

PERIPHERAL CANAL UPDATE (PG. 7)



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Lights, Camera . . .

"Consensus," "media spokes" "affinity groups." They were all a part of the crazy and ineffective blockade put on by the Abalone Alliance last month at Diablo Canyon nuclear plant. *Engineers News* was behind the lines for the inside story (See pages 8-9).



Awesome success of Solidarity Day makes myth of Reagan 'mandate'

By David Perlman
AFL-CIO News

Solidarity Day brought hundreds of thousands of union members to Washington for a demonstration that destroyed the myth of a Reagan Administration mandate, sent a powerful message to Congress, and left an indelible impression on a city that normally takes rallies and demonstrations in easy stride.

By mid-afternoon on Sept. 19, the official count from the mayor's office had passed the 400,000 mark, including tens of thousands of participants from the coalition of organizations that responded to the AFL-CIO's call.

From the Speakers' platform at the Capitol, AFL-CIO President Lane Kirkland called out to the vast assemblage that stretched to the shadow of the Washington Monument:

"Look around you. You are not alone. Behold your numbers, as far as the eye can see."

They looked with pride and awe, these men and women who had risen before dawn, for the most part, to come to their nation's capital in thousands of chartered buses, in special trains, and in tens of thousands of car pools and van pools.

From the platform, the leaders of their organizations spoke with fervor of the grievances that had summoned such a huge cross-section of mainstream America.

They spoke of the erosion of occupational health standards and of cuts in job safety enforcement. They spoke of the abandonment of compassion for the needy and the aged.

They protested the undermining of prevailing wage laws and cuts in school lunches. They challenged the wisdom of ending employment and training programs, slashing funds for libraries and starving public services in order to give new tax incentives to an already hugely profitable oil industry.

"For shame," National Council of Senior Citizens President Jacob Clayman rebuked an Administration that wants Congress to break the social security compact made with America's workers and those already retired. "For shame," his voice rang out with sternness.

Black and white speakers alike assailed the turning away from equal opportunity goals, and the cadence and songs of the historic 1963 civil rights march rang out again in the nation's capital.

In capsule form, the issues that had spurred the demonstration were re-

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Over 10,000 people gathered at San Francisco's Market Street Plaza to support Solidarity Day Sept. 19, in conjunction with the main event in Washington, D.C., which attracted over 400,000 working men and women from the labor movement.

Engineers News takes four awards in 1981 ILPA journalism contest

The International Labor Press Association announced this month that, for the third consecutive year, *Engineers News* has won a number of major awards in the ILPA Journalistic Awards Contest.

In a letter to James Earp, managing editor, ILPA President James Cesnick announced that *Engineers News* won the following awards for the year covering 1980 publications: First Award for Best Column by Business Manager Dale Marr, First Award for Best Series of articles by James Earp, First Award for Unique Performance and an Award of Merit for Best Use of Graphics.

The Local 3 newspaper was in competition with local union publications from throughout the United States and Canada and was the only IUOE publication to receive awards in the contest.

The First Award for Best Column was given for an editorial by Business Manager Dale Marr that appeared in the November 1980 issue of *Engineers News*, entitled "We have no one to blame but ourselves." In presenting the award, the ILPA Judges Report stated:

"Dale Marr . . . wrote a hard-hitting and brutally frank article on some reasons for the losses suffered by the labor movement in the 1980 elections.

"While recognizing the tactics and the huge campaign funds amassed by the right wing, he faced up to the fact that 'we have no one to blame but ourselves,' and 'the flabby attitude we hold for this sacred privilege'—the gift to vote. He wrote of the challenge ahead and the need to 'button up and show our enemies how tough we really are.' Very well written. Anger and regret are expressed, but also determination—and no tears. An excellent job."

The First Award for Unique Performance is given for "unusual journalistic effort, such as a dramatic promotion of a trade union issue or activity or a special investigative report." *Engineers News* received this award for a feature article by James Earp that appeared in the March 1980 issue entitled: "Running on Empty: Is Our State's Highway Program Headed for a Dead End?"

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Crowd of 10,000 jams SF streets for demonstration

A crowd of Solidarity Day demonstrators estimated at 10,000 strong jammed Justin Herman Plaza at the foot of Market Street in San Francisco Saturday to cheer on speaker after speaker who denounced the Reagan Administration's "take from the poor, give to the rich" domestic policies and called for worker unity to repulse Reagan's attacks on workers' rights.

John F. Henning, executive officer of the California AFL-CIO, touched off a loud cheer when he announced that more than a quarter of a million workers had joined the AFL-CIO's Solidarity Day rally in the nation's capital.

"That's the greatest labor assemblage ever pulled together in the nation's capital in the history of the American trade union movement," Henning declared.

"It means that Reagan and the reactionary right wing in this nation that controls the government of the United States has awakened the labor movement in America."

But Henning warned that "It's going to take more than one rally in Washington to stop the Reagan Administration. It can only be stopped by continuing demonstrations in every major city of America," he said.

Former Vice President Walter Mondale, keynote speaker at the rally, said that the job we've got to do "is to make clear the American opposition to the current policies, the radical policies being pursued by the current administration."

Mondale charged that the Reagan Administration was pursuing a policy of "the most radical opposition to organized labor of any administration since Herbert Hoover. Even Eisenhower, Nixon and Ford had decent relationships with the leaders of organized labor," he noted.

At the outset of his remarks, Mondale noted that "the word 'solidarity' is an old word in the union movement. It means standing together as one to fight

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Semi-Annual Meeting

Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, Jan. 9, 1982 at 1:00 p.m. at the Seafarers International Union Auditorium, 350 Fremont St., San Francisco, CA.



By DALE MARR, Business Manager

LOOKING AT LABOR

ENGINEERS NEWS

WIPA



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

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I would hazard a guess that before too many more months go by, there won't be a member of our union who claimed he voted for Reagan. Of course, the statistics show that millions of trade unionists throughout the nation did vote for him, but as the recession deepens and more and more workers find themselves without a job, the attitudes will change.

They are changing already. The Solidarity Day demonstration that gathered in the streets of Washington and in other cities throughout the nation last month gave awesome evidence that the rank-and-file union member is telling the President: "No! You do not speak for us nor represent our interests. Your actions speak louder than words. We are being sold out for the sake of 'supply side' economics."

Ironically, we do have to give some credit to Reagan for the spectacular success of Solidarity Day. He is bringing America together again by threatening to destroy the role of the federal government in promoting the common good.

In the name of balanced budgets, the Reagan Administration is dismantling and slashing programs that have helped the unemployed, the disadvantaged, the disabled, the elderly and the

hungry.

In the name of dubious economic theories, Reagan is using the presidency to shift power and resources and regulatory protection from workers and consumers to big business and the rich.

Now the working people of America have drawn the line. By the hundreds of thousands, they assembled at the foot of the U.S. Capitol on Sept. 19 to tell Reagan and the 97th Congress that things have gone too far.

If this was the "silent majority," it is silent no longer. Many of them opposed Reagan, but accepted his victory. Many who voted for him now regret it.

They were coal miners and steelworkers and auto workers. They were operating engineers, machinists and iron workers. They were teachers and social workers. They were the disabled and the elderly. They were public employees who provide social services and maintain public buildings and streets.

These were the people who work hard, pay their taxes and fight the nation's wars. They know the value of the G.I. Bill, student loans for their children, jobless pay, workers' compensation, school lunches, food stamps, job health and safety, and social security.

That's what their placards said and what they said in interviews. Wall Street and the financial markets don't believe in Reagan's economic policies and are showing it. The people demonstrating on Solidarity Day, as much in regret as in anger were saying they don't believe the Administration, either.

The Reagan Administration has played a cruel form of politics with social security and other vital programs, and the people seem to sense it.

The Solidarity Day rally and a new Washington Post-ABC News poll show support for Reagan on the decline. There has been a decided shift in the Post-ABC poll showing that people now perceive the President's policies as favoring upper-income people and going too far in cutting social programs.

Reagan's downward slide lends relevance to the observation of the first Republican president, Abraham Lincoln: "If you once forfeit the confidence of your fellow citizens, you can never regain their respect and esteem . . . you may fool all the people some of the time; you can even fool some of the people all the time; but you can't fool all of the people all of the time."

Hundreds of thousands attend Solidarity Day

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flected in the banners and placards carried along the Solidarity Day parade route, down historic Constitution Ave. toward the Capitol.

There were slogans on T-shirts and jackets as well, and even on some of the balloons that floated over the Washington Monument grounds as markers for organization assembly points.

The central theme was symbolized by the posters carried by the leaders of the participating groups as they marched side by side. "We Are One," they proclaimed.

And the Food & Commercial Workers adopted as their dominant slogan an affirmation that goes to the genesis of Solidarity Day. "My Union Speaks for Me," it proclaimed.

That's what President Reagan questioned last February when the AFL-CIO Executive Council greeted his economic program as unfair and unworkable and put forth an alternative program—as Reagan had challenged everyone to do.

Labor's leaders didn't really represent their membership on such issues, the President suggested to a gathering of editors and publishers at the time. The Administration, he insisted, was closer attuned to labor's rank-and-file.

So labor's rank-and-file came to Washington, to speak for themselves.

They came from steel mills and textile mills, from food markets and post offices, construction sites and government offices, schools and auto assembly

lines, railroad yards and wharfs, everywhere.

They were the builders of America and the people who make it run. They collect its garbage and build its roads, teach its children and care for its sick.

The came in all shades of colors and ethnic background, and they spoke with Hispanic lilt, with southern softness, New England twang and the vowels of the New York waterfront.

In the line of march were the proud elderly, students concerned with their country's future, an array of women's groups carrying ERA posters, and the veterans of a generation of civil rights marches from the NAACP, Urban League and a multitude of others.

"If you do not embrace the proposition that this President has a mandate to destroy the programs that feed the roots of a decent society," Lane Kirkland told them, "look about you. You are not alone."

It was a miracle of organization, if miracle can be defined in terms of painstaking preparation and execution.

And it was a joyous occasion.

The AFL-CIO had bought up the subway system for the day, eliminating the fare cards so confusing to newcomers, and had lined up a ring of parking facilities accessible to Washington's new subway system.

Transportation marshals, mostly from the Communications Workers, were out early, directing traffic. At some locations, local church groups had coffee

urns on hand.

Follow Dave Winckel of Local 405 of the Electrical, Radio & Machine Workers, who brought five others with him in his van on the long trip from Cedar Rapids, Ia.

Along with other Solidarity Day groups that board at each stop, the Iowans are greeted with applause and people come over to introduce themselves. At the subway stop serving Washington's railroad station, a special train from Philadelphia has unloaded more than 1,000 AFSCME members, and the subway cars are quickly filled to standing room capacity. Someone starts singing Solidarity Forever. It's taken up quickly.

At the subway transfer point, more marshals are on hand to point people in the right direction and it's like a holiday crowd.

The assembly areas along the mall are like a fairground, with huge balloons and helium blimps as floating signposts. The IBEW is one of the unions that has set up tents and it has prepared 16,000 box lunches for its members.

In the entertainment area, it's union songs and folk songs, a local Irish group, the Ladies' Garment Workers Union Label Chorus. Some big name entertainers, union members themselves, could have been brought in. But to do so would have been to invite the speculation that the huge crowd really came to see or hear some popular star.

So the performers were not an-

nounced in advance and for the most part were people who have strummed guitars on picket lines and in union halls. Tom Herriman, whose more usual role is editing the newspaper of the Clothing & Textile Workers, gets a turn before a bigger audience than any but a handful of professional entertainers has ever faced.

Stevie Wonder, the blind singing idol of a generation, will march with the NAACP and his friend, Benjamin Hooks. But he's at Solidarity Day to join his voice in protest, not song.

Shortly after noon, police escorts and photo trucks take their place. An early banner of the American Federation of Labor, symbol of the labor federation's centennial, is in its case, wheeled to the head of the procession.

Behind the ranks of organization leaders comes the city's finest high school marching bands.

And then, lined up from curb to curb, 20 or more abreast, are block after block of AFSCME members. The union won the leadoff honor by having the largest single contingent.

Some of the elderly and disabled are bused to the rally area at the Capitol, where members of Congress are welcome to listen but are not invited to speak.

The schedule called for the program to be complete at 5 p.m. to meet bus and train departure schedules, and AFL-CIO Sec.-Treas. Thomas R. Donahue, who

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PROJECT

House passes new highway monies

The House of Representatives passed a highway authorization bill last month which provides \$450 million for so called "3-R" highway construction contracts—for resurfacing, restoration and rehabilitation on the Interstate Highway System. Some controversy still exists, however, over whether the work performed on these highway repair contracts will be covered by the Davis-Bacon Act. According to a notice printed in the Federal Register last June by the Federal Highway Administration (Dept. of Trans.), this work should not be covered under Davis-Bacon, because "Section 113 of the Federal Aid Highway Construction Act specifically limits the application of prevailing wage rates to 'initial construction.'"

During discussion of the bill last week, House Public Works Committee Chairman Jim Howard (D-N.J.) tried to clear up some of the confusion surrounding this issue by pointing to misunderstandings by the FHA. Howard argued that "initial construction," as inserted to original Highway Act in 1955, was intended only to distinguish "work" done with Federal-aid on a specific project from the "work" done without Federal-aid to maintain that project. Rep. Howard also cited opinions of two distinguished Federal Highway Administrators supporting his interpretation that Davis-Bacon cover all highway construction projects which are funded with federal monies.

Construction Committee gets ax

SAN FRANCISCO—The U.S. Dept of Labor's Bay Area Construction Committee learned this month that it is one of the federal government operations to be curtailed by the Reagan Administration's budget cuts. U.S. Senate Appropriations Committee members lopped off the budget item for the national Labor Dept. construction industry service, a matter of \$1 million in expenditure for the country at large, and about \$100,000 for the San Francisco Bay Area office. The local committee has been functioning with a staff of two: director Kenneth M. Edwards and research director Michael W. Powers.

In July, the two managed to put together a 1981 update of committee's unique "Calendar of Public Construction," containing data on about 1000 public works projects with anticipated bid openings this year, plus additional projects through 1985 and award information on projects readied for start since last January. Serving on the committee are some 30 representatives of the Associated General Contractors of California, Sheet Metal Contractors Assn. of San Francisco, American Institute of Architects and like industry business and professional associations, and regional government agencies. Their purpose has been to work towards controlling inflation in construction project costs. The calendar was developed as a special tool which would enable public and private owners to schedule work at times of less demand for materials and labor and thereby help keep prices from escalating.

Nonresidential permits drop in California

LOS ANGELES—Credit sensitive construction and real estate industries were again buffeted by high interest and inflation rates in August as construction activity declined, and home prices and mortgage rates again reached record highs. Even California's nonresidential construction sector, which has been remarkably strong and stable throughout the economic slowdown, dipped 15 percent below the July permit valuations to \$754 million. However, nonresidential valuations for the first eight months of 1981 were 28 percent above the same period last year.

Northern California suffered the steepest non-residential construction cutbacks, 21 percent in August from July. Commercial construction accounted for most of decrease with valuations dropping 63 percent. It also posted the largest decline in homebuilding, dropping 32 percent from July to August. And after several months of relative stability, homebuilding in the Central Valley dropped 18 percent.

Home prices again reached record-highs in August, climbing to an average price of \$79,600

nationally. California's prices rose only slightly from July to a seasonally adjusted annual rate of \$116,900. Costs skyrocketed in the San Diego area to \$130,500 from \$96,400 the previous month. Conversely, the average home price in San Francisco plunged to \$113,300 from \$133,700. The report noted that monthly figures fluctuate widely, especially during times of high prices and high rates when fewer homes are being sold. Mortgage rates on loans closed also broke historic highs rising to 15.41 percent nationally. Mortgage rates are now being quoted at between 15½ and 18 percent.

Utah pumping plant draws 14

The Bureau of Reclamation has awarded Underground Construction Co., Inc., San Leandro, Calif., two contracts to construct a pumping plant and aqueduct section and three flow-control structures for the Bureau's Central Utah Project. The winning firm undercut the bids of 13 competitors to capture a \$9,090,000 contract for the construction of the Tyzack pumping plant and aqueduct near Vernal, Utah. Underground's bid was about \$783,000 below that of the runner-up, Harrison Western Corp., Denver, and was nearly \$2.9 million below the engineer's estimate for the work. Work on the project includes the construction of the pumping plant, switchyard structures and 10.6 miles of pretensioned concrete cylinder pipe for the aqueduct. Underground will supply 1,450 cu yd of concrete for the structures at a price of \$300 per cu yd, and 212,000 lb of reinforcing bar at 60 cents per lb. When completed, the plant will pump water from the Redfleet Reservoir into the Vernal area.

The firm has also been awarded a second contract to construct three flow-control structures for the Jordan Aqueduct. To get the \$3,250,300 contract, Underground bid below seven competitors and trimmed the engineer's estimate for the project by 21%. Only the highest bid, by Granite Construction Co., Watsonville, Calif., came in above the \$4.1 million engineer's estimate. The winning firm will install multiport sleeve valves, steel manifolds and flow-metering equipment. The job calls for the excavation of 17,500 cu yd of material, priced at \$3 per cu yd, and for 2,110 cu yd of concrete, priced at \$300 per cu yd.

No racetracks for MX missile

Burying MX intercontinental ballistic missiles in "deep underground silos" sometime in the latter half of the 1980s now appears to be the only possible way of deploying such missiles on land in a mode that differs from the existing silo-type ICBM installations. This became clear last month when president Reagan announced his decision to cancel the multiple-protective shelter basing scheme for MX that the Carter administration had proposed for Utah and Nevada. Reagan's decision to forgo all variations of the Carter plan came as a surprise to some highly placed White House and Pentagon officials who had predicted that Reagan would propose a compromise—100 MX missiles in 1,000 shelters in southern Nevada. Instead, the administration now plans to deploy in existing Minuteman or Titan silos—probably the latter—36 or more of the 100 MX missiles it will produce, and then decide in mid-decade how to deploy the remainder.

Defense Secretary Caspar W. Weinberger said the Pentagon will pursue research and development on "three longterm basing options for MX—launching the missiles from aircraft, defending them on land with an antiballistic missile system, or basing them 'deep underground.'" More than one of these options may be chosen, he explained. Meanwhile, "We will deploy a limited number of MX missiles, as soon as possible, in Titan or Minuteman silos that will be reconstructed for much greater hardness to nuclear effects." Weinberger emphasized that all three future MX basing options need a lot of work. Ballistic missile defense, he said, has "shortcomings" as presently developed. And deep underground basing is "only a concept" at this point. But new B-1 bombers and submarine-launched missiles will be built.

In explaining the cancellation of the land-mobile MX basing mode, a Pentagon report says: "A program to deploy 100 MX missiles in 1,000 shelters would not be survivable against today's

threat, much less against the Soviet forces that are likely to be deployed in the mid-1980s. By the same token, a program to deploy 200 MX missiles in 4,600 shelters has only one significant difference from the 100-in-1,000 plan; it is more expensive but no more survivable. The more shelters or holes we build, the more Soviet missiles will be built. They can build missiles as fast as we can build shelters, at about the same cost to both countries."

High-speed rail plan scrapped in California

California's legislature has stymied a plan by Gov. Edmund G. Brown, Jr. (D) to develop a state-operated high-speed passenger rail system. Two passages in the budget bill just passed for the new fiscal year specifically ban use of state funds for any such project. Last November Brown announced plans to spend \$300,000 for a nine-month study to select routes and technology. He envisioned a system, costing at least \$100 million, that would use one or more existing rail corridors running 500 miles from Sacramento to San Diego via the San Francisco Bay area and Los Angeles.

The state Department of Transportation's mass transportation division had invited more than 100 consulting organizations worldwide to submit proposals for a first-phase study. Proposals from 13 joint ventures were under consideration. But Lee F. Deter, chief of the division, has advised them that the legislative action "includes further work on the consultant selection process." Brown believes he could successfully challenge in court the language blocking use of study funds available as breach of executive branch powers.

Drawings switch slows Diablo Canyon startup

Pacific Gas & Electric Co. officials discovered to their great chagrin early this month that engineers working on the \$2.3-billion Diablo Canyon nuclear station near San Luis Obispo, Calif., had used the wrong drawings to determine stress analysis of pipe hanger systems for its unit one reactor. As a result of the error, discovered during anti-nuclear demonstrations at the plant, fuel loading for low-power testing of unit one will be delayed while the company does a reanalysis of all steel bracing within the containment annulus. The stress analysis work was part of modifications to pipe hanger systems required by the Nuclear Regulatory Commission (NRC) after discovery of an earthquake fault during plant construction. The discrepancy involves drawings used in analyzing pipe supports in the area between the outer wall of the containment structure and an inner wall that supports an overhead crane.

A PG&E spokesman says that the diagram for unit two of the plant was mistakenly applied directly to unit one, and not transposed to account for the units being mirror images of each other. The drawing, derived from the blueprints, showed the circular containment broken down into five pie-shaped segments, or forms, each describing an area sharing a common response to seismic acceleration.

Bridge-bracing job draws five

The California Department of Transportation has awarded Adams & Smith, Inc., Pleasant Hill, Calif., a \$1,565,072 contract to install earthquake restrainers on a highway bridge in San Francisco. The bid of the runner-up, William P. Young, Inc., Redwood City, Calif., was less than \$13,000 above the winning bid, while the bids of three competitors ranged from 8 to 37% higher than Adams's. Three of the five competitors for the job bid below the \$1,742,108 engineer's estimate. The winning contractor will install restrainers on a 3,500-ft section of a precast, prestressed concrete girder bridge on Interstate 280. The job involves the installation of 40-ft lengths of 1.25 in. high-strength steel rods across the expansion joints to restrict movement of the bridge in the event of an earthquake. In addition to the work on the main portion of the bridge, the firm will install cable restrainers on several highway access ramps. The project is part of Caltrans' extensive earthquake upgrading program that calls for installing restraining devices on many of the states' highway bridges.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

The Reagan administration, looking for a way to slow the skyrocketing costs of health care, is studying a plan to make workers pay income tax on part of the Medical-insurance premiums paid for by their employers.

The proposal is under consideration by the Department of Health and Human Services as a way to discourage excess use of medical facilities, introduce more competition and drive down the inflation rate in health care.

The cost of medical care in the United States has been rising at a faster rate so far this year than inflation, government figures show.

Analysts blame the gains mostly on higher labor costs, a shortage of nurses, an increasing proportion of elderly patients and widespread insurance coverage.

Not only did escalating medical costs outstrip the general inflation rate in the first seven months of 1981, the Labor Department's Consumer Price Index show they rose at a faster pace than any of the other six components the government tracks in measuring inflation.

Medical care costs increased at a seasonally adjusted annual rate of 12.6 percent in the first seven months of 1981, compared to an 11.1 percent increase for the same period in 1980.

Housing costs climbed at a 12.1 percent annual rate in the first seven months of this year while food and beverage costs were increasing at a 2.7 percent annual rate.

The overall Consumer Price Index rose at a seasonally adjusted annual rate of 9.4 percent in the first seven months of the year.

For January through July, hospital room charges surged at an annual rate of 13.6 percent, compared with 13 percent for the same period last year.

Doctors' fees rose at an annual rate of 12.8 percent this year, the same as last year, and dentists' gained at an annual rate of 12.7 percent this year,

down from 13 percent last year.

In July, medical care costs shot up 1.3 percent, the highest one-month increase since February of 1980, according to the Labor Department.

Health insurance premiums paid by employers are not counted as income, and are not subject to income tax. The tax plan, if adopted, likely would exempt from income tax employer-paid premiums up to a maximum amount, say \$150 a month. Everything over that amount would be counted as income to the worker, subject to income tax.

The plan would face labor and liberal opposition on grounds that it taxes fringe benefits and also could result in skimpier medical protection. We are very much opposed to it.

It also could raise several billion dollars a year for the hard-pressed Treasury, but advocates say that's only a side benefit.

Because employer-paid medical premiums are now tax-free, they say, workers are encouraged to demand, in personal or union negotiations, overly rich plans that pay virtually every claim. Such policies encourage workers to go to the doctor or seek other health care for almost any tiny pain because "it doesn't cost anything", advocates of the tax plan say.

Counting part of the employer-paid premium as taxable income to the worker, according to their theory, would make the worker much more cost-conscious and much less likely to demand extremely comprehensive—but expensive—policies.

Dr. Robert Rubin, assistant health and human services secretary, confirmed in an interview that the tax plan is one major proposal being considered to restructure the health financial system in order to reduce inflationary pressures. A second proposal, elements of which also are contained in the tax proposal, would involve a "freedom of choice" plan compelling employers to offer workers a range of health-care options at different prices to foster price competition.

But Rubin stressed that no details have been

worked out and that Secretary Richard S. Schweiker has made no decisions yet.

Some thought was given last year of taxing the entire employer-paid premium. Major fringe benefits such as employer contributions for pensions and health insurance always has been tax-free to the worker, and the reaction to such a large change would be fierce.

More likely, such a proposal would involve taxing only some portion of the premium, such as amounts in excess of \$120 or \$150 a month. In that case, only employees with the most expensive plans (probably no more than a third) would be affected, and the Treasury revenue gain would be a few billion a year.

The theory behind the tax plan was outlined last year by Representatives Richard A. Gephardt, Missouri Democrat and David A. Stockman, Michigan Republican, who is now director of the White House Office of Management and Budget.

Under the tax proposal being worked on, the changes could take a variety of forms. For example, if the maximum tax-free premium were set at \$150 a month and a Company's health insurance plan cost \$180 a month per employee, the workers would be taxed on a \$30 a month. But an employee might opt for a less comprehensive plan costing \$150 a month, and pocket the extra \$30 as regular income or ask the employer to put it into a pension or other fringe benefit.

The proliferation of options, advocates of the plan say, would pit different insurers and health groups against each other in competition to sell policies. In turn, the insurers would exert pressure on doctors, hospitals and other providers of medical services to hold their costs down.

According to a study based on 1977 data, about 80 percent of the premiums are paid by employers.

The employer premiums totaled about \$55 billion in 1981, the Treasury estimates. If this entire amount were taxed as worker income, it would bring in nearly \$15 billion to the Treasury.

Site preparation begins on Eureka sewage project

Site preparation work for the new Eureka sewage treatment plant is finally underway, reported District Representative Gene Lake. Malcolm Drilling of Redwood City has completed the first step of the work installation of a "wick" type dewatering system.

It took them four weeks to vibrate 750,000 feet of wick material into the natural soil under the proposed fill area. If their project is any indication how the rest of the work will go, the entire project should be a snap.

R & D Watson of San Jose is getting underway with the fill portion of the site work. The dirt will be imported by truck so our work will be dozers, loaders and compactors. This job will require much cooperation from the weatherman. It wouldn't take much rain to create such problems as muddy fill, wet pit mud on the highway, etc. The fill will be a surcharge only and will be removed next spring. The cost of the Watson project is \$1.3 million with completion about November 1, 1981.

Bid opening for the treatment plant will be later this fall with work to begin next spring. The funds available for the plant are about \$27 million.

Another sewage collection and treatment system at Miranda is also getting underway. This one is much smaller as it serves a small community about 60 miles south of Eureka. This project was

awarded to C. F. B. Construction of Roseville. Nally Enterprises of Rio Dell will sub the dirt work. The price tag on this one is \$1,537,000 with completion around June 1, 1982.

Coast Marine Construction of Coos Bay, Oregon has completed their work on the Humboldt Bay waterfront. During their eleven month stay here in Eureka they completed the berthing docks at the Woodley Island Marina and boat launching facility at Fields Landing as well as maintenance work on private waterfront structures.

The paving contractors in the area have had a tough year. Redwood Empire Aggregates has been trying to keep busy overlaying streets here in Eureka with Mercer Fraser likewise on highway work.

Cal Trans will be opening bids for reconstruction of the College of the Redwoods overpass on Highway 101 which collapsed in November 1980 during an earthquake. A little over a million dollars is available for the project.

The long awaited Hiway 101/Elk River overcrossing should be coming up for bid in mid-November. The structure that replaces this extremely dangerous intersection will be a major project.

Latest information on the proposed \$265 million are processing in Del Norte County, is a year delay for environmental considerations. California Nickel

Corp. has been informed that their draft environmental impact report did not adequately address the projects' affects on nearby natural resources, including

Work is slow in Redding, but times have been worse

"The work picture in the Redding District doesn't look too bad, if you don't look too close," reports District Representative Ken Green. "We have projects going from Butte Creek Rocks job near Doyle, Ca. to Tonkin Construction Company's Grey Back Road job near Happy Camp. We have Ferrante Construction near Weed, Ca. and Granite Construction on the Alturas Airport job. M.C.M. has the bridge job for Ferrante and C.C. Myers Inc. is busy on the Sacramento River Bridge on Hiway Interstate 5 at Dunsmuir."

Yates Construction is busy with the site work for the new Shasta County Jail and Cal-Ore is putting the finishing touches on the grading for the new Memorial Hospital addition. J.F. Shea Company is working on a small subdivision in Mt. Shasta, Ca. (thanks to the Custom Agreement). North Valley Construction is going hard at it on the new Red Bluff Safeway Shopping Center.

water and wildlife. Construction on the plant is now expected to begin May 1983 instead of a year earlier. The project is expected to take two years to complete.

The Redding Out-of-Work List has not gone below 135 "A" Operators this year. There are approximately 100 Brothers who will not get to work at all this year and next year looks even worse for the District. "We can only hope the major projects scheduled for Utah and Nevada get the go ahead," Green commented.

August 23rd saw the 9th Annual Voice of the Engineers Barbecue at Anderson River Park. From a modest beginning of one small pig and a little over 100 guests in 1972, the affair has grown into a gathering of almost 1,000 people (we fed 968) and the consumption of two large Black Angus Steers (1,300 lbs. each on the hoof).

It was a grand party and everyone seemed to have a good time. "We were honored with the presence of Assemblyman Stan Statham and several county supervisors from Shasta, Siskiyou and Tehama Counties," Green noted. Local

(Continued on Page 5)



Rigging Lines

By Bob Mayfield
Asst. Business Manager & Vice President

This writer is most happy now to know that all negotiations for this calendar year are complete. Further, I returned home from Utah just in time to be able to attend the Northern Swing of the 4th Quarter District Meetings in Northern California, which consists of the Eureka, Redding and Yuba City Meetings.

These meetings were routine and happy, but the Officers and Business Agents' reports of a not so great work picture left those in attendance deeply concerned as to whether 1982 would be any better in the overall, than 1981 which has been at best a so-so year. This poor work prospectus I predicted at the first of the year, that it would be a tough work year, and I only hope that many Engineers took my advice when I had stated if you already have a decent job, guard it, and for those looking for one and a good job opportunity comes along, grab it and protect it.

In making this Northern Swing into the Northern portion of Local No. 3, in a hard driving rain for two days, was a reminder to me and everyone else that 1981 is almost history, and that this winter is apt to be earlier than usual this year.

I hope everyone is watching the overall scene as to what is happening to all working people. I need not tell anyone again of the blah outlook. The uncertainty of the social security program and what President Reagan might do to change the rules in a negative manner, is a downer. Interest rates are projected to

stay very high well into 1982, which can only hamper working opportunities for Operating Engineers and other craftsmen.

Mr. Reagan still maintains he is going to balance a budget and one of the places the ax has fallen is in the area of construction money where the federal government pays a high proportion of a project, such as highways, dams, sewer and water projects. All of these are mostly federally funded.

Mr. Reagan is looking down his peepsight through his and several of his key Republican Senators, at doing away with or weakening the Davis-Bacon Act, until it has no useful meaning. Everyone probably has read that the MX Missile plans that were, until most recently scheduled to be constructed in Nevada and Utah, are now going to be built primarily in the Dakotas in some existing silos. This project was until this recent date and changing of decisions, going to be in excess of \$30 billion worth of construction and all of it to be in Local 12 and 3's jurisdiction.

For a great deal of our members this whole picture doesn't sound all that great and it isn't. However, compared to the overall bleak work picture nationally, we are doing as well as any local union, and there is even some good areas to look forward to in 1982. Most of the big work I'm referring to will be in the State of Utah.

As of this writing, the Utah Building trades and/or the National Building

Trades still do not have a signed project agreement with the I.P.P (InterMountain Power Plant). I'm told from excellent sources that talks have now begun by all parties, and I would be most pleased if I were able to report next month that such a contract were signed and sealed on this 8 billion plus power plant.

This past week a ratification meeting was held with the employees of Anaconda-Carr Fork Mine in Toelle, Utah. Between 300 to 400 members attended this meeting, and it was ratified by a large majority of those whom attended the meeting by a secret ballot election.

Much of the success of this new agreement, which is certainly in the overall, the best nonferrous industry (copper, lead, zinc mining, ect.) today goes to the five rank and file stewards, Ron Grover, Dave Mosteller, Larry Jordt, Mick Sherland and Harold Hughes, whose patience, support and participation in every meeting for those at the mine, until the end, was a prime reason for our success.

Dennis Wright and Rex Daugherty (Mine Business representatives) and myself assisted Tom Bills the I.U.O.E. Regional director from Denver (who was the Union chairman). Brother Bills, of course, is a former Local No. 3 District representative and originally a member from the Kennecott Copper Unit, for many years. In my opinion, on the Union's side of the fence there isn't a more knowledgeable or better qualified negotiator in the non-ferrous industry than Tom Bills.

The bottom line is result and money and this unit of at least 630 people is at the top for this industry in many areas. For example, the top pay grade at this mine is \$12.90 per hour, where the same company's operation in the State of Montana is only \$12.34 per hour. The only mine I'm aware of close to this wage in the copper industry is the Kennecott top pay grade, which is at \$12.74 per hour, which is still inferior to our top rate. (Continued on Page 14)

Work picture in Stockton is 'minimal'

The work picture in the Stockton District is minimal, reports District Representative Jay Victor. The number one factor is the economy of the country. The local contractors do not have the workload that they were hoping for at the beginning of the year.

The jobs that are in process throughout the district are small subdivisions, commercial buildings and some underground work. "We, of the Stockton and Ceres offices have been attending public hearings for upcoming projects that are located in Tuolumne and Calaveras Counties," Victor said. They are actually too far down the road to even consider the approximate starting date.

The jobs that are in progress are the recreational contracts that were let by the Corp. of Engineers., Ford Construction of Acampo and Crystal Creek Construction out of the Redding area.

There is a small power house at Pardee and we are hoping for a Pre-Job for a power house at Camanche. The Rock Plants in the area are producing material for inventory and sales are way down in that industry. Turlock Irrigation District, in the Modesto area, is going to let bids on hydro-electric projects sometime in the next month.

"We are hoping for some activity in the Mining Industry in and around Sonora and Jamestown," Victor continued. The Gulf & Western Natural Resources Group, headquartered in Nashville, Tennessee, is studying the feasibility of opening up some old gold mines. This would be a fifteen year, \$75 million project to revive five mines in the area. If the study proves positive, and the company is allowed to proceed, this would create up to 200 jobs and about \$750,000.00 in property tax for Tuolumne County.

The Grievance Committee for District 30 has been active in the political arena pertaining to Stockton City Council races.

"In my opinion, they have done a fantastic job in selecting and endorsing candidates for the local area," Victor commented. "We are also hoping that all the permits will be obtained by the Calaveras County Water District to proceed with the Northfork Project.

New Stockton Location
1916 N. Broadway
Stockton, CA
209/943-2332

Contri Construction gets canal project

Work in Nevada is still slow, but with new jobs being bid some of the brothers will keep out of the unemployment lines in the future, reports Business Representative Ed Jones.

Contri Construction was awarded excavation of a channel and lining of a canal. The contract was bid at \$1,136,978.00 and the job site is at the Fallon Indian Reservation in Churchill County.

The Law Company of Wichita, Kansas was awarded the multi-purpose pavilion to be built at the University of

Nevada, Reno for a cost of \$20.6 million. The job is expected to last two years. Zapata Construction was awarded a pipeline job located in Stagecoach, Nevada. There will be 17 miles of 12" gas line.

A project out for bid by the Tahoe-Truckee Sanitation Agency is the expansion of the existing water reclamation plant in Truckee. The job consists of constructing additional treatment units, expansion of existing buildings, and associated mechanical, electrical and site work.

Work in the Eastern part of the state has ground to a halt. Helms and Matich construction have completed the white pave for Winnemucca and Lovelock and Helms has only a few people left completing one structure in Lovelock.

Acme subcontracting for Parsons has completed the white pave on I-80 Wendover and Wells. Parsons has taken all their equipment back to Utah.

The only bright spot in the eastern part of the state is the Valmy power plant which is starting to kick-off phase 2. There won't be much work until they start getting some of the iron hung. It will probably be the first of the year before we get any brothers on the job there.

The state of Nevada has asked for bids to rebuild approximately one mile of Highway 395 at the Stead interchange.

In March 1982 Southwest Gas proposes to put in approximately 67 miles of 12' gas line. The pipeline will be between Lovelock and Fernley and will be part of a loop system to parallel the existing line.

It still looks grim for work in Nevada. Unemployment is high but District 11 agents are doing their best to preserve work for brother engineers.

More Redding

(Continued from Page 4)

#3's Business Manager and International Vice President, Brother Dale Marr and Asst. Business Manager and Local Vice President, Bob Mayfield were able to talk to a great many of the Brothers and their lovely ladies on several topics of interest to the Brothers.

An affair of this nature is also a great opportunity for the Officers, Brothers and Contractors to get together with their wives and girlfriends on a friendly non-business basis.

"You see each other in a completely different light than out on the job," Green said. "We are going to do it again next year (it'll be our 10th) and we expect to have around 1,200. Hope you and yours are among the crowd."



Pictured above is phase one of the B Street development project in Sparks, Nevada. Granite Construction Co. has the contract on the job. On the left is John Asquaga's Nugget and on the right is the Sparks Gold Club.

Vacation Pay: How has this helped you and your Credit Union?

By James "Red" Ivy
Recording-Corresponding Secretary

Vacation Pay. How has it helped the Credit Union and its Members? What is its future with the Credit Union?

Your employers pay your Vacation Pay to the Fund Manager of the Operating Engineers Local Union No. 3 Vacation and Holiday Pay Plan. This is done in accordance with the terms of the AGC contract between the Union and employers.

Starting in 1967, the AGC contract allowed the Fund Manager to transfer Vacation Pay earnings to the Credit Union two times each year. Members with loans at the Credit Union were allowed to transfer their Vacation Pay monthly as long as they had a loan.

Ten years later, monthly transfer was expanded to allow all members who wanted to have their Vacation Pay transferred to their Credit Union monthly to do so—if they wanted to take advantage of the Credit Union's savings programs.

Vacation Pay has meant two things to the Credit Union:

- A convenient direct-deposit savings program for its members.
- Capital its members can depend on if they need a loan.

Thousands of Local Union No. 3 members, some of whom had trouble saving before, have used the Vacation Pay system to build up nice savings accounts in the Credit Union. They've done this by leaving all or some of their annual Vacation Pay earnings on deposit in their Credit Union share savings accounts.

As savings in the credit Union grew, so did the size of the fund that provided capital members could depend on if they needed a loan.

More than \$130 million has been loaned to members since the credit Union was started in 1964 . . . and at interest rates that saved these borrowers hundreds of thousands of dollars as a group.

The savers who provided these funds profited by earning a better-than-average return on their savings and life insurance benefits that no other type of savings institution offered.

Since 1964, the Credit Union has paid its savers more than \$14 million. It's also paid more than \$1.5 million in life insurance benefits.

That's the job of your Credit Union: to encourage thrift with convenient and beneficial saving and loan programs.

What about the future?

Your Credit Union, of course, plans to keep doing its job. The 1980s will bring dramatic changes to all financial institutions, technology and the volatile nature of the economy itself.

As far as Vacation Pay is concerned, your Credit Union still thinks it is one of the most convenient ways for saving money that's available to our members.

Some changes may have to be made in the program, however, because of the costs involved.

About 1,400 members using monthly transfer to the Credit Union

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Gloomy work picture prevails in Hawaii

Hard times have fallen upon Kauai's once-booming construction industry, with high unemployment among trade workers and slim picking for contractors, reports Business Representative Ken Kahoonei.

The gloomy forecast is that things will get worse before they get better. Hotel and condominium projects which in recent years created a boom within the industry, have all but dried up and prospects for the future are few. Honolulu-based contractors have the remaining projects pretty well sewn up.

Finishing touches are now being put on the island's largest recent project, the \$60 million Waiohai Resort Hotel in Poipu, which is owned and operated by Amfac. Robert J. Monroe, Inc., of Honolulu has the contract. At its peak, this project employed approximately 40 engineers.

The remaining existing large projects can be counted on the fingers of one hand. The \$23 million Kukui Grove Shopping Center in Puhi, on which Ken Shioi Co., Ltd., holds the prime contract and Kauai Builders Ltd., has the sub-contract to build several of the large stores. Longs Drug and Sears are only a few to mention many more.

The \$30 million Hanamaulu Beach Villa at Nukoli is being done by Haw'n Dredging & Construction Co. The \$15 million airstrip in Lihue is being done by E.E. Black, Ltd. The \$25 million Sheraton expansion at Poipu is nearly-finished and it's being done by Haw'n Dredging & Construction Co. Ltd.

There will be some bright spots in the future and some of these are the airport terminal project, which is estimated at \$29 million. The Princeville Marriott Hotel which will be \$40 million project and the Nukoli Hotel expansion which is also estimated about \$10 million. The Poipu Golf Course project is also in process at this time.

There are currently about 300 members unemployed on the Island of Oahu, reports Business Representative Rick Shuff. With the current administration and Federal monies cut, Oahu is in for a bleak year.

The unemployment problem seems to grow each and every day. There have been only a few jobs let. E.E. Black, Ltd. was the low bidder on Wheeler AFB. G.A. Mortensen out of Minn., Minnesota was awarded the renovation of Tripler Army Hospital at a cost of \$65 million. On August 27th the Deep Draft Harbor at Barbers Point was bid.

The job consists of moving 7 million cubic yards in a 1,400 day period. This is bringing to Hawaii a great number of



Brother Frank Acasia, a journeyman who takes pride in training new apprentices, receives a JAC Award from business Manager Dale Marr at a recent district meeting in Honolulu.

stateside contractors. Several major jobs have been held up by "Life of the Land". These jobs must be let soon to absorb the current unemployed.

Recently the JAC has been giving a monthly award for the Journeyman who takes pride in training new apprentices so that the industry has a capable new journeyman to take the place of a retiring member. In the month of May, Frank Acasia of Okada Trucking Co., Ltd. received this award. Brother Acasia is also the Job Steward for Okada. He has been a member for over 13 years and has been employed with Okada for more than 8 years.

Frank lives in the Hawaiian Homes in Waimanalo. He spends his off hours and spare time fixing his truck. He is always available to help other brothers on home projects. Frank also has a love for the king of Hawaii "Primo." Our congratulations goes out to Frank and we hope that he will continue to train new apprentices. Our thanks also go out to Sonny Okada for the fine training that our apprentices are receiving. Without the help of employers like Sonny, we would be unable to turn out good journeymen.

Hawaiian Dredging & Construction



Fringe benefits director Art Garofalo explains Local 3's retirement plan to Hawaii members at a recent pre-retirement meeting on the Island.

Company is currently using concrete grout for Volcanic ground stabilization on their Mauna Lani Hotel project, reports Business Representative William Crozier.

This project is being developed on Volcanic terrain that has its own unusual features and problems. The natural process of volcanic land buildup results in a given location having many small areas of different load bearing capacities.

As the land mass is built up by succeeding lava flows, there are areas formed of solid rock, and mixed in with the solid formations are pockets or layers of cinder. Another feature found in this type of area would be voids, these are hollow tubes or caves that were formed as the molten lava drained away.

The accepted method of driving piles to support a foundation would not be feasible in this area because of the large amount of solid rock below the surface.

Also excavating down to a very thick and solid layer of rock would be extremely costly resulting in the need to develop a method especially for this area.

The goal to create solid foundation for the proposed hotel at the lowest possible cost resulted in the development of this new technique.

First, 3½ inch diameter holes are drilled to a depth of 15 to 50 feet depending on the amount of weight the area has to support. The average depth being around 18 feet. The spacing of these holes vary from 2 feet to 10 feet apart depending on the amount of voids discovered during the drilling. Then a 2 inch PVC pipe is pushed into the hole until it reaches the bottom. Grout is then pumped into the pipe under low pressure until any voids or cavities at the bottom are filled.

After the crew determines that all voids at the bottom of the pipe are filled, they will raise the pipe about three feet and start pumping in grout again until all voids are filled. This process is repeated continuously until the entire depth of the hole has been completely filled with grout which will result in a solid foundation for the building.

Peripheral Canal issue heats up

Special to Engineers News
by Carlyle Reed

CALIFORNIANS ARE ACCUSTOMED to ballots with many initiative measures on which to vote, and to the loud and confusing campaigns to "Vote Yes" or "No" on specified measures so complex they are difficult to understand.

But the long drawn-out campaign on the referendum on Senate Bill 200 (pertaining to the Peripheral Canal and other water works) may well take the prize for confusion and misrepresentation. And the real campaign hasn't even started yet!

Difficult as it is to sort out fact from fantasy and outright misstatements, it is important for voters to do just that because most of California is affected one way or the other by the outcome.

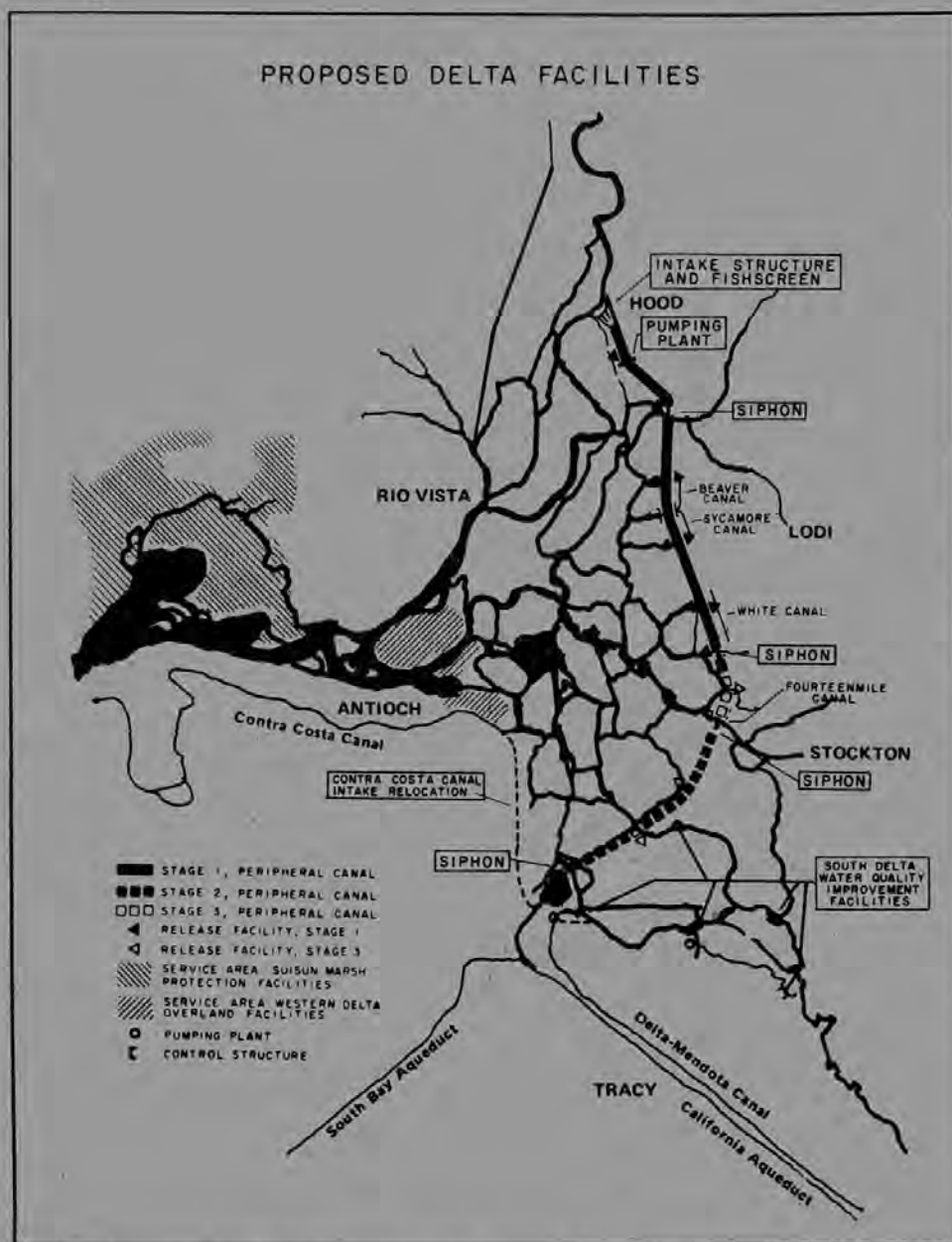
For those with particular interest in construction jobs, construction of the Canal itself is expected to create approximately 15,000 man-years of work, 1000 jobs per year for 15 years. These jobs would be in the planning, design and construction period of the Canal.

Operation of the Canal and related facilities would have profound effect on the economy of the state, not only supporting an adequate water supply in the agricultural valleys, but also improving both quantity and quality of the water supply for more than two million residents of the San Francisco Bay Area along with additional millions of urban dwellers in the Southern California Coastal plain. It also would, as one of its major functions, guarantee the stabilizing and improvement of the fishing business and recreational fishing in the Delta.

Historically there has been a "North vs. South" element to water development in that, while there is enough fresh water in California for all purposes and for all areas, most of the water originates in the mountainous areas of Northern California, while most of the need for water is in the arid flat areas of Central and Southern California. So the old contest about which part of California should be allowed to grow—North or South—is drawn into the discussion. Listening to the anti-canal rhetoric, one might think that only the agricultural valley and Southern California cities have any water problems requiring transporting water from the mountain watersheds to urban areas. But, in fact, two of the largest water importation projects in California are the Hetch Hetchy project on which San Francisco and much of the Peninsula are dependent for water, and East Bay Municipal Water District's project bringing water from the Mokelumne River to Oakland and other East Bay communities. Both of these projects by-pass the Delta to bring water dependably and uncontaminated to their urban water users.

The North vs. South idea is false because over two million people in Bay Areas will be benefitted by construction of the Peripheral Canal and other projects in SB 200, including Santa Clara County, Alameda County and much of Contra Costa County.

Construction of the Canal does not permit taking more water to Central and Southern California than is already authorized. On the contrary, purpose of the Canal is to make it possible for the State Water Project to deliver water it already is committed by contract to deliver to agencies from the South Bay to Southern California, and to do so without do-



ing the damage to the Delta and the ecology and fisheries of the Delta now being done by water pumped from the south end of the Delta. The Canal was originally proposed by environmentalists and advocates of greater protection for fish and wildlife as an alternative to pumping all of the water for both the Federal Central Valley Project and the State Water Project directly from Delta channels. It has been studied for more than 20 years and is rated by water engineers and by federal and state fish and game officials as the best way to transport surplus waters from the Sacramento River into the pumps located near Tracy.

The opposition to SB 200 and the Peripheral Canal in particular comes from a strange coalition of interests,

Over two million people from the Bay Area and other Northern California counties will benefit from construction of the Peripheral Canal and its related projects.

each of which opposes the Canal for a different reason.

In the opposition camp are organizations which are usually found opposing development in general and water projects in particular, such as "Friends of the River" and "Friends of the Earth." They base their opposition on the idea that protection for the Delta against excessive exporting of water is not strong enough, and theorize that if the construction is stopped by voting down SB 200, environmentalists will be able to "get more" as a "price" for the Canal in some future legislation.

Joining them in opposition are some farm interests in the Central Valley, who favor the Canal, but want to build it with LESS restriction than provided in SB 200. They feel that protection for the

Delta provided in SB 200 and related Constitutional Amendment (Prop. 8, approved by voters in 1980) is TOO strong. They also object to provisions in Proposition 8 making the North Coast rivers part of the state "Wild Rivers" system and not available for development. If SB 200 is defeated, Proposition 8 automatically is repealed, and these interests hope to build the Canal later but with "no strings attached."

Joining this latter group is the California Farm Bureau Federation, although at least six county units of that federation are strong supporters of the Canal. These are the County Farm Bureaus in Kern, Los Angeles, Orange, Ventura, Riverside and San Diego counties.

Among the strangely confusing statements published regarding the Peripheral Canal is the claim that it represents a \$20 billion construction plan that threatens to drain the Delta dry!

Actually, the estimated cost of the Peripheral Canal in 1981 prices is \$680 million. At these 1981 price levels, the State Department of Water Resources estimates the cost of all of the SB 200 facilities that will be built between now and the year 2000 at \$2.5 billion. Allowing for inflation at 9 per cent annually, these costs would escalate by the year 2000 to \$5.4 billion. This would include Suisun Marsh protection, South Delta Water Quality improvement facilities, relocating the Contra Costa Canal intake, facilities in the western Delta, Los Vaqueros reservoir south of the Delta,

ground water storage facilities, and East Branch enlargement.

The \$20 to \$23 billion figure tossed around by Canal opponents includes the above as one item in a list of water projects past and future published by the Department of Water Resources. This list includes expenditures dating back to 1951 for the State Water Project, and estimates of future expenditures up the year 2035. They are part of a full financial disclosure published by the state showing ALL water-related expenditures from the beginning of the State Water Project to the projected end of the bond repayment period. The list has nothing to do with the SB 200 costs except that SB 200 projects make up one item in the list.

Cost of constructing the Canal and other works in SB 200 will be paid, along with all costs of maintenance and operation, by the agencies with which the State has contracted to deliver water from the State Water Project. The costs are NOT paid by state taxes.

OPPONENTS CLAIM THAT "the Peripheral Canal will cost so much that consumers in Southern California may be paying up to \$100 a month for water and per capita water use will go down significantly." But the Metropolitan Water District which serves Southern California urban areas says that the Canal will cost a Southern California family less than \$1 a month. The MWD says: "Water is one of the smallest items in most family budgets. The basic reason is that most of the state aqueduct and reservoir system and most of Metropolitan's system were built before rampant inflation began."

As to the claim that the Peripheral Canal is, as a brochure for the "California Coalition to Stop the Peripheral Canal" says, so huge that it "could drain 70% of the pure water in the Sacramento River," supporters say this is equivalent to saying the ocean could be emptied by bailing it out with a water glass.

Figures from the Department of Water Resources show that the maximum future amount of water to be pumped from the Delta by both the State and Federal projects—sometime after the year 2010—will be 12,000 cfs (cubic feet per second), based on uniform annual flow. By comparison, peak flow of the Sacramento River during winter months is in excess of 100,000 cfs, and in wetter years it can be in excess of 300,000 cfs. During the summer months, flow in the river is maintained by releases from Shasta and Oroville reservoirs upstream built to conserve flood waters for use during the dry months.

Purpose of the Peripheral Canal is "better management" of the waters flowing into the Delta, so that larger amounts of excess water can be pumped in heavy-flow periods and stored south of the Delta for use in drier months and years. While the maximum requirement for export even after the year 2010 will be at the rate of 12,000 cfs, the ultimate capacity of combined State and Federal pumps at the south end of the Delta will be 15,000 cfs. This excess capacity is to permit pumping more water during the flood flows. The Canal will have a capacity of 18,300 cfs, the additional 3000 cfs being to transport water for release INTO the Delta at various points to assist in maintenance of water quality standards throughout the Delta.

Various claims are made by Canal opponents to the effect that Southern California doesn't really need the water even after it loses 550,000 acre feet of Colorado River water after completion of the Central Arizona Project in 1985. In a recent article in the Los Angeles

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Lights, camera...action?

By Mark Stechbart
Research Director

THE CALL for the long awaited blockade of PG&E's \$2.3 billion dollar Diablo Canyon nuclear plant had all the trappings of the media event of the century. The idea of hordes of protestors swarming over rocky, wind-swept beaches and barbed wire-topped cyclone fences to mount an all-out assault on PG&E had real media appeal. It also had the emotion of the self-proclaimed Davids of the anti-nuclear movement taking on the Goliaths of PG&E for the final event.

Every media editor within 500 miles of San Luis Obispo envisioned thousands of arrests and wave upon wave of protestors landing from rubber rafts, dropping out of the oak covered back hills at the break of dawn and scaling fences with scaling ladders. It would make great copy.

After all, the sponsoring anti-nuclear group, Abalone Alliance, had promised to blockade until it had obtained "a signed official document from the president and board of directors of PG&E and from the Nuclear Regulatory Commission that Diablo will never be operated as a nuclear facility."

To accomplish this, Abalone promised the largest anti-nuclear demonstration in American history, with its estimate of upwards of 40,000 protestors.

The media editors pulled all the stops. An army of newspaper and radio reporters, photographers and television crews from as far away as London assembled. Abalone Alliance and its 62 affiliated groups brought in a base camp, a headquarters office, "media spokes," facilitators, peacekeepers, camp cooks, solar powered showers and numerous "clusters" to mount the blockade. The protestors were assembled in "affinity groups," such as Mother Bear Alliance, the Radioactive Rock Cods from Mendocino, the Flying Fish, All Us Mollusks, the Chuckleheads, the Unpoisoned Oaks and the Society Against Blatantly Obnoxious Technology.

The stage was set and the Abalone Alliance claimed thousands of protestors were on their way. Law enforcement agencies, taking Abalone at their word, brought in reserves and organized detention facilities. PG&E undertook some hasty fence repair and laid in a stock of food and supplies to ride out the blockade and the tightly choreographed event got under way.

Abalone's so-called thousands hit the road for Diablo and 350 media people rented every available motel room in the area. PG&E steadfastly declared that the blockade would have no effect on Diablo's operations.

The plant's nuclear fuel rods had been on-site and in storage since 1975. Dormitory space and field kitchens would sustain plant operators through an indefinite blockade.

Two helicopter landing fields would enable PG&E to fly over the blockade. If need be, nothing had to go in or out of any gate. Diablo plant manager Robert Thornberry said the blockade would cause "absolutely no slowdown."

"Diablo will proceed at its own schedule," he said. "Even if the blockade lasts forever, it would not stop us. It will only result in increased costs for the taxpayers

and the ratepayers."

San Luis Obispo County Sheriff George Whiting was a little more direct: "Breaking up the blockade is our object. We want to arrest and prosecute and convict," he declared. "We won't want too much getting in our way."

The California National Guard brought in 557 men. While not engaged in arrests, they provided camp support, motor pool transport, helicopters, air traffic control over a restricted zone around the plant and communications.

The California Highway Patrol brought in 200 men, SLO Sheriff's had 120 men, Santa Barbara Sheriff's had at least 200 and neighboring police departments added another 150 officers. And if events got really hot, another 900 officers were available under mutual aid from other jurisdictions.

Throughout these preparations, Abalone was supremely confident, and as events would prove, a little too confident. They opened their camp on Wednesday, Sept. 9 for mandatory camping and non-violent training.

Abalone intended to not only surround the entire 735-acre plant but also stop all workers from entering or leaving. Blockaders would also be landed by raft at sea and scale fences at four points on the plant perimeter fence.

But Abalone was very vague on when the blockade would start. "A matter of days," "within the week" or "possibly this weekend" were phrases the media started to hear. Abalone sensed they were having trouble generating the numbers.

The media did not sense this imminent collapse of their big story. ABC and NBC sent two full crews with millions of dollars of equipment. Outside the Diablo front gate, the media was locked in intense combat with each other as they jockeyed for parking space and the best camera position. Everyone began to wonder who was really providing the blockade—the media or Abalone.

By Thursday, Sept. 10, only 200 protestors had checked in. Abalone required a formal sign-in and issued a red blockade button to all participants. To sign-in, protestors had to give Abalone a secret code word and/or number to identify them as a bona fide blockader.

With this tight record keeping, Abalone professed to not know how many people they had. "We are not into numbers" was the new Abalone refrain. The weekend was the time for big numbers, after all according to Abalone, buses were coming from San Francisco and Los Angeles.

One Abalone "media spoke" told me a bus from LA had 270 people on it. I asked him if it was the size of a 747 airliner. He acknowledged it must be a "fairly large bus."

But the weekend did not draw the numbers. Abalone claimed 2,000 in camp. I was able to penetrate their sign-in security, get my red button and enter the camp as a participant.

At night I put my button away and went back in to formally cover the event as a media member. But the issue of numbers continued to plague the media. One sure fire way to check numbers is to call the portable bathroom people. After all, that is one service everyone uses. They indicated that only about 1,000 people were using the portable toilets.

I also spent two nights washing Abalone's dishes and gathering information on what was really happening.

ONE THING I quickly learned was that the anti-nuclear movement has its own bureaucracy and its own jargon. For instance, I found affinity groups of from 5-10 people were the basic level group; several affinity groups made a "cluster."

Sometimes several clusters made a "collective," and so on. Somewhat confusing, formal action only took place when any groups became "empowered." Groups become empowered only after reaching a "consensus."

A consensus is reached not by a normal majority vote, but by everyone always agreeing on everything. A "facilitator" runs the meeting if no one objects.

I listened to one affinity group argue about setting their agenda for over an hour. Another debated what their name would be for two hours. So much for consensus.

But one thing about Abalone became clearer as this decision making exercise dragged on and everyone's patience wore thin; most of the facilitators and media spokes were always the same people. Numbering about 40 they always seemed to make the first comments and move the meetings in their determined direction.

Regardless of what communal face Abalone tried to present to the rest of the media, I saw a tightly knit, highly organized group of people who seemed to be moving and directing the entire group with expertise, while claiming all the while not to be doing so.

Sunday night, September 13, a crisis was rippling through the Abalone camp. Many people had come for the weekend festivities and were now leaving. Radio and newspaper editors were pressing their on-site representatives for news that was not there. The real facts were that numbers were low, only about 700 arrestable blockaders with the rest "support staff," and morale within Abalone was deteriorating.

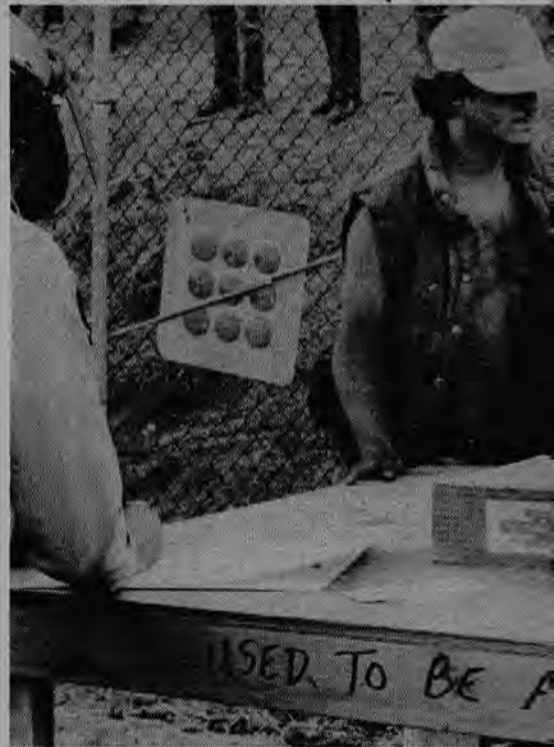
By Monday, September 21, the sea blockade and beach landings were down to 35 people. No one seemed to like the idea of going to the trouble of getting wet and sea-sick, trying to off-load on slippery rocks and hiking up a 70 foot cliff to get arrested when you could get the same results at the front gate.

Camp membership was now about 1,300 with perhaps another 400 camping elsewhere or living locally. Readiness meetings were underway for what was now the assault day, Tuesday.

Abalone had very nice schematic maps of the entire Diablo Plant courtesy of the environmental impact report. They had every gate located and the mileage worked out. Pathfinders and guides had checked out the routes months ago, tomorrow was to be the day.

But by Tuesday, boredom and diffusion reigned. The media could not see the blockaders in the hills as they hacked their way through poison oak and rattlesnake infested underbrush, but they could monitor their progress by counting the helicopters hovering like buzzards over them.

Every so often an Abalone scout would pop his head over a ridge line to locate the police lines only to face a PG&E Pinkerton guard with his German Shepard. Media ru-



The Diablo Canyon blockade



mors were generated in direct proportion to the number of media copters and walkie-talkies in use.

We listened to CHP radio to locate a story. The CHP would listen the PG&E radios for their information and everyone badgered the Sheriff on the topic of the day—where are the blockaders, where are the arrests and where above all, is our story?

11 am, the alarm went out that blockaders were sighted at the North gate and off we roared in a PG&E media bus. Minutes before we were crying in unison "Action! Get someone arrested!" and now we were checking and re-checking our equipment.

Forty media representatives piled off the bus at North Gate to witness 45 Sheriff's Deputies all observing a solitary individual sitting outside the perimeter fence with his shirt off, eating lunch! Two media copters arrived with a National Guard copter in tow, cameramen risking life and limb as they hung out the doors with video cameras in hand.

The radios brought word again, positive identification of approaching hordes at "C" gate, directly to the east. And thereupon we witnessed and shot rolls of film on the first arrests.

A PG&E representative gives his trespass warning and then a Sheriff follows. The blockaders sit down, start to hold a "consensus" meeting and ask the Sheriffs to join them in their protest. 38 police officers then arrest 35 blockaders, a second "wave" approaches with 32 blockaders; they are arrested and packed in a bus within 20 minutes.

Again the radios crackle and we are off to "B" gate, slightly to the south. A group is up in the hills, again reaching a "consensus." The media is hot, sunburned, consensused out and impatient. But the group is in no hurry to start the arrest ritual.

Finally a reporter, in frustration, climbs the fence and directly tells the group that the media will leave the area and their arrests will go unrecorded for all time unless they get themselves down to the police within 10 minutes.

The group scurries down the hill and arrests are made and filmed.

THE MAIN GATE provides everyone with a full story. Scaling ladders that hinge over the fences are also to bring in about 250 protestors.

The police fall back about two miles to let everyone get in and settled prior to arrest. No one wants to get hurt yanking a blockader off a ladder. Gentlemen's rules of demonstration are observed on both sides by agreement—no surprises, no violence, easy going familiarity on both sides.

A couple of PG&E people and several cops stand around drinking coffee. A couple of police take pictures for their home albums with Instamatics. The National Guard video team shows up to make a Guard movie of this Diablo campaign.

The media is again bored and begins to interview each other and photograph anything that moves. Their editors have to be fed a story and right now any story will do. In fact, the combined numbers of the media and the police outnumber the blockaders almost 3 to 1. The CHP is outside the gate directing traffic so there is limited congestion to inconvenience incoming blockaders.



The Sunburst, Celluloid Hero and McCafferty's Spirit affinity groups are holding court in the middle of the road. They are trying to reach a consensus on picking an empowered spoke and these things all take time and deliberation, they say.

As the sun goes down, the wind comes up and it gets cold. The blockaders are complaining it is taking the cops too long to arrest them. The blockaders are complaining to the PG&E people to get the cops down here. The media agrees, the light is getting bad for their pictures.

By 6 pm, the police oblige, cut down the scaling ladders and start to cart off blockaders. At 8 pm another 100 blockaders arrive to plug up the front of the gate. However, a minor snafu develops. Arrested blockaders are bused to a holding cell, a fenced parking lot, on the bluffs right in front of the reactor building. Being this close to their sworn enemy is somewhat disconcerting to the blockaders.

What bothers them the most is that their backpacks and supplies have been confiscated by the police as evidence. The wind is up on the bluff and everyone is freezing. Naturally they complain. The Sheriff makes a very reasonable move and asks the blockaders covering the front gate to clear the area tonight so he can move their arrested compatriots to the warmth of the county jail.

The front gate blockaders are incensed, so much so that they do not reach a consensus. The arrests continue until about 9:30 pm and the blockaders are not removed from their freezing perch on the bluff until well after midnight.

Day 1, Tuesday, September 15, 1981: 567 arrests, 650 plant construction workers get into the plant without any delay. No casualties but the blockaders complain of the Sheriffs. It seems they have a very effective—and painful—arm lock that prevents the protesters from going limp when they are arrested and carted off.

After a very short period of intense pain in their hand, the blockaders walk very nicely, but they do complain. The next wave for Wednesday's activities are camped in the hills. Abalone spokesman Mark Evanoff says "People are really excited. The energy in the camp is really high." But the CHP reported a diminished flow into the camp and a markedly reduced camp population.

However, the camp was indeed lively. Copters regularly hovered overhead for aerial pictures. Blockaders responded by hastily forming a human circle and a number of people laid on the ground to spell out "no nukes" for the benefit of the cameras. "Mutant sponges" gave an impromptu dance performance.

To the delight of news starved reporters, a group of San Francisco Bay area witches held a bedtime ritual. Meanwhile, area businessmen were sorry to see things wind down since the motel and restaurant business hadn't been this good in a long time.

Early Day 2, Wednesday, September 16, the blockaders had their first true, but brief victory due to a police communications lapse that let the front gate go unguarded as 650 construction workers showed up for work. The Mother Bear Alli-

ance threw themselves in front of the buses. Ironworkers inside, used to working 3 inch steel re-bar, were not amused, reacting with the universally used and understood hand signal of disapproval.

The media took their mandatory pictures, even crawling under a bus to interview a protester and then after a four hour delay, the routine arrests began. Day 2: 200 arrests.

By Day 4, Friday, September 18, arrests were down to 100, with a total barely over 1,000. The camp was virtually empty. Abalone is now claiming the protest was merely symbolic, an action markedly different from their claims of a total plant shutdown. The media is packing to leave. Their editors were tired of high costs and lousy copy. Abalone is waiting and banking on weekend recruits for a big push on Monday.

Day 7, Monday, September 21, 1981: the last big day, 368 arrested. Those in jail are pleading no contest and either paying a \$120 fine or 4 days in jail. They get credit for time served.

"Bail solidarity" was to be a big issue and no one arrested was supposed to take bail without everyone getting out to rejoin the blockade. However, with a taste of prison life freshly experienced, most either bailed out or paid the fine or sentence. Another Abalone strategy and media presentation fell apart.

THE BLOCKADE staggered on for another week. Arrests over the intervening days were low. The story was now very cold and by Sept. 28, the media had left.

Abalone is now "restrategizing" their position, presumably waiting for the formal full power license before attempting another protest. Of the 1,942 arrested, only 185 were local people and only 85 chose to get re-arrested. The blockade cost \$1.3 million for law enforcement and most county residents blame Abalone for a waste of scarce tax dollars that should have been spent on county services.

In the Abalone offices, one can pick up brochures on banning nuclear weapons, draft dodging and solar energy. There is a lot of talk and assessment on the lack on numbers for their protest. When asked about the 40,000 at the 1979 rally, Abalone gets very defensive.

A fun rally is one thing with folk singers but a serious political statement is another, they say. Abalone was unable to attract the broad spectrum of people they desperately needed to make it a successful event. Abalone suffers a significant lack of support for their activities short of a picnic rally with good music. One of these days the media will realize that. Even Tom Hayden stayed away from Abalone blockade. He is now a congressional candidate in Los Angeles with a more important agenda on his mind.

One incident clearly sums up the entire episode. "They (the protesters) were out there singing one morning, and one of our guys asked if they sang requests," said CHP officer Rod Vose of Fresno. "They said, 'yes,' so our guy asked for 'I Fought the Law and the Law Won.'"

"They just went back to singing 'No Nukes, no nukes' they got no sense of humor, I guess."



FRINGE BENEFITS FORUM

By Art Garofalo
Director of Fringe Benefits



The Fringe Benefit Office receives many calls on Pension checks. Recently Retirees have been telling us that they have received their pension checks earlier than usual. When I inquired about schedules the Trust Fund Office forwarded a copy of this letter sent to New York Life Insurance Company by one of our retirees: Dear New York Life:

I wish to extend my appreciation for your very considerate action on behalf of the retirees. It is noted that you always did pre-post and get our check to us on time or a day or so ahead, and of course we realize non-negotiable until the 1st day of the month. Now you have taken an even greater precaution for us and we say THANK YOU. Thoughtful for a corporation in this age of "computer alibis" . . .

Signed _____

Because of the air controller's strike New York Life has mailed pension checks earlier to insure delivery by the first of the month. They have improved on the old saying, "Better late than never" to "Earlier is better than ever."

When should pension checks be expected, and can the check be cashed before it's date? Mailing schedules are set up so that your check should arrive on or near the first of the month for which it is intended. However, delivery dates vary depending on factors beyond our control . . . mail service, strikes, etc . . . The check however is not negotiable until it's date and you are cautioned to hold it until that date.

Lost or stolen checks

Another frequent question is what should I do if my check is late, lost, or stolen?

Over the years we find that most of the late, apparently lost or stolen checks, eventually turn up. If your check does not arrive at the usual time, it is probably delayed. An allowance of 10 days is not unreasonable considering today's mail service.

However, if your check does not arrive by the 10th of the month, call the Fringe Benefits office or the Trust Fund office. The Trust Fund office will notify New York Life immediately to put a stop payment on the check. New York Life will reissue and release a new check within 24 hours and mail it directly to you with these directives:

"Enclosed is a new check replacing the original check which was reported as either not received, lost, or believed to be destroyed. We have started stop-payment processes on the original check, therefore, you should proceed as follows:

1) If the original check has still not been located the replacement check should be cashed immediately.

2) If the original check has since been located, but not cashed, it should be immediately returned to New York Life before you proceed to cash the replacement check.

3) If the original check has since been located and cashed, the replace-

(Continued on Page 12)

A closer look at pension improvements

January 1, 1982 marks the first day of the 25th year of the Pension Trust Fund for Operating Engineers—the Local 3 Pension Plan. The Plan stands out among the multiemployer plans throughout the country. Growth and development are the result of a sound relationship between labor and management Trustees. Their aim and focus has had but one goal—improving and bettering the plan for the sake of all engineer participants.

A review of the changes over the years shows increased benefits and liberalization of the Rules and Regulations of the Plan so that the greatest number of Engineers working in Covered Employment find it easier to qualify for lifetime pension benefits—benefits of such value that the Engineer whose life work was in the Industry could be secure in his Autumn years.

At a time when the Social Security picture is so disheartening, when there is so much talk about lowered expectations, the Pension Plan changes of January 1, 1982 for the Engineer anticipating retirement—stand in sharp contrast.

Let's look at the details:

Basically there have been three types of Pension—Regular, Early and Disability.

Effective January 1, 1982: The Regular Pension will be paid at 62. The Early Pension will be paid between the ages of 55 and 62. The Disability Pension will be paid at any age, however benefits will be adjusted for ages between 56 and 62.

The age 62 replaces age 65 as the focal point for Regular, Early and Disability Pensions.

A fourth type of Pension—a Service pension will be available January 1, 1982. The Service Pension will be paid at age 60.

To be eligible for a Regular Pension:

- The Engineer must have ceased employment in the Industry.
- he must be at least age 62.
- he must have at least 10 years of Credited Service (without a Permanent Break in Service).

• he must meet the Future Service Credit Requirement—two quarters of Credited Future Service.

To be eligible for an Early Pension:

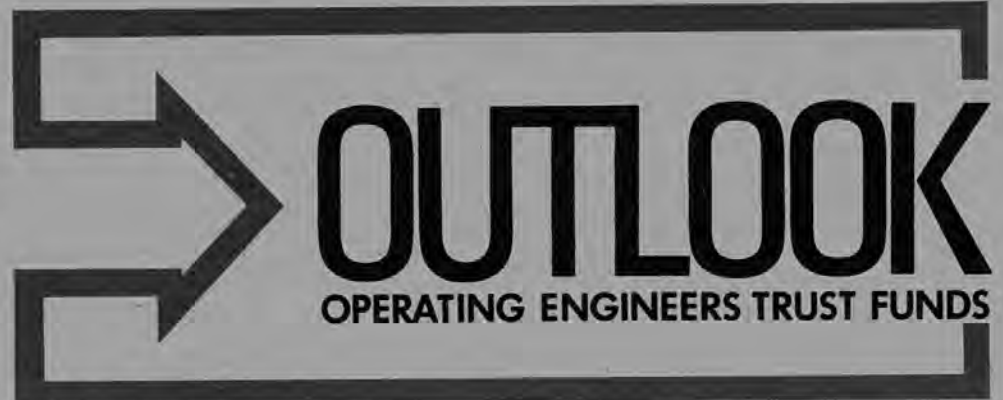
- The Engineer must have ceased employment in the Industry.
- he must be at least age 55 but not yet age 62.
- he must have at least 10 years of Credited Service (without a Permanent Break in Service), exclusive of any Credited future Service earned as a result of work in Continuous Non-Covered Employment.

• he must meet the Future Service Credit Requirement—two quarters of Credited Future Service.

To be eligible for a Disability Pension:

- The Engineer must have ceased employment in the Industry
- he must have received a Social Security Disability Award.
- he is not yet age 65.
- he has, without a Permanent Break

in Service, (1) at least 15 years of Credited Service, or (2) attained age 50 and has at least 10 years of Credited Service, exclusive of any Credited Future Service earned in Continuous Non-Covered Employment.



• he must meet the Future Service Credit Requirement—two quarters of Credited Future Service.

Determining amount of pension

When an Engineer has reached Regular Retirement age 62—he can receive 100% of the dollar benefit calculated in accord with the Plan Rules and Regulations. The Pension amount is not reduced.

For Early Pension

There are reductions for age from age 55 up to age 61 and 11 months. The amounts of those reductions are 6% per year from 55 to 60, and 3% per year from 60 to 62.

For Disability Pension

There are reductions from age 56 to age 61 and 11 months. The reductions are 6% per year from 56 to 60, and 3% per year from 60 to 62. The Early and Disability Table prepared by one of the Union Trustees shows the adjusted percentages payable at the applicable ages.

For your own information refer to the Annual Pension Statement which you received in April of this year.

Let's suppose your statement showed that you had an accumulated benefit of \$800.00 payable at Regular Retirement age. Let's also suppose that as of January 1, 1982 you will reach the age of 57 years and 8 months. Here the table shows 80%. If you filed an application and met all of the other requirements for Early Pension you would begin receiving \$800.00 x 80%, or \$640.00 per month in Pension Benefits on January 1, 1982.

Let's suppose you decided to work until age 60 and earned an additional \$200.00 in Benefits and then retire. Having met all other requirements you would receive 94% of the accumulated benefit or \$1000.00 x 94%, or \$940.00 per month.

Service Pension

The Service Pension comes of age January 1, 1982. The Service Pension means that 100% of the benefit earned can be paid to the Engineer who has reached age 60 and earned 30 "credits". (See below)

To be eligible for the Service Pension:

• the Engineer must have ceased working in the industry

• he has not previously retired on an Early pension from this Fund

• he must be at least age 60

• he must have earned at least 30 credits under this Plan (without a Permanent Break in Service), exclusive of any Credited Future Service earned in Continuous Non-Covered Employment

(By "credit" we mean, 1) Pension Credit—Past Service Credit and Future Service Credit earned in accord with the schedules in effect prior to January 1, 1977 and 2) Years of Credited Service in accord with the schedules in effect beginning January 1, 1977)

Pension Credit should not be confused with years of union membership. There are dues paying members who do not participate in this pension Fund. The 30 "Credits" must be based on hours worked in Covered Employment in the geographical jurisdiction of Local #3. Pension Credit earned in any other Local's jurisdiction is not applicable to the Service Pension.

Change in Benefit Factor

Engineers are familiar with the formula in use for calculating benefit amounts from 1969: hours x contribution rate x 20% = monthly benefit. This formula remains the same for all hours for credit earned from January 1, 1969 through December 1981. For hours worked in Covered Employment, beginning January 1, 1982—the factor has been increased to 2.1%.

All hours for credit earned from January 1982 forward will be calculated as follows: hours x contribution rate x 2.1% = monthly benefit. As an example using a round figure of \$3.00 per hour as a contribution rate the monthly benefit earned for a 1500 hour year would be calculated as follows: 1500 x \$3.00 x 2.1% = \$94.50.

No matter what the contribution rate, every Engineer will have his 1982 and future creditable hours calculated under this 2.1% factor.

Since the Pension Plan first began more than 10,000 Operating Engineers have qualified for Pension Benefits and retired. Currently 7,000 Retirees and Beneficiaries are receiving more than \$2,000,000.00 a month in pension benefits. While the talk and trend today may be toward later retirements and lower benefits, the Plan changes of 1982 will make it possible for a Local #3 man to retire earlier and yet look forward to a higher benefit.

PERCENTAGE OF PENSION PAID FOR EARLY AND DISABILITY RETIREMENT WITH 60-MONTH OPTION

AGE	% PAID	AGE	% PAID	AGE	% PAID	AGE	% PAID	AGE	% PAID	AGE	% PAID	AGE	% PAID
55 YRS	.64	56 YRS	.70	57 YRS	.76	58 YRS	.82	59 YRS	.88	60 YRS	.94	61 YRS	.97
1 MO	.645	1 MO	.705	1 MO	.765	1 MO	.825	1 MO	.885	1 MO	.9425	1 MO	.9725
2 MOS	.65	2 MOS	.71	2 MOS	.77	2 MOS	.83	2 MOS	.89	2 MOS	.945	2 MOS	.975
3 MOS	.655	3 MOS	.715	3 MOS	.775	3 MOS	.835	3 MOS	.895	3 MOS	.9475	3 MOS	.9775
4 MOS	.66	4 MOS	.72	4 MOS	.78	4 MOS	.84	4 MOS	.90	4 MOS	.95	4 MOS	.98
5 MOS	.665	5 MOS	.725	5 MOS	.785	5 MOS	.845	5 MOS	.905	5 MOS	.9525	5 MOS	.9825
6 MOS	.67	6 MOS	.73	6 MOS	.79	6 MOS	.85	6 MOS	.91	6 MOS	.955	6 MOS	.985
7 MOS	.675	7 MOS	.735	7 MOS	.795	7 MOS	.855	7 MOS	.915	7 MOS	.9575	7 MOS	.9875
8 MOS	.68	8 MOS	.74	8 MOS	.80	8 MOS	.86	8 MOS	.92	8 MOS	.96	8 MOS	.99
9 MOS	.685	9 MOS	.745	9 MOS	.805	9 MOS	.865	9 MOS	.925	9 MOS	.9625	9 MOS	.9925
10 MOS	.69	10 MOS	.75	10 MOS	.81	10 MOS	.87	10 MOS	.93	10 MOS	.965	10 MOS	.995
11 MOS	.695	11 MOS	.755	11 MOS	.815	11 MOS	.875	11 MOS	.935	11 MOS	.9675	11 MOS	.9975

*For Disability pension the minimum payable is 70%

Ground breaks on City outfall job

San Francisco officials broke ground this month on a \$165 million project designed to pipe treated sewage 4½ miles out to sea, amid controversy that federal funds for the \$870 million super-sewer program are in jeopardy.

Earlier this month the State Water Resources Control Board announced that it was temporarily withholding 50 percent of the program's federal and state financing because of a devastating financial audit.

The audit by the inspector general of the Environmental Protection Agency found that \$226 million in federal funds could not be accounted for.

The state declared that no new grants would be issued to San Francisco and gave city officials 120 days to resolve problems raised by the audit.

The General Accounting Office, the investigative arm of Congress, also is reviewing the project for cost efficiency, contract irregularities, cost overruns and cheaper alternatives.

"The main objective is to find out if government money is being spent efficiently," said Lester Farrington, group director of four full-time investigators who expect to issue a final report next spring.

Speaking at the dedication ceremony at Ocean Beach—which offered guests free construction helmets, free lunch and entertainment by Hawaiian dancers—the city's Chief Administrative Officer Roger Boas contested the EPA audit's findings.

"In my opinion they are way off base," he said. "We couldn't have sold the bonds for this project if our accounting was no good."

When asked about the federal investigations, Boas said: "This program is constantly being audited. They won't come up with anything to show us out of whack."

Boas noted that the GAO investigation was requested by Representative Robert Dornan, a candidate from Southern California in the U.S. Senate Republican primary, who feels his district is getting "short-changed" on sewer grants.

But GAO officials said they had already planned to investigate the project because it was such a major expenditure and there has been widespread abuse of federal grants in sewer projects across the country.

The city's Clean Water Program, which is the largest public works project in San Francisco history, was originally designed to cost \$2.3 billion, with federal funds covering 75 percent of the cost. Federal budget cuts have now reduced it to a "bare bones" \$870 million.

Boas expressed concern that if Congress does not appropriate additional grant money for a \$100 million sewer treatment plant near the zoo and a nearby \$30 million pumping station, then the sewer outfall project will become a white elephant.

"It seems to me it is a matter of common sense that the federal government will have to continue funding," he said.

President Reagan has proposed slashing the multibillion-dollar sewer grants program and Congress has yet to approve financing for this fiscal year. Both houses of Congress are expected to vote this month on different versions of a \$2.4 billion program, and city officials are hopeful the financing will continue.

Another grave financial problem is that the state has temporarily stopped funds for its 12½ percent share of all sewer projects because it was unable to



Groundbreaking ceremonies were held this month for the \$165 million Ocean Beach outfall project, which was recently awarded to Morrison-Knudson of Boise, Idaho. S.F. Chronicle photo by Mike Maloney

sell \$50 million in clean water bonds last August. As the result of soaring interest rates, bids on the bonds came in above the 11 percent limit imposed by the Legislature.

Boas said the city is picking up the state's share of the program at a cost of \$15,000 a month in interest payments. State officials hope to resell the bonds next January.

The outfall, which has also come under harsh criticism, is a pipe 12 feet in diameter laid approximately 15 feet below the ocean floor. It is designed to run from the proposed sewage treatment plant near the San Francisco zoo into the Pacific Ocean. The outfall will cross the San Andreas earthquake fault.

The 1200-foot section of the pipe that crosses the fault will have flexible joints to accommodate movements of the ocean floor and what engineers describe as "an amazing weight" of nearly five tons per linear foot.

Paul Berrigan, a retired general in the U.S. Army Corps of Engineers and a

member of the Citizens Advisory Committee on Wastewater Management, argues that the outfall is being built in the wrong place. Instead of spending \$270 million for the outfall and a west side treatment plant, he said the city could rebuild the Golden Gate Park sewage plant, which is already attached to an outfall at Mile Rock, for \$70 million.

Critics have also charged that the outfall design is four times larger than necessary because the city has dropped plans to build a \$500 million cross-town tunnel connecting the outfall to a new treatment plant at Hunters Point.

Boas said criticisms of the outfall were "valid to a point."

"But it would take a year to redesign and rebid and would then cost more than the city is spending now," he said.

The outfall, which was originally designed for \$7.5 million, has over the last six years undergone nine design changes for additional cost of \$6.9 million.

Kings County calls for Grangeville bids

Kings County is calling for bids on Grangeville Avenue from 15th Avenue to 12th Avenue, west of Hanford, reports District Representative Claude Odom. The contract calls for widening, grading and paving.

Sequoia National Forest is calling for bids for State road repairs, construction of Toby's Lookout Road south of Johnsondale in Tulare County and Boundary Timber Sale Road and repair of Mill Creek Road.

El Camino Construction of Fresno has been awarded a contract for modification of the Dinuba Wastewater Treatment Plant at a cost of approximately \$1.6 million.

Only four full scale County road construction projects totaling 9.2 miles are planned for 1981-1982. They are Millerton Road between Sky Harbor and Auberry Roads (1.4 miles), Manning Avenue between Buttonwillow and Crawford Avenues (3 miles), a stretch of

the route following Willow and Copper Avenues and Friant Road (3.8 miles), and Cove Avenue between American and Central Avenues (1 mile). Federal funds will be used to rebuild 2.6 miles of Manning Avenue from Freeway 99 to McCall Avenue.

Four bridges on Cole Slough, Alta Main Canal, Los Gatos Creek and Kings River Slough will be replaced under the Federal Bridge Replacement Program.

A contract has been awarded to Erickson Equipment of Fresno for construction of boat ramps at Dinosaur Point on the San Luis Reservoir in Merced County. They have 150,000 yards of rock and dirt to move.

The Gentz Construction Co. of Fresno has been awarded a contract for \$485,878 for seepage control at Hensley Lake on the Fresno River. Merced County has called for bids for two more power plants on Fairfield and Canal Creeks.

'Slow to moderate' is work picture for Santa Rosa

Work in the Santa Rosa area is about the same as last month—slow to moderate, reports Business Representative Wes Hay. Hess Construction in the Napa area has a pipeline job that will last about five weeks and also has a subdivision to finish keeping about 8 Brothers working.

Sonoma is busting with work—six housing projects going (Ghilotti Bros. doing the site work on two of them) with Maggiora & Ghilotti and DeMartini Const. doing another while Soiland Co., Inc. and North Bay Construction, Inc. doing the underground on all of them.

Argonaut Constructors have finished two subdivisions of 20 plus lots each, one in Kenwood and the other on Mark West Springs Rd., and are also working on a 120 plus lot unit at Oakmont in addition to two more at The Sea Ranch and one in Petaluma. They also have quite a few smaller jobs going so they are keeping several of the Brothers working.

A. B. Siri, Inc. has a few hands working doing dirt work on The Sea Ranch subdivisions and also one in Windsor. Piombo Corp. is working on a subdivision in Windsor, plus a shopping center in the immediate area. Don Dowd Co. has some good sized jobs in Yountville and Sebastopol plus several smaller ones around the area.

Packard Paving has picked up a few jobs so his hands are all working again. The Warm Springs project is still in full swing (as long as the belt keeps running) keeping around 300 Brothers working steadily. The bulk of the dirt should be in place by rainfall and should be completed in 1983.

J. R. Roberts is working on the State Building in downtown Santa Rosa. The project is in excess of \$8 million and will keep a few of the brothers in the crafts working. E. J. Hahn shopping center in downtown Santa Rosa is winding down and should be completed in early 1982.

Work in the north area of the district is still pretty fair. Up in Mendocino County Baxman Gravel has kept its crew pretty busy all year. Stimpel-Baker & Associates coming right along on their rock pile on the Hwy 101 job trying to beat old man weather. Roy Ladd Const. is just starting its slide job near Piercy.

The office recently had a problem with one of the local contractors because of an Owner-Operator hiring violation. The contractor refused to pay and invited the Union to do what it thought was necessary. The Representative (along with the District Representative) talked to all the Operating Engineers on several of the company's jobs and asked them not to work the following day. The company in turn telephoned all the employees at home that evening asking them to come in the next day as they had to work.

"I am proud to say not one man went to work the following day and by noon of the same day we had a check for the full amount owed," Hay commented. "I just want to say 'Thanks' to all those Brothers—they sure stuck together and showed that the Union is stronger than a lot of Employers would like to believe. You (and I mean every man that stood behind his Union) have a right to feel very proud of yourselves."

Work over in Lake County has slowed down some but the Bottle Rock Rd. job is supposed to go to bid soon which should get some of you working.

More from Red Ivy

(Continued from Page 6)

use it mainly as a quick way to get their money. Many of these members take their money out on the 10th of each month—as soon as it's deposited in the Credit Union.

The entire cost created by this excessive withdrawal activity is paid for by the Credit Union. Therefore, it's paid for by the other 23,000 members of the Credit Union.

Since no income is earned by the Credit Union for money left on deposit for such a short time (it can't be lent to members nor can it be invested), this withdrawal activity is a pure cost to Credit Union members to those 23,000 members.

Since these withdrawal costs have soared in recent years and promise to keep climbing, the Credit Union must find a way to discourage the costs or recover them. The withdrawal activity has already meant a reduction in service quality to those members seeking to use more of the services of their Credit Union.

Your Board of Directors will advise you well in advance of any changes or charges that could happen in the monthly transfer program.

In the meantime, we ask for the cooperation of members who withdraw their Vacation Pay each month. They can help the credit Union cut costs by reducing their withdrawals to no more than one per quarter.

When we work together, we make the Credit Union work best for each of us.

If you have any questions on your Vacation Pay and the Credit Union, you should call (415) 829-4400.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Failure to utilize machine guards can lead to injury

Workers get hurt because they do not seem to believe that an accident can happen to them. It is the same way with guards. Most workers caught in machinery left the guards off, or took them off, or misused them in one way or another. They did not believe they would get caught. When an accident occurs as a result of leaving a guard off, we are given many alibis; such as, "The guard slowed me down," "I couldn't get the guard back on," or "I wanted to try it out first." A favorite of mechanics is, "I didn't have time to put the guard back right then. I had to go to another job." Sometimes the alibi is, "I don't have time to look for the guard bolts now, I'll just wire it on and bolt it later." Often, later never comes. Probably the most common alibi is, "I just forgot." This alibi means one thing for sure, this operator was not thinking of safety on the job.



All of these alibis come from accident reports of injuries resulting from the misuse of guards. This is the excuse offered to explain an accident. However, it would be hard to live with this excuse knowing because of your own negligence a coworker lost a hand.

Naturally, a machine should be put back into operation as quickly as possible, but only within the time required to make it function properly and safely. No repair job is complete until guards and other safety devices have been replaced and are in first class condition.

Many injuries that are reported involve employees being caught in, struck by, or pinched by machines on which they work. This includes both machine operators and maintenance personnel. Some of these accidents can be avoided if we become aware of the guards and precautions needed around machinery.

Most machine designs include guarding of the moving parts so that we cannot get caught by these parts. It also includes proper guard rails and toe boards in positions where we may fall into the machines. Wearing the proper clothing around machines is an important factor. Loose sleeves, pant cuffs, or shirt tails can be hazards around moving parts of any machine. The use of safety hats, glasses, shoes, belts, and

lines are also important in positions where they are required. We sometimes overload the guards that come between us and the machine that can keep us from becoming another injury statistic.

A good practice is to check your machine when you go on shift to see that all guards are in place and operative. Some of the places that should be checked are:

1. Guards placed around moving parts, such as pulleys, flywheels, gears, sprockets, chains, belts, keys, collars, set screws, couplings, shafts, and clutches. These guards must be in place and in correct adjustment to come between you and the moving part.

2. Guard rails and toe boards placed on catwalks, platforms, scaffolds, balconies, and other places where falls may take place. These rails and toeboards must be sufficiently strong and properly placed and maintained to provide the required protection.

3. Protection is also required where falling materials may be present, such as overhead belts, tramways, buckets, etc.

4. Operators should make a special check of the guards if any maintenance has been performed on the machine to insure that all guards have been replaced in the proper manner.

Several projects in Marysville

Business Representative Dan Mostats reports that A.B.C. Services from Sacramento was low bidder on the Quincy sewage system rehabilitation

project. L. N. Craig of Orangevale is sub-contractor for the underground work.

Lawson Mechanical from Sacramento was low bidder on the Quincy waste water treatment and disposal facilities project, cost \$5 million. Rugen Construction Company from Sacramento has been sub-contracted for the dirt work.

Granite Construction is in full swing on the 16 miles of over lay from Belden to Paxton. They have set up the Hot Plant in Twain. Apex Fence Company from Anderson is doing the guard rails on Highway 70 along with Modern Alloy from San Ramon.

G.E.B. Mittry is about to wrap up the Highway 70 realignment project at Blairsden with Granite Construction doing the paving. Ray Bertelsen, Inc. from Marysville is busy on a sub-division in Oroville. C. C. Myers from Sacramento is right on schedule on the bridge project in Oroville.

Business Rep. George Morgan reports that Copenhagen utilities Construction, Inc., of Clackamas, Oregon is trying to get its 10-mile irrigation piping running from 30' to 8", hopefully, before the rains. This project went for \$1,836,000. They are planning to have it completed by November 30, 1981.

There was a Pre-job with William Lyles Company on August 27, 1981 for their \$7.6 million job, which is 16 miles of irrigation piping running from 6" through 51". Also, four pumping plants, two steel regulating tanks and four concrete lined reservoirs. Kaweah Construction is the sub-contractor on their project to build the pumping plants. This project is scheduled to start in September and completion set for September 1982.

Robinson Construction is just finishing up with their Highway 20 job with just a few brothers left. Baldwin Construction is putting the "finishing touches" on the Highway 20 job. Ernest E. Pestana is in full swing on the water line project out of Artois.

Fringe Benefits Forum

(Continued from Page 10)

ment check should not be cashed but instead should be immediately returned to New York Life and we will try to reverse the stop-payment processes.

4) If the original check is located in the future it should not be cashed, but should be returned to New York Life."

The most frequent question from Engineers who have applied for pension is—When can a new retiree expect his first check? When an Engineer meets all of the requirements for a Pension—benefits are due and payable as of the first of the month following the month in which his application is filed. Processing a pension takes time.

Research of an Engineer's work history goes beyond Trust Fund Records. These are usually complete and up to date as evidenced by the annual pension statements. Past Service Credit, however, involves records not immediately available such as Social Security, Union Membership and Employer Verification. Yet they are essential to establish all of the credit to which an Engineer may be entitled.

When the research necessary to document an engineer's work history is complete and the application has been processed and approved, the applicant is then advised of the several options of payment available to him.

From the date that the Trust Fund office receives the signed option form from the Applicant it takes approximately two weeks for the delivery of the first check. After that, mailing follows the schedule outlined above. Because of the length of time to complete the necessary research, an engineer should apply several months in advance of his expected date of retirement—thereby receiving his first check close to the first day of retirement.



WHAT SOME PEOPLE DON'T KNOW ABOUT POWER LINES IS SHOCKING.

There are two ways dangerous electrical conductors. And construction workers can find out about overhead power lines.

The easy way. And the hard way.

The easy way is PG&E's public safety information program called "Why Bet Your Life?"

This free program is designed to show construction contractors and their employees how to avoid accidents and injuries when working near overhead and underground power lines. How to handle high-rising equipment, booms, cranes, machinery, and construction materials, so they don't become

how to handle emergencies, if they do arise.

All you have to do is call your nearest PG&E office. We'll arrange for your group to see a 16mm color movie or slide film and receive our free power safety pamphlets.

English and Spanish language versions of all materials are available.

Now that you know there's an easy way to find out about power lines, give PG&E a call.

Why wait to find out the hard way?

PG&E'S "WHY BET YOUR LIFE" PROGRAM

ENGINEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

The California State Department of Transportation (CAL-TRANS) is on the move again. It seems that when the money gets a little tight in their budget they hide out excess numbers of civil servants that are not needed for normal activities of CAL-TRANS by contracting with some of the county engineers for Engineering services, including Surveying.



The practical effect is to diminish the number of training hours available to N.C.S. Apprentices in the private sector and the number of contribution hours paid into the Training Fund because apparently CAL-TRANS is exempt from the Labor Code Sections affecting private firms performing Public Works.

Three jobs were found in a matter of days that include engineering, testing, inspection and Surveying in Calaveras, Merced and Del Norte Counties. Gene Lake, District Representative in Eureka got hold of one actual contract and the NCSJAC and Training Fund filed complaints with the State Administrator of Apprenticeship under Sections of the Labor Code, demanding that CAL-TRANS be treated exactly the same as any other contractor performing Public Works.

The matter was brought to the attention of Local Union No. 3 Business Manager, Dale Marr.

Mr. Marr arranged for a meeting in the Governor's Office and led a delegation speaking for the Surveying & Engineering Industries including the Association of Northern California Testing and Inspection Agencies, California Council of Civil Engineers and Land Surveyors Association, Inc., Bay Counties Civil Engineers and Land Surveyors Association, Inc., Operating Engineers, Local No. 3 Technical Engineers Department, Northern California Surveyors Joint Apprenticeship Committee, Northern California Surveyors Training Fund and of course Dale represented the entire membership of Local Union No. 3.

CAL-TRANS at first admitted to only minimal participation in contracting with other Public Agencies and then, after a bit of prodding, admitted to regularly budgeting for such services and even to a contemplated millions of dollars contract with the County of Sacramento to take over the full engineering, design and management of a rail system. All in all, there was a great deal of hemming and hawing by CAL-TRANS.

There was no discernable hemming or hawing from the private Engineering Industry, Labor and Management, representatives as they depicted their competency, availability and political potential.

When the dust had settled a bit and adversaries began to talk with each other instead of at each other some agreement was reached. The main points were: CAL-TRANS would be limited to negotiating similar contracts by a small dollar amount ceiling or cap for any one job. In addition, an upper limit of person days of employment per year will be established for the conglomerate of all such jobs. To facilitate the establishment of the limitations, a small committee was formed to determine the logical ceilings at the earliest possible date—a few weeks at the most.

The effort was a clear victory for the Labor-Management coalition and can mean many jobs for Journeymen & Apprentices in the private sector.

* * *

More deficiencies letters were mailed this month than at any time in the 20 year history of the program. There are persons standing in line for the opportunity to learn this occupation and if there is not a great deal of action in a hurry there will be vacancies they can fill.

* * *

Had an all day meeting with Dwight Underwood who is the Administrator of the Operating Engineers Training Program in Eastern Washington and Idaho. He made a special trip here to gather as much information as possible regarding Surveyor Training.

Dwight was particularly impressed by the training activity of Journeymen Surveyor members of Local Union No. 3 and will be recommending to his committee that they can amend their current Standards and begin training on a moments notice by utilizing the NCSJAC material.

* * *

In October the national Operating Engineers Apprenticeship Committee meets in California. We have been asked to participate in those meetings by conducting a seminar on Surveyor Training. We will be explaining the nuts and bolts of the program, of course, but the important message will be that an excellent product will sell itself. The Certified Chief of Party in Northern California is the best example.

* * *

The California State Division of Labor Statistics has completed a wage survey of virtually all Survey Firms in the 46 Counties of northern California. It is our understanding that the Union wage is the single rate being paid the largest number of employees in 44 of the 46 Counties and therefore determine the Prevailing Rate of Pay that applies to all Public Works.

Because the cost factor to all employers will be the same for both signatory and non-signatory employers, the fair firms will have a better shot at the jobs. All things being equal, the labor pool of the fair firms have been trained and should be more productive, again giving an edge to the fair firms. This should open up more job training possibilities for Apprentices and Journeymen.

When the training produces a few more jobs, then it has been worth the extra effort.

Talking to Techs

THE WORK PICTURE. . . As most of you are aware, the work picture is not all that rosy! The high interest rates have kept a lot of construction (especially housing) to a bare minimum. The business parks and the industrial parks offering the most. Condo's and townhouses are bringing up the rear with single family sub-division almost at a standstill. Most surveyors and inspectors are working full time, but a few are not getting a 40-hour week. It looks like the interest rates will have to drop some before housing gets started again. If the rates do drop to an acceptable level, there should be plenty of work for the members. At 19 or 20% most members who bought a house three years ago or more could not afford the payments on that same house. We would like to be optimistic about Reaganomics and his theory of a better economy by next year, but as of this article, even the money men on Wall Street are skeptical as shown by the drop in the Dow Jones average. Write your elected representatives and let them know how you feel about the outrageously high interest rates. They only listen when you make the effort to communicate.

THE CITY OF SAN JOSE has approved a plan to make hundreds of homes available to middle-income and first-time home buyers at below market mortgage rates.

The City Council has authorized top officials to take the first steps in a plan to sell \$50 million in tax-free mortgage bonds which could make mortgages available on new homes being built in the city. The primary purpose is to provide affordable housing in the community and to have mortgages at a lower than market rate. Because these bonds to finance the mortgages are tax free, the mortgages could be provided at about 2% less than prevailing market rate. But with the high interest rates what they are today, they still could have a difficult time selling the bonds. Hopefully not, because this would certainly give the already hurting housing industry in San Jose a shot in the arm.

OUR DEEPEST SYMPATHY is extended to Mrs. Wallace Hargreaves and family on the death of Mr. Wallace J. Hargreaves Civil Engineers. Jim passed away August 24, at the age of 57, in Concord, Cali-



fornia. For those of you who knew Jim, there is no need to say what a fine person he was. A resident of Concord for 30 years; a native of Salt Lake City, Utah; he served with the U.S. Navy in World War II; married August 3, 1946 in Salt Lake City.

Jim was a member of Bay County Land Surveyors and Civil Engineers, also United Sportsman's Club, Concord Elks Lodge #1994, Contra Costa Geology, and a past member of Kiwanis Club, Concord. A member of the First Lutheran Church of Concord, Jim is survived by his wife Irene Hargreaves of Concord, daughter Kathryn Hargreaves of Los Angeles and son Jim Hargreaves of Concord. Also, his mother-in-law Ida Meier of Concord, sisters Lyle Wright and Joyce Dupaix, both of Utah and a brother Harold Hargreaves of Hemet, California.

Testing and Inspection

ORGANIZING. . . We would like to welcome another firm to our ranks—Capitol Inspection Services Inc. out of Sunnyvale. This is a newly formed corporation with some familiar faces. The owner has been a member of Local 3 for quite a few years and wants to run his company with Union people because of the skills and knowledge that Local 3 Tech Engineers possess.

We are currently putting in a lot of time and organizing effort into Purcell Rhoades and Associates. A majority of their employees have signed authorization cards designating Local 3 as their exclusive bargaining representative. But that is the easy part. The Employer has already committed alleged unfair labor practices which we have already filed with the N.L.R.B. These employees knew, going in, that it would not be easy for the Union to gain acceptance as bargaining representatives for them. They knew the Employer would fight and scratch to keep his Employees from receiving Union wages, Benefits and Working Conditions. They felt they had nothing without Union representation and were at the mercy of the boss's whims. Eventually, the Employer is going to have to sit down at the bargaining table and negotiate a contract with Local 3. We know this because we simply don't give up. We will be here as long as the laws in this country allow workers to organize into unions for the benefit of all concerned. We especially admire these people because of their courage and strength to take on a battle they knew would not be easy going in. They are hanging tough and sticking together like good Union members. We will keep you informed on this company and their Union status.

CONTRACT NEGOTIATIONS are still in progress with Western States Testing out of Modesto. The Employer has recognized Local 3 as exclusive bargaining representative for his Testing and Inspection Employees. Negotiations have come down to two or three issues left unresolved. The outlook for wrapping up these negotiations very soon looks promising.

News from San Joaquin Valley

In Calaveras and Alpine Counties, Jeffries and Wiebe and Associates and Fred Kett Survey are working together on the control and preliminary survey for Bechtel Engineers. About the first of November should finish up the survey for this year, with construction on the North Fork Project starting in the summer (1982).

In the Fresno and Visalia areas organizing work is beginning to take hold. Surveyors in this area are now ready to make the necessary steps to be organized by signing authorization cards which will let Local 3 represent them. At this time there are five firms ready to change their standard of living through a Local 3 contract.

Union firms in Fresno are still holding their own, with Wilson Hanna and Associates, Blue Skys Surveys and R.S.I. Survey doing the biggest part of the work in this area.

ON OUR ORGANIZING EFFORTS, the Tech Department would like to welcome Tucker and Associates from Calistoga and H. Diederich Surveying associated with Justice and Associates of Sacramento, California.

Peripheral Canal issue heats up

(Continued from Page 7)

Times, Tim Brick, Southern California field coordinator for "Californians for a Fair Water Policy," an anti-Canal group, and Tom Graff, general counsel of the "Environmental Defense Fund," were quoted as saying that the Metropolitan Water District "could make up its loss, simply by lining irrigation ditches in the Imperial Valley, something MWD isn't anxious to do."

Canal supporters quickly point out that the Imperial Valley is a part of the Imperial Valley Irrigation District—NOT the Metropolitan Water District, and the MWD has no control over whether or not the canals in Imperial Valley are lined, nor would it have any reason to expect that it could get the water saved if they were lined. The Supreme Court decision on the Colorado River gives highest priority for the use of Colorado River water to farming use in

Imperial Valley—not to urban use in the Southern California coastal plain which is served by MWD.

A pro-Canal spokesman cited this as an example of the misleading information being used in the effort to defeat SB 200, and said it was an example of the lack of credibility of such information.

A Northern California group, "Bay Area Citizens for Water" has formed to support the Canal and SB 200. It takes the position that SB 200 and Proposition 8 constitute the greatest effort ever made to serve the interests of north and south, urban and agricultural, development and environmental and all other interests.

In a recent letter asking for support from Northern California business leaders, Senator Alfred E. Alquist of San Jose, honorary chairman of the Bay Area Citizens for Water, said, "If the Peripheral Canal issue fails, the Bay Area could lose billions of gallons of water annually and the Delta water it does get could contain dangerous levels of salt, fertilizers and other organics.

Moreover, the constitutional guarantees contained in Proposition 8 for Delta/Bay water quality and protection of North Coast rivers will be lost. Put simply, the issue is health—the health of people, the health of the Delta, the health of our economy."

Long-term observers of the water picture in California generally believe that the environmentalists' desire to "get more" as a trade for a cross-Delta facility in the future, and the agricultural interests who hope to get a Canal without any concession for protection of the Delta or other areas of water origin, both are wrong. They express the belief that statewide consideration of all interests and all areas will be an unachievable goal in the future if this "last great effort" at compromise is rejected.

Such a real "water war" as that which would probably ensue they feel, would result in failing to meet urgent deadlines for meeting water needs in the next several years, followed by frantic and desperate actions in the interest of "survival" in the future. Such a result would be damaging to all Californians.

Governor Brown talk show host on canal issue

Governor Brown, playing radio host this month in San Francisco, compared Southern California's thirst for the Peripheral Canal to San Francisco's "grab" of water from the Sierra in 1913.

"The people of San Francisco—and it broke the heart of John Muir—grabbed the water from the Hetch Hetchy," Brown said. The governor reached into the distant past for an example when a skeptical radio listener called in to question Brown's support of the Peripheral Canal, which would ship Northern California's water to the central and southern parts of the state.

Over the opposition of legendary naturalist Muir, San Francisco obtained congressional authorization in 1913 to dam the waters of the Tuolumne River in Yosemite National Park for the Hetch Hetchy system, which still supplies the city's water.

Brown's point was that San Franciscans should not be too pious in condemning the thirst for more water reflected in demands for the Peripheral Canal.

As a guest host on KGO radio, Brown warned that the San Francisco Bay and the San Joaquin Delta would be "devastated" if voters turn down his compromise plan for the Peripheral Canal in a referendum next year, only to find that agribusiness then pushes through a water package with no environmental safeguards.

It was the fifth time in recent weeks that a California radio station gave Brown carte blanche to take over its airways for hours—with control over the guests and the ability to expand or cut off call-in questions to his advantage.

As in his earlier stints, Brown adeptly juggled calls, quizzed guests plugged the telephone numbers to call in with questions and dutifully introduced commercials.

One regular talk-show caller, who identified himself as "Citizen Charley," told the governor, "I'd like to give you high marks on the job you're doing." Brown asked, "As a governor or as a talk-show host?" "Oh, no, as a talk-show host," Citizen Charley replied.

Huge San Luis Dam slide gets 'top priority' for repair work

A 400,000-cu-yd slide discovered last month on the upstream face of the Bureau of Reclamation's San Luis Dam near Los Banos, Calif., will probably prevent filling of its critically important, 2.5-million acre-ft reservoir during the winter rainy season while state and federal engineers try to determine the cause of the slip.

The reservoir, fed by runoff into the Sacramento-San Joaquin River delta, provides water for the San Joaquin Valley and is the main regulatory reservoir for the California Aqueduct and BuRec's Central Valley Project.

Normal summer drawdown and repair work on a section of the aqueduct feeding the reservoir earlier this year have left only 262,000 acre-ft in storage behind the 385-ft-tall dam. The reservoir will be left at that level until BuRec designers and California Department of Water Resources (DWR) engineers complete investigations and repair work.

The slide in the 3.5-mile-long, 77.6-million-cu-yd earth and rockfill dam, completed in 1967, occurred in a section where embankment material was placed on a gently sloping hill, incorporating it into the dam. Outlet works were also located in this area so penstocks to a pumping-generating plant on the down-stream side of the dam could be bored through rock.

The slippage 177 ft down the face along a 1,100-ft section near the crest appears to be at the contact point between the rock and fill, according to a BuRec spokesman. Material was continuing to move slowly down the face of the dam three days after a state maintenance crew discovered the initial slide on Sept. 15. No slippage was evident when the dam was given a five-year inspection by BuRec several weeks ago.

A preliminary survey by DWR indicates there is no structural damage. The bureau is already moving equipment to the site to begin drilling and other work to determine where the slip plane is and how to go about moving the huge volume of material. Remedial action will be a multimillion-dollar job.

The work, to be done under competitive bid, will continue throughout the winter.

Secretary of the Interior James Watt

has directed his Department to handle the repair of San Luis Dam in California as a "top priority."

"Loss of the storage capacity at San Luis Dam could mean substantial parts of the San Joaquin Valley's irrigated agriculture and the State's water users in Southern California could be short of water supplies next year," Watt said.

"The Bureau of Reclamation (an Interior Department agency and builder of San Luis Dam) has been given instructions that repair of the Dam is a top priority. The Bureau has also been instructed to examine emergency operations to utilize the Colorado River for Southern California users."

Commissioner of Reclamation Robert Broadbent said the Bureau already has equipment on site and is moving more equipment to the dam. "We are bringing in a specialized drilling rig (to take core samples from the interior of the dam) from Jackson Hole, Wyoming, and heavy earth moving equipment from Gilroy, California, is already onsite."

"The San Luis Reservoir provides water to a million acres of San Joaquin Valley farmlands through the Federal and State projects," said Watt. "One water district alone faces a threat to half a billion dollars worth of irrigated crops next summer. This problem deserves the full and immediate attention of the Department of the Interior."

Watt added, "The Interior Department is working with Valley Congressmen and State legislators to insure sufficient funds will be available when needed for the repairs." Reclamation emergency funds and diversions of money from other Reclamation programs are possible sources of funds, as well, he said.

Broadbent said the Bureau's Engineering and Research Center in Denver, Colorado, has already been mobilized for work on repair of the dam. "We expect some engineering answers by the middle of October," he said. "Under normal conditions, a job like this would take three to six or more months." Broadbent said Reclamation dam design engineers, geologists, and technical construction and management personnel had been drawn from other Reclamation programs.

Oliver DeSilva starts big industrial complex

Oliver DeSilva has started what will no doubt be the biggest dirt job done in this area this year, reports Business Representative Norris Casey.

The project located at hwy. 580 and Hopyard Rd. in Pleasanton covers an area of 500 acres. When developed it will be an office and industrial area. It is being developed by Prudential Insurance Company.

There are about 2 million yards of dirt to be moved by December 15 of this year. This will consist of primarily drainage ditches, preliminary grading and installing flood control pipe, etc.

There are 40 Engineers on the job at this writing. There are 19 scrapers running with all the backup equipment on DeSilva's payroll. This crew is headed up by Brother Larry Ashworth who is superintendent. Brothers David Houck and Walt Haws are foremen.

This has been a good job so far. Signet Testing Lab. was also hired to do the tests on the concrete under the direction of Bissell & Karn who is doing the survey work.

Eddie Pestana Company has 6,000 ft. of poured in place pipe to lay, and Mountain Construction has the rest of the storm drain to place. Liton Construction from San Jose has some culverts and crossings to put in the drain ditches. They will have Bob Smith Excavators from San Jose do their digging.

"We have had some problems with the local residents," Casey added. "The men wanted to start at 7:00 A.M. and we had set the job up that way, but the residents complained so we had to go back to 8:00 A.M. start."

There has been no turnover in personnel on this job. There are many old timers on the iron and on the ground as gradecheckers. This makes for a real good project.

Rigging Lines

(Continued from Page 5)

Further, there were large upgrades and increases in the Health and Welfare Plans, as well as the Pension Plan. This property now has to my knowledge the only Life Insurance Plan (the 1st \$15,000) totally contributed by the employer. Further, the deductible the employees must pay on health claims is 50% lower than any other plan in the non-ferrous industry that we are aware of.

Substantial increase in the time off for Vacation, as well as a formula for counting vacation money pay out is at or near the top of this industry. Certainly, this writer and our entire committee are real proud of the effort, and I am sure our membership involved over the long term will realize they are working now under the "No. 1" Agreement in the non-ferrous industry.

The comments I have been receiving, and all of our district offices, regarding the announced Pension changes effective January 1, 1982, have been over-whelming. The service pension, to be effective on this date has been a major addition to the Plan. Some say, "Better late than never," or "It's about time," or just plain "All right." The new formula of 2.1% of gross, and the normal retirement age dropped from 65 to 62 are all major additions to what I think is the best overall Pension Plan of any Building Trades Union in America. Further, if interest rates remain like they have been (record high rates), the trustees, a year from now maybe can make some further pension improvements.

Swap Shop: Free Want Ads for Engineers

FOR SALE: 79 DOUBLEWIDE MOBILEHOME. All elec., 2BR, 2 full bath, deck & awnings, 1 mi. from Crescent City boat harbor bet. Klamath & Smith Rivers. \$25,000. Fred Barber, 161 Lakeview Dr., Crescent City, CA 95531. Reg. #1152603. 8/81.

FOR SALE: 40 WOODED ACRES in the pine nuts. 2 BR house, misc. bldgs. root cellar, garden, gd. well, trailer for guests, no elec. Write P. O. Box 844, Gardnerville, Nevada 89410. Reg. #0931123. 8/81.

FOR SALE: USED TIRES, one 26x18x26, two 10x24. Bath tubs right & left, some w/legs. Sinks, wash trays. D2 tractor, disc & harrow. \$2,500. Hvy. duty Hell winch w/cable \$350 + other winches & parts. Lee Mansker, 11330 Farndon Ave., Los Altos, CA 94022. 415/967-8660. Reg. #1067423. 8/81.

FOR SALE: MOBILE HOME SITE. Water, elect., sewer in, on New Melones Lake. Trees & lake view. \$15,000, or make offer. Ken Downing 2537 Lessley Ave., Castro Valley, CA. Ph. 415/581-2482. Reg. #0387121. 8/81.

FOR SALE: 78 CAMARO, red, 350 eng. 34,000 mi. Stereo, pow. locks & windows. Tachometer, cruise mags. gd. tires. \$4,950. Vern Petersen, 801/487-1932. Reg. #0714938. 8/81.

WANTED: USED TROY BILT tiller, 7 horse. Vern A. Petersen, 801/487-1932. Reg. #0714938. 8/81.

FOR SALE OR TRADE: 5.02 ACRES, Lake of the Ozarks, Eldon, Missouri. Scenic views, trees. \$9,000 full price or terms. Austin D. Melton, 336 Main St., Yuba City, CA 95991. Ph. 916/673-1601. Reg. #0584124. 8/81.

FOR SALE: ONE PASSENGER TRUCK SEAT like new \$25. 1 set tire chains for 10 hundred 20 tires like new \$30. 1 CJ5 Jeep top exc. cond. \$60. W. E. Dixon, P. O. Box 52, Vacaville, CA 95696. Ph. 707/448-6394. Reg. #0557469. 8/81.

WANTED: PLOMB TOOLS. One or a box full. Esp. catalogs & tool boxes, blacksmith tools & vises. T. Coffman, P. O. Box 182, Capitola, CA 95010. Ph. 408/475-1595. Reg. #1640656. 8/81.

FOR SALE: 21 FT. F/G BOAT, deep V hull, Ford V8, I/O. Shoreline, tandem axle tr. \$3,000. BO/Trd. J. Byrd, 1308 Castillo, Burlingame, CA. Ph. 415/344-6541. Reg. #1216125. 8/81.

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. 8/81.

FOR SALE: 74 DODGE 1/4 ton 4 spd. 318 eng., radio, heater, new tires & battery, el. cond. T. Brune, 207 W. North St., Oakdale, CA 95361. Ph. 209/847-6255. Reg. #1351770. 8/81.

FOR SALE: OIL DISTRIBUTING TRUCK. 1961 Chevy, 1200 gal. tank, exc. cond. John Corbett, 2606 Carpenter Rd., Stockton, CA 95205. Ph. 209/463-7305. Reg. #1208766. 8/81.

FOR SALE: OIL DISTRIBUTION POT. 200 gal. on trailer w/20" tires, heater. John Corbett, 2606 Carpenter Rd., Stockton, CA 95205. Ph. 209/463-7305. Reg. #1208766. 8/81.

FOR SALE: 1975 TRAVETT CABOVER camper, 11' new paint, fully self contained, inc. shower. Super shape. Take it hunting for \$2,000. Jim Upton, 1941 N. Motel Dr., Sp. 86, Fresno, CA. 93705. Ph. 209/441-7496. Reg. #1812629. 8/81.

FOR SALE: 304 KOEHRING DRAGLINE 1/4 yd. on tracks, 40 ft. boom & 3/4 yd. drag bucket, 6 cyl. Buda engine; gas, fair cond. Needs some work, like paint. \$3,000 or B.O. Henry Sand, Jr. 209/239-2242 or 209/632-3952. Reg. #1101983. 8/81.

FOR SALE: FORD 1970 one ton service truck. Tool boxes, radio, air cond., 3500 lbs. front axle, heavy duty rear end, auto. trans. Carl Landrum, 5033 Brian Ct., Fremont, CA Ph. 415/656-1963. Reg. #1230135. 9/81.

FOR TRADE: REDUCED RENT for work on lot, mobile home space. Retired couple preferred. Oroville, Ca. area. For more information, ph. 916/533-5495, or write Ed Smart, 2512 Ludlum Ave., Palermo, CA 95968. Reg. #0645883. 9/81.

FOR SALE: AIR COMPRESSOR 60,000 lb. Press, drill press, cherry picker, grinder, steel band saw cutter. \$3,000. Ph. 408/292-3617. Reg. #1101960. 9/81.

FOR SALE: 3 ACRES, FENCED in pasture w/well & city water. 2 BR, 1 bath, full basement. 2 1/2 car garage 1/4 mi. from golf course. Gd fishing & hunting. A mile from Leavenworth, Wash. Owner finan. 10%. D. Woods, 691 Pecos River Ct., San Jose. Ph. 408/226-4897. Reg. #1121847. 9/81.

FOR SALE: 1978 PEUGEOT SEDAN diesel a/c, p/s, p/w, 28 mpg, 24,000 mi. \$6,800. Jeff Pearson, 135 Crystal Terr., Santa Cruz, CA 95060. Ph. 408/426-0152. Reg. #1558170. 9/81.

FOR SALE: SURVEYORS TOOLS, all half retail. 32 oz to 4 oz plumb bobs, sledges, tapes, steel & canvas, hand levels, books, spring balance, etc. John Aherne, 1147 Saratoga Ave., San Jose, CA 95129. Ph. 408/255-2533. Reg. #0639822. 9/81.

FOR SALE: CAMERA, MAMIYA FLEX C-2-2 1/4" x 2 1/4", 80 mm f2.8 lens; compur shutter 1/500 1 sec. All filters & acces. Exc. cond. \$235. John Aherne, 1147 Saratoga Ave., San Jose, CA 95129. Ph. 408/255-2533. Reg. #0639822. 9/81.

FOR SALE OR TRADE: TEN ACRES LAND in Northern Nevada. Ph. 916/372-5932. Reg. #1128323. 9/81.

FOR SALE: MACK DUMP TRUCKS, 3 axle, Hell box & hoist. \$3900 & \$5750. V-8 555 Block Cummins all parts except crankshaft. Jlg Saw like new \$10. Leslie Mulhair, 97 Southridge Wy., Daly City, CA 94014. Ph. 415/333-9006. Reg. #154371. 9/81.

FOR SALE: G600 GRADALL w/diesel up & down, set up for drilling. 2, 3, & 5 ft. bkts. \$32,500. Ph. 408/292-3617. Reg. #1101960. 9/81.

FOR SALE: 1967 FLEETWOOD MOBILE home 45 ft. long, 12 ft. wide. 2 BR, 1 bath, on pri. property, must be moved. \$6,500. Ph. 408/292-3617. Reg. #1101960. 9/81.

FOR SALE: 1979 FORD 350, 12' Servis utility bx, A/C, P/S, 49,000 mi. Would fit needs as field trk. Set for tire work, tools inc. \$9,500. Jeff Pearson, 135 Crystal Terr., Santa Cruz, CA 95060. Ph. 408/426-0152. Reg. #1558170. 9/81.

WANTED: K&E TRANSIT. Must be in gd. condition. M. R. Boskovic, 764 Kingston Ave., Oakland, CA 94611. Ph. 415/655-1171 aft. 7 p.m. Reg. #1130382. 9/81.

FOR SALE: 10 FT ORCHARD LADDER "Larsen" exc. condition. 1/2 retail, \$36. Pruning saws 18" blade \$6.50 ea. 1/2 ret. Pole pruners & saws. J. Aherne, 1147 Sar-

atoga Ave., San Jose, CA 95129 Ph. 408/255-2533. Reg. #0639822. 9/81.

FOR SALE: REMINGTON 16 ga. shotgun. Model 870, very gd cond. \$165. Lloyd R. Moore, 36 N. Oak Ave., Oakdale, CA 95361. Ph. 209/847-1325. Reg. #0652592. 9/81.

FOR SALE: MOPED MOTORCYCLE model LEM, md in Italy, 2 spd, very gd cond. 1000 mi. \$325. Lloyd R. Moore, 36 N. Oak Ave., Oakdale, CA 95361. Ph. 209/847-1325. Reg. #0652592. 9/81.

FOR SALE: 1974 HONDA C.B. 175 street legal, elec. start, very gd condition. 3,700 mi. \$400. Don Riggs, 772 Via Granada, Livermore, CA 94550. Ph. 415/449-5573. Reg. #0900556. 9/81.

FOR SALE: 1956 FORD F-100 pickup. Show material, 396 Olds eng., auto., a/c. This is a big window model, very few still around. Ph. 801/255-4396 after 5. Reg. #1750050. 9/81.

FOR SALE: REMINGTON 12 ga. shotgun. Model 870, full choke, ribbon barrel, 30", ver gd cond. \$165. Lloyd R. Moore, 36 N. Oak Ave., Oakdale, CA 95361. Ph. 209/847-1325. Reg. #0652592. 9/81.

FOR SALE: 1977 FORD 550 BACKHOE 12", 18", 24", 30" buckets. \$17,000. 15 Parsons Trencher 0 hrs. on rebuilt diesel eng. new conveyor belt \$7,500. S. G. Huber, 707/448-1673. Reg. #1334971. 9/81.

FOR SALE: 3 BEDROOM HOUSE, 2 car garage, 75x150 ft. fenced yard \$55,000. 15 ft. fiberglass boat w/trailer & new 40 HP motor \$1,800. Otto Davis, 426 Pine, Madera, CA 93637. Ph. 209/674-6332. Reg. #0557467. 9/81.

FOR SALE OR TRADE: CESSNA 172, 1976 like new cond., full IFR, 700 hrs. Hangared, one owner. Ph. 415/447-2287. Reg. #0786950. 9/81.

FOR SALE: 2 BR 2 BA HOME on .81 acre corner lot nr Redding, in Anderson, Ca. Dbl car garage, paved road. \$78,500. Oliver Wilson, 16251 China Gulch Dr., Anderson, Ca. 96007. Ph. 916/357-2865. Reg. #0652545. 10/81.

FOR SALE: ALLIS CHALMERS MODEL B rubber tired tractor, ser. #868055, \$2,000. 1922 Fordson steel cleated, everything still orig. for sale/trade. Joshua Bassi, P.O. Box 732, Placerville, Ca. 95667. Ph. 916/622-0723. Reg. #0346961. 10/81.

FOR SALE: TRAVETTE 15' CABOVER, self contained, needs work \$2,500. Cash, or finance \$3,500 to brother only. "Doc" Larson, after 7 p.m. 415/883-7187. Reg. #1451596. 10/81.

FOR SALE: TWO VIOLINS, Stradivarius, 1 perfect 1721 w/case & bow, 1 w/bow only. Best offer: Greyhound bus converted to travel home, best offer cash or trade for equal value. C.B., tape, AM radio, spotlight, gd rubber. C. N. Prince, P.O. Box 20011, Sparks, Nevada. Reg. #0557405. 10/81.

FOR SALE: SEWER CONSTRUCTION EQUIPMENT dial grade laser beam complete. Complete air testing equip. for 6, 8, 10, 12" sewers. Snap cutters. Consider trade for motor home of equal value. William Keller, 5379 Old Redwood Hwy, Santa Rosa, Ca. 95401. Reg. #0971418. 10/81.

FOR SALE: 1975 FLEETWOOD. 65' x 12' w/10' expando, 3 BR 2 full bath. Excellent condition. Ph. 916/366-3718, Sacramento, Ca. bet. 4:30 & 6:30 p.m. Reg. #1301535. 10/81.

FOR SALE: JOHN DEERE 5010 elevating scraper. \$14,500. Oliver Wilson, 16251 China Gulch Dr., Anderson, Ca. 96007. Ph. 916/357-2865. Reg. #0652545. 10/81.

FOR SALE: D-7 TRACTOR & 12 YD scraper. \$9,000, will consider offer. Snowmobile, 440 Skidoo, \$450. P.O. Box 174, Prather, Ca. 93651. Reg. #1812603. 10/81.

FOR SALE: 20' RIJO TRAVEL TRAILER, self contained, many extras \$2,800. New Ram-Lightning golf clubs & bag, 8 irons, 2 wedges, putter, 3 woods, \$200. Darrell Grimes, 157 Vallero Way, #72, Sloughhouse, CA 95683. Reg. #1128396. 10/81.

FOR SALE: JD 555, 450 hrs. on engine. 4 in 1 rippers, extend-a-hoe. \$55,000. Ph. 707/584-1968. William A. Keller. Reg. #1051428. 10/81.

FOR SALE: 8x37 1/2 MOBILE HOME. 2 BR, self contained, new carpet, gas stove & refig, gas furnace, 40 gal. heater, cooler, ready for road. \$3,300 or best offer. Howe Woodhouse, 1609 N. State St., Orem, Utah 84057. Ph. 801/224-3062. Reg. #1067410. 10/81.

FOR SALE: NEW SHOP TOOLS. 1" air impact, 6" vise, sockets 2 1/8" to 2 1/2", wrenches 1 3/8" to 2". Ron Nelson, 6530 N. Hazel, Fresno, Ca. 93711. Ph. 209/439-1609. Reg. #1535345. 10/81.

FOR SALE: LOT #2 KAWELA GARDEN subdivision, Molokai, Hawaii. Call 503/345-4360 or write Lawrence Koki, 1472 Corum Ave., Eugene, Oregon 97401. Reg. #1781827. 10/81.

FOR SALE: HEAVY DUTY 3 AXLE TRAILER mfg. by Gen. Engine Co., Thorofare, N.J. 10 ton. 1957 Intl. Metro van in A1 condition, one ton, sale or trade. Frank J. Sadek, 6941 8th Ave., Rio Linda, CA 95673. Ph. 916/991-1471. Reg. #0915642. 10/81.

FOR SALE: INTERNATIONAL T-9 swing crane, good condition, \$3,750. Phone 916/221-1908. Reg. #0766489. 10/81.

FOR SALE: BEER & WINE BAR, plus two rental units on approximately one acre in Olivehurst, CA. Gd. financing terms available by owners. Joe D. Houghland, P.O. Box 1447, Marysville, CA 95901. Ph. 916/743-2830. Reg. #1208447. 10/81.

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.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

Departed Members

Business Manager Dale Marr and the Officers of Local 3 extend their sympathy and condolences to the family and friends of the following deceased:

NAME/ADDRESS	DECEASED
Aguiar, Albert (Cesira—wife) 2610 Tassajara Avenue, El Cerrito, CA 94530	9-18-81
Ball, Eddie L. (Elizabeth—wife) 1102 Yuba Drive, Santa Rosa, CA	9-2-81
Bartel, C. L. (Justina—wife) 4614 Olive Hwy., Oroville, CA 95965	9-14-81
Beck, Herman (Evelyn Wyatt) 1489 Kansas Street, Fairfield, CA 94533	7-26-81
Bennett, Randy (Children) 85 E 100 S #4, American Fork, Utah 84003	9-4-81
Bettis, Elmo (Kenneth—son) 562 Table Mtn. Blvd., Oroville, CA	9-3-81
Caldeira, Dale (Diane—sister) 6912 Maze Blvd., Modesto, CA 95351	6-26-81
Cleverdon, Harry (Berta—wife) 3603 Happy Valley, Lafayette, CA 94549	9-3-81
Cook, E. J. (Leta—wife) 14241 Paul Avenue, Saratoga, CA 95070	9-22-81
Coombes, Chas. E. (Betty—wife) 851 Las Flores #45, Livermore, CA 94550	9-22-81

Ferris, Forrest (Eloise—wife) Box 1456, Fort Bragg, CA 95437	9-22-81	Seward, Otis (Ann—wife) 318 Canyon Highland, Oroville, CA 95965	9-2-81
Fletcher, Charles (Maxine—wife) Box 653, Lamoille, Nevada 89828	9-1-81	Soden, David (Evelyn—wife) 878 So. Orange, Turlock, CA 95380	9-8-81
Goldsmith, David (Helene—wife) 2160 Zinfandel Lane, Turlock, CA 95380	9-7-81	Soutas, Gus (Anna—wife) 483 S 1300 F, Provo, Utah 84601	8-25-81
Grout, Lynn (Roberta Lacey—friend) 3748 Underwood #2, San Jose, CA 95117	9-6-81	Watkins, Eugene (Dixie—wife) 1070 W. Towa Avenue, Sunnyvale, CA 94086	9-3-81
Hall, Harry (Nona—wife) 4801 North 28th, Tacoma, Washington	9-5-81	Williams, John D. (John—son) 1253 Magic Sands, Turlock, CA 95380	9-1-81
Hotz, Gus (Jessie—wife) 3519 Lamp Street, Oakland, CA 94605	9-21-81	Wuokila, Elmer W. (Helen—wife) 14055 Roel Bl. #89, SE 179th, Portland, Oregon 97233	8-25-81
Jones, Arthur (Alberta—wife) 1525-37th Street, Sacramento, CA 95816	9-21-81	95 Deceased members—July 31, 1981 thru September 30, 1981	
Leverett, Jim E. (Vallie—wife) P. O. Box 779, Magalia, CA 95954	9-1-81	0 Industrial Accidents—July 31, 1981 thru September 30, 1981	
Maddox, Herschel (Children) 5522 Louisiana, Concord, CA 94521	9-1-81		
Manos, Joe (Lilly—wife) 152 Woodbridge Ave., Yuba City, CA 95991	9-23-81		
McClanahan, Ellen (Next of kin) P. O. Box 724, Hughson, CA 95326	8-7-81		
Pimentel, Benjamin (Miriam—wife) 2627 Ocala Street, Hayward, CA 94545	9-26-81		
Raiolo, Patsy (Mary—wife) 1017 3 Kapahulu, Honolulu, Hawaii	9-7-81		
Reynolds, Robert (Hassiba—wife) 3338 Forest Avenue, Medford, Oregon 97501	8-29-81		
Scott, Earl (Willis—son) 46 8th Street, Cayucos, CA 93430	8-8-81		

DECEASED DEPENDENTS SEPTEMBER 1981

- David, Peggy—Deceased September 10, 1981
Wife of Evan David SS#722 01 1937
- Macy, Beverly—Deceased September 11, 1981
Wife of John Macy SS#546 12 9749
- Morris, Virginia—Deceased September 21, 1981
Wife of Lloyd Morris SS#565 24 7849
- Britton, Arlene—Deceased September 19, 1981
Wife of Barry Britton SS#552 42 3640

ATTEND YOUR UNION MEETINGS **Solidarity Day a huge success**

November

- 3rd **Stockton:** Engineers Bldg., 2626 N. California St.
- 5th **Concord:** Elks Lodge #1994, 3994 Willow Pass Rd.
- 10th **Fresno:** Laborers Hall, 5431 E. Hedges
- 17th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Rd.
- 19th **Ukiah:** Grange Hall, 740 State St.

December

- 2nd **Ogden:** Ramada Inn, 2433 Adams Ave.
- 3rd **Reno:** Musicians Hall, 124 West Taylor
- 10th **Watsonville:** Veterans Bldg., 215 Third Street

January

- 12th **Eureka:** Engineers Bldg., 2806 Broadway
- 13th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 14th **Oroville:** Village Inn, Oroville Dam Blvd.
- 21st **San Francisco:** Engineers Bldg., 474 Valencia St.
- 27th **Honolulu:** Washington Intermediate School, 1633 So. King St.
- 28th **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 29th **Maui:** Cameron Center Aud., Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

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.

(Continued from Page 2)

served as master of ceremonies, came astonishingly close to the goal.

Msgr. George G. Higgins gave the invocation, and most people in the audience had never heard a Father Higgins invocation before. They gave it a hearty round of applause, as a good speech deserves, which is something that a lot of union convention goers have often wanted to do.

The speeches were short enough so that people listened to them—in between craning their necks to get another look at the size of the gathering.

Television teams and reporters picked their way through the crowds, interviewing the people who, as Kirkland said, "have given up your family days of rest and spent long and tiring hours in buses, trains and cars, from every part of this land, as an act of devotion and testimony."

Solidarity Day Coordinator John Perkins was the walking command post, getting reports from 60 key staffers with walkie-talkies. Organization & Field Services Director Alan Kistler and Legislative Director Ray Denison had the best seats in the house earlier in the day, two cherry pickers near the Washington Monument grounds from which they made decisions on how to slot groups into the line of march.

As the program neared its close, a small group of Solidarity Day participants made their way to the fenced-in

speakers' area carrying a large carton. They had taken up a collection for the PATCO Family Fund, to help the families of striking air traffic controllers. Where could they leave the money, they asked the white-capped Seafarers security guard.

The Rev. Robert L. Pruitt, from a local AME church, gave the moving benediction to an historic day.

Each of you take your neighbor by the hand," he enjoined, and white hands and black hands and brown hands clasped.

"May our society of solidarity not be temporary," he urged, asking blessings for the millions who work "and the millions who want to work."

"Yes, Lord," a voice in the crowd urged. "Please, Lord."

"Go forth with courage," the Rev. Pruitt concluded.

And then as the crowd followed the signs to the subway station nearest them, George Shirley, the Metropolitan Opera singer joined Bayard Rustin, the architect of the civil rights March on Washington 18 years ago, in singing Solidarity Forever. And then, lest we forget, the stirring "We Shall Overcome."

ILPA Awards

(Continued from Page 1)

The judges noted that "this extraordinary account of an unusual situation was very well researched and beautifully photographed. Members of the union, who worked on the roads and the general public must be concerned and interested in the situation described here."

In connection with this article *Engineers News* also won an Award of Merit for Best Use of Graphics. "The photographs accompanying the award-winning story were used expertly and effectively," stated the judges. "A fine example of use of graphics."

The fourth and final award was a First Award for a series of articles by James Earp profiling the presidential candidates and issues in the August 1980 through October 1980 issues. "Good research is evident in this in-depth series of profiles," observed the judges report. "The analysis in each of these articles is excellent and the writing is certainly very good."

The ILPA awards will be presented at the ILPA Constitutional Convention in New York on November 13.

S.F. demonstration

(Continued from Page 1)

for the interests of working men and women. But this year over 6,000 miles away the word 'solidarity' takes on a new meaning because it is the name of the union that has been courageously organized in Poland against the protests of the police state of Poland."

In summing up his charges against the Reagan Administration, Mondale said:

"This year they have pursued a policy of enacting a \$750 billion tax cut geared to the wealthiest in America, a \$1.6 trillion defense budget and as a result they have opened up the most gaping year after year deficits in American history.

"The result is all time high interest rates that are killing the housing industry, killing the auto industry, slaughtering small businesses and farmers and threatening the jobs of every American because of the slowdown in the American economy."

At a similar rally that attracted more than 8,000 participants to MacArthur Park in Los Angeles, Governor Brown described the Reagan economic policies as a "streamroller" that must be stopped.

"It is you who are the guinea pigs in the economic experiment conceived of by the monetary zealots that surround Ronald Reagan," Brown declared.

"Today we are gathered here to tell the President of the United States and his administration: 'Enough.'"

"We've had enough. Enough of the Reagan plan to cut back on social security and undermine the Occupational Health and Safety Administration.

"Enough of spending billions of dollars on a mass transit system for missiles to blow the world into a billion pieces while our health system, our schools, our research, NASA, mass transit for people, solar and conservation and scores of other programs are undermined by a president who does not understand the future," Brown said.

DISTRICT MEETING LOCATION CHANGES

At its meeting on October 18th the Executive Board concurred in recommendation to change the location of the Stockton District Membership Meeting scheduled to be held Tuesday, November 3, 1981, as follows:

FROM: Engineers Building, 2626 No. California Street, Stockton

TO: Engineers Building, 1916 No. Broadway, Stockton

At its meeting on September 13th the Executive Board concurred in recommendation to change the location of the Fresno District Membership Meeting scheduled to be held Tuesday, November 10, 1981, as follows:

FROM: The Engineers Building, 3121 E. Olive Street, Fresno

TO: Laborer's Hall, 5431 East Hedges, Fresno

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.

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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| <input type="checkbox"/> Vacation Pay Kit | <input type="checkbox"/> Save From Home Kit |
| <input type="checkbox"/> Easy Way Transfer | <input type="checkbox"/> Loan Plus |

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