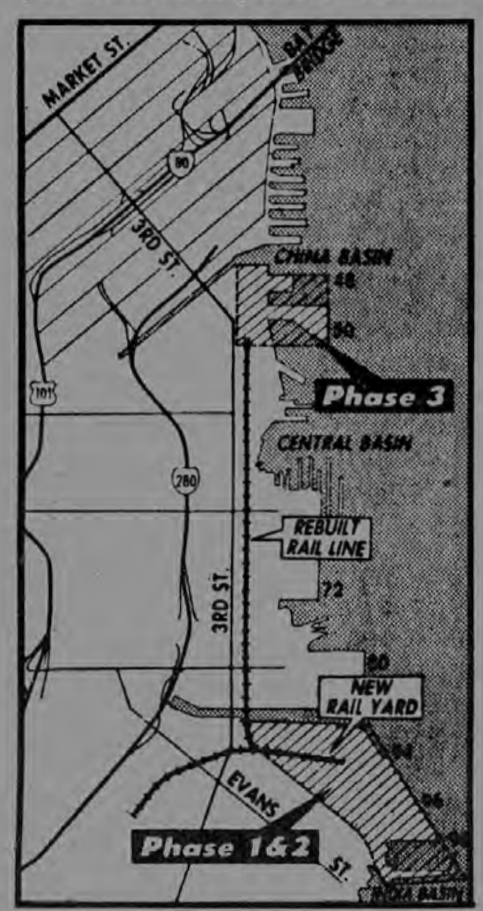
Rates would have been increased in a series of steps over that period in a phase rate schedule set up under the Postal Reorganization Act as a way of easing the impact of rate hikes on nonprofit organizations.

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 \$800 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

(Continued on Page 2)





By DALE MARR, Business Manager

LOOKING AT LABOR

Semi-annual report

ENGINEERS NEWS

WIPA

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

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At our Semi-annual membership meeting this month in San Francisco, I reported on some good news and bad news.

The good news is that, despite the increasingly dismal economy brought on by President Reagan, we managed to obtain some very significant improvements in our pension plan and our medical plan that will benefit many of our active and retired members alike.

As all of you should be aware by now, effective January 1 of this year, three major improvements were made in the pension plan: (1) The normal retirement age has been reduced to 62 years, (2) A Service Pension has been adopted for those participants who are at least 60 years old and who have 30 or more years of credited service, and (3) An increase has been made in the benefit factor from 2% to 2.1%, which is used in calculating a participant's monthly retirement benefit.

In addition, at the same time these improvements were announced, it was also announced that in March of this year, a full month's additional pension check would be paid out to all retirees who were already on the pension rolls as of December 31, 1981. Full details of these improvements can be found in the September 1981 and October 1981 Issues of Engineers News.

Also effective this month are improvements in the Northern California Health and Welfare Trust Fund. These include: an increase in the comprehensive medical coverage from 85% to 90%, and extension of

the alcoholism treatment and annual physical examination coverage to eligible spouses.

And now for the bad news. Just prior to our Semi-annual meeting, I attended the IUOE Western Conference where I had a chance to meet with business managers from the 13 western states, as well as 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 suffer far worse. I'm talking about politics.

When Reagan was elected President, only 48% of the electorate voted. Many of our own members told me they refused to vote because they "didn't like Carter." I wonder how they like what they are getting now? Reagan doesn't care about working people. The only ones that are making out under Reaganomics are the wealthy and the corporations.

If we are going to pull ourselves out from 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 another 35 seats. With 10 more seats in the Senate, we can regain control of that house and throw out the Republican committee heads.

And, with an additional 35 seats in the House, we can obtain the control we need to prevent the Republicans and "Sunbelt Democrats" from joining forces to pass Reagan's legislation.

In Local 3's jurisdiction, we could play an instrumental role in two Senate seats. We can dump Senator Hayakawa, who comes up for reelection this year in California, and we even have a good shot at getting rid of Senator Orrin Hatch in Utah. Hayakawa, for example, only won with 50.2% of the vote in 1976, and since then he has accomplished absolutely nothing during his six years in office.

Even though Hatch has emerged as one of the few active freshmen Republican Senators, a recent poll in Utah shows him with only a 10% margin over Salt Lake City Mayor Wilson, a Democrat. So, you see, anything is possible if we make up our minds to give more than a 48% commitment at the polls.

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 don't think we need the unemployment in our union to get as high as 60% before we do something about it. Now is the time to get tough for the 1982 elections.

S. F. Port

(Continued from Page 1)

"If we wait until the facilities are needed to start work we may be left behind," David warned. "That is what happened to San Francisco before."

To be sure that the facilities do not outstrip the demand, the port plans to proceed in three stages.

The first phase, including the two new berths at Piers 94-96 and the rail yard, would be completed by 1988. By the mid-'90s, if the projections hold up, four more berths for container ships would be built in the same area, replacing the grain terminal at Pier 92 and the lighter-boarding facility at Pier 96.

By the year 2000, if all goes as planned, the port would demolish the present Piers 48 and 50 near Mission Rock and build another container terminal with five berths. A rail line along Illinois Street and a new railroad bridge across Islais Creek would link the Mission Rock terminal with the Pier 92-94-96 complex.

None of the port's shipping expansion would take place along the old waterfront on the Embarcadero. The port staff feels that there is not enough land for a container terminal there, and that the future is in container ships, not in the romantic old tramp steamers that used to load along the Embarcadero.

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, chairman of both the House and Senate appropriations committees said they would begin hearings on an appropriations bill as soon as Congress reconvenes on Jan. 25.

These actions, together with the Environmental Protection Agency's plans to draft new grant regulations by Feb. 1, are likely to grease the municipal grants pipeline sometime this spring. While lower in real-terms than any authorization since the act was passed in 1972, the \$2.4 billion will help to revive a number of high-priority projects. In addition, beginning next October, \$200 million is authorized in each of the next three fiscal years for protecting bays and estuaries.

More than half the states have spent their fiscal 1981 allotments and whatever funds were carried over from the previous year. EPA, which had in recent years geared up to obligate over \$4 billion annually for clean water projects, has seen its grants kitty drawn down to less than \$500 million, a result of the Reagan administration's rescission of unspent carryover funds from fiscal 1980 and delays this year in pass-

ing the new bill.

While there was speculation that the press of budgetary matters might lead Reagan to veto the authorization bill, the politics of environmentalism won out in the end. "Reagan found out how hard it is to veto an environmental bill," says a member of a clean water group.

The amendments to the construction grants sections of the Clean Water Act extend most of the current program until fiscal 1984, when the types of projects eligible for federal help and the government's share of project costs will be scaled back significantly.

The new bill also provides for an extension of the deadline for municipalities to install secondary or higher treatment until 1988, allows municipalities to apply for secondary treatment waivers if they discharge into deep ocean areas and extends set asides for innovative and alternative technology indefinitely.

A number of construction lobbyists and environmental groups have also noted privately that the four-year extension of the funding sections of the act is probably the last gasp for federal clean water grants.

Reagan administration proposals circulating around Washington for sections of the act dealing with industrial

wastes and enforcement—to be taken up by Congress this year—would also relax clean water rules. Pretreatment of industrial wastes discharged into municipal systems would be evaluated on a case by case basis. Waivers of the requirement for industry to achieve higher-than-secondary-treatment levels by 1983 would also be evaluated using specific water quality criteria.

The thrust of all the current and proposed changes is to gradually shift the responsibility for wastewater treatment back to the local level.

Postage increases

(Continued from Page 1)

were for fourth-class library rates and second-class in-county rates. These rates were increased to levels originally due in 1984.

These increases will affect all labor union publications, including *Engineers News*.

Heaviest impact will be felt in the second-class outside county per piece rates which will go from the current 3.5 cents to 7.1 cents. Rates for mailers that presort to three and five zip code digits will go from 1.9 cents to 5.5 cents, and mail sorted to carrier route will go from 0.9 cents per piece to 4.5 cents.



Thousands of spectators jam the main convention hall in San Francisco's Moscone Convention Center on opening day.

S.F. Chronicle photo by Fred Larson

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 wine 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 glossier 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 far 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 \$600,000 planning grant.

In February of 1964, redevelopment head 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.

That 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, refining designs, obtaining approvals from the Board of Supervisors and city planners, and demolishing the first of the targeted hotels.

The first sign 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, 4000-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, Rex, Avondale and Netherlands 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 redevelopment claims 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 \$385 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)



By HAROLD HUSTON, President

A Personal Note From The President's Pen

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 harder for new jobs that 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 \$122 a month minimum 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 active and retired union members taking part in the California Labor Federation's one day conference on "Problems of the Aging," held at the Woodlake Inn in Sacramento.

The conference was called to help mobilize the force of senior citizens throughout California in the battle to block Reagan's enrich the rich policies, attracted more than twice as many participants as had been anticipated.

John H. Henning, the California AFL-CIO's executive officer charged that Democrats in the House showed "no fight," "no heart," "no will" in surrendering to Reagan of both the massive budget cuts that largely benefits the wealthy and that only a handful of Senators opposed the cuts. Henning warned the retired trade unionists that the Democrats in Congress "will sell you out if you don't bring home to them the message that if they don't stand with the seniors and the liberals in the country they're out of office."

The pressure, he declared, "has to come from the grass roots, from the rank and file of the trade union

movement and from the senior citizens."

"There is a chance that if you mobilize and keep in continuing contact with the Congress of the United States that you can give them the courage and the stamina to stand up and fight for your interests."

During the first week in December 1981, a key committee at the White House Conference on Aging met at Washington and approved a resolution opposing any current or future cuts in Social Security after being pressured by hundreds of chanting dissidents outside.

The compromise position came after nearly three hours of closed door negotiations between 81 year old Rep. Claude Pepper, D-Fla., the dissident's fiery spokesman, and conference leaders.

Pepper, striding through the crowd of demonstrators had demanded to address the committee drafting the conference position on Social Security. After a brief stand-off, he was ushered into a back room, where the compromise resolution was hammered out.

The Committee on Economic Well-Being, voted nearly unanimously to oppose cuts in current Social Security benefits and agreed to "strongly recommend that Congress make every possible and fiscally responsible effort...to maintain no less than the real protection that is currently provided to all participants."

The committee had ignited the dispute when it had earlier voted to preserve all benefits for those now getting Social Security, but refused to oppose future cuts in the program.

Jack Ossofsky, chairman of the Leadership Council of Aging Organizations, said that overall, the conference committees have made "significant progress on behalf of the older persons."

"At first glance, it appears the administration's program on behalf of Social Security has been essentially rejected. The role of the Federal government on behalf of older persons has been reasserted,"

said Ossofsky.

The Economic Well-Being Committee voted to raise Supplemental Security Income welfare benefits to the poverty line at a cost of \$6 billion. Most Americans lack confidence in Social Security, but they are strongly opposed to benefit cuts and would pay higher taxes if needed to keep the system going, a national survey indicates.

The Louis Harris survey released also dispelled some myths about the elderly. Despite a common belief that poverty, loneliness and fear of crime are very serious problems for the aged, most of the elderly themselves do not feel that way, Harris said.

Harris, who conducted a similar poll in 1974, said he again found a wide gap between "the myth and reality" about aging. The high cost of energy headed the list of problems facing the elderly. It was cited by 68 percent of the elderly and 77 percent of other adults.

Two-thirds of adults under 65 said not having enough money to live on and loneliness were very serious problems for the elderly, and nearly three-fourths said fear of crime was. But only 17 percent of the elderly said money posed a very serious problem for them personally, 13 percent felt that way about loneliness and 25 percent about fear of crime.

Most of the elderly felt their peers were beset by these problems. They "buy the libel about their fellow senior citizens," said Harris. He said the poll should "explode the myth that most elderly people in this country are a hopeless, inert mass teetering on the edge of senility, simply waiting out their time to die."

Harris found that 54 percent of the adults polled had "hardly any" confidence that Social Security will be able to pay their benefits when they retire. Only 33 percent were confident. Other polls have found similar misgivings. But Harris also found broad opposition to benefit cuts or a later retirement age. By a 51-39 margin, people favored raising the payroll tax if needed to support the elderly.

Congress approves some construction related bills

In a rush of last-minute activity before it recessed for the holidays, Congress gave final approval to compromise highway legislation and enacted several construction-related appropriations measures. The Senate also passed 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

The compromise highway legislation creates an expanded Interstate 4-R program by adding reconstruction to the existing 3 Rs—restoration, resurfacing and rehabilitation. This provides funding for the badly needed rebuilding of Interstate highways and makes it possible for these expensive projects to be financed without hindering completion of the system.

Both the Senate and the House supported the 4-R program but were divided over the number of years the highway bill would cover. Rep. James J. Howard (D-N.J.) had steadfastly maintained that he would agree to only a one-year bill and, as chairman of the House Public Works and Transportation Committee, he ultimately prevailed over the administration and the Senate.

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 \$288-million appropriation for highway projects substituted for withdrawn Interstate segments.

Military funding

Both the Senate and House agreed to a \$7.1-billion military construction and housing program for the current fiscal year, which began Oct. 1. That level is \$241 million below the President's request but \$1.7 billion more than the 1981 appropriation.

Congress rejected \$19.3 million in new planning funds 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 design and initial construction of a staging base at Ras Banas, Egypt, on the Red Sea coast across from Saudi Arabia, on grounds that planning is not far enough along to warrant that large an appropriation. But Congress did provide \$14.3 million for the planning.

Congress earlier sent the President two other construction-related appro-

priations measures covering energy and water development and housing. Reagan signed the \$12.5-billion energy-water bill even though it was \$375 million over his budget. The housing bill provides funding for more than 142,000 new subsidized units and appropriates \$439.7 million for the urban development action grants program. As expected, both chambers also passed the clean water measure, authorizing \$2.4 billion for construction grants in each of the next four years.

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 10th & H streets, Eureka. A no-host social hour will begin at 6:00 p.m., first seating for dinner will be 6:30 p.m., second seating will be at 8:00 p.m. Dancing will start at 8:30 p.m.

Any person wishing motel reservations for this affair will be gratefully handled by your Eureka office (707) 443-7328, by telephoning no later than February 10th.

Tickets are \$10.00 per person and will be on sale at the Eureka Office, 2806 Broadway, Eureka, California 95501. Please make your checks payable to Humboldt Del-Norte Operating Engineers Membership. Make reservations early.

All tickets will be sold on a pre-sale basis, so please contact the Eureka Office as soon as possible to avoid disappointment.

Social Security changes effective

Both the social security tax rate and the maximum earnings subject to the tax will go up on Jan. 1.

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 \$20,000 a year will pay only \$10 a year more as a result of the rise in the tax rate—a total of \$1,340 instead of \$1,330 under the 1981 rate.

Only persons who earn more than \$29,700—which was the 1981 ceiling on wages subject to the social security payroll tax—will be affected by the rise in the taxable wage base to \$32,400.

Persons earning \$32,400 a year or more will pay a total of \$2,170.80 in 1982—up from the \$1,975.05 maximum this year. About 10 percent of employees are in this group. In return for paying more into the fund, they will become entitled to higher future retirement benefits and greater family protection in the event of disability or death.

These other changes also will take effect on Jan. 1:

- The maximum amount that beneficiaries may earn annually and still receive full social security payments will 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,

(Continued on Page 5)



Rigging Lines

By Bob Mayfield
Asst. Business Manager & Vice President

There is an old saying, that if you cannot say something good about someone or something, then don't say anything. Quite honestly, at this moment, I find it real hard to say a lot of prospective great things about work opportunities coming up real soon or presently going on anywhere in our jurisdiction. Some small exceptions to the rule would be as a result of the deluge of rain, snow and wind, as those who live in Northern California witnessed first hand.

As bottom line figures run between \$300 to \$500 million worth of destruction, not to mention the 30 plus human lives lost as a result of the powerful and destructive storms came and finally left. A lot of our Brother and Sister Members very unexpectedly are now very busy cleaning up and digging out of the many slides, washouts, bridge, dam and levee damage, that are certainly now a fact.

I guess we will take our work opportunities any way we can get them, but it seems such a shame that better planning by all responsible agencies and a better U. S. economy generally isn't and hasn't kept our members better employed in a planned and more stable atmosphere. As I have stated more than once most recently, I'm not sure common working people will be able to withstand three more years of Reaganomics. Certainly, you, your wives and children of voting age and friends you might influence between now and November can help reverse this bad situation sooner than otherwise might be.

Many important offices will be voted upon by the people of this country. It is everyone's responsibility to register to vote and then vote for the candidate who is going to support you the worker the most. As we are all witnessing, good things are not just going to fall in our laps. YES, a single vote you may cast can in fact make the difference.

This next November, 1982, is when it will happen. Besides the many local issues and offices to be decided, two extremely important U. S. Senate offices will be up for grabs in Local No. 3's jurisdiction. They are presently being held by two who are, in the overall, considered to be the worst anti-Labor senators in the U. S. Senate.

Both happen to be Republicans (there are some very good Republican senators) and according to pre-election polls, happen to be very soft and at this time very susceptible to defeat. We need to make certain this happens by doing our part. I'm speaking of Hayakawa of California and Orrin Hatch of Utah.

Hatch of Utah perhaps is the Number 1 worst in Congress today, and he is presently actively trying to break down and destroy the Davis-Bacon Act and to promote national Right to Work, and to further weaken an already weak National Labor Relations Act. This Act, of course, in theory, under the protection of the government, lets people who are blue collar workers in the private sector have or have not a labor union of their choice. Without this Act, the major industries in

all likelihood, such as; Ford, General Motors, U. S. Steel, G.E., the oil refineries, air lines, would all be non-union to this date.

In fact the same thing applies to the construction industry which we work under that is governed by this same worker protection act. Hatch and others in the Reagan Administration are trying to go through a back door maneuver to seat as head of the N.L.R.B. a man by the name of Vandewater. I'm told his background is one where as he spent a great deal of time at a California university as a professor and one where he spent a good part of his career representing companies in N.L.R.B. suits and acting against Unions. According to the sources I heard this from, his record either union busting or enabling companies to resist being initially unionized, was around 125 out of 130 as a success ratio.

Yet with this background of Vandewater, Senator Orrin Hatch of Utah, would do all in his power to head up and be a part of a drive to seat a man who would either effectively destroy or make a mockery of this Act.

An appointment such as Vandewater to head up the N.L.R.B., to this writer, would be similar to appointing Leonid Breznev of Russia to head up Solidarity in Poland. As a last but not least swipe at Senator Hatch, all Utah Member voters should not forget that Orrin Hatch was one of the chief supporters to implement the Daniels Construction Co. on the Inter Mountain Power Plant instead of Bechtel, which now is the construction manager and in all likelihood will build the project under project agreement, rather than Daniels (who no doubt would have attempted construction 100% non-union.)

A final note, that negotiations for the Gas and Oil Drilling is scheduled for the week of January 18, 1982, and hopefully, will be completed by February when the present contract expires.

Moscone Center finally opens

(Continued from Page 3)

built. A third is due to break ground next year and the last in 1984.

Before construction actually got under way, however, another lawsuit was filed against the project. In June of 1974, local attorneys Gerald Wright and Bill Brinton claimed the financing was improper and sought a vote on the whole project.

By September of 1974, the issue was settled. The city agreed to eliminate the sports arena and to limit a revenue bond issue to finance the publicly owned portions of the project to no more than \$210 million.

The project finally appeared headed forward, but the bids came in far too high. The convention center plan, even with the sports arena tossed out, had a low bid of \$162.9 million with only \$152 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 middle block of the three and an underground convention center on the southernmost block.

The matter went on the November ballot and was approved by 58 per cent of the voters.

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

But the curse of Yerba Buena struck again. A battery of attorneys hired by Boas in case of more legal problems met with federal officials. Together they told him an eight-month delay was imperative to rewrite an outdated environmental impact report.

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

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

Social Security changes take effect

(Continued from Page 4)

persons 72 and over may earn any amount without any reduction of benefits. The age at which earnings are unrestricted is scheduled to drop to 70 in 1983.

• 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 to 6.7 percent and the wage base will go up. However, the impact 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.

Reagan cutbacks shutting work down in Nevada

"Cutbacks in federal funds plus high interest rates have finally brought Nevada's construction industry to a near halt, leaving hundreds of Local No. 3 members out of work and forcing them to make critical decisions; either stick out their unemployment or travel to areas with better prospects," reports Dave Young, Business Representative.

Another contributing cause of unemployment in the Reno area is due to the no-growth policies of Mayor Bennett and a select few City Council members who also share the Mayor's views.

"Regardless of how we may personally

feel about individual politicians, if we as labor members continue to turn our backs on those who come to us for support by not registering to vote, we will not only feed unemployment but will certainly suffer some undue hardships in the long run," Young commented.

Attend your District Meetings and read your *Engineers News* to keep informed of who is supporting the labor unions. Not only does your vote count but any service you're able to render can help get the right people elected.

At the present time, I-80 is near completion. Jack B. Parson Construction is

finished at Wells and Wendover, and Robert L. Helms has completed work at Lovelock and Winnemucca. One project remains on I-80 at Lovelock which the State of Nevada has floated a bond for but, unfortunately, this job consists mostly of concrete and will make few jobs for Operating Engineers.

There are some small jobs around the area but they are not substantial enough to employ the numerous Brothers on the out of work list.

Tholl Fence was low bidder for installation of fencing at the Nevada District of Transportation at \$11,649. S. J. Amoroso Construction was awarded a 63-unit, low-rent housing project for \$2,127,000, in addition to a \$1,697,000 business office expansion at the Washoe Medical Center.

Granite Construction was awarded parking lot repairs at Barnett Way in Reno, in addition to 1.67 miles of road construction at Longley Lane for \$1,570,905. U. S. Engineering of Reno will be subcontractor for Nielsen-Nickles Co. of Sacramento, California at the Reclamation Plant expansion in Truckee. Nielsen-Nickles' bid was \$7,718,000.

Gerhardt & Berry has the \$63,880 North Truckee drain piping project for the City of Sparks. H. M. Byars Construction was low bidder for construction of walls, culverts and basins at the Kingsbury Grade critical area treatment.



Pictured above is the site work being done on the sports pavilion at the University of Nevada, Reno.



Treasurer's Notebook

By DON KINCHLOE, Treasurer
Home Phone: (415) 837-7418
Work Phone: (415) 431-1568

From January 5th through January 8th, the Officers and Executive Board Members attended the Western Conference of Operating Engineers in Palm Springs, California. The sessions held were very informative. There were guests from the Midwest 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 she had been ripped off in 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".....Newspapers 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.

Enticed by promises of fast, easy bucks, many who fall prey to the homework operators have no idea what kind of

market awaits their products. Sometimes there is no market at all, only consumers who pin their hopes on vaporous schemes. According to authorities, some two million people are bilked annually to the tune of half a billion dollars.

Of course, the ones most likely to be cheated by homework schemers are those who can least afford it: the elderly, families desperately needing supplemental income, and invalids unable to leave home to earn a living.

The Postal Inspection Service of the U.S. Postal Service has found that envelope-addressing is the most common type of homework operation and it has yet to come across a legitimate one.

These schemes usually entice the consumer with a claim about discovering the secret of making money. For 25 cents a consumer will be sent a brochure offering him a mailing list for an additional sum of money. The materials necessary for the "business" are also available at a price.

Before long, the incipient John D. Rockefeller has invested over \$25 for some envelopes and a list of names, usually worthless. Even if a few pennies can be made, it is often dependent on the number of responses you receive, not how much work you perform.

Recently, a U.S. Postal Service Administrative Law Judge granted an injunction against the American Service Directory, American Service and American

Commercial Publications companies of Dallas, Texas.

The Companies, operated by one man, had been involved in selling a booklet which allegedly showed the purchasers how to make hundreds of dollars a month by clipping newspaper items, addressing envelopes, stuffing circulars, and compiling mailing lists from their own homes.

Purchasers of the booklets soon learned, however, that ostensible employers listed in the American Service Directory were actually other work-at-home promoters, like themselves, attempting to sell their own work-at-home program.

Another scam ended when Bruce Reusch, operating as U.S. Publishing pleaded guilty to a one-count information of mail fraud. His scheme involved 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 earnings of \$600 weekly 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 Reusch and the remaining 18 were duplicated as many as 50 times each. The victims could not sell any of the books because of the duplication of the names

and addresses. Reusch was sentenced on April 16, 1981, to two years in prison.

Another work-at-home operation involves the sale of instructions for making craft items, with the companies items. 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, or if you have fallen prey to one, write the Chief Postal Inspector, Consumer Protection Program, Washington, D. C. 20260.

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

- *Never 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 handiwork.
- *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 that you will be skinned than the chinchillas you were conned into raising.

I have had several phone calls inquiring as to weekly unemployment benefits and disability insurance plans. The following is an excerpt taken from a recent Labor paper:

UI, DI BENEFITS INCREASED..... Weekly unemployment benefits jumped to a maximum of \$136, up from the previous high of \$130, for new claims filed after January 3. At the same time the

(Continued on Page 13)

LOCAL 3 1982 SCHOLARSHIP COMPETITION

GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1981-1982 SCHOOL YEAR

Two college scholarships of \$1,000.00 each will be awarded winners for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

Two college scholarships of \$500.00 each will be awarded 1st runners-up for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

WHO MAY APPLY:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of:

either: (1) the Fall Semester (beginning in 1981), or: (2) the Spring Semester (beginning in 1982), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1982 and March 1, 1982.

AWARDING SCHOLARSHIPS:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each

winning student's name at the college or university he plans to attend.

INSTRUCTIONS:

All of the following items must be received by MARCH 1, 1982:

1. *The Application*—to be filled out and returned by the Applicant.
2. *Report on Applicant and Transcript*—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
3. *Letters of Recommendation*—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. *Photograph*—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineers News.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103
or to College Scholarships at the address shown above.

Local 3 members pick up pieces of killer storm

(Continued from Page 1)

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 weeks 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 mudslide 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-



Pictured above is the Glenwood section of San Rafael, which was one of the worst areas hit by the storm in Marin County.

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, warning 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 Pabel, visited Mario Ghilotti's office in San Rafael to get an update on the cleanup operations.

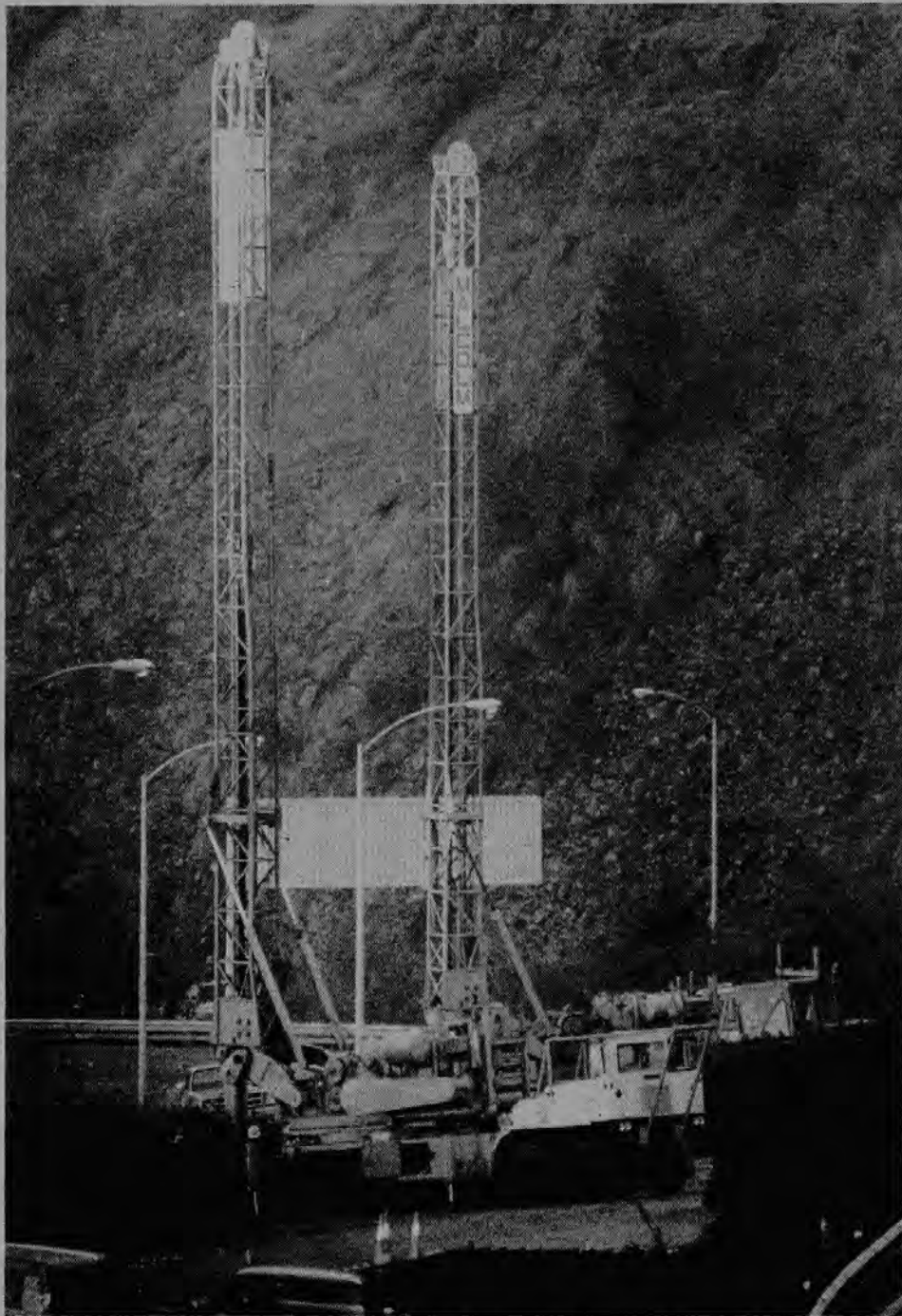
He was busy on the phone directing workers from one location to the next.

(Continued on Page 8)



Pictured above is one of the homes destroyed by slides in the Glenwood section of San Rafael. Below, a Ghilotti worker scrapes muck from the driveway of a Glenwood home. Note the cars that were piled into the garage by the flood waters. Pictured left is another Glenwood home that was severely damaged by dislodged trees and rocks.





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.

S.F. Chronicle photo by Eric Lisse



A look at the storm's

(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, Lagunitas 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.

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.

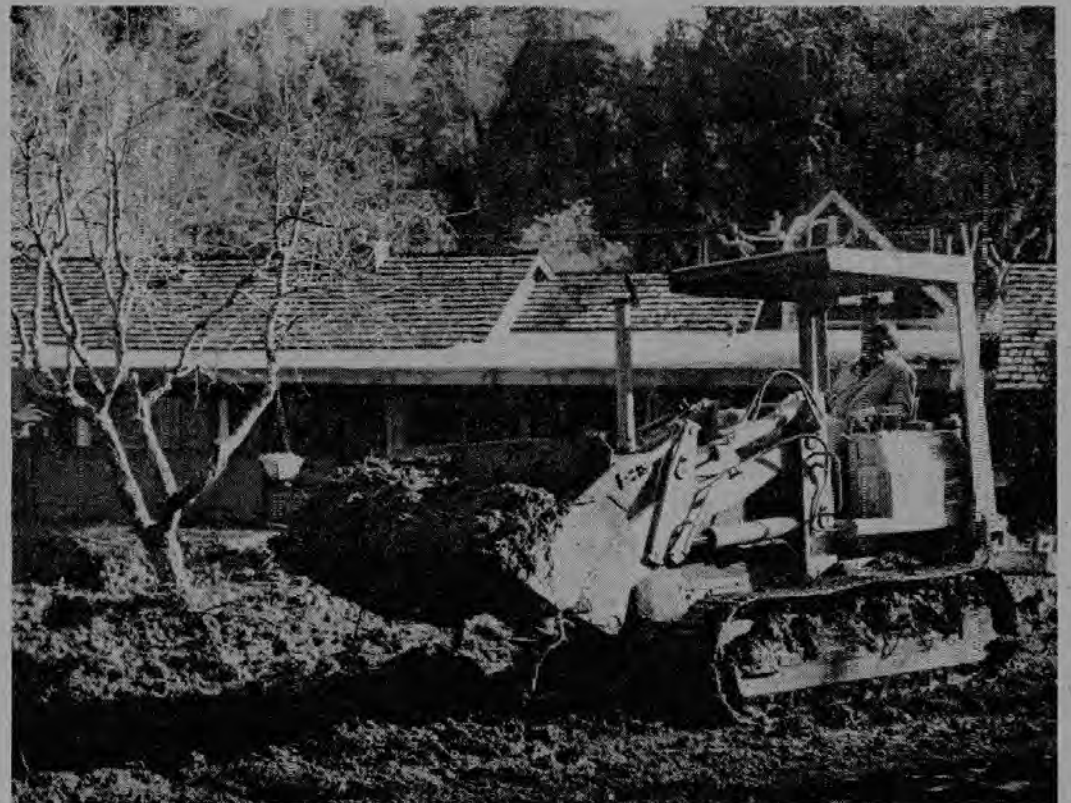
Local 3 heavy equipment operator Kirby Bobo and Harry Merz worked slowly clearing away the acres of mud and debris that devastated this neighborhood. They had been putting in long hours everyday since the slide occurred and judging by the amount of material contained in the slide, they will still be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

Meanwhile, up at the top of the slide on the highway, Caltrans engineers and Malcolm Drilling crews worked around the clock to stabilize the fill underneath 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



Pictured above is one of the homes that was carried down by the mudslide in Sausalito's Hurricane Canyon. The slide killed one woman and destroyed several homes. Pictured below is a home in Aptos near Santa Cruz which was destroyed by a mudslide that occurred on the cliff behind.



Loader operator John Ferdelli, working for Ghilotti, clears mud from the backyard of Ross resident.



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.

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 Merz working at Hurricane Canyon slide in Sausalito.

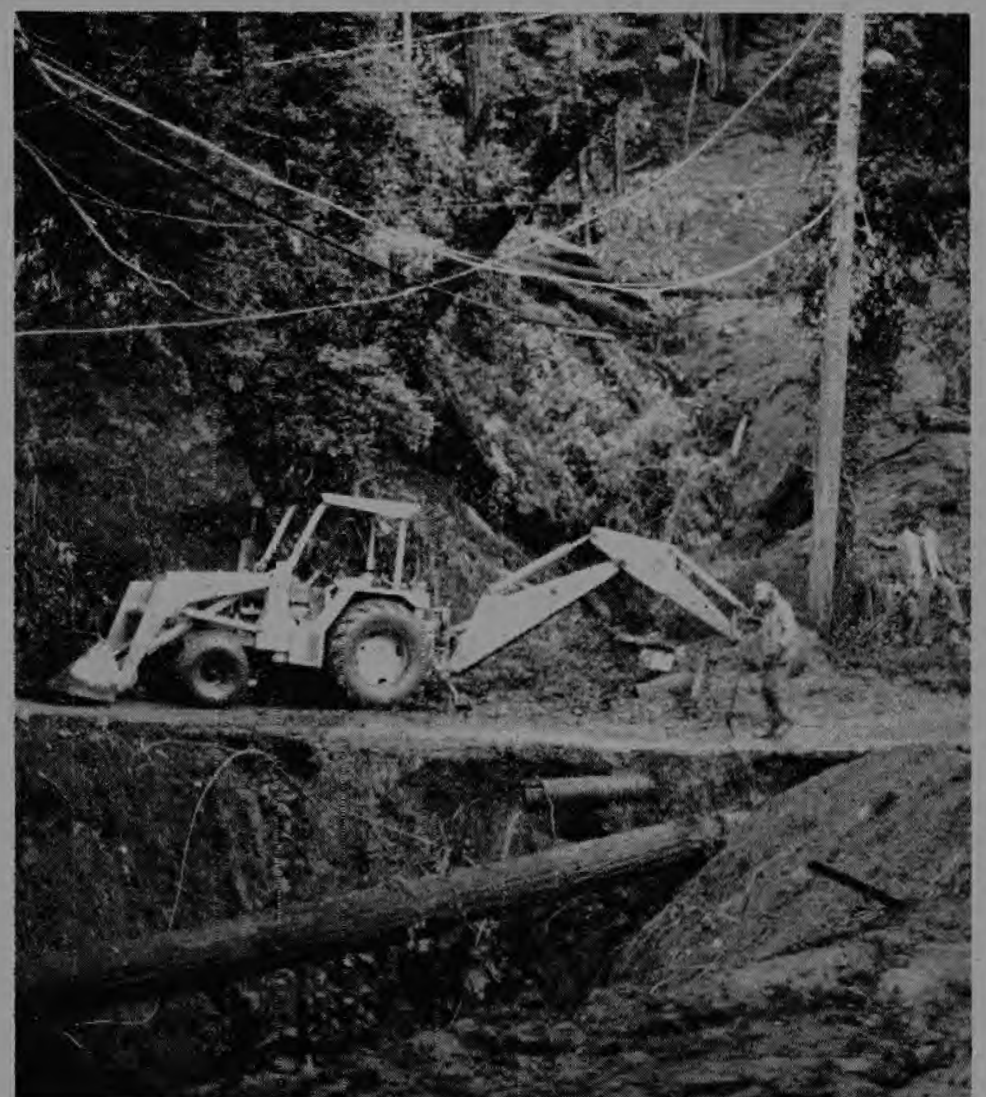


Pictured above is one of the homes destroyed along Hwy. 9 between Boulder Creek and Ben Lomond. Below, a Ghilotti backhoe operator clears debris away from a drainage channel in Ross.

Engineers News photos by James Earp & John McMahon



Local 3 backhoe operator breaks asphalt off street that was undermined by flood water in San Rafael.



PROJECT

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 emergency nature of the San Luis problem, special provisions were established by the Bureau of Reclamation for bid evaluation, negotiation, and contract award to get the work underway by early January, 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 on the dam toe to specific elevations by specific 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 onsite 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 be accomplished under the contract include:

- Excavating and disposing approximately 50,000 cubic yards of slopewash (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; and
- 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 State Transportation Director Adriana Gianturco. 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 section of Route 92 west of Route 101 to the freeway section of Route 92 on Mariners 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 Gianturco upon notification that the Federal Highway Administration has approved the federal share of funding for the project. Approximately \$36.2 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 Route 92. The new interchange will include direct connections from the north and southbound lanes of the Bayshore Freeway (Route 101) to the east and westbound lanes of Route 92, eliminating the current cloverleaf configuration.

Portions of the interchange and the segment of Route 92 connecting the interchange to Mariners Island were built between 1967 and 1971. The temporary facilities cannot serve satisfactorily as an adequate interchange between Route 92 and 101, and the existing wood trestle construction has required extensive maintenance work. "Congressman Tom Lantos and Assemblyman Lou Papan were very helpful in keeping this project moving," said Gianturco. "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 be raised to 12% by a bill introduced by Senator John Holmdahl (D-Alameda County). He indicated that the California Transportation Commission plans to sell the bonds on March 24, 1982. "I am extremely cautious about supporting proposals to increase interest rate ceilings, because an increase can be a signal to bond buyers that we are willing and expect to pay more," Holmdahl stated. "In addition, such increases tend to fuel the psychology of inflation. However, the history of bond sales over the last couple of years makes unavoidable the conclusion that an increase from 10% to 12% is necessary to insure success of the sale scheduled for March 24th," continued Holmdahl. "Should the bonds not 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. Tax monies are not involved. The new bridge, authorized by legislation authored by Holmdahl, will replace the antiquated existing bridge, which opened in 1927. The new bridge is also the subject of another Holmdahl measure SB 1307, which would prohibit the use of diamond lanes on the span and its approaches. The bridge itself is largely completed. The additional monies will be needed to complete the extensive approaches on both sides of the Bay.

Hyrum Dam safety project about ready

HYRUM—The Utah State Bureau of Reclamation is all but ready to go ahead with a \$7 million Hyrum Dam Safety Project. Bureau officials have completed a feasibility study, and are ready to send the report to Congress. The project is being funded by the Dam Safety Act of 1978, and Hyrum Dam is reportedly 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.

Condo project for Russian River?

Sonoma County planning commissioners this month said they are worried about the community impact of the largest development in the Russian River area in recent years but they approved it on a 3-2 vote. The decision to rezone nearly 20 acres in Guerneville Park to allow the \$12 to \$15 million Dubrava Village was greeted by loud applause from an audience that nearly filled the meeting room. As proposed by Berkeley architect Paul Wang, the project on the river side of Highway 116, just west of Guerneville, is to include 91 condominium dwellings, a 41-room inn with a 75-seat restaurant bar and from 20 to 30 shops. The project is to be nestled in 492 redwood trees on the property. However, opponents worried more about flooding in the area, the effect of the project on the rural character of the Guerneville area and the demand on services such as sewer, traffic, schools, police and fire protection. Proponents, who included several Guerneville businessmen, insisted the project would bring needed jobs and housing in the area and set a higher standard for future development.

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 Willits officials the private Little Lake Water Co. may add no new customers until the company obtains a better water supply. The water company serves more than 5,000 residents of Willits and the surrounding Little Lake Valley. City Manager George Gardner said the ruling will halt some 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 impose a formal moratorium. He said the decision stems from chronic problems at Morris Reservoir, a small impoundment southeast of Willits that has served the area since 1926.

Willits suffers chronic water quality problems in the fall, when Morris Reservoir is drained to a low level.

City revamps grant records

San Francisco got the go-ahead from the state for its clean-water program after 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 clean-water program and limited grant payments to 50% of allowable costs after an EPA audit found that \$226 million in federal funds were currently "un-auditable."

MXs finding a home

The Reagan administration now has decided to base at least 40 of its projected 100 MX missiles in existing silos at one of the Minuteman fields in the northern plains states, and put off a decision on basing the rest until around the middle of next year. After killing the earlier racetrack and surface shelter scheme, the administration considered placing some of the MXs in aged Titan silos, but now has determined that it would be more difficult to harden them against nuclear attack. The amount of construction involved in hardening still is not known. Later basing options include building deeper silos. None of the new missiles 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 a major push toward construction 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 project. But the "scope of expertise" among the panelists should "put to rest" any remaining questions of safety and "clear the way" for final regulatory consideration, says Keith C. McKinney, president of project sponsor Western LNG Terminal Associates, Los Angeles. Western LNG is a jointly owned subsidiary of Pacific Lighting Corp., Los Angeles, and Pacific Gas and Electric Co., San Francisco.

California's Public Utilities Commission (PUC) and the Federal Energy Regulatory Commission will review the panel's report in January. The seismic safety question is the last issue to be considered by PUC before deciding whether to approve the site. According to McKinney, the PUC decision should come next spring and construction could start in 1987.

Commission approves Unit 16

SANTA ROSA—Unit 16, a proposed Pacific Gas and Electric Co. geothermal power plant near Anderson Springs has been approved by a unanimous vote of the California Energy Commission. PG&E was also given permission to construct a 38-mile, 230 kilovolt transmission line connecting Unit 16 to the Lakeview Sub-station in Petaluma at the same meeting. The generating plant is scheduled to go on line in November 1983 and construction costs have been estimated at \$89 million according to Gary Walker, Project Manager for the CEC.

The transmission line will cost \$79 million and have approximately 164 support pylons or one every 1500 feet, Walker added. The plant complex will be constructed on a 6.4 acre site located .6 mile from Anderson Springs on a ridge above Bear Canyon Creek. Anderson Springs is a small Lake County community approximately 65 miles north of San Francisco and 60 miles northwest of Sacramento. The project will include a turbine building, electrical switchyard, hydrogen sulfide (H₂S) abatement equipment, and a cooling tower.

UPDATE

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 10,000 tons per day of copper concentrate at 1.84% 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.

It provides a \$1.37 increase over the old agreement over three years, in addition to cost of living adjustments. Fringes increased 30% in a major upgrading effort and they include pension, medical, dental and eyeglasses as well as supplemental unemployment benefits.

"As an active participant in these negotiations with the Anaconda stewards, the wage and fringe benefit package is of key concern to the Local 3 members in these days of inflation," Mayfield stated. "Anaconda has highly productive employees who work hard and expect to get paid for it."

Local 3 stewards who participated in the negotiations were: David Mosteller, Mick Sherlund, Larry Jordt, Ronald Grover, and Harold Hughes.

In fact, Anaconda is not only pleased with their 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 1980's 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 on line and ready to go.

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 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 30 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.



Local 3 Vice President Bob Mayfield talks with mechanic Leon Jelsma in underground repair shop.

"Anaconda has about 40 plus years of ore in the Highland Boy ore lodes and both Anaconda and ARCO will be active in Utah for years to come. That very simply means continued work opportunities for Local 3 members in the years to come."

"I am also appreciative of Chief Stewards Harold Hughes and Ron Grover for walking us through the plant, mill and about five miles of the mine down to Level 1,200," Mayfield concluded. "We talked with a lot of the members and saw first hand what it takes to shoot and move that ore."

Anaconda's Carr Fork operation contains about 21 miles of tunnel with four shafts dropping about 4,000 feet. The Steep and Upper Highland Boy slopes are currently being upgraded and evaluated, and contain about 20 years of reserve. Estimates run on additional reserves at lower depths of from 20 to 30 additional years reserve. The main service shaft is run with twin 3,000 horse DC motors in the hoist house, and pulls a two level cage capable of holding 150 men at 2,100 feet per minute.

Carr Fork contains a fully equipped fabrication and repair shop with a 36 inch lathe, 200 ton press, pump test tank, 5 foot radial drill and complete metal fabrication facilities, to mention a few areas. The primary ore crusher is underground reduces 10,000 tons per day of ore to under 8 inches in size and then sends the ore up the 19 foot diameter production shaft to the topside secondary crusher, or a stockpile.

This secondary crusher reduces the ore

(Continued on Page 16)



Local 3 member George Young runs a motor patrol 4,000 feet underground, cleaning up drift in the narrow work tunnels.



Console operator Bill Slick explains the display screens to Business Representative Dennis Wright. The screens give constant visual monitoring and data displays of all crushing operations.



Miner drills for copper ore.

FRINGE BENEFITS FORUM



By Art Garofalo
Director of
Fringe Benefits

So much has happened so fast these past couple of months that it is difficult to keep up with all of the latest Operating Engineer Plan changes. What makes it doubly difficult is that the benefit improvements are made over a period of several months as the individual Boards of Trustees meet. We try to announce and explain each one as they occur and sometimes this just adds to the confusion about the Plans.

This month we will try to recap all of the latest Plan improvements for you at one time.

Pension Plan

RETIREES who are on the Pension Rolls as of December 31, 1981 will receive a full 13th supplemental benefit check in about mid March this year.

ACTIVE Operating Engineers will benefit from four Pension Plan improvements all effective January 1, 1982:

- The monthly benefit factor has been increased to 2.1% for employer contributions received after January 1st. From now on the monthly benefit will be calculated for the year as follows: hours x contribution rate x 2.1% = monthly benefit for that year of credited service.

The benefit factor is 2% from January 1969 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 Disability Pension.

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

- Engineers who have 30 or more years of credited service but retire under age 60 will receive a monthly benefit that is reduced from age 60. The early reduction is 1/2 of 1% for each month under age 60 and applies to all types of retirement.

New Pension Plan booklets which include these latest improvements are being prepared and will be distributed in the near future.

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 from 85% to 90% of the usual, reasonable and customary charges.

- Alcohol Rehabilitation Benefit is now available to spouses of eligible Operating Engineers.

- Routine Physical Examinations are now available to spouses of eligible Operating Engineers.

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

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

IRA's may be a good investment for you

For the most part, Reaganomics have worked a lot like Robin Hood in reverse - it gives to the rich what it takes from the poor. But, for American workers there is now a ray of light shining in the depths of Sherwood Forest. The Economic Recovery Tax Act of 1981 (ERTA), just recently signed, now allows all workers to set-up their own Individual Retirement Account and make some tax free investments. This includes Operating Engineers in Local 3.

Previously, workers who already had company or union pension plans were prohibited from having an IRA. These workers were unable to take advantage of Internal Revenue rules, which until now allowed only the more fortunate to 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. ERTA changes all that and as of January 1st all workers can now enjoy tax benefits of IRA's.

An IRA is actually a tax deferred savings account offered by banks, savings and Loans and credit unions. The internal Revenue Code governs IRA's and how they operate. A worker is allowed to place up to \$2,000 per year into the account. The worker then reduces his annual gross income by the amount invested so that no income tax is paid during the year on the funds deposited to the IRA. The interest that accumulates in the account does become subject to tax when the funds are made available to the worker; this is any time after ages 59 1/2 and before age 70 1/2. There are tax 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 spouses. A working couple can even set two individual accounts each subject to the \$2,000 limit. If the spouse is not employed, the couple can set-up a spousal IRA which allows up to \$2,250 in contributions to be made each year.

The investment and tax advantages to younger workers are phenomenal. Consider that over 40 year working career an individual can defer income taxes on up to \$80,000 placed in an IRA. Over that period add 10% interest each year and at the end of the term the worker would have amassed about a million dollars. As for the taxes, a worker is most likely to be in a lower income bracket after retirement. Arrangements can be made to receive the IRA funds over an extended period of years instead of a lump sum distribution and that would lower the tax obligation. There is also the option of filing for 5 year income tax average and 10 year forward tax averaging to get a break.

Credit Union has IRA's

Local 3's credit Union is also taking advantage of ERTA and offering their members IRA's. The Credit Union has several types of IRA plans available to suit the needs of Operating Engineers and their families. The idea is to make affordable programs available to every Credit Union member. Announcements about the new IRA plans are being prepared and will be mailed to all Credit Union members. Interested non-mem-

bers should contact the Credit Union directly for details.

Operating Engineers can use their Vacation Plan funds to feed Credit union IRA's. Vacation funds can be transferred to Credit Union on a monthly basis (be sure to read the accompanying Vacation Plan article on this page). Vacation Plan funds are normally placed into pass book savings accounts twice each year for Operating Engineers. Arrangements can be made through the Credit Union and the Trust Fund Office for monthly transfers into Loan Accounts and IRA's. Interested members must contact the Credit Union for details.

A quick glance at the morning paper will show that there is a wide variety of IRA plans offered by banks and savings and loans. Because there are still very few regulations out on IRA's, these financial institutions can almost write their own IRA programs and promise substantial interest for the first year or so to attract workers. Eventually, federal regulations will probably be issued that restrict speculative investments of IRA funds resulting in more stabilized interest rates than throughout the industry.

IRA's are definitely a big plus for workers. The little guy can now enjoy investments and tax shelters that used to be only affordable by the rich. Tax deferred savings and investments make good sense in today's uncertain economy and with proposed government benefit cut backs. IRA's may even help to keep Robin Hood from the door.

Update on fringe benefits

As a follow-up to the latest Pension Plan changes, the Board of Trustees has just approved eliminating the Early and Disability reduction factors between the ages of 60 and 62 for retiring Engineers who have 30 or more years of credited service. This means that monthly Pension benefits will now be reduced from age 60 for those who retire with 30 years or more.

Prior to January 1st, all Pension benefits were reduced from age 65 for Early, Disability and Pro-Rata Pension. The reduction was 1/4 of 1% per month for each month under age 65 to age 60 and 1/2 of 1% per month for each month under age 60 to age 55.

The new Pension Plan changes, previously announced, lowered the age for reduction from age 65 to 62. As such, Pensions were to be reduced 1/4% per month under age 62 to age 60 and 1/2% per month under age 60 to age 55 for Early and Disability Retirements. Also, the Service Retirement was added that has no reduction for Engineers who have 30 years of credited service and are at least age 60.

These new changes left a small gap for those who met the 30 year service requirements but not yet age 60. As written, the new rules would have imposed a 6% reduction for retiring before age 60 plus a 1/2% reduction for each month younger than age 60. This seems inequitable and therefore the Board of Trustees has followed-up by eliminating the age 60-62 reduction of 6% for those Operating Engineers who have met the 30 years of credited service requirement.

Retiree Welfare

The Retiree Welfare Plan will continue coverage of rising MEDICARE hospital and medical deductibles. Effective January 1st the MEDICARE deductibles were increased and some coverage reduced and eliminated. The Retiree Welfare Plan provided for those expenses

not covered by MEDICARE. The Plan pays 80% of covered charges remaining after MEDICARE has applied the deductibles and made payment.

Any questions about the above changes or any other Pension District Office. Local 3's District Offices have direct access to the Fringe Benefit Center.

Vacation Plan Explained

Operating Engineers working under Local 3 agreements that provide for Vacation Plan contributions receive on the average between .95¢ and \$2.12 per hour (\$2.64 in Nevada). These funds are paid each month by the employer as a part of Operating Engineer fringe benefits. They are accumulated and sent to the Credit Union in May and November each year for posting to member's pass book savings accounts.

May 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 the Operating Engineers and approved by the Credit Union. The Credit Union reserves the right to discontinue the monthly transfer arrangement in cases where withdrawal privileges are constantly abused.

As a result of the Economic Recovery Tax Act of 1981, Local 3's Credit Union will be offering IRA's for Credit Union members and their families. Promotional material about IRA's and monthly Vacation Plan transfers is being sent out. Any questions should be directed to the Credit Union.

Alcoholic Recovery Program

Alcoholism is a serious, national health problem. Each year it takes over 200,000 lives, causes the destruction of thousands of families and costs American society and business over \$50 billion. Research indicates that 1 in 10 Americans who drink suffer from alcohol abuse.

WHAT IS ALCOHOLISM? Alcoholism is a disease characterized by uncontrolled drinking. It is a progressive disease. That means it becomes worse as its victim continues his or her uncontrolled drinking. An alcoholic is a person who can no longer choose when, how often, and how much to drink—and, particularly, when to stop drinking. If untreated, a victim suffers increased deterioration of physical and mental health and, almost invariably, early death.

There is much misunderstanding about the nature of alcoholism. Many people assume that anyone who drinks to the point of drunkenness is an alcoholic. Although all alcoholics drink, they do not all show drunkenness consistently. Moreover, the typical "drunkard" may or not be an alcoholic.

Not everyone who drinks alcoholic beverages is an alcoholic. Alcoholism is a complex disease, and there is no explanation why one person will become an alcoholic and another will not. Many people drink, some often to excess; yet, they do not become alcoholics. However, the risk is significant. About 1 out of 10 of those who drink for any reason risks becoming an alcoholic.

(Continued on Page 13)

Personal Notes

IGNACIO: We would like to extend hardy congratulations to Brother Mike Mendoza, whose wife Susan, recently gave birth to a 8 lb. 9 oz. boy. Congratulations are also extended to Brother Greg Ghilotti, whose wife Sherry, recently gave birth to a 7 lb. 15 oz. girl.

Our deepest sympathy goes out to brother Randall Fouch whose wife passed away December 19th. We would like to wish a speedy recovery to Brother Dick Cole who recently became ill.

SACRAMENTO: We would like to extend our condolences to the families and friends of departed Brothers William McClure, Gerald Nevins, and L. W. Winney. We learned that retired Brother Charlie Lloyd 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 Brothers Earl Fuller, Eugene Hurst and Clifford Wilson who recently passed away. Many thanks to Kenneth Felkins, Twila Pederson and James Stepp who consistently donate to our blood bank. We, in the Fresno Office, would like to wish everyone a happy and prosperous 1982.

SANTA ROSA: We regret that several of our Brothers have been hospitalized recently: Marvin Garloff, Frank George, Carl Nelson and Al Bargsten. We sincerely hope all are home now and well on the road to recovery. We wish to extend our deepest sympathy to Brother Bob Bordess (retired) on the recent death of his wife, Jennie, and to the family and friends of Brother Wilfred Rist (Honorary Member) we extend our sincerest condolences due to his passing away.

Brother Jesse Clay has been in the hospital due to serious injuries he received in an auto accident. We certainly hope he is completely recovered when you read this item. Our best wishes for a speedy recovery, Jesse. We regret having to report the death of several of our Brothers - Frank George, F. G. "Buzz" Millerick, Russel Webster and Erle Brixley (retired). Our deepest sympathy is extended to the families and friends of our late Brothers.

Our condolences go to Bro. Paul Greney because of the recent death of his wife, Elsie.

RENO: Our deepest sympathy is extended to the family of Brother Howard Smith who passed away on November 11, 1981.

Congratulations to the following members on the recent new additions: Albert & Teri McElroy, boy; Charles & Dana Martinez, girl; Don & Rose Fain, boy; Ray & Stephanie Coates, boy; Lane & Kristine LePera, girl; Kevin & Marilyn Pollock, boy; Rick & Jolynn Pollock, boy; Steve & Leslie Carstens, boy; Cleveland & Judith Pipkin, boy; Gary & Lori Ann McGinnis, girl; Howard & Mary Luzier, boy; Jay & Susan Whatley, girl.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

You're never too old to be injured at work

A lot of people have the mistaken idea that new employees with short service records are the ones who have most of the injuries. However, accident records in all industries show that old-timers are just as likely to get hurt as employees who have been on the job for a short time. Usually new employees are cautious because they are not familiar with the surroundings. After being on the job a short time, however, the attitude of new employees may change they may become complacent and "throw caution to the wind."

When employees have been doing the same work for many years without an accident, it may become so commonplace that they let their guard down. There are many reasons for this. Perhaps as one gains experience one takes chances, or one may become bored with the routine of the job. A person may also be so familiar with what they are doing that they let their mind wander and think about personal affairs while working.

Whatever the reason, it is poor practice to feel that you have been on your job so long that you cannot get hurt. Some of the worst accidents have happened to people with long service. It is only natural to relax and to feel more at ease after becoming acquainted with a particular job. A relaxed attitude is good on any job if you don't block out thoughts concerning your personal safety. Even though

you have become acquainted with your duties, you should never lose sight of the fact that following safe job procedures is as necessary for the experienced individual as well as the new employee.

A SAFETY REMINDER

Some recent accidents would not have occurred to our members in Operating Engineers Local No. 3 if they had paid heed to this reminder. It is impossible for the safety representatives and business agents to be on top of every change as it takes place on the jobsite, but they will respond as soon as you call their attention to an unsafe condition. In the meantime, if you are asked to work in a situation that has been designated as hazardous, you should refuse, then stay on the jobsite and call your safety representative or business agent.

Paragraph 16.03.01 of the Master Agreement specifically states your responsibility: "No set of health or safety regulations, however, can comprehensively cover all possible unsafe practices of working; therefore, the Union and the Individual Employer undertake to promote in every way possible the realization of the responsibility of the Employees and the Individual Employer with regard to preventing accidents to himself or to his fellow Employees. No Employee shall be discharged for refusal to work on or about equipment or a

condition that has been found to be unsafe by an authorized representative of the Division of Industrial Safety or the authorized safety representative of a Federal awarding agency and such determination shall be reduced to writing. Any Employee discharged for refusal to work under the above conditions shall be made whole by the Employer for lost wages and benefits."

Workers sometimes worry about losing their jobs if they refuse to work, but as an Operating Engineer, as you can see from the Agreement, your job, wages and benefits are totally protected if you refuse to work in a situation that has been determined as hazardous.

It took years and years to get safety clauses in our contracts and they shouldn't be ignored. Encourage the members on your job to work safely. Exercise your right as an Operating Engineer to refuse to take an unnecessary chance with your life!!

We would like to welcome Chuck Ivie aboard as a Safety Representative. He was assigned to the Safety Department after having served as business representative for eight years in eastern Contra Costa County. Chuck's expertise in the industry will be of great benefit in the field of safety. He replaces Sam Coburn, who retired in January. Sam will be missed by all and we wish him a most relaxing and enjoyable retirement.

What is Local 3's Alcoholic Recovery Program?

(Continued from Page 12)

WHAT CAUSES ALCOHOLISM?

Medical experts generally believe that any one or a combination of emotional, mental, physical, and possibly genetic, factors may be involved. Some people drink to escape reality or "tune-out" their problems rather than face them. Some drink out of a feeling of isolation or loneliness. Others drink to get a sense of self-confidence. And some think that drinking improves their ability to communicate with others.

CAN ANYONE BECOME AN ALCOHOLIC? Yes. Alcoholism does not respect sex, race, age, or social or financial position. An executive is as easily stricken as a laborer. A person can become "hooked" on liquor from the first drink he or she takes, or within the 1st to 20th year of drinking. There is no such thing as a "typical alcoholic." The number of women alcoholics has doubled since

1945, and less than 3% of all alcoholics are "skid row" drunks.

CAN ALCOHOLISM BE CURED?

The only "cure" known for alcoholism is abstinence. Alcoholism is treatable to the extent that people who stop drinking and stop punishing their bodies and minds can recover self-respect and return to meaningful lives. Science has not yet discovered a "cure" for alcoholism. You cannot be vaccinated or immunized against it. The majority of alcoholics need treatment, guidance, and day-by-day support to learn to live without the use of alcohol.

THE ALCOHOLIC RECOVERY PROGRAM (ARP) provides counseling and referral to Operating Engineer Union members and their families who are suffering from alcoholism or alcohol-

related problems. This is a voluntary program. The ARP is not intended to invade the privacy of members or to make moral judgments. Its purpose, simply, is to help all those who are experiencing difficulties that affect their job performance.

This program respects the confidentiality of those individuals seeking assistance. Only the program director and coordinators have access to the program files. Anonymous referrals or referrals without the consent of the person involved will not be accepted.

Should you desire further information or assistance with an alcohol-related problem, contact the program director or your local coordinator. An appointment will be set up to talk over the problem and offer solutions.

Treasurer's Notebook continued

(Continued from Page 6)

maximum benefit for California workers covered under the worker-financed disability insurance plan increased \$21 a week to a maximum of \$175, effective January 1. Minimum weekly benefits went to \$50, a \$20 hike over the old rate.

The new jobless pay hike is the final one in a three-step schedule of increases voted in 1979. Those drawing unemployment benefits prior to January 3 continue under former payments and requirements.

THE FIRST boost in jobless pay came in January 1980, upping the maximum weekly benefit from \$104 to \$120. On May 1, 1981 the maximum weekly benefit was increased to \$130.

Under the new schedule the amount of the benefit and weeks payable—to a maximum of 26 are set by a formula

based on earnings and weeks of work. The minimum benefit is \$30 weekly for 15 weeks, for a total of \$450.

Jobless benefits are payable to workers who lose their jobs through no fault of their own and who are seeking new work.

The new \$175 maximum weekly disability benefit applies to those earning \$4,250 or more per quarter. Benefits can be drawn for a maximum of 39 weeks.

Those drawing benefits before January 1 continue under the previous benefit schedule.

The disability insurance was set up to protect workers against loss of wages when unable to work because of illness, injury or pregnancy. The increased benefits were authorized by Senate Bill 347, sponsored by Bill Greene, and signed by Gov. Brown in September 1981.



Youngest Credit Union Member Brandon Lake recently became the youngest Credit Union member when his parents, Robert and Donna Lake of Petaluma, opened a savings account for him when he was only six weeks old. Let's see, if he saves three pennies a week at the current interest rate, by the time he's 65, he'll have...

ENGINEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

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



The NCSJAC began its campaign in the southern jurisdiction of Operating Engineers Local Union No. 3 and very slowly picked up momentum as we learned how the state, counties, cities and districts operate. We started in the Fresno area almost two years ago, gradually working north to Merced, Stockton, and the Mother Lode country.

The NCSJAC not only has had to educate the employers doing the Public Works, but also the counties, cities, and districts that generate 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 make them aware 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 travels to others and there is no need 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 just 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 also. Our main goal is that all engineering firms doing Public Works projects have the proper apprentice manning on those projects and to pay contributions in a like amount into the Northern California Surveyors Training Fund.

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 with 40 firms. The results were shock and disbelief on their part, but no one was willing to take us to task in the courts as we were armed with four settled cases in our favor. One look at the costs incurred by Zack Engineers in Tulare, Quad Engineers in Visalia, McGlasson Engineers in Fresno and Winzler and Kelly in Eureka has made believers of the firms we have contacted so far. This is a new area for us and we have a lot of work to do before the JAC can expect the same results we are receiving in the San Joaquin Valley.

The courts have mandated Affirmative Action on our part for minorities in apprenticeship but not on the non-union sector. The non-union sector has laid back and done nothing regarding apprenticeship, and has in many cases, tried to block any effort that the JAC has made to further the cause of apprenticeship.

The NCSJAC will not let this happen to the Journeymen that work with and train these new young people coming into surveying. Nor will the JAC let this happen to the employers who will use those skills in the future. Least of all the JAC will not let this happen to the Apprentices in the program who depend on it.

To date, we have collected over \$34,000 from the non-union employers for hours of Public Works and Liquidated Damages.

There is more where that came from and we are right after it.

It has happened and all of us can see the light at the end of the tunnel. This statement means nothing by itself, but it does to all of us "and there are many," who have worked for an apprenticeship program that would fill the needs of you surveyors in the work force and these of you that are just beginning. The light at the end of the tunnel is a working program that has and is being used not only by the new but by all you journeymen who have upgraded your skills. In the early 60's many

old timers will remember being asked to come to a meeting and being tested on a Saturday. The response was better than expected and the results are far greater than anyone dreamed. Three-fourths of all our party chiefs have gone through the program and over half of our chainmen.

Almost all newcomers to our area are plugged into a class and the results are the most effective survey force in the United States. We are proud to be part of this and all of you are too, when any of you get a chance to compare your skills against others that have not had your opportunities.

We are not saying that we are out of that tunnel but we are seeing the light at the end of the tunnel. Every year new concepts are before us and changes are made in the program to stay up with the times. While making these changes on new data, equipment and methods, we also upgrade the whole apprenticeship program so you and the industry may progress. All this just didn't happen because of Local 3 alone. The Employers have also worked hard as your union has to make all this happen. The one element that benefits the most from learning a trade well is you; your skill goes with you no matter where you use it. The one who is second in benefits is your employer. Just getting the job done right the first time saves money; also there is time saved in having skilled persons, performing the work to be done. Then there is the added benefit of having a trained work force available when the work load increases.

Fellow workmen, employers and your union have all donated time, skill and money to make the surveyors in Northern California better workmen, better paid, and better trained so this industry can be second to none.

All one has to do is compare any phase of surveying to any other state in regards to working conditions, 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 you work with, your employer and all you younger surveyors will come out the end of the tunnel into the light of an industry in Engineering and surveying that will be more advanced than any of us may ever dream of, but you will be prepared for any changes that may occur. The program in apprenticeship is built for change and is open to the journeyman to increase his skills as needed. All you have to do is take advantage of your apprentice program and it will take care of you.

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 not 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 have a voice through their own freely chosen union in determining their wages and working conditions is basic in a free, democratic society.

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 worksites and jobs. The record also shows accumulating evidence that unionized workers are MORE productive than non-union workers.

Taken together, higher earnings and higher productivity provide a sound basis for a growing, expanding economy. With widely dispersed and rising mass consumer buying power and high volume, cost cutting mass production of the goods and services, America's people need and want an equitable standard of living. Thus, unions through collective bargaining make an important contribution to America's social and eco-



nomie progress.

The Tech Department hopes you and your families had a Merry Christmas and can look forward to a prosperous 1982! We also hope that all our members came through the worst storm in Northern California in 25 years with no injuries or loss of property.

As in any rainy season, work slows down, and January was no exception. Most firms are down to skeleton crews, putting in property crosses, monuments, corner pipes and control points for future work.

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

Also, the San Francisco outfall sewer 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 great orator said, "When you go register and vote, TAKE A FRIEND WITH YOU!"

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. There is a need for more steel inspectors with concrete experience. Steel Inspection (visual) is still in demand, with openings going unfilled. The same applies to U.T. Shearwave, Inspectors qualified to A.S.N.T. Level II. Q.C.I. qualifications help, but not necessarily required to gain employment.

Word from several of the bigger testing labs is that work is picking up in the heavy construction industry and they are actively seeking inspectors in the above classifications. If you are looking for work in these areas, contact the Tech Engineers Department for further details.

With the type of work performed in Testing and Inspection, the hours worked are sometimes varied and overtime a pretty standard practice. Because of these circumstances, we experience numerous complaints from members about their paychecks not being computed properly. Each member should keep accurate records of all hours worked and wages received for same. Spend a few minutes each payday and check on wages received compared to hours worked. This will insure that you are being paid properly and make you aware of any discrepancies immediately.

If you do not understand or find a discrepancy, discuss the matter with the company accountant for an explanation. If you do not agree with his explanation, do not argue with him. Get a hold of the Tech Engineer's Center for assistance. We will help resolve the dispute in accordance with the Collective Bargaining Agreement.

Testing & Inspection Ratification Mtg.

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. There will be no cost to the members 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 Woodlake Inn, Hwy. 160 & Canterbury Rd., Sacramento
Feb. 6 45 John Glen Dr., Concord, Sheraton Inn-Airport
Feb. 13 El Rancho Tropicana, 2200 Santa Rosa Ave., Santa Rosa

Swap Shop: Free Want Ads for Engineers

FOR SALE: CABLE TOOL WELL drilling rig mtd. on Chev. 2 T. truck. Completely recon. w/tools & extras. \$12,500. G. Boyle, P. O. Box 743, Corning, Ca. 96021. Phone 916/824-1363. Reg. #0671365. 11/81.

WANTED: NUT CRACKER. Gd., workable, small, portable walnut cracker. Don Kinchloe. Call 415/431-1568, or 415/837-7418. Reg. #329145. 11/81.

FOR SALE: YAMAHA MOTORCYCLE '80. 1100 XS 4 cyc 8000 mi. New Cont. tires. Siloette farring, back rack w/ padded rest. Bell Helmet, Beck lea. gloves. Comp. serv. & rep. manual. Completely serviced & tuned w/new plugs & points, fresh oil w/filter. \$2,700. R. L. Salisbury, 1739 Jones Ave., Santa Clara, Ca. 95051. Ph. 408/727-1010. Reg. #1725673. 11/81.

c3FOR SALE OR TRADE: HOME ON 5 ACRES. 3 yrs. old, 3 BR, 2 BA. Tr. for same or similar in No. Calif., Oregon, Washington. N. Clemens, own/agt., 14346 E. Collier Rd., Acampo, Ca. 95220. Reg. #1238702. 11/81.

FOR SALE: COUNTRY LIVING nr. town, 2-1/2 fenced level acres, dbl. wide mobile home, 2 BR, 1-1/2 BA, cent. air & heat. New carpeting & Gibson elec. range, 2C garage, swim. pool, screened cabana w/b-q. \$55,000 or make offer. Owner fin. @ 12%. G. Boyle, P. O. Box 743, Corning, Ca. 96021. Phone 916/824-1363. Reg. #0671365. 11/81.

FOR SALE OR TRADE: BEAUTIFUL 1975 GMC Hi Sierra PU w/cabover camper, fl. toilet, stove w/oven, 2 dbl beds. Furn. w/dishes, some bedding, lg. water trk & ice box. Will use gas or elec. lights. \$5,500 or tr. for late model economy car. Ph. 916/824-2817. Reg. #369916. 11/81.

FOR SALE: FOUR ACRES, view, oak trees, power, telephone, have permit for septic trk & dry well, \$20,000. G. French, 208 Greenback Ave., Oroville, Ca. 95965. Ph. 916/534-7928. Reg. #0269256. 11/81.

FOR SALE: ORNATE ANTIQUE WOOD medicine chest over 100 yrs. old, diamond gl. mirror & medicine bottles. \$750. N. Clemens, 14346 E. Collier, Acampo, Ca. 95220. Ph. 209/369-1397. Reg. #1238702. 11/81.

FOR SALE: 1977 JEEP CHEROKEE WAGON, 4 dr. blue, P. S. P. B. V8 eng., 4 spd. trms., 38,200 mi., roof rack, exc. cond. \$4,200/offer. Stephen Fitzgerald, 367 Briarwood dr., Watsonville, Ca. 95076. Ph. 408/722-2020. Reg. # 1826165. 11/81.

FOR SALE: RETIRING? WE HAVE a lovely 3 BR, 3 BA home in No. California, Trinity River area. Exc. hunting, fishing. J. C. Brannon, Box 372, Salyer, Ca. 95563. Phone 916/ 629-3408. Reg. #1181540. 11/81.

FOR SALE: 57 FT. 3/8 CHAIN some new. \$2/ft. Water skies \$25. Gd. cond. Jeep winch, cable & mounting, 550. 8000# w/remote control. Also wanted, band saw w/6" cut. W. E. Dixon, P. O. Box 52, Vacaville, Ca. 95696. Phone 707/448-6394. Reg. #0557496. 11/81.

FOR SALE: GARWOOD BOX & HOIST 13' x 14' long. clean boxes. \$850. Used trk tidies 8-25x20 to 11-00x20, \$5 & up. Inner tubes \$3.50 ea. Eaton Bogies \$400. Tires, wheels, drop ins., axle shafts, incl. L. E. Mulhair, 97 Southridge Way, Daly City, Ca. 94014. Reg. #154371. 11/81.

FOR SALE: V-8 555 CUMMINS SHORT BLOCK. All motor parts except crankshaft. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014. 415/333-9006. Reg. #154371. 11/81.

FOR SALE OR TRADE: 40 AC. 3 mi. so. of I.P.P. plant, Delta, Utah. Will split 4-10 ac. house-10 ac. \$55,000. Own/agent N. Clemens, 14346 E. Collier Rd., Acampo, Ca. 95220. Ph. 209/369-1397. Reg. #1238702. 11/81.

FOR SALE: 28 CHEVY FRAME, running gear, extras. Some body parts. 1918 Chevy radiator like new. George Fonseca, 1049 Seascape Ct., Rodeo, Ca. Phone 415/799-2610. Reg. #1566820. 11/81.

FOR SALE: AUTO PARTS STORE & machine shop, Lindsay, Ca. Phone 209/562-5967 days. After 6 p.m., phone 209/784-4461. Reg. #0838896. 12/81.

FOR SALE: 1979 35 FT. 5TH WHEEL, awning, A.C., \$11,000. Also, 1979 Ford PU, 3/4 ton, 3700 miles \$7,100., or both for \$18,000. Ed Christian. Phone 916/675-2133. Reg. # 0976084. 11/81.

FOR SALE: HOME IN PLACERVILLE. Over 1,900 sq. ft. living space, 2 car garage, barn, fenced, over one ac. Asking \$125,000. Frank Mizer, Phone 916/622-8140. Reg. # 0509701. 11/81.

FOR SALE: 26 FT. BOAT PACEMAKER, i/B Chrysler, w/berth, lots extras. \$7,900. Bo/Trd. J. Byrd, 1308 Castillo, Burlingame, Ca. Ph. 415/344-6541. Reg. #1216125. 11/81.

FOR SALE: INTL. 13" PRESSURE plate & disk, new \$25. 622 Cont. motor, trans., & Brownie. Gd. cond. \$575. Lawnmower \$10. Mack mot. & pts. except cracked block. Incl. carb., gen., waterpump, starter, pan, hd., etc., \$300. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014. Ph. 415/333-9006. Reg. #154371. 11/81.

FOR SALE: 1956 CABLE D-9 CAT dozer 19A, 14' push blade w/dual cannister on back. Undercarriage & eng. in gd. cond. \$12,000. G. Ferguson, 3111 So. 4500 W., Salt Lake City, Utah 84120. Ph. 801/966-6075. Reg. #1061985. 11/81.

FOR SALE: 73 GMC HEAVY 1/2 T. ex. cond. dual tanks runs as new. \$3,000. B/O John Bechtel, 1800 Stevens Canyon Rd., Cupertino, Ca. Ph. 867-7284. Reg. #1870625. 12/81.

FOR SALE: 10 AC. PLACERVILLE, CA. area. Seasonal stream, trees, \$33,500. 25% dn owner carry balance at 10%. M.P. Andrews, 4368 Ponderosa Way, Camino, Ca. 95709. Ph. 916/644-3757. Reg. #0944238. 12/81.

FOR SALE: PLACERVILLE AREA, with view. \$45,000. 20% dn owner carry balance @ 10%. M. P. Andrews, 4368 Ponderosa Wy., Camino, Ca. 95709. Ph. 916/644-3757. Reg. #0944238. 12/81.

FOR SALE: 1978 TERRY 28x8. Skirting, awning, coder, excellent cond., 7x9 storage, adult park, nice yard, gd. neighbors. \$7,000. Norman Wing, 23 E. Lenwood Dr., Sparks, NV 89431. Ph. 702/331-5789. Reg. #569550. 12/81.

FOR SALE: 10x48 MOBILEHOME. One BR, lgd. screen porch. Adult pk., 2 bks to stores. Enjoy the winter in sunny So. Cal. \$7,000. Chris Nielsen, 32900 Riveside Dr., Sp. 105, Lake Elsinore, Ca. 92330. Ph. 714/678-1579. Reg. # 0795912. 12/81.

FOR SALE: 1978 INTERNATIONAL Backhoe, Digmora, Cab., Roll Bar, 1962 GMC dump trk., gd. motor & tires, 1976 Tilt Bed Miller Trailer. Ph. 916/791-4423. Reg. #0827362. 12/81.

FOR SALE: CLEVELAND #110 Wheel Trencher 1,500.00. Colburn Victor Burns, Ph. 783-3640. Reg. #0586456. 12/81.

FOR SALE: '79 DOUBLEWIDE MOBILEHOME, deck, awnings, 1 mile from Crescent City boat harbor, bet. Klamath & Smith Rivers. \$25,000. \$6,500 dn. Bal @ 12%. Fred Barber, 161 Lakeview Dr., Crescent City, Ca. 95531. Ph. 707/464-6040. Reg. #1152603. 12/81.

FOR SALE: 1981 FLEETWOOD Mobile home. 14x70 w/2to tipouts, on over 1-1/2 a. Trees, wood stove, \$39,500. Allen Schindler, 305 Rustic Ct., Elko, NV. 89801. Ph. 702/738-4971. Reg. #1875518. 12/81.

FOR SALE: 1977 KAWASAKI 650. Windjammer "SSII" fairing, bags, step seat. Exc. cond. Allen Schindler, 305 Rustic Ct., Elko, NV 89801. Ph. 702/738-4971. Reg. # 1875518. 12/81.

FOR SALE: T6 CAT w/hyd. blade. Needs some assembling A 220 & AC 160 Cummings eng., needs reblt. 7241 Transm. & 5A75 Fuller main box, gd. cond. S.L. h.d. rear ends, gd. cond. Raymond Robbins, 20097 El Ray Lane, Sonora, Ca. 95370. Ph. 209/532-2547. Reg. #1181676. 12/81.

WANTED: INJECTOR PRESSURE TESTER for any Bosch Diesel injectors. L. W. Kurtz, Ph. 415/368-3162 evenings. Reg. # 0691785. 12/81.

FOR SALE: T590 TURBO CHARGER, gd. cond., 60 gal. step tanks, 72 Dodge 3/4 T PU w/utility tool box, gd. cond. 1936 1-1/2 T. Ford trk w/or w/out dbl drum winch. A Star & Buick engs. made in 20's. Raymond Robbins, 20097 El Ray Lane, Sonora, Ca. 95370. Ph. 209/532-2547. Reg. #118 1676. 12/81.

FOR SALE: 1946 ERCOUCPE PLANE, Narco Mark 2, ELT, 800 hrs. TBO, 1984 hrs TT \$5,000. J. L. Turpin, 1355 Pie Road, Fallon, Nv. 89406. Ph. 702/423-6497. Reg. #1875320. 12/81.

FOR SALE: 4500 SHARES of 166.8 ac. industrial property in Fallon & Femley, Nv. Monthly & yrlly assessments. Exc. long term investment. \$1.25/share, all or part. J. L. Turpin, 1355 Pine Rd., Fallon, Nv. 89406. Phone 702/423-6497. Reg. #1875320. 12/81.

FOR SALE: RED BOOK BY YOEMAN COINS. Pay 1# edition \$100, 2# edition \$50, 3# edition \$25, 4# to 10 edition \$10, 11# to 24 edition \$5, 25# edition \$25. Phone 916/365-4053 bet. 4 & 7 p.m. Anderson, Ca. Reg. #469935. 12/81.

FOR SALE: NICE HOME IN CASTELLA. 4 BR, 2 BA home. Good assumable, low dn., owner willing to carry paper. Recently appraised for \$70,000, will sacrifice at \$66,500. Phone 916/ 241-8743. M. D. Crowe, 1874 Whaley Rd., Redding, Ca. 96003. Reg. #1203421. 12/81.

WANTED: K & E TRANSIT in good condition. M. Boskovic, 764 Kingston Ave., Oakland, Ca. 94611. Phone 415/655-1171 aft. 7 p.m. Reg. #1130382. 12/81.

FOR SALE: 1976 CHRYSLER FISHING BOAT, 13:7 ft. 35 HD Chry. motor elect. starter, alt., windshield & steering. Fish finder, tarp for boat, little dude tr. Perfect shape with extras. \$2,500. Othral Hardy, 810 N. Pershing, Stockton, Ca. Ph. 209/465-9089. Reg. #509762. 12/81.

FOR SALE: 10.27 ACRES M/L near Lake Oroville. Blacktop frontage, fenced, surveyed, beautiful building sites, mobile in area \$47,000. Low dn payment, balance at 10%. Franklin Callahan, 9380 Woodleaf Star Rt., Oroville, Ca. 95965. Ph. 916/589-3663. Reg. #1092551. 1/82.

FOR SALE: LOS BANOS 87 ACRES prime land, ideal for building. One 20 acre parcel & a 67 acre parcel. \$2,300/acre & up. Low dn payment, 10% interest. Ph. 209/826-1917. Reg. # 394397. 1/82.

FOR SALE: BUDGER. 17x53 CUSTUM Deluxe, 1 BR, A/C-FH, storm windows, many extras, well care for unit. Exc. cond. K. Medearis, 20692 Rd. 19-1/2, Chowchilla, Ca. 93610. Ph. 209/673-3132. Reg. #1011174. 1/82.

FOR SALE: '76 CHEVY PICKUP, 3/4 Ton, big bed, 454 c.i. engine, 411 Positraction rear end, clean, \$3,000. Call Harvey Pabel, 707/778-0860 eves. Reg. #1208552. 1/82.

FOR SALE: MOBILEHOME LOT at Melones Lake. Trees, view of lake to west & view of mts. to east. Water & sewer in. \$15,000 or will talk terms. Ken Downing, ph. 415/581-2482. Reg. #0387121. 1/82.

FOR SALE: NINE ACRES, irrigated pasture and older house & barn off Hiway 120 between Oakdale & Escalon on Pioneer. \$125,000. Ph. 209/847-2835. Reg. #0529252. 1/82.

FOR SALE: 1977, 25 FT. TERRY Travel Trailer, self contained, awning, air condition & other extras. 12' Alum. boat with trailer, 18 HP motor. Ph. 916/269-0684. Reg. #0921440. 1/82.

FOR SALE: 10x54 DOUBLE EXPANDO, 2 Bedroom, mobile, additional room. Shed, fenced corner space, car port, adult park. Weekdays & evenings call Jim Whitman, 707/642-0391. Vallejo, Reg. #1053883. 1/82.

FOR SALE: 72 CJ5, one owner, \$2,500. Two new gas tanks off 80 GMC, skid plates, electric switchover \$250. 70 10-1/2 Aristo cabover, s/c, no jacks, \$1,200. D. R. Fellion, 1501 Harper St., Santa Cruz, Ca. Ph. 475-8011. Reg. #1461545. 1/82.

WANTED: U. S. & FOREIGN COINS. world currency & stamps. G. Lambert, P. O. Box 21427, San Jose, Ca. 95151, or call 408/226-0729. Reg. #1225584. 1/82.

FOR SALE: 1978 TRAVEL-EZE 5TH WHEEL. 38 feet w/tipout living room. Comp. self contained, furnished, built in micro-

wave, air cond., awning plus much more. Dwight Homestead, 103 Shipley Dr., Yerington, Nv. 89447. Phone 702/463-4689. Reg. #1768875. 1/82.

WANTED: A CAT BELT BUCKLE years from 1948 to 1955. Also, watch bobs. Will trade for what you want. Don L. West. P. O. Box 1494, Auburn, Ca. 95603. Reg. #053 5806. 1/82.

FOR SALE: 15 ACRES IN OROVILLE area. Rolling hills w/oak & pine trees, nr. town, \$3,000 per acre. Owner will finance. Bob Rodriguez, 6656 Lwr. Wyandotte, Oroville, Ca. 95965. Ph. 916/533-1854. Reg. #106711. 1/82.

FOR SALE: TOW 4x50 MOBILE HOME, 3 BR, 2 BA, many extras. 3 metal bldgs. fully landscaped w/grapestake fence for privacy. All on 1/4 acre lot. Will consider trade for Arizona property. 3964 W. Gentry Ln., West Jordan, Utah 84084. Ph. 801/255-2051. Reg. #0603811. 1/82.

FOR SALE: 35 ACRE RANCH in Trinity County, CA Part under gravity irrigation. 4 BR ranch house, 2 barns, hay equipment. \$210,000. Gilbert Edgerton, 2681 N Bonnyview Road, Redding, Ca. 96001. Ph. 916/241-8441. Reg. #1025237. 1/82.

FOR SALE: NOVATO, CA. 3 BED., 2 BA. fam. rm., A.E.K., 2 car garage, automatic opener, lovely yard w/brick

planters. Exc. location. \$143,500. Ph. 503/484-7396 or write Robert W. Grant, 2827 City View, Eugene, Oregon 97405. Reg. #0716361. 1/82

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in 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.
- 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.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- 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 News Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Ca. 94103. Be sure to include your register number. No ad will be published without this information.

1982 GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or subdistrict meeting of 1982. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

District	Date	Meeting Place
3 Stockton	Feb. 9th . . .	Engineers Bldg., 1916 No. Broadway, Stockton
2 Oakland	Feb. 11th . . .	Labor Temple, 23rd & Valdez St., Oakland
5 Fresno	Feb. 16th . . .	Laborers Hall, 5431 East Hedges, Fresno
8 Sacramento	Feb. 23rd . . .	Woodlake Quality Inn, Hwy. 160 & Canterbury Rd., Sacramento
12 Salt Lake City . . .	Mar. 3rd	Engineers' Bldg., 1958 W.N. Temple, Salt Lake City
11 Reno	Mar. 4th	Musicians Hall, 124 West Taylor, Reno
10 Santa Rosa	Mar. 11th . . .	Veterans Bldg., 1351 Maple Street, Santa Rosa
9 San Jose	Mar. 18th . . .	Labor Temple, 2102 Almaden Rd., San Jose

Pertinent excerpts from Article X of the Local Union By-Laws, Grievance Committees:

Section 1 District and Sub-district Grievance Committee.

- (a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—
one (1) District Executive Board Member, or Subdistrict Advisor, if a Sub-district;
one (1) District Representative or Sub-district Representative; and
three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4 No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:

- (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;
(b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination;
(c) if he is an Officer of, or is on the full-time payroll of the Local Union; and
(d) if he is an owner-operator or a contractor.

No Member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10 The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-District Meeting of the year in each respective District or Sub-district.

ATTEND YOUR UNION MEETINGS

A mixed work picture at Marysville

February

- 9th **Stockton:** Engineers Bldg., 1916 No. Broadway
- 11th **Oakland:** Labor Temple, 23rd & Valdez Sts.
- 16th **Fresno:** Laborer's Hall, 5431 East Hedges
- 23rd **Sacramento:** Woodlake Quality Inn, Hwy. 160/Canterbury Rd.

March

- 3rd **Salt Lake City:** Engineers Bldg., 1958 W. N. Temple
- 4th **Reno:** Musicians Hall, 124 West Taylor
- 11th **Santa Rosa:** Veterans Bldg., 1351 Maple St.
- 18th **San Jose:** Labor Temple, 2102 Almaden Rd.

April

- 6th **Eureka:** Engineers Bldg., 2806 Broadway
- 7th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 8th **Yuba City:** Yuba-Sutter Fairgrnds., Arts/Crafts Bldg., 442 Franklin Rd.
- 15th **San Mateo:** Electricians Hall, 300-8th Ave.
- 21st **Honolulu:** United Public Wrker Union Mtg. Hall, 1426 No. School St.
- 22nd **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 23rd **Maui:** Cameron Center Aud., Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

May

- 4th **Stockton:** Engineers Bldg., 1916 No. 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

Dues Schedule 10/1/81-9/30/82

- Local 3\$144 (Per Qtr.)
- Local 3A\$141 (Per Qtr.)
- Local 3B\$144 (Per Qtr.)
- Local 3C\$141 (Per Qtr.)
- Local 3E\$141 (Per Qtr.)
- Local 3R\$141 (Per Qtr.)
- Local 3D*Variable by Unit

The dues rate for the periods indicated above apply regardless of when payment is made.

*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.

The work on the East Side is still moving along with the weather permitting, reports Marysville Business Representative Don Mostats.

Baldwin Contracting from Marysville is doing the site work paving, curbs, 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.

Jaeger Construction of Yuba City was low bidder on the Off Highway Vehicle Course in the River Front 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 at 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 Roselle, Illinois is moving right along on their part of the \$9.5 million pumping plant for R. G. Fisher. Rain or shine, the superintendent is going to go right on with the project!

Kaweah Construction at Arbuckle is

still moving on their pumping plants and are going to try to move right on 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 grinding of the asphalt.

Anaconda

(Continued from Page 11)

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 2,000 HP, 14x20 foot rod mill containing 200 tons of 19 foot x 4 inch rods, capable of processing 500 tons of ore per hour. Next is a 5,000 HP, 16x29 foot ball mill containing 300 tons of balls with a capacity of 500 tons per hour. The ore then proceeds through a series of classifiers, regrind mills, flotation cells and cyclones to final concentrated product. The recovery rate is about 94% with molybdenum, gold, silver and magnetite byproducts.

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 _____

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Operating Engineers Local Union No. 3 CREDIT UNION
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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. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

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



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 address, 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.

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.

Meetings to Elect Election Committee:

MARCH

- 3rd Salt Lake City: Engineers Building, 1958 W.N. Temple
- 4th Reno: Musicians Hall, 124 West Taylor
- 11th Santa Rosa: Veterans Bldg., 1351 Maple Street
- 18th San Jose: Labor Temple, 2102 Almaden Road

APRIL

- 6th Eureka: Engineers Bldg., 2806 Broadway
- 7th Redding: Engineers Bldg., 100 Lake Blvd.
- 8th Yuba City: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Rd.
- 15th San Mateo: Electricians Hall, 300-8th Avenue
- 21st Honolulu: Washington Intermediate School, 1633 So. King Street.
- 22nd Hilo: Kapiolani School, 966 Kilauea Avenue
- 23rd Maui: Cameron Center Aud., Conf. Rms 1 & 2, 95 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