



This photo of the Lowrie Paving Co. of San Francisco was taken July 7, 1949. Included in the group is 86-year-old Lccal 3 retiree Joseph Van Manen, who submitted the photo to *Engineers News*. If you have an old

construction photo of historical interest that you would like to see printed in the newspaper, send it to *Engineers News*, 474 Valencia St., San Francisco, CA c/o James Earp, Managing Editor.

ENGINEERS NEWS

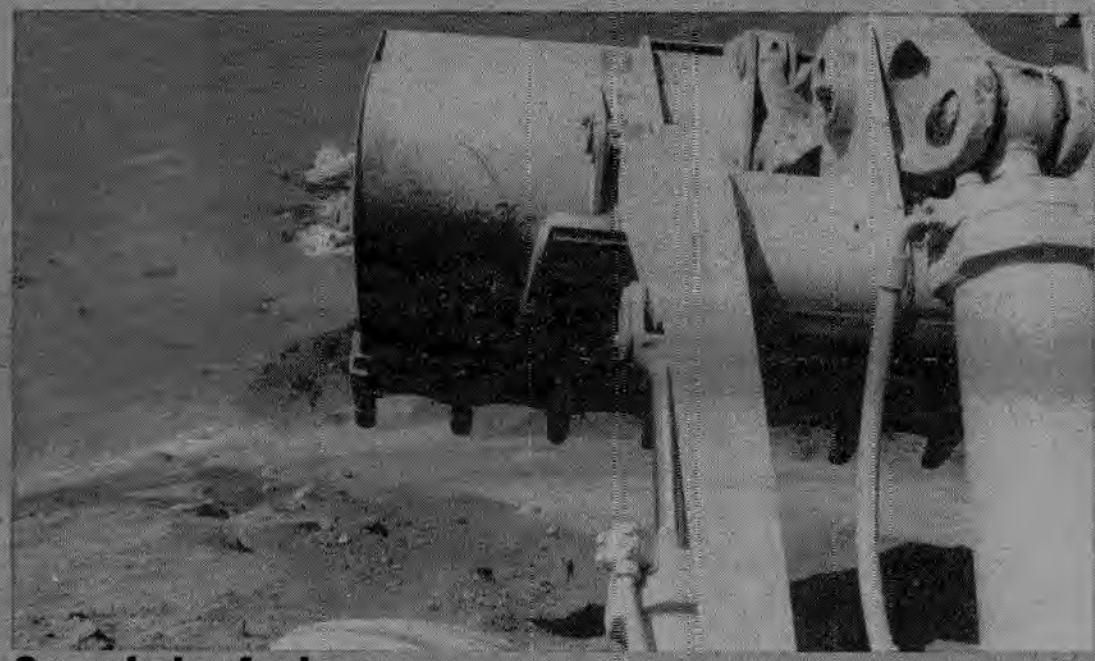
VOL. 34, NO. 10

SAN FRANCISCO, CA

OCTOBER 1983

Important Election Information Inside

Members are asked to take note of two important notices inside this issue concerning the upcoming election of Delegates and Alternate Delegates to the 32nd Convention of the International Union of Operating Engineers. On Page 16 is a notice regarding an Election Committee and on Pages 12 and 13 is the Official Election Notice, listing the requirements that apply to this election and the schedule of Regular and Specially Called District Meetings to be held for nomination of Delegates and Alternate Delegates.



One whale of a drop—This is the view from Cliff Bruen's loader on the Hwy. 1 slide just south of Big Sur. Walter Bros. Construction out of San Luis Obispo has been working a crew of over 30 operating engineers, 13 hours a day, seven days a week since last May to clear a massive slide that falls from 1,400 feet down to the surf. From the looks of it, they will be working a while longer. Story and photos on page 8.

Conference focuses on Local 3 medical study

A one-year study on the medical history of Operating Engineers in Local 3 was a key component of a two-day conference on "Healthy Workers and Their Families" held this month at the Plaza Airport Inn in Millbrae.

The conference, sponsored by the California AFL-CIO and the Western Institute for Occupational and Environmental Sciences (WIOES), focused on new strategies for controlling health care costs.

The main thrust of the conference was to explore proposals to control health care costs that do not involve "takeaways," "give-backs" or higher deductibles, but focus instead on improving workers' health.

A recent study conducted by WIOES and commissioned by Local 3 examined the relationships between the work environment and types of health claims filed by members of the union.

A report written by WIOES researchers found that:

- Operators of heavy construction equipment run a greater risk of developing liver and kidney diseases.
- Heavy equipment operators clearly suffer a high percentage of hearing loss.
- Only about one-third of those members who participated in the

(Continued on Page 2)

Shipyard strike ends with new contract

A two-month strike by 11 unions that shut down shipyards from San Francisco to Seattle ended last month with a tentative three-year agreement.

Clarence E. Briggs, executive secretary-treasurer for the five state Pacific Coast Metal Trades Council, said the union's executive committee accepted the employers' proposal and will submit the tentative contract to the membership with a recommendation that it be approved.

The companies will call back workers by seniority, Briggs added, on an "as needed" basis.

The strike, which started on July 26, affected 10,000 workers at nine shipyards in San Francisco, Oakland, Seattle, Portland and Tacoma, including 1200 workers in the Bay Area. The struck yards handle more than half the ship repair business on the West Coast.

The employers negotiated as members of the Pacific Coast Shipbuilders Association. Their contract with the 10,000-member Metal Trades Council, which

represents 11 unions, is used as a model for other contracts in the industry.

Briggs said the strike caused "some disruption" and some "relocation of contracts," but he conceded, "there wasn't a lot going on right now anyway."

The biggest San Francisco contract reallocation involved overhaul of the Navy carrier *Enterprise* by the Triple A Shipyard. The Navy transferred the work from Triple A to the federal facility at Mare Island.

Briggs said management had proposed a three-year wage freeze, an end for cost-of-living increases and weakening of the seniority system and health benefits. The current average journeyman wage is \$13.50 an hour. The unions wanted a \$3-an-hour raise in wages and benefits.

Another major issue was management's request for more flexible job classifications, which the unions claimed meant that more work would be done by employees in low-wage categories.

The agreement, ratified in Oakland by

the executive board of the Metal Trades Council and the 11 union general presidents, would freeze wages for the three years, but include quarterly cost-of-living increases, Briggs said. It also maintains the current level of health and welfare benefits.

According to Local 3 Business Agent Ted Wright, who services the shipyards in San Francisco, the contract was ratified by a 3-to-1 margin.

Companies affected by the strike include Todd Shipyards — the largest in the industry — in San Francisco and Seattle, Triple A Shipyards in San Francisco, Pacific Dry Dock and Thomas Short Co. in Oakland, Union Drydock in Seattle, Dillingham Corp. and Northwest Iron in Portland and Tacoma Boat in Tacoma.

The unions represent boilermakers, carpenters, electricians, operating engineers, laborers, machinists, molders, painters, sheet metal workers, Teamsters, warehousemen and plumbers.

Reapportionment may not be over

The State Supreme Court's action declaring the Sebastiani reapportionment initiative unconstitutional will result in the termination of the Labor Committee to Protect Voters Rights but organized labor "must stand ready to renew its own campaign" if the ultra right launches a new "Sebastiani" drive or directly attacks the existence of the present State Supreme Court, John F. Henning, executive officer of the California AFL-CIO, said this month in letters sent to AFL-CIO unions and councils throughout the state.

But, Henning warned: "The ultra right, which would give majority control to a minority party, may renew the effort either through a new 'Sebastiani' or by direct attack on the existence of the present Supreme Court. Labor must stand ready to renew its own campaign of militant response to corporate control of state government if and when such an assault is launched."



By T.J. (Tom) Stapleton, Business Manager

LOOKING AT LABOR

As autumn begins to settle in, it's always natural to look back over the work season and try to assess it against other years. Unquestionably the biggest challenge we have had to face this past year has been at the bargaining table.

Contract negotiations are never easy, but as we look back over the past eight to ten months, it is readily apparent that this year has seen the most dramatic changes in traditional bargaining that the building trades have ever experienced.

We have seen the tremendous necessity of keeping our members informed of what the employers are trying to do. We have also seen the need to reestablish closer ties within our own ranks and with other crafts if we are going to succeed in keeping the building trades strong.

For the first time that I can remember, contractors and employer associations engaged in a concerted — and what they hoped would be a carefully coordinated — assault on the building trades. Strategies used against Local 3 in Northern California were exactly the same as those used against the basic trades in Arizona, Washington, Ohio, Tennessee and dozens of other areas.

At first, the intent of the AGC and other multi-employer bargaining groups was not clear. Only gradually did it become apparent that what these bargaining associations really wanted was not to negotiate an agreement so much as to provide a way for their members to go open shop.

Employers "cannot have their cake and eat it, too. If they want qualified workers, if they want their competitors to be working under the same wage costs as themselves, then they will have to look to the union."

As most of our members are now aware, the chief tactic used by the multi-employer groups was to notify local unions that the bargaining unit had been disbanded before formal negotiations had even begun.

In taking this action, multi-employer associations stated that they no longer had bargaining authority over their members and that the unions would have to negotiate individually with each employer. Their plan was to throw the building trades unions into confusion and hopefully pit one against the other, thereby weakening all of the crafts.

Admittedly most building trades unions were taken by surprise at first. In over 50 years of bargaining, never had multi-employer groups taken such a radical and unpredictable stance. Initially there was confusion and it took some time before the unions could make sense out of what the AGC was trying to do.

The AGC and other multi-employer groups had chosen this year to make their move against the building trades. Taking advantage of a long and deep recession that had weakened the unions, the employer associations declared that construction wages were too high and work rules too restrictive.

They came to the bargaining table with unreasonable demands they knew we could not and would not agree to. Because of the way that labor laws are written, they knew that if the unions refused to accept their "first and final" offer, they could declare an impasse.

Once an impasse has occurred, the employer is free to impose the terms of his offer on his employees. If the employees refuse to work under those wages

and conditions, the employer could then fire them and hire new, non-union workers.

The non-union workers could then petition the NLRB for decertification, since the union would no longer represent a majority of workers.

This is the kind of scenario that multi-employer bargaining groups were trying to establish when they went into negotiations this year. They were also counting on the fact that, with all the contractors bargaining individually, the union would be unable to handle the load.

Fortunately, they did not succeed in their plan. We were able to counter their move with some strategy of our own. By pitting other employer groups against the AGC and refusing to allow an impasse to occur, we were able to finally come up with a workable agreement.

As is usually the case, once a Master Agreement is ratified, it sets the stage for most other construction agreements.

I would not say, however, that we have made it through the year without injury. The disbanding of the AGC last spring during negotiations created a serious communication problem, which has added to the confusion.

Employers as a whole have not been realistic in their initial demands, and it has been much more difficult to come to an agreement.

We have learned some lessons.

- We must support one another. We cannot allow ourselves to fall into the employers' hands by looking out for only our own interests. We must realize that our own welfare depends upon our willingness to work together.

- We must take seriously the growth of the open shop movement and take bold steps to counteract it. This includes increasing our organizing efforts, and working in the legislative arena to apply pressure against open shop contractors who are not complying with the law.

With the able assistance of Assemblyman Dick Floyd, we have called on the Assembly Labor Committee to crack down on a number of non-union employers in the Central Valley who are guilty of prevailing wage and labor code violations, according to evidence we have gathered.

Floyd will begin a series of hearings this month to review these charges and take necessary action against these employers.

We have also established a rank-and-file committee in the Fresno area to examine the rampant growth of open shop work in that district and try to find some solutions that both the membership and the fair union employer can live with.

- We must not let the employer pit one union against the other. Those areas that fared best this year were the same ones that refused to agree to anything that would undermine the strength of another craft.

Hopefully the contractors learned a few lessons as well. Chiefly, that they can't have their cake and eat it, too. If they want qualified workers, if they want their competitors to be working under the same wage costs as themselves, then they will have to look to the union.

If they don't, they will ultimately be forced to learn that we can pit one contractor against another far more effectively than they can pit us against ourselves.

I am confident that the last thing any employer wants is to have to bid on contracts against a host of other contractors who all have different wages and working conditions than himself.

It would set the stage for the kind of cut-throat industry that once existed 60 years ago.

ENGINEERS NEWS

WIPA

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

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ENGINEERS NEWS is published monthly by Local 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, CA 94103. Second class postage paid at San Francisco, CA. USPS Publication Number 176-560. Subscription price \$30.

Conference focuses on union health study

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union sponsored health screening program actually made a health claim related to a positive finding within a year following the screening.

"These findings suggest an immediate need to install environmental cabs designed to protect the equipment operators from the effects of both vibration and loud noise," The report emphasized.

The report recommended that a union-based, comprehensive health maintenance program might be developed in stages to improve the health of union members and their families, as well as to provide dollar savings for the members.

The report examined the advantages and obstacles in developing a union-based program, including members' attitudes toward the program and its costs, and the problems of short term

costs versus long term benefits.

However, if such a program could be implemented, it should include such elements as:

- An ongoing compilation of health data, including complete health histories, job histories, histories of exposures to toxic substances and a comprehensive medical examination.

- A health promotion program for Local 3 members and their families, including information on overcoming the smoking habit, weight control, diet and nutrition, drug abuse, accident prevention in the home, medical self-care, wise buying and use of medical care, prescription drugs and elective surgery, pre-natal and child health care, and marital and family counseling.

- The development of a computer based "early warning system" for early detection of health trends within the union membership.

The report also examined the possibility of a pilot health maintenance program, that could be open to union members who have already participated in the health screening program.

By comparing those members who participate in the health maintenance program with those who do not participate over a five-year period, conclusions could be made as to whether the program actually results in better health and cost control.

Correction

In the September issue, an error appeared in the new Article VI (Dues) of the By-Laws. Section 2(e) should have read: A member must be **unemployed** at the trade for two (2) full calendar months in a fiscal year (Oct. 1 - Sep. 30), and not be receiving any compensation from an employer covered by a collective bargaining agreement with Local 3.

Get your raffle tickets now!

Have you bought a SELEC raffle ticket yet? If you haven't, you are missing out on a chance to win some tremendous prizes which will be awarded at a drawing at the January 7 Semi-annual Membership Meeting.

Tickets are available from your business agent or your Local 3 district office. Price of the raffle ticket is \$10 and proceeds from the drawing will be used for the union's SELEC political action committee.

"One of the most important goals of this administration is to reduce the union's reliance on dues money to support political candidates," Business Manager Tom Stapleton said. "The success of the TV raffle last July demonstrated that a raffle program can be an effective way of achieving this goal."

Here is a look at the prizes that will be offered:



First Prize—1984 Thunderbird. The new 1984 Thunderbird has been rated one of the top 50 automobiles by *Consumer Guide*. Its performance and luxurious construction put it in direct competition with cars selling for twice its price.

The 1984 model sports a new aerodynamic design, MacPherson front suspension, gas-filled shock absorbers, power rack and pinion steering and special light weight aluminum wheels with computer designed tires for optimum performance.

Second Place—Trip to Hawaii. The second place winner will receive a roundtrip to Hawaii for two to the Island of his or her choice. The package includes airfare from San Francisco and seven nights lodging in a hotel.

If the winner chooses to go to the Island of Oahu, he will also receive a dinner cruise and show, compliments of Robert Halcro of Windjammer Cruises.

If the winner already resides in Hawaii, he will receive a one week trip to San Francisco.

Third Place—Remington 1100 Automatic Shotgun. The most popular autoloading shotgun in America, the Remington Model 1100 features a tough ordnance quality steel receiver, walnut stock and fore-end, and a unique gas-metering system which reduces recoil.

Fourth Place—Remington Model 700 30-06 Rifle. This favorite features walnut stock, full-pattern cut checkering, satin finish, rubber butt pad, swivel studs, hinged floor plate and a reputation for accuracy.



Above, 22-year member Larry Jolliff operates a backhoe on the \$6 million Fountain Grove Expressway in Santa Rosa. Pictured on the same job below are Gary Knivila on the D-9 pushcat and Ed Knecht in the scraper. Operating a 225 Backhoe for Piombo is 20-year member Vic Santino (far right).

Work still going strong in Santa Rosa

Work in the Santa Rosa area is still going strong with most of the Brothers and Sisters working all the hours they care to work, reports District Representative Chuck Smith. Many of the jobs will be winding down for the season with the contractors trying to beat the weatherman's prediction of an early winter.

The Empire Tractor agreement has been settled and the Brothers are back to work. Special thanks go to Job Steward Dennis Tatman for his help during the negotiations.

Activity in Lake and Mendocino Counties is pretty much as it has been, reports Business Representative Darell Steele, with the exception of a real strong rumor that Bechtel Construction Corp was low bidder for the structural work on Unit #20 at The Geysers. Peter Kiewit Sons Co., at this point, is approximately 90% completed with the dirt work on that project. Kiewit has nearly finished the two P.G.&E. administration pad sites they started a month ago in which they moved a little over one hundred thousand yards of dirt during that period.

At Unit #16 Piombo Corp has cut the swing shift off and claims the day shift will finish in about four to five weeks.

Bechtel Construction Corp is moving in on Unit #16, eager to get started before the heavy rains hit this winter.

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By HAROLD HUSTON, President

A Personal Note From The President's Pen

Thousands of trade unionists throughout California turned out for the biggest revival of the celebration of Labor Day in years on Monday, September 5 at events scheduled in San Francisco, Los Angeles, Sacramento, the Alameda County Fairgrounds at Pleasanton, San Diego and other points around the state.

The celebration, which was dubbed "Solidarity III" by the AFL-CIO, served as an occasion to protest the policies and philosophy of the Reagan Administration that have resulted in the greatest increase in unemployment in half a century.

In San Francisco the San Francisco Labor Council held its 4th Annual Special Mass and breakfast at St. Mary's Cathedral, with Monsignor George Higgins of Catholic University of America; J. C. Turner, General President of the International Union of Operating Engineers; and San Francisco Archbishop John R. Quinn participating.

Union members, families and friends, Catholic and non-Catholic alike, joined us for this affair marking the special role working men and women play in our everyday lives.

• • •

A \$535 million, five-year plan for vast highway improvement in Contra Costa County and the Pleasanton-Dublin area was virtually approved by the California Transportation Commission. Commissioners earmarked money for a Highway 4 bypass to divert truck traffic from downtown Brentwood; improvements on Interstate 680 to serve the fast-growing south San Ramon Valley; and widening I-680 from Fremont to

Dublin.

Commissioners also reaffirmed their previous commitment to the Hoffman Freeway in Richmond; rebuilding the I-680 interchanges at Highway 24 in Walnut Creek and Highway 4 near Martinez; and I-680 widening from Dublin up to Martinez.

The commission heard testimony on the improvements for Contra Costa and Alameda Counties and indicated they will formally approve them as part of the State Transportation Improvement Program for 1983.

The program is a five-year plan that's updated yearly, allowing new projects to be added.

Commissioners spent more money than anticipated for Contra Costa, reflecting a departure from former Governor Jerry Brown's primary emphasis on mass transit projects.

Significant new projects in Contra Costa are the Brentwood bypass and state funding toward improvements in I-680 in the San Ramon Valley.

Commissioners appropriated \$1.5 million for 1986 to reroute Highway 4 down Spruce Street and Railroad Avenue, diverting truck traffic from Second and Oak Streets. Brentwood residents have complained for more than 20 years that the trucks pose a hazard because they pass two schools and numerous businesses.

Initially, the California Department of Transportation (Caltrans), a separate agency from the California Transportation Commission, recommended that the Brentwood bypass be locally funded. However, the commission staff said the bypass is a state responsibility and Caltrans supported that

recommendation at the hearing.

Caltrans is also yielding in its opposition to the financing arrangement for highway improvements in the San Ramon Valley. Those improvements include \$4.6 million to build an interchange at Bollinger Canyon Road to accommodate Chevron and Pacific Telephone offices; \$2.6 million to upgrade at Crow Canyon Road; and \$3.8 million to upgrade the interchange at Sycamore Valley Road to handle new residential development. (Work on the first project, Bollinger Canyon Road, is set to begin in late 1984.) Originally, Caltrans adopted a plan under which those improvements would be paid for locally, not by the state. Contra Costa officials, eager for the projects, offered to use developer contributions and other funding sources to pay one-third of the cost.

The commission's staff recommended that one-half be paid locally and the state pay the other half. Caltrans balked, pointing out that the previous agreement for total local funding of those projects "should continue to be honored by the commission". "The understanding appears to be seriously violated by the (commission) staff proposal to release private developers from their obligation to mitigate traffic impacts by now recommending state funding participation . . ." according to a Caltrans statement. However, the 50-50 funding split was approved after considerable discussion, and it was pointed out that the improvements are vital to serve one of the three fastest growing parts of the Bay Area.

There was no such dispute over placing, for the first time, the Alameda

County portion of the I-680 widening project into the 5-year state highway plan. I-680 will be widened beginning in 1987 from the current four lanes to six lanes from Fremont to Dublin at a cost of roughly \$44 million.

Related improvements to interchanges will drive cost higher. While the commission passed may new projects, it again placed the following old projects into its plan:

- I-680 will be widened starting in 1988 from four to six lanes from Dublin to Martinez, an \$87 million project.
- The I-680/4 interchange near Martinez will be improved at a cost of \$97 million in 1988.
- The Concord Avenue interchange will be upgraded, its \$4.4 million cost to be split 50-50 with the state.
- A \$5.8 million Gregory off-ramp relocation will be paid for under the same split.

In west Contra Costa, the state plan calls for \$217 million in 1983-87 for the six-lane Hoffman Freeway (I-80) in Richmond.

Most immediately, funds will be spent to buy right-of-way property and to relocate people whose homes lie in the freeway's path.

A carpool lane will be placed along I-80 from Ashby Avenue in Berkeley nearly to Hercules.

Cost of the two-county project is nearly \$58 million, and the carpool lane is intended to link up with a similar lane between the Caldecott Tunnel and the Bay Bridge.

Honorary Memberships

At its meeting on September 11th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

NAME	REG. NO.
Howard Atherton	517483
L. F. Baum	595180
Alfred Becker	454257
Joe Cornelius	595108
R. R. Coutts	498804
Floyd Davis	373012
Angelo DeLago	558788
Paul E. DeLay	595115
Paul G. Edwards	549304
Lyle T. Engel	553019
John Fenrich	574324
Edward F. Ingram	595138
Arthur Kaufmann	576341
Albert Martin	595217
Clarence H. Nickolisen	529247
Paul Perry	577465
Alvin B. Petrie	574347
Richard N. Phillips	509784
Aldo Poretti	595155
Marvin E. Reed	595276
Raymond Simkins	595161
Russell Tucker	414881
John F. Wirtz	298553
Adam C. Holt	325643

Piledriving resumes on Elk River Bridge

Work that for months has been at a virtual standstill resumed with piledriving operations to prepare for construction of a bridge over Highway 101 at Elk River Road, reports District Representative Gene Lake.

With completion of the \$4 million project scheduled for August 1, 1984, bridge construction is scheduled to get underway immediately.

Because the entire interchange project, just south of the Eureka city limits, is sitting on unstable bay mud, it was necessary to allow the ramp embankments to settle for 17 weeks before preparation for bridge construction.

Also, to combat the mud and moisture a large sand foundation was placed at the site.

In addition to the sand, "wicks" were installed vertically into the ground to draw ground water upward to cross-drains which help to consolidate underlying material.

Special equipment was used to set the wicks about 40 feet into the mud and allow trapped water to flow up into a thick layer of sand. That portion of the operation was completed in July 1982.

Since then, however, Caltrans reports that the fills have been settling steadily.

The project got off to a late start because of the late rains this year. But now, with the embankments in place the settling finished, bridge construction can begin.

The bridge is expected to be completed by early spring weather permitting.

In the spring of 1984, grading and paving of the bridge ramps will begin. The Elk River Road, Pound Road and Herrick Road connections will be paved at the same time.

A Willow Creek construction firm was the low bidder in the first part of a project designed to save King Salmon.

Tonkin Construction will receive \$471,540 in state funds to build a pile and timber wall about 1,300 feet into Humboldt Bay from the rock wall on Buhne Drive.

After work begins on the timber wall in King Salmon, the U.S. Army Corps of Engineers will begin its share of the \$9 million project. The Army is expected to award its first contract in two weeks. That contract calls for the dredging of the Humboldt Bay channel with the dredge spoils being placed between the rock wall and the timber wall.

That work is expected to continue

through the fall. The next phase, which is being tested by the corps, calls for something to be constructed to hold the sand in place. That phase is expected to begin next summer.

The final phase will be the repairs that will probably be needed on Buhne Drive after the rest of the work is completed.

Federal emergency storm damage funds will pay for repairs that the David R. Wilkins Co. of Eureka will make on the Ishi Pishi, Red Cap and Shively roads.

The cost of the Ishi Pishi Road and Red Cap Road project, located near Hoopa, comes to \$117,710. The Shively Road project, between Scotia and Pepperwood, is expected to cost \$108,395.

The California Transportation Commission officially approved the long-proposed Redwood National Park bypass route and decided to hold a public hearing on the issue within the next three months.

This is one of the first steps toward approving the controversial bypass, Michael Evanhoe, CTC executive director, said. If all goes according to plan, Caltrans could have cleared all of

(Continued on Page 6)

Union-busters put on 'dishonor roll'

The AFL-CIO Industrial Union Dept. has placed five major corporations on its "dishonor roll," charging that Litton Industries, Indiana Desk Co., Proctor & Gamble Co., Faberge,

Inc. and Capital Cities Communications, Inc. have engaged in continuing practices to violate workers' rights.

Establishment of the "dishonor roll" is aimed both at drawing attention to the companies' labor relations records and at gaining disbarment legislation to prevent labor law violators from bidding on government contracts.

Representatives of unions engaged in disputes with the five companies detailed the specific problems.

Machinists Vice President George Poulin charged Litton Industries is the nation's "number one" labor law violator. It violates both the spirit and the letter of the law, he said in describing a nationwide pattern of union-busting.

President William H. Bywater of the Electronic, Technical & Salaried Workers, cited difficulties IUE has had in organizing plants owned by Litton. He said disbarment legislation "would be a first step toward a more comprehensive reform of our labor laws, to make the rights of American workers — to organize and have collective bargaining — meaningful rights."

Steelworkers' District 34 Director Buddy Davis charged Proctor & Gamble Co.'s industrial relations policy is "a law-busting policy." In Kansas City, some 400 workers voted in May 1980 by a 3-1 margin for USWA representation, and again in a 1982 election. After four years of delaying tactics, the company still refuses to agree to a contract, and the workers haven't received a raise since 1979, Davis said.



Show of Force—Pickets of the Morenci, Ariz. facility of Phelps Dodge Corp., where copper workers have been on strike for three months, walk the line under the watch of 800 National Guard troops. The company forced the strike when it refused to agree to the industry pattern settlement and demanded deep concessions.



Making music & musicians—The 25th Annual Congress of strings sponsored by the Musicians in Cincinnati brought 65 young string players to the eight-week series of master classes and concerts under the baton of major conductors. Here, Toronto Symphony Music Director Andrew Davis conducts the COS orchestra at its concluding performance. The program encourages young musicians to seek professional careers. All students attend on scholarships provided by AFM locals.

Mountain States project aids jobless

HELENA, MONT. — Laid-off workers in the Rocky Mountain region will benefit from a new job search program launched by eight state labor federations with the assistance of the AFL-CIO Human Resources Development Institute.

The Rocky Mountain Work Project, geared for an early October start up, is expected to help about 3,200 unemployed workers in the region find work and cope with the hardships of job loss. The one-year project is based at the Montana AFL-CIO headquarters here.

The program will be operated by the Rocky Mountain Labor School and its

sponsoring AFL-CIO state labor federations of Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming.

The money for the project will come from an \$818,600 grant from the Labor Dept. funded under the Job Training Partnership Act. This is the first regional program to get JTPA funding.

HRDI, the AFL-CIO's training and employment arm, will provide technical assistance and help the federations operate the program in their states.

Laid-off workers will be schooled on job search skills in classroom instruction.



Inside your schools—An innovative reading project in Wichita, Kan. is the focus for a segment of the television series, *Inside Your Schools*, produced by the American Federation of Teachers. The half-hour programs are aired on the first Tuesday of each month during the school year over the nationwide Learning Channel Network, serving more than 400 cable systems. Spotlighted on future shows will be outstanding teachers and students, interviews with leading educators and legislators and talks with noted Americans about their public school education.

Unions necessary to protect workers

CINCINNATI — By a landslide, Ohioans believe that labor unions are necessary to protect workers' rights.

A statewide opinion poll conducted by the Institute for Policy Research at the University of Cincinnati found that 72 percent of those surveyed agreed with the statement that unions continue to be essential in American society.

Asked for reasons, 48 percent said unions are needed to protect both individual and worker rights, and 19 percent said unions provided a necessary "counterweight to management." Fourteen percent said unions are needed generally in society, and smaller percentages pointed to the need to protect job security and obtain fair wages.

The Institute's analysis of the telephone canvass, known as the Ohio Poll, pointed out that each of the subgroups identified in the survey showed similar wide margins of support for the continued existence of unions. Professionals and technical workers said they believe unions are necessary by a 74 percent majority, and managers and administrators supported the existence of unions

by 60 percent.

The highest marks were given by skilled workers, 86 percent, and by semi-skilled workers, 85 percent. Laborers and service workers said unions are necessary by 79 percent, and 71 percent of sales and clerical workers agreed.

Both men and women agreed by 77 percent majorities on the value of unions. Blacks favored the existence of unions by 87 percent and whites by 76 percent.

Along party lines, people who said they were Democrats supported the need for unions by 84 percent.

Governor signs D.I. legislation

California workers suffering non-job connected disabilities will be eligible for a maximum weekly benefit of \$224 — \$49 more than the current maximum — for disabling injuries or illnesses occurring on or after Jan. 1, 1984, thanks to California AFL-CIO-sponsored legislation signed into law by Governor Deukmejian.

The bill, AB 518 carried by Assemblyman Bruce Young (D-Norwalk), will restore the traditional parity that has long existed between the state's unemployment compensation disability program and the workers' compensation program.

The measure will raise the maximum taxable wage base for the employee-financed program from \$17,000 to \$21,900. This means that workers earning less than \$17,000 a year will experience no increase in benefits or taxes but workers earning \$21,900 or more will be eligible for up to \$49 more a week in benefits at a cost of a maximum of \$44 a year in increased benefits.

California is one of only five states in the nation that has enacted such a program to protect the purchasing power of workers who sustain non-job connected disabilities.

Two unions sign in So. California

LOS ANGELES — Union Teamsters and Operating Engineers in eleven Southern California counties have ratified new agreements with a tri-partite employer bargaining unit.

Unlike the agreements reached earlier this year with Southern California Laborers and Cement Masons, the new pacts are two years in duration. The earlier signings were for standard three-year periods.

The employer bargaining group is comprised of the Associated General Contractors of California, the Building Industry Assn. of Southern California and the Southern California Contractors Council.

The Teamster and Operator pacts carry some cost increases in the form of greater benefits the first year and wage adjustments in the second.

\$131 million light rail project gets green light

The California Transportation Commission gave Sacramento's light rail system the green light last month and committed \$7 million in state money needed to build the rail line.

Final approval of the \$131 million trolley project came on a 7-1 vote after the commission rejected last minute appeals from a handful of residents to delay or kill the rail system linking downtown Sacramento with north and east area suburbs.

Commissioners said they were approving the project to ensure Sacramento receives \$98.5 million in federal funds, most of it from the 1979 cancellation of an Interstate 80 freeway bypass through

North Sacramento.

The \$7 million in state funds will be used to draw federal money for the 18.3 mile line that will roughly parallel Interstate 80 and U. S. Highway 50. An additional \$5.5 million in state dollars will be required next year.

An elated Sacramento City Councilwoman Anne Rudin, who chairs the Sacramento Transit Development Agency that is developing the project, hailed the commission's action as the end of a long battle.

"The entire project represents Sacramento growth and development ... (and) represents a good urban life in Sacramento," Rudin said. "Never has a

project in Sacramento enjoyed such widespread community support."

Rudin was joined at a congratulatory press conference by U. S. Rep. Robert Matsui, D-Sacramento; Assemblyman Lloyd Connelly, D-Sacramento; State Senator John Garamendi, D-Sacramento; Regional Transit representatives; and other light rail supporters including members of the grass roots Modern Transit Society.

Matsui called the commission's action "a victory for all Sacramentans." Connelly, the first public official to climb aboard the light rail bandwagon, added "the last hurdle is the sweetest."

Connelly, reacting to the critics' charge that the project was not subjected to public hearings, said the review process had been "too, too long already."

"You have done your job," Connelly told commissioners. "You have looked at it every which way. You forced a community evaluation and re-evaluation. Let Sacramento get this one going."

State Transportation Director Leo Trombatore, a participant in numerous planning sessions for the project, endorsed the rail system, noting that traffic congestion on Sacramento's freeways is worsening.

With the state commitment, the pace of work on the rail system will quicken. Bids for 26 electric trolley cars were opened last month.

Federal funds were expected by the end of September and construction of a maintenance yard was expected to start in October, according to transit agency Executive Director John Schumann.

Service on the northeast line from Interstate 880 and Watt Avenue through North Sacramento into downtown is expected to start in July 1985. Service in the Folsom corridor from Butterfield Way near Bradshaw Road into the central city is slated to begin in late 1985, Schumann said. Right-of-way for the Folsom line still must be acquired from Southern Pacific.

Managing Editor James Earp elected to ILPA Executive Council



The International Labor Press Association announced this month at its biennial convention that James Earp, managing editor of *Engineers News*, has been elected as a Vice President of the ILPA.

The ILPA represents the labor press throughout the United States and Canada and assists labor unions in developing effective communications programs with its members and the general public. Recently the ILPA was also influential in lobbying for lower postal rates for nonprofit publications.

As a vice president, Earp will serve on the Executive Council with 14 other vice presidents representing unions such as the United Auto Workers, International Association of Machinists, Communication Workers of America and others. Earp is the only representative of the building trades on the council.

A graduate in English and journalism from Brigham Young University, Earp was hired as Asst. Editor of *Engineers News* in 1976 and became managing editor three years later.

Since he became managing editor, the newspaper has won 14 ILPA journalism awards, more than any other building trades publication in the United States.

Commission approves Redwood Park Bypass

(Continued from Page 4)

the state hurdles for beginning the first phase of construction of the bypass by next spring.

That still leaves open the question of federal funds for purchasing the right-of-way for the project — money which has not been appropriated in the 1983-84 federal budget and which some say might not appear in the 1984-85 budget.

No date was set for Caltrans' public hearing which may be held in San Francisco, Los Angeles or Sacramento, but Evanhoe said it will be held before the end of the year.

Several alternative uses for \$115 million made available by Congress for actual construction of the bypass have been discussed. But Evanhoe said the commission believes that if the money is not used for the bypass, it may be lost.

Rather than lose the money the commission believes the bypass — reluctantly endorsed by several local agencies because of its job potential and reduction of traffic through Redwood National Park on Highway 101 — should be built, he said.

If the money is diverted to other projects, such as added improvements to Highway 101, the Save the Redwoods

League and environmental groups could kill the project, he added.

"They're never against getting money of that magnitude," Evanhoe said of the commission's opinion of the federal government's \$115 million share of the bypass project. The state will kick in an additional 10 percent of the total cost.

Although Rep. Doug Bosco, D-Occidental, is looking into the possibility of using the bypass money for improvement to Highway 101, Evanhoe said that the bypass is that last expensive highway project that will be approved north of Sonoma County because of the technicalities involved in bringing this type of highway money to the North Coast.

For example, he said, although the Richardson Grove bypass is high on the priority list for the state, it would cost \$100 million. It will take years for the North Coast — with its low population and placement on the lower side of the 60-40, north-south state-mandated highway fund split — to justify the expense, he said.

The Redwood National Park bypass proposal was created through federal legislation which bypassed the state's north-south split and earmarked the

federal money to come directly into the Humboldt County share of road projects.

Bosco has said he is evaluating whether to introduce legislation to use the bypass money for another project. The North Coast congressman has said, however, that if there is any chance of losing that money, he will not introduce the legislation.

The commission approved the original bypass route that was approved by Congress in 1978. The four-lane bypass would be 12 miles long and run along the east side of Prairie Creek State Park.

Most of the environmental damage would be offset by the building of new wetlands, according to a Caltrans news release.

Pine Trees also would be planted along the new roadway to protect the Boyes Prairie Roosevelt elk herd. The highway also would miss the elk herd's southern feeding area.

Fish population losses also would be kept to a minimum. The plan calls for the state to pay to raise an additional fish population to offset any losses.

Credit Union

YOU'LL BE PAID MORE — You'll be paid 10% per annum on your share savings account for the current dividend period, not the 9% your Credit Union announced on July 1st.

This is retroactive. So you've been earning this rate from July 1, not from October 1.

You still have time to take full advantage of this excellent rate since the current dividend period doesn't end until December 31, 1983 and the 10% per annum is guaranteed until then.

All Vacation Pay, payroll deduction, Save From Home and Loan Plus (deposits with loan payments) deposits made between now and December 31 will be paid at the 10% per annum rate.

For members not using those programs or who want to make an extra deposit right now, just write a check made payable to Operating Engineers Local Union No. 3 Credit Union. Mark the back of the check with: "for deposit only to account of _____ with your name and social security number. Then mail it to P. O. Box 2082, Dublin CA 94587.

WHY 10? — Our income for the current dividend period is more than we projected in July. As a member of the Credit Union, you are a shareholder. You receive the profits of the Credit Union after operating expenses and reserves are paid.

DAY-IN TO DAY-OUT — You don't have any dividend penalty when you withdraw your money from your share savings account during the dividend periods.

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Now, you get paid your dividend for the number of days your money was on deposit during the period. The only requirement is that you have an open account with at least \$100 on deposit at the end of the dividend period to be paid your dividend.

If you close your account, you won't be paid any dividend for that period.

CUT YOUR 1983 TAXES — Open an Individual Retirement Account (IRA) at your Credit Union. Whatever you deposit in an IRA lowers your federal tax bill.

You can put up to \$2,000 or 100% of your income, whichever is less, into an IRA. If you're married and your spouse doesn't work for wages, you can put up to \$2,250 or 100% of your income, whichever is less, into IRAs for you and your spouse. If both spouses work for wages, you can each put \$2,000 into your own IRA.

If you're in a 30% tax bracket and put \$2,000 into an IRA, you cut your 1983 federal tax bill by \$600. If you put \$2,250 into IRAs, you lower your federal taxes by \$675. If you put \$4,000 in IRAs, you save \$1,200 in federal income taxes on a joint return.

You don't have to put in the full amount allowed by law. At your Credit Union, you can now open an IRA for as little as \$250. If you put just that much in and were in a 30% tax bracket, you'd save \$75 in federal income taxes. For each dollar you put in an IRA, you'd save 30¢ in federal income taxes.

RETIRE WITH MORE MONEY — If you are 40 or older, you should definitely try to take full advantage of IRAs and make annual contributions to your account. If your budget allows, you should try to put the maximum deposit the law allows.

You'll have a lot more money to retire on, and you'll be sheltering current income from federal taxes while you're in a higher tax bracket than you'll most likely be in when you do retire.

\$12 million contract for Pacheco conduit

The Bureau of Reclamation has selected Granite Construction Co., Watsonville, to build the \$12 million Pacheco Conduit — Section I, a key feature of the San Felipe Division, Central Valley Project in California.

Pacheco Conduit will transport water from San Luis Reservoir to Santa Clara Valley and San Benito County Water District facilities in Santa Clara and San Benito Counties.

Commissioner of Reclamation Robert N. Broadbent said selection of Granite Construction was based on the firm's low bid of \$11,990,723. Actual signing of the contract and start of work should occur in early October. During the 2-year construction period, the job is expected to generate an estimated 240 workyears of direct contractor employment and approximately 420 workyears of indirect employment.

Work under the contract includes furnishing and laying about 6530 meters (21,425 feet) of 120-inch-diameter pipe including installation of air valves, blowoffs, manholes, bulkheads, valves and fittings along the pipeline; construction of bifurcation structure complete with valves, submersible sump pumps, and ventilating and dehumidifying systems; and complete electrical installation including all engineering services to provide drawings, documentation, and technical data as well as furnishing and installing all electrical equipment and materials.

The work also involves furnishing and burying approximately 6600 meters (21,655 feet) of 12-pair, gopher-resistant telephone cable west of the main conduit with four manholes along the telemetry cable, and a grounding system along those sections of cable which are parallel to high-voltage transmission lines.

Tahoe loop gets OK after 10 years

South Lake Tahoe — Lake Tahoe planners have ended 10 years of controversy by giving city officials permission to complete a long stalled loop road around the casino district at the Nevada state line.

The planners also authorized an immediate three-month moratorium on building projects and building permit applications in the Tahoe basin.

The loop road, now Lake Parkway, was approved by the Tahoe Regional Planning Agency over the objections of California officials and local environmentalists, who felt the roads completion should be part of a regional transportation plan.

The planners approved the road after determining that the project was "an extension of a local street" and not a new roadway that might violate a compact mandated ban on new roads.

The approval will allow the \$800,000 construction project to begin next month. City Manager Dick Millbrodt said the road may not be open to automobile traffic until next year — after a transportation plan is completed.

The city of South Lake Tahoe has been trying to complete the road since 1973, when it entered into an agreement with Douglas County to build the bistate bypass. Douglas County built its portion in 1978. But, City Councilman Norm Woods said, the road project repeatedly has been delayed in California by state officials. He said he felt the road would aid casino growth.

ENGINEERS
NEWS

PROJECT UPDATE

S.F. Sewer project suffers year delay

The engineers who contracted to lay a huge sewer pipe 4½ miles into the Pacific Ocean for San Francisco's \$1.3 billion Clean Water Project have told the city officials they cannot finish the job before the spring of 1986 — more than a year after their contractual deadline.

The Betty L, the 420-foot barge that was built especially for the project, has been inoperative since it went aground March 1, just a week after it went into service. The work had already been delayed 2½ months by stormy seas off Ocean Beach last winter.

No more than half the necessary barge repairs were accomplished when a three-month strike by metal trades

workers halted work in the vessel at the Triple A Shipyard in Hunters Point.

The job involves dredging trenches on the ocean floor, generally 50 feet below the surface, for the placing of concrete pipe 12 feet in diameter.

The pipe is in 24-foot sections, weighing at least 90 tons each.

Most of the pipe is 13 inches thick, but the 50 lengths that will be laid over the San Andreas Fault will be 18 inches thick.

In all, there will be 1047 of the 24-foot lengths of the heavy concrete pipe along the 4½-mile trench.

So far, 3000 feet of it has been laid in place.

Hwy. 237 expansion calls for HOV lane

Help is on the way for commuters who twice a day face that traffic nightmare called Highway 237.

Construction crews have started moving dirt and digging up pavement along the shoulders and center section of the four-lane road between Highway 17 and Lawrence Expressway.

When the Raisch Construction Co. of Mountain View is finished with its \$3.5 million project a year from now, it will leave behind a new 12-foot lane, called HOV, to carry traffic along the widened 4.4-mile stretch of roadway.

Not everyone will be able to use the third lane all the time.

During morning and afternoon commute hours, the new HOV lane — it stands for high-occupancy vehicle — will be restricted to buses and other vehicles carrying at least two people.

The highway carries about 30,000 cars a day now. Thousands of those are commuters who move, ever so slowly, to and from their jobs in the Silicon

Valley plants of Santa Clara, Sunnyvale and Mountain View.

"When we finish the HOV, it could go up 5,000 to 7,000 a day," predicted Bob Halligan, press officer for Caltrans in San Francisco.

Where will they come from?

"I think drivers will vote with their

I-80 causeway wins approval from state

The California Highway Commission approved funding for 53 rehabilitation projects last month including \$23.4 million to widen and rehabilitate the Yolo Causeway on Interstate 80 east of Davis.

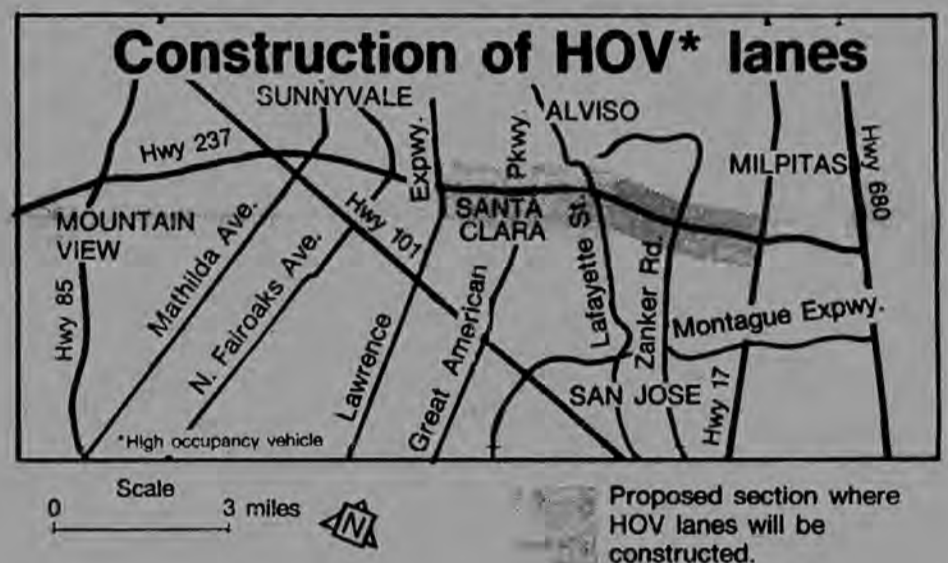
Caltrans has found that the I-80 causeway, as well as its counterpart on Interstate 5 east of Woodland, needs work to bring it up to earthquake safety standards.

Though Yolo County is not known as an earthquake center, two faults do run through the area, and are said to have been active in the last century.

State Secretary of Business, Transportation and Housing Kirk West said in Sacramento that the 53 rehabilitation projects — ranging from resurfacing and potholes to rebuilding roadbeds and overpasses in some areas — account for \$84 million of the additional \$150 million.

Those projects, which all are to be submitted for bids from contractors this fall, are in addition to \$630 million in state highway work currently under contract or under construction, West said.

West said the extra funds come in part from a two-cent per-gallon increase in the state gasoline tax and a five-cent increase in the federal gasoline tax earlier this year.



Great Highway gets realignment

Sunset District residents have won a major victory in their fight to keep the new Great Highway away from their homes with approval by two city commissions of a straight-line design that keeps the new road closer to the ocean.

The plan, approved by the Planning and Recreation and Park commissions last month means The City is ready to scrap a \$1.5 million design that would have curved the relocated highway closer to homes overlooking the Pacific.

The realignment of Great Highway is part of The City's billion dollar sewer project and has been mired in controversy for years.

Residents along the highway want the new two-mile throughfare between Sloat Boulevard and Lincoln Way placed as far away from them as possible, to minimize noise and traffic. That would require a straight road design

such as the one approved by the commissions.

According to the new design, which could add \$1 million to the cost of reconstruction, the straight road would vary from 165 to 220 feet in distance from the neighbors. It would be 20 feet west of the current Great Highway and 65 feet west of the sewer line along its entire length.

Tom Landers, of the Clean Water Program of the Department of Public Works, which offered the design, said the proposed plan was a "compromise." He said traffic would be approximately where it was before the giant sewer line was installed, plus there would be a 30-foot buffer zone between the highway and the sand dunes to reduce blowing sand, always a plague for residents near the Great Highway.

\$4.4 million for Tracy's sewers

Tracy — A grant of up to \$4.37 million has been approved by the state to fix Tracy's \$12.5 million sewer treatment system, plagued by design deficiencies since it was finished in 1977.

The grant, sought by the city since 1978, was approved in Sacramento by the state Water Resources Control Board.

Approval of the Tracy Sewer grant launched a flurry of activity in city hall to meet paperwork deadlines. The money is to be used to correct the deficiencies and to expand the sewer plant's treatment capacity by 2 million gallons per day at an estimated cost of \$2.3 million.

To meet deadlines, the project must go to bid by the end of the federal 1983-84 fiscal year, which is in 11 months.

Hwy. 1 mudslide becomes 3 million yard mega-project

Walter Brothers Construction Co. of San Luis Obispo is racing to clear the largest mud slide ever to cover a road in California — racing to move more than 2.7 million cubic yards of earth from Highway 1 before the winter rains set in.

The Caterpillar bulldozers work in rows, each pushing a load of earth over the edge of the steep bank and down into the ocean. A crew of over 30 Operating Engineers is working 13 hours a day, seven days a week to get done before winter rains set in.

The slide is 11 miles south of Big Sur and blocks any southbound or northbound traffic on Highway 1 at that point.

Don Walter, president of the company, bought every suitable used Cat he could lay his hands on to do the job.

The slide started to rumble down the mountain on April 30.

"We figure it started on the north side first and that carried the rest with it," said Alderman, a senior transportation engineer with Cal Trans who came out of retirement to take over as project engineer on the job.

Alderman, and job superintendent John Dey spent a week tramping over the displaced earth, figuring out what kinds of soil and rock were involved and just how they could be removed.

"Several factors were involved in starting the slide," Alderman said. "First, this is the site of an ancient slide so there was a potential for another. Then we had two consecutive winters of extremely wet weather. Finally the ocean eroded the foot of the mountain which was supporting the potential slide."

According to Alderman, the water provided lubrication between the slide material and more stable soil. The result was a slide that started more than 600 feet above Highway 1, burying 1,400 feet of the road, including 600 feet that crashed into the ocean 340 feet below.

Job Superintendent John Dey said the company started to work on the slide May 23.

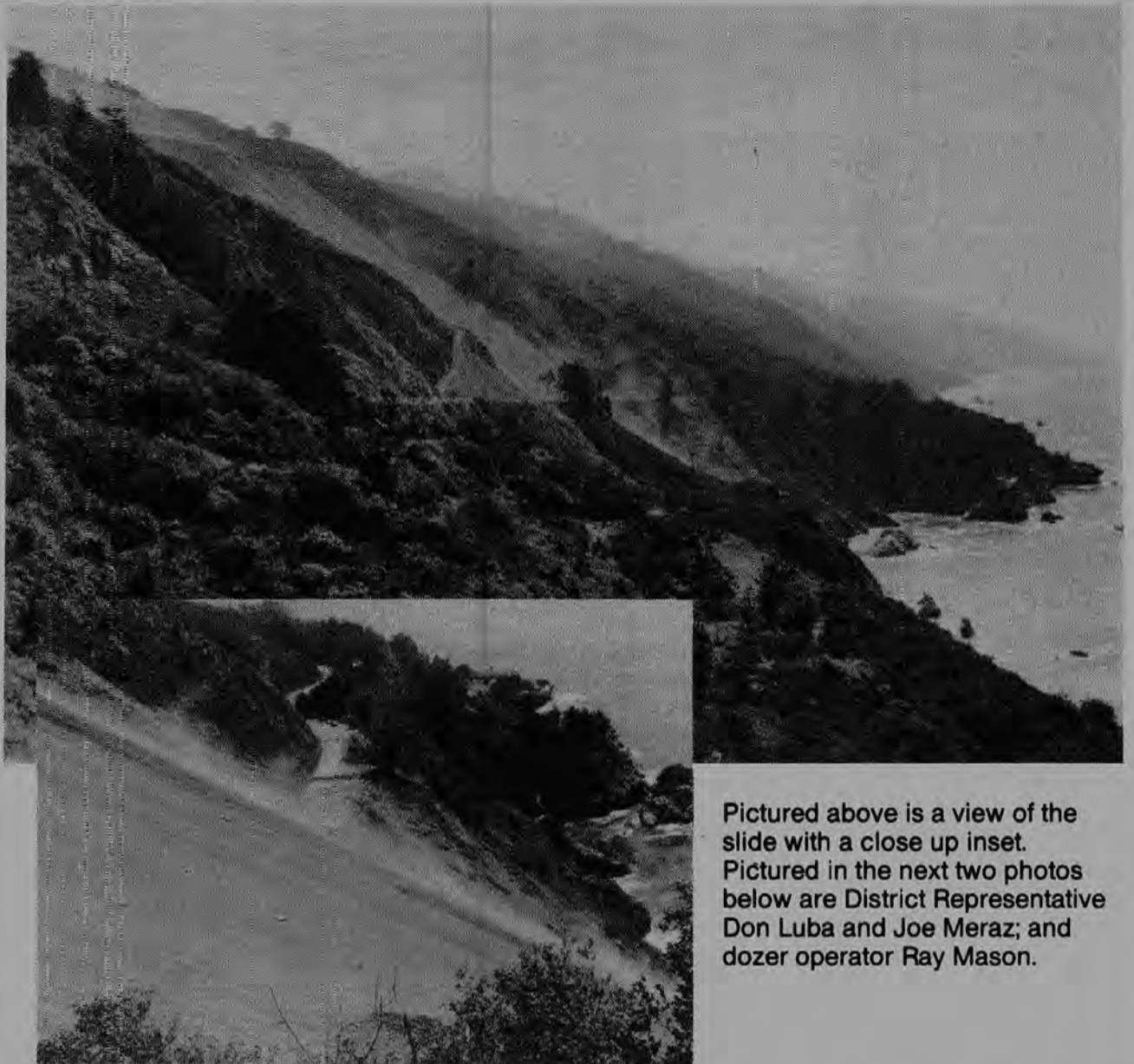
Just getting to the slide was one of the biggest problems and one that remains a constant chore.

Two access roads had to be carved into the mountain. Dirt had to be hauled up on the north access road to form a base.

The roads had to be scratched in the mountainside up to a ridge 360 feet above the top of the slide — a total of 1,400 feet above the ocean.

The remoteness of the work with no telephones means all parts must be ordered from a special phone installed at the north side of the slide down on the highway.

The bulldozers burn 2,500 gallons of diesel each day and the fuel must be hauled up the twisting access roads in 1,000 gallon tanks, which are lashed to skids behind Cats.



Pictured above is a view of the slide with a close up inset. Pictured in the next two photos below are District Representative Don Luba and Joe Meraz; and dozer operator Ray Mason.

At least five benches will have to be built. Walter's crew is split between two construction camps: the California Department of Transportation maintenance station at Big Sur in the north and the south camp, at Julia Pfeiffer Burns State Park south of the slide.

Cat drivers have come from as far away as Elko, NV, some so broke they lived in their cars until they got their first paychecks.

Now both the north and south camps are forests of trailers, campers on pickups, and tents.

Most of the men live in the construction camps during the week and go home on their days off. Workers from more distant places spend their time either on the job or in the camps. Each man works four consecutive 13-hour days and then gets two days off.

Stationed along the rim of the working shelf, where a misstep could mean a plunge of nearly 1,000 feet to the ocean, are a half dozen or more spotters.

It is the job of these men to constantly monitor the slide, looking for signs of a slide within the slide and to warn Cat drivers to back off from the rim as they maneuver their equipment to push loads of earth and rocks over the brink.

While everyone on the crew wears a radio headset, the spotters also carry red flags, because Cat drivers can't hear warnings over the din of the bulldozers.



Pictured above is Local 3 member Ken Jones. To the right is a view of the crew cutting the first bench into the mountain.



San Mateo area busy with lots of medium sized jobs

The San Mateo district is busy at this time with a mixture of jobs from draglines and backhoes to subdivisions and high-rises, reports Business Representative Tom Armer.

Oliver DeSilva is coming along very well with their job at the west end of the Dumbarton Bridge. This job goes from the end of the Dumbarton all the way to the entrance to the Marsh Road dump.

Ferma is working at five or six locations along the bay from one or two Cat backhoes to their big job at the Redwood City Seaport, where they have 17 pieces of equipment working and around 110 sets of belly dumps going in there with the dirt coming from Stevens Creek Quarry and from Ferma's yard in Mountain View.

At the Peter Kiewit job on the Old Bayshore in Millbrae, Grade-Way is working six and seven days a week with well points going full blast so they can get the excavation done on the Marriott Hotel with Ralph Esterly doing the soil stabilization.

In the Half Moon Bay area, Healy Tibbits is getting their Spider ready to move out and they are starting to pull sheet piling as their job is winding down. Roen Const. seems to be progressing well with their two sewer treatment plants in Half Moon Bay and Burlingame by shifting their crew back and forth between the two plants.

Piombo's job in Half Moon Bay is almost at a standstill while they are waiting for the underground to go in, which is being done by Huber Const. and St. Francis Electric.

Members in the San Mateo area that would like, and are eligible for, 25, 30 and 35 pins can call the office and talk to John or Judy, give them the necessary information and the pins will be presented at the District meeting when it is held in San Mateo. "I believe that these presentations are important to you as a member and your friends, and it also makes for a prouder, stronger union in this time when we need our solidarity," Armer commented.



Ferma Corp. moves Bay mud in Redwood City

Ferma Corp. under the supervision of foreman Ken Spiker is wrapping up a \$9 million dirt job in Redwood City, which will lay the groundwork for a \$100 million office complex. The project involves moving 700,000 yards of slimy Bay mud, peat and salt, removing the salt from the material and placing the reconditioned dirt back onto the site, along with several hundred thousand yards of imported dirt. The job began last June and foreman Ken Spiker intends to finish it up this month. Pictured above on a 245 Backhoe is Local 3 member John Abbott. On the 824 rubber-tired dozer is Frank Pacardo. Operating the Bucyrus-Erie dragline (upper left) is 33-year member Billie Burns (inset photo).



Pictured above on the 225 Backhoe is Mike Dunlap. To the right is foreman Ken Spiker and Business Agent Tom Armer.

Fringe Benefits Forum

By Don Jones,
Director of
Fringe Benefits



There are more than 25,000 Operating Engineers and their families covered by Local 3 Health and Welfare Plans. The Plans provide a broad array of benefits that cover every day health care costs. Each one does require a little paperwork; you must fill out and submit a claim form. It is important to know *where* to file those claims to avoid delays. So, for your information, we have prepared an updated guide on where all types of claims should be filed.

NEED HELP OR ASSISTANCE WITH THE PAPERWORK? Anytime you need help or assistance in filing your claims, you can call your District Office, the Fringe Benefit Center or the Trust Fund Office, whichever is the most convenient. We realize that some doctors and other health care providers may refuse to complete or file your claim forms. In these cases, simply attach

their itemized statement of services and fees to your claim. This will eliminate most problems and delays.

RETIREES ON MEDICARE must file all hospital-surgery-medical claims with Medicare first before benefits can be paid from the Retiree Welfare Plan. Medicare claims services vary from community to community and they may be a bit slow. Medicare will eventually get to your claim and make payment and/or issue their Explanation of Benefits. Their EOB must be sent to the Trust Fund for the Retiree Welfare Plan to issue payment.

The Trust Fund Office offers Retirees direct Medicare claims assistance. You can submit your health care bills along with a Health Insurance Claim Form for Medicare to the Trust Fund. They will review your claim for completeness and submit it to Medicare for you. The Trust Fund receives your Medicare EOB and automatically issues Retiree Welfare Benefits.

NEED HEALTH AND WELFARE PLAN INFORMATION? Don't be confused or surprised. Your Health and Welfare Plan booklet describes all coverages and benefits. You may have questions and need more information. Again, call your District Office, the Fringe Benefit Center or the Trust Fund Office.

\$400 million renovation

Kennecott unveils modernization

Kennecott, which has posted staggering losses over the past three years as the grip of a worldwide depressed copper market has tightened, last month unveiled a \$400 million modernization plan aimed to strengthen its competitiveness and tax base while preserving and enhancing employment.

Kennecott will explain the plan soon to legislative leaders, the Salt Lake County commissioners and state environmental agencies, said Madsen. G. Frank Joklik, president, was among the Kennecott officials who met with the governor.

"Something has to be done to revive Utah's depressed mining industry," Madsen said. "We can't continue to lose this kind of money."

Kennecott lost \$74 million in 1981, \$189 million in 1982 and \$40 million to date in 1983, Madsen said. Drops in copper prices he provided parallel those losses: \$1.30 to about 80 cents a pound in 1980 and between 70 and 80 cents a pound to the present.

Madsen said if Kennecott's plan is implemented, several in-pit ore and waste crushing facilities and conveyor transport systems would be constructed to replace much of the rail and truck haulage. He said the conveyors would

transport ore to a rail reloading facility at the mouth of Bingham Canyon and waste to the dumps, thereby improving productivity.

Kennecott is also studying the possibility of either improving or constructing new concentrators, said Madsen. Those improvements will not be made if the mine modernization plan is not implemented, however, he added.

Madsen said Kennecott plans to award an engineering contract to further define the details and costs of the mine modernization project. He said if approved, the mine modernization project would begin in 1984 and be completed in 1987.

But Madsen said the mine modernization is dependent on passage of legislation that would, first, exclude construction-in-progress from the property tax base until the improvement is placed in service and available to deliver economic benefit to the owner and, second, exempt materials, machinery and equipment used for the modernization or expansion from sales and use tax. The latter provision would expire after ten years.

Present laws require payment of property taxes on construction completed at the end of a tax year.

WHERE TO FILE YOUR HEALTH & WELFARE FORMS

TYPE OF CLAIM	CALIFORNIA	NEVADA	UTAH	HAWAII
Life Insurance/ Burial Expense	Local Union Office or Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Local Union Office or Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Local Union Office or Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Local Union Office
Comprehensive Hospital/Medical	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84130	Hawaii Medical Service P.O. Box 860 Honolulu, Hawaii 96808
Dental Benefits	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84130	Hawaii Dental Service 700 Bishop St., Room 700 Honolulu, Hawaii 96813
Vision Care	Vision Service Plan 3500 American River Drive Sacramento, CA 95825	Vision Care Plan 300 Brinkby Avenue Reno, Nevada 89509	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84130	HMSA P.O. Box 860 Sacramento, CA 96808
Prescription Drug	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1746 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Hawaii Medical Service Association P.O. Box 860 Honolulu, Hawaii 96808
Mail Order	National Pharmacies, Inc. P.O. Box 1000 Elmwood Park, NJ 07407	National Pharmacies, Inc. P.O. Box 1000 Elmwood Park, NJ 07407	National Pharmacies, Inc. P.O. Box 1000 Elmwood Park, NJ 07407	
Physical Exams	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133
Weekly Disability		Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84130	Local Union Office or Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133
Medicare Reimbursement	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84130	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133

Separate Claims Forms are required for each Plan and each type of Claim. Claim Forms are available at your District Office or Trust Fund Office.

Federal funds gone for storm damaged roads

Planned road repairs in several Bay Area Counties — hit hard by two wild winters — have been delayed because federal disaster funds have been exhausted.

The bad news for Alameda County motorists was issued by County Public Works Director H. A. Flertzhim Jr. who early this year said, "Long deferred maintenance has put potholes in the headlines and public works directors behind the eight ball."

Of particular concern are mudslides that have impaired two-way traffic on some roadways in the unincorporated East Bay hills.

Flertzhim said the county needs \$3 million in assistance from the Federal Highway Administration.

In Marin County, Deputy Works Director Jerry Quinn noted that a \$1 million repair of Panoramic Highway, between Mill Valley and Stinson Beach, is held up because the \$30 million per state that had been set aside for disaster relief has been exhausted by the floods and slides of the last two winters.

Quinn said the money to proceed with Panoramic and \$350,000 in other federal road repairs in Marin County must await the allocation of fresh federal

(Continued on Page 14)

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Auto accidents are the epidemic, safety belts are the vaccine

The following excerpts are from "Safety News," published by the U. S. Department of the Interior, Bureau of Reclamation:

IMAGINE

Imagine a vaccine which would prevent one-half of all cancer fatalities in the United States every year; yet is ignored by Americans because it was "too much trouble" to take.

Imagine a national epidemic responsible for 50,000 deaths and millions of injuries, killing more people under 45 than cancer or heart disease, at 50 billion dollars in costs to our economy.

Imagine that a vaccine was available to prevent many of the epidemic's casualties. It was within arm's reach, free, at our fingertips; yet 90 percent of Americans did not use it.

The epidemic is auto accidents. The vaccine is the safety belt.

Safety belts have been required in all cars since 1968. When properly used by all vehicle occupants, safety experts estimate they would prevent more than 50 percent of occupant deaths and 60 percent of injuries in automobile collisions. That's more than 17,000 lives and 320,000 serious-to-moderate injuries preventable every year. Yet, studies conducted for NHTSA reveal that only ten percent of the American public uses them. Why the resistance?

A 1981 National Safety Belt Study,

commissioned by NHTSA, identified two main reasons for their non-use. First, people do not recognize the risks inherent in occupying an automobile. They take their car rides for granted, finding excuses like "I don't think of it," or "I don't have the time," or "I'm too lazy."

Second, those who do recognize the risks have created some powerful myths to justify their non-use. Most powerful of these myths is the "I don't want to be trapped in my car" syndrome.

Consider John Fitness. He jogs every day, watches his weight, and recently quit smoking. Yet, his safety belt lies buried beneath his seat, unused, gathering dust. He clearly does not perceive his automobile as posing the same health threats as cigarettes, poor diet, or lack of exercise. He does not understand that the force on his body of a 10-mile per hour collision is equivalent to a 200-pound bag of cement dropped from a one-story window. Would he volunteer to catch that bag?

Those Americans who do recognize the risks have developed some powerful excuses for not wearing their belts. The myths are strong. They have permitted the epidemic to continue unabated for 13 years.

Consider myth number one: "I don't want to be trapped in my car by my safety belt if the car becomes submerged or catches fire." According to Government statistics, one-half of one percent of all

accidents involve submersion or fire. Such violent accidents make good television and movie drama, but are grossly misleading. In those few cases when it does occur, occupants secured in their seats are 25 times more likely to remain conscious after the accident, able to take necessary action to set themselves free.

Myths & Facts about child car safety

Myth: A child riding in a car is safest in its mother's arms.

Fact: A 15-pound child involved in a 30-mile-per-hour car crash would smash into the windshield with the force equivalent to dropping the infant out of a third-floor window. You can't hold back that much weight. And if you're not belted in, your body could crush the child against the dashboard.

Myth: I don't need to put my child in a safety seat for short trips.

Fact: Most accidents happen within 25 miles of home. Even at low speeds a sudden stop or "fender-bender" can cause severe injury to a child who is not properly belted in. Placing your child in a safety seat every time can save a lot of heart-break.

Myth: Childhood diseases pose a greater threat to my child's health than car accidents.

Fact: Car accidents are the leading cause of death for children under four. Almost 1,500 children die each year and thousands more are seriously injured, some permanently. Studies show that safety seats are 90 percent effective in preventing death and 67 percent effective in preventing crippling and otherwise serious injuries to children. It's ironic that so many parents who protect their children with inoculations and worry about every little sniffle or fever, still fail to protect them from the greatest threat to children's health — car accidents. Auto accidents are the No. 1 killer andcrippler of children under age 4.

Or myth number two: "I can lean forward and touch my head to the dashboard when I'm wearing my safety belt, so there is no way it can help me in a car accident." Safety belts are designed to allow occupants to move freely inside the car. A latching device within the belt mechanism locks the belt in place only when the car decelerates suddenly. The device keeps the occupants from hitting the car's interior or being ejected. It is there when it is needed.

Or myth number three: "I just do not believe it will happen to me" — the "other guy" syndrome. NHTSA statistics show that each of us can expect to be in a crash once every ten years. For one out of 20 of us, it will be a serious crash. For one out of 60, it will be fatal.

Or myth number four: "I only need to wear them for long trips, or high-speed driving." The fact is, 75 percent of deaths and injuries occur less than 25 miles from our homes, at speeds under 40 miles per hour.

Statistically, 172 persons will be saved annually for every one percentage point increase in belt usage. On the lack of risk perception and a series of unfounded myths stand in the way. *Imagine that!*

Facts from the National Safety Council:

- Someone is killed every 12 minutes in an auto accident.
- The chances of being killed in a car accident are 25 times greater when an occupant is thrown from the vehicle.
- Most accidents happen within 25 miles of home, at speeds less than 40 miles per hour.
- It is the "second" collision that kills people in an accident. The initial collision is the crash into some object. The second is when unbelted passengers, still moving forward, smash into the windshield, steering wheel, doors, or dashboard.

Redding declares war on wage violators

Redding is at War with the prevailing wage violators, reports District Representative Don Doser. For many years the fair contractors have found it increasingly difficult to compete in the Redding area because many contractors have found it easy not to pay the prevailing wage on Davis-Bacon work.

For the past few months the Redding office has been documenting jobs in order to get the information needed to prosecute these violators. "The Deputy Labor Commissioner (Gary Herman) of Redding has been very helpful to our agents by prosecuting these cases that we bring to him on a priority basis," Doser said.

Local 3, has also been working with the Assembly Committee on Labor and Employment trying to get better enforcement of the Prevailing Wage Laws.

Recently two Consultants from this Committee came to Redding to investigate the problems. They met with the Representatives from Local 3, and asked that a meeting be set up with the fair contractors in the area. "We need to get Legislation passed that would institute stiffer penalties against the violators," Doser said. "With the help of this committee and our members, we will get some bills through the Senate passed that will protect the Prevailing Wage."

Any member that is not registered or wives of members can come to the union hall and register to vote. We need all the votes we can get to unseat some of the politicians that are not for organized labor.

Also, if there are any members out there that aren't getting the proper wage and fringes, please call the Redding union hall.

In the work scene Kiewit-Pacific is just about ready to start their job at Soames Bar — approximately \$4.1 million.

Roy E. Ladd Construction is moving right along on their job on Highway 299, west of Weaverville. Raisch Struc-

ture has started its bridge job 25 miles west of the town of Weaverville on Highway 299.

Kiewit-Pacific is cleaning up their job in Weed on Highway 97. This job should be completed this month.

Local 3 establishes ARP hotline

We are an unpaid, strictly volunteer group of recovering alcoholic members of Local #3.

Our length of sobriety extends from six months to over 20 years.

Some of us began our recovery through Local #3's A.R.P. program and others got sober through different means; but we were all helped in the beginning by recovering alcoholics, and we continue to help each other as a way of giving thanks for being rid of the obsession to drink that was destroying our lives.

We believe we have been given a new lease on life and therefore are responsible for passing this free gift on to anyone who reaches out.

Do not feel that you are putting us out by calling anytime, day or night, for it is by helping others that we help ourselves. We are firm in our belief that we must give it away to keep it.

Don't feel you are all alone and that nobody could ever understand. Many of us spent a lot of years of destructive living under that delusion and could have stopped much earlier had we known that many people had suffered the same way that we had and found a way to do something about it.

So, if you have a drinking problem, or love someone that has, give one of us a call. Anything said will be strictly confidential. You need not give your name.

Make that call! You can bet we understand — we lived it!

The A.R.P. has recently implemented a 24-hour "hot-line" for referrals to questions and answers you might have.

A.R.P. Hot Line (415) 621-0796

Grass Roots Coordinator	Phone Number
Frank Canonica, Marysville, CA	916/743-8097
Dave Campbell, Pacifica, CA	415/359-4404
Andy Cockburn, S. F., CA	415/621-2047
Floyd (Slim) Edwards, Sonoma, CA	209/532-7658
Joseph A. Figueroa, Fremont, CA	415/651-4090
Bob Gagan, Monterey, CA	408/649-1994
Floyd Goebel, Kelseyville, CA	707/279-8319
William Gofonopoulos, Livermore, CA	415/443-2097
Charles Graham, Santa Clara, CA	408/246-0243
Tommy J. Helean, Livermore, CA	415/443-2297
John Kiser, Napa, CA	707/252-4615
Jim Leach, Grass Valley, CA	916/272-5708
Jim Mahoney, S. F., CA	415/861-5869 or 415/566-8719
Dennis McCarthy, Santa Rosa, CA	707/525-0746
Joe McFarland, Huachuca, AZ	602/456-1041
Larry Riordan, S. F., CA	415/681-9434
F. N. (Rocky) Rockwell, Monterey, CA	408/372-1680
Jim Shannon, Kailua Kona, HI	808/322-9235

Official Notice: IUOE Convention Delegate Election

Recording-Corresponding Secretary James "Red" Ivy, in compliance with the Local Union By-Laws, Article XII, Section 2(b), publishes the following notice of the Election of Delegates and Alternate Delegates to the 32nd Convention of the International Union of Operating Engineers. Included are the requirements set forth in the Local Union By-Laws that apply to this election, Executive Board rules for Delegate Election, and a schedule of Regular and Specially Called District Meetings to be held for the nomination of Delegates and Alternate Delegates.

Requirements for Delegate Election

1. Eligibility.

(a) No Member shall be eligible for election, be elected nor hold the position of Delegate or Alternate Delegate unless he shall have been a member continuously in good standing in the Local Union for one (1) year preceding the month of nominations; and provided that no member shall be eligible for election, be elected, nor hold office unless he shall also have been a member of the Local Union for two years immediately prior to election (subject to [b] below), and nominated by at least 1/10th of 1% of the Members of the Local Union and its Sub-divisions (except the Registered Apprentice Sub-division), who are not suspended for nonpayment of dues as of the first nominating meeting, in the manner and form set out in No. 2, Nominations. The 1/10th of 1% shall be 1/10th of 1% of the Members shown on the records of the Union as of the last day of August preceding the election.

Number of Nominators required.

The minimum number of eligible nominators required for a candidate for Delegate and Alternate Delegate based on the Local Union Membership (excluding Registered Apprentices) on August 31, 1983, of 29,694 members, is thirty (30).

- (b) Members of the Registered Apprentice Sub-division and Members who are retired or who do not meet the age requirements of the International Constitution shall not be eligible for nomination or election.
- (c) If sufficient Members do not fulfill the foregoing conditions of eligibility, any Member currently in good standing in the Local Union, and otherwise eligible, shall, upon the filing of an Affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and Article XII Section 1(a) of the By-Laws be eligible to be nominated and elected.
- (d) No Member shall be eligible for election, or be elected, who has been convicted of any crime involving moral turpitude, offensive to trade union morality, or who has been found after trial by the Union or by Civil Court to have been false to his trust or misappropriated Union Funds or property or who is commonly known to be a crook or racketeer preying on the labor movement and its good name for corrupt purposes, whether or not previously convicted for such nefarious activities.
- (e) No Member shall be in good standing unless he has paid all current dues to the Local Union within thirty (30) days after they shall have become due and payable, as evidenced by his dues book stamps. No Member whose dues have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to nominate, to vote or be a candidate solely by reason of alleged delay or default in the payment of dues.

2. Nominations.

- (a) **Nominations:** Nominations shall be made in the month of December at the regularly scheduled District Meetings as directed by the Local Union Executive Board as a special order of business, or at specially called meetings in that month in Districts in which there is no regularly scheduled meeting.
- (b) **Nomination Committee:** There shall be a Nomination Committee in each District, composed of the

MEETING SCHEDULE

Nomination of Delegates and Alternates to 32nd I.U.O.E. Convention

District No./Location	Meeting Place	Date & Time
10 — Santa Rosa (regular)	Veterans Building 1351 Maple Street, Santa Rosa	12/1/83 (Thursday) 8:00 P.M.
2 — Oakland (specially called)	Concord Elks Lodge #1994 3994 Willow Pass Road, Concord	12/1/83 (Thursday) 8:00 P.M.
1 — San Francisco (specially called)	Engineers Building 474 Valencia Street, San Francisco	12/1/83 (Thursday) 8:00 P.M.
8 — Sacramento (specially called)	Laborer's Hall 6545 Stockton Blvd., Sacramento	12/5/83 (Monday) 8:00 P.M.
5 — Fresno (specially called)	Carpenter's Hall 5407 East Olive, Fresno	12/5/83 (Monday) 8:00 P.M.
3 — Stockton (specially called)	Engineers Building 1916 North Broadway, Stockton	12/5/83 (Monday) 8:00 P.M.
4 — Eureka (specially called)	Engineers Building 2806 Broadway, Eureka	12/6/83 (Tuesday) 8:00 P.M.
9 — San Jose (specially called)	Italian Gardens 1500 Almaden Road, San Jose	12/6/83 (Tuesday) 8:00 P.M.
7 — Redding (specially called)	Engineers Building 100 Lake Blvd., Redding	12/7/83 (Wednesday) 8:00 P.M.
17 — Honolulu (specially called)	Kalihi Waena School 1240 Gulick Ave., Honolulu	12/7/83 (Wednesday) 7:00 P.M.
12 — Ogden (regular)	Ogden Inn (formerly Ramada Inn) 2433 Adams Avenue, Ogden	12/7/83 (Wednesday) 8:00 P.M.
6 — Marysville (specially called)	Veterans Memorial Building 249 Sycamore, Gridley	12/8/83 (Thursday) 8:00 P.M.
17 — Hilo (specially called)	Kapiolani School 966 Kilauea Ave., Hilo	12/8/83 (Thursday) 7:00 P.M.
11 — Reno (regular)	Musicians Hall 124 West Taylor, Reno	12/8/83 (Thursday) 8:00 P.M.
17 — Maui (specially called)	Kahului Elementary School 410 S. Hina Ave., Kahului, Maui	12/9/83 (Friday) 7:00 P.M.

District Election Committeeman and not less than two (2) Members from the District appointed by the Presiding Officer just prior to nominations. In the event the District Election Committeeman is absent, the Presiding Officer shall appoint one (1) additional Member from the District to the Committee.

(c) It shall be the duty of the Nomination Committee to receive the written nomination when delivered by a nominator, count the nominations of each Member nominated and deliver the nominations prior to the close of each meeting to the Presiding Officer who shall announce the number of nominators nominating each nominee. The Presiding Officer shall have the responsibility of delivering the nominations to the Recording-Corresponding Secretary who shall cause them to be delivered to the Secretary of the Election Committee.

(d) **Form in which nominations will be made.**

Nominations shall be in writing and signed by one or more nominators giving each nominator's Social Security Number and Register Number in the form following:

If by a single nominator:

NOMINATION

I hereby nominate _____,
Register No. _____ For _____

Signature _____

Social Security No. _____

Register No. _____

If by more than one nominator:

NOMINATION

We hereby nominate _____,
Register No. _____ For _____

Signature _____ Social Security No. _____ Register No. _____

(e) When nominations are called for by the Presiding Officer, if a single nominator, he shall address the Presiding Officer reciting his name and Register Number and the name of the Member, and deliver his written nomination to the Nomination Committee. If there is more than one nominator, one of the nominators shall address the Presiding Officer reciting his name and Register Number and the names and Register Numbers of the other nominators and the name of the Member, and deliver the written nomination to the Nomination Committee.

(f) All Members nominated, otherwise eligible, in order to continue to be eligible shall have filed with the Recording-Corresponding Secretary of the Local Union within ten (10) days after having been notified in writing by the Recording-Corresponding Secretary of his nomination as Delegates or Alternate Delegates, Section 504 of the Labor-Management Reporting and Disclosure Act of 1959 Affidavit, and a written acceptance of his nomination, and in addition, shall have been in regular attendance at all regularly scheduled Local Union Membership Meetings and home District Membership Meetings held after nominations and before election, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, or death in family. Within five (5) days after the nominations have been concluded, the Recording-Corresponding Secretary shall mail to each Member nominated, at his last known home address, notice of his nomination.

(g) No Member may accept nomination for both Delegate and Alternate Delegate.

(Continued on next page)

Official Election Notice

(Continued from Page 12)

DECLINATION OF NOMINEE

The Undersigned states that he declines all nominations:

(Name) _____ (Signature) _____
(Register No.) _____ (Social Security No.) _____
(Date) _____

ACCEPTANCE OF NOMINEE

The Undersigned states that he will accept nomination for _____
(Delegate or Alternate Delegate)

I desire my name and office, position or contract classification to appear on the ballot as follows:

(Name) _____
(Signature) _____
(Office, Position or Contract Classification) _____
(Register No.) _____ (Social Security No.) _____
(Date) _____ (PRINT Name) _____

In the event no statement is received by the Recording-Corresponding Secretary on or before twenty (20) days from the date of mailing of the notice provided for in Article XII, Section 2(g) of the By-Laws, the nominee shall be deemed for all purposes to have declined all nominations.

(h) All Members nominated who are more than one hundred (100) miles from San Francisco on the day prior to and the day of the Semi-Annual Meeting in San Francisco are excused from attending for good cause, as are all who are more than one hundred (100) miles from their regular District Meetings the day before and the day of the Meeting. However, a Member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary in writing, by letter or telegram, not later than 5:00 p.m., Local San Francisco Time, within five (5) days after such Meeting.

Notice of Right to Nominate

(i) *Eligibility of Members to Nominate.*

Every Member of the Parent Local Union and its Sub-divisions (except the Registered Apprentice Sub-division), who is not suspended for nonpayment of dues preceding the first nominating meeting shall have the right to nominate.

3. Elections.

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

(b) The Election Committee shall determine whether or not each candidate nominated is eligible. Any candidate found not to be eligible shall be declared ineligible by the Election Committee. The Committee's decision shall be promptly communicated to each such ineligible candidate in writing. Unless the Election Committee's decision is reversed on appeal, it shall govern, and the ballots shall be prepared accordingly.

(c) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the nominees in alphabetical order by their last name (the candidate's name and his office, his position or his collective bargaining agreement classification, if any, given by him being printed as it appears on Acceptance of Nominee Form) and envelopes; and

the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

The Election Committee shall cause a sample ballot to be published in the January edition of the *Engineers News* preceding the election, and to be promptly posted in the District Job Placement Centers.

The Election Committee shall deliver the list of names and last known addresses of eligible voters, and cause the printer to deliver the ballots and envelopes to the nationally known firm of certified public accountants chosen by the Local Union Executive Board, which firm shall rent a post office box to which the ballots shall be returned.

(d) The certified public accountants shall mail the ballots and return envelopes to the eligible voters between February 10th and 16th preceding the election, and shall open the post office box for the first and last time on February 17, at 10 o'clock a.m. of that day.

The certified public accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(e) The Election Committee shall declare the candidates receiving a plurality of the votes elected. The certificate of the certified public accountant shall be published in the March edition of the *Engineers News* following the election.

(f) Every Member who is not suspended for nonpayment of dues as of February 11th, 1984, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his Employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his Employer to the Local Union.

4. Observers.

Each candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity. If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity as promptly as possible.

5. Right of Expression.

(a) Every Member shall have the right to express his views and opinions with respect to the candidates; provided, however, that no Member shall libel or slander the Local Union, its Members, its Officers, District Members, or any candidate, and all Members shall avoid all personalities and indecorous language in any expression of view and opinions with respect to candidates.

(b) Any Member found guilty of violating Paragraph (a) shall be subject to discipline in accordance with the applicable procedures of the Constitution and

By-Laws, and if such Member should be a candidate he shall, if found guilty, in addition to any fine, suspension or expulsion, suffer the loss of the Position for which he is a candidate, if elected thereto.

6. Campaign Literature.

The Recording-Corresponding Secretary, upon request of any bona fide candidate, shall distribute such candidate's campaign literature, by mail or otherwise; provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such request shall be honored if made on or after 5:00 p.m., Local Time, the 5th day of February, 1984.

7. Unopposed Candidates.

Where there are no more candidates nominated for Delegates and Alternate Delegates than are authorized by the Local Union Executive Board, the secret ballot election shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for all the unopposed candidates for Delegates and Alternate Delegates, who shall then be declared duly elected.

Rules Adopted By The Local No. 3 Executive Board

In addition to the Business Manager, President, Vice President, Recording-Corresponding Secretary, Financial Secretary and Treasurer who are Delegates by virtue of Article XIII, Section 1 of the By-Laws, there shall be 32 Delegates and 2 Alternate Delegates elected.

The names of the Candidates shall be arranged in descending order based on the total number of votes received by each of them. The Candidate receiving the highest number of votes shall be at the top of the list, the Candidate receiving the least number of votes at the bottom of the list, and they shall be numbered in descending order, one (1) through the total number nominated and eligible for Delegate or Alternate Delegate.

In the event that two (2) or more Candidates receive the same number of votes, their names shall be arranged in descending order based on the length of membership in Operating Engineers Local Union No. 3. The tied Candidate who has been a member of Operating Engineers Local Union No. 3 for the longest period of time shall be listed above the tied Candidate who has been a member for a shorter period of time, and they shall then be numbered as in this Section provided, and the Candidate with the next highest number of votes shall receive the number next following the number assigned the tied Candidate who has been a member of Operating Engineers Local Union No. 3 for the shortest period of time.

The Candidates for Delegates, numbered one (1) through thirty-two (32) shall be declared elected as Delegates. The Candidates for Alternate Delegates, numbered one (1) through two (2), shall be declared elected as Alternate Delegates.

Each Alternate shall serve as necessary. The Alternate with the highest number first, and the Alternate with the lowest number last.

In the event the average number of members on which the Local Union has paid per capita tax for the year ending September 30, 1983, has increased sufficiently to entitle the Local Union to an additional Delegate, the Alternate with the highest number of votes shall be designated as Delegate, and likewise if the average membership has decreased to the point the Union is entitled to a lesser number of Delegates, the Delegate with the lowest number of votes would become first (1st) Alternate.

Talking to Techs

By Frank Morales, Wally Schissler and Jerry Steele

The Tech Department is happy to report that work in just about all areas is still moving at a strong pace. Quite a number of firms are working overtime for the first time in a couple of years. Work for next year looks as good, if not better than this year. Most of the engineering firms have a substantial amount of work on the books.

The Tech Department would like to congratulate Antoine Chiasson, who just completed his 35th year as a member of the Operating Engineers Local #3.

Testing and Inspection

Employees of the Testing Industry are holding their own, work-wise this late summer season. Work should hold very good until the rains come this fall.

Questions from a number of members regarding past service credit for pensions have come up: "Can I receive past credits for Testing work?" "What do I have to do to qualify?" These are two of the most frequently asked questions. If the company you had worked for was non-union and then became union while you were employed there, you may receive past credit. It is very helpful if you have records of time worked prior to becoming union. If you can get letters of dates of employment from these companies, it will help to speed up your pension applica-



Pictured above: From left to right is Ed Morawski and Vernon Williams working in Vallejo for Schwafel-Bissell-Karn Inc.



Pictured above: From left to right is Raymond Lopez and Greg Young at work on the Vista Carquinez tract in Crockett for Bryan and Murphy.

tion. Now is the time to get these records for your file, for a few years down the road it may prove very difficult to obtain this information.

If you have any questions, please give your Tech Department a call.

Teaching Techs

By Gene Machado, Administrator, Surveyors JAC

The NCSJAC is happy to announce that seminars for the Journeyman are in effect and a few of you are taking advantage of the HP41-C seminar that John Rush has been presenting in Lafayette and San Jose. John is a very busy person, but we hope that the NCSJAC will be able to use his services for another seminar on programming to follow the presentation on the use of the HP41-C. Those of you that have attended found the class very helpful and have expanded their use of the field calculator.

The slope staking/gradechecking course has been very popular. This course was presented first in Lafayette by Fred Seiji and another is now in progress in San Jose with Ted Taylor as instructor. Also in the San Jose area we now have enough names to start another class as soon as this first one is complete, possibly by the time this article comes to print. If enough calls come into the NCSJAC for a class in slope staking/gradechecking, the Field Calculator and/or Plan Reading for Heavy Construction in any given area, a class will be started in that area. If you are interested, please call your local union hall or the NCSJAC at (415)283-4440.

When a class has been arranged you will be notified by mail of the time and place. The NCSJAC will make available the classes needed to those who are

interested. These courses are open to all Local No. 3 union members with an "A" or "B" hiring status.

As work has picked up for Operating Engineers this year, a few new apprentices are now in the work force and have started their training with new curricula. These new members will have an extended training period with much more difficult curricula to complete. The end product in the next two years should be a much more competent chainman when they begin their Journeyman status. In the past, the NCSJAC has found that many who graduated to Journeyman level could not compete for the jobs available and too many dropped out of surveying. This training program is too costly to allow this kind of problem to exist. The time spent by the Apprentice, the Union, the Employer and the NCSJAC is wasted when an Apprentice drops out for any reason. Therefore, changes have been made to correct the problem and to help new indentures succeed in their careers as surveyors.

At the request of American Congress on Surveying and Mapping/National Society of Professional Surveyor members, a resolution has been introduced on Capitol Hill to designate March 11-17, 1984 as National Surveyors week in the United States. A similar resolution passed the Senate last year but failed to acquire the necessary number of votes in the House of Representatives. Let us hope that ACSM/NSPS can persuade the President to issue an official proclamation of the observance, as we feel it is long overdue.

DEPARTED MEMBERS

Business Manager Tom Stapleton and the Officers of Local 3 extend their heartfelt condolences to the families and friends of the following deceased members and dependents.

NAME	DECEASED	NAME	DECEASED
ERNEST ADKINS	6/24/83	ERIC HANDWERG	5/19/83
Snelling CA		San Jose CA	
GUIDO ANDREOTTI	6/13/83	GRANT HICKEN	6/3/83
Placerville CA		Heber City UT	
ALVIN BARNES	6/14/83	EUNICE JOHNSON	6/20/83
Bayview ID		Sanger CA	
CHESTER BOLTON	5/18/83	JOHN H. KELLY	5/16/83
Seal Beach CA		Hayward CA	
RICHARD BOWEN	6/2/83	PAUL LANDSTROM	5/27/83
Fresno CA		Richmond CA	
VERNON CARDOZA	6/13/83	GERALD LINCOLN	6/19/83
Ferndale CA		Santa Rosa CA	
WILLIAM COLEMAN	6/19/83	JOSEF MAGNUSON	6/17/83
Chatsworth GA		Richmond CA	
ED COOPER	6/25/83	FRED MURRAY	6/3/83
Stockton CA		Springville UT	
D.A. DUNCAN	6/21/83	OSCAR NELSON	6/6/83
Campbell CA		Oakland CA	
ELDEN EVANS	6/3/83	THOS. K. NIHIPALI	6/13/83
Folsom CA		Hauula HI	
GERAL FREEMAN	6/22/83	ALBERT NORMAN	6/21/83
San Francisco CA		Fremont CA	
DANIEL GIEFER	5/30/83	DONALD NORWOOD	6/1/83
Strathmore CA		Oakdale CA	
KENNETH GRAHAM	6/27/83	ARTHUR ODGERS	6/21/83
Porterville CA		Carmichael CA	
EMOND HALLIBURTON	6/13/83	RALPH OJEDA	6/10/83
Orangevale CA		Stockton CA	
		MARION O'MARY	6/2/83
		Yuba City CA	
		LLOYD ONYETT	6/23/83
		Oroville CA	
		KENT PARRICK	6/1/83
		Walnut Creek CA	
		FRANK PODESTA	6/26/83
		Woodland CA	
		WOODROW RABER	6/27/83
		Battle Mountain NV	

Funds used up for damaged roads

(Continued from Page 11)

funds after Oct. 1. start of the new federal fiscal year.

Alameda County has planned road repair projects without some help," Flertzheim said.

Accordingly, supervisors rejected a \$125,000 bid for repair and reconstruc-

tion of storm-damaged areas on Saddle Drive in Hayward and a \$130,000 bid for repair if mudslide damage on Tesla and Vasco roads in the Livermore area.

Meanwhile, Flertzheim said he would cancel nearly \$750,000 in contracts for work on Redwood Road in the Oakland Hills and a \$205,000 project on Lake Chabot Road in the Castro Valley area.

Federal sources, which had been expected to underwrite most of the storm damage cost in Alameda County, have indicated they will be responsible only for "emergency opening" of roads closed by storms.

Flertzheim said this cuts the expected federal share to under \$250,000.

Part of the reason for the drop in federal funds, officials said, was the need to provide funds to repair damage in Texas from Hurricane Alicia.

With a third heavy winter forecast for this year, Flertzheim expressed concern about further damage to areas already hard hit by foul weather.

In Contra Costa County, repairs to several roads damaged in last winter's storms will be delayed at least until spring because of the unavailability of federal funds, according to county public works spokesman Milton Kubicek.

He said the county has requested several million dollars in federal aid to repair about 40 county roads, plus money for roads left unrepaired from the year before.

Kubicek said road work began in some locations about four weeks ago after the county was notified that federal money was forthcoming.

CLIFFORD RAY	6/23/83
Felton CA	
RAYMOND RICCI	6/27/83
San Francisco CA	
HARLAN RICHARDSON	6/6/83
San Francisco CA	
WILLIAM ROSS	6/3/83
Hayward CA	
VAAL RUFFELL	6/13/83
Zapata TX	
JULIAN SCOTT	6/26/83
Arcata CA	
FRANK SHELLHORN	5/23/83
Napa CA	
LARRY SWENOR	6/20/83
Dolan Springs AZ	
GLENN THOMAS	6/8/83
Sacramento CA	
TOMMY WALSH	6/8/83
W. Valley City UT	

Deceased Dependents

HAZEL HUNTINGTON	5/12/83
Wife of Alfred H. Huntington	
MARY ANN ROACH	5/1/83
Wife of Michael Roach	
DORIS THOMAS	2/3/83
Wife of Robert Thomas	

Swap Shop: Free Want Ads for Engineers

FOR SALE: ARMSTRONG CABLE tool well drilling rig, telescoping mast, mounted on a 2-ton Chevie truck. Compl. w/tools & 180 amp gas driven welder. \$10,000/best offer. Gerald Boyle, P. O. Box 743, Corning CA 96021. Ph. 916/824-1363. Reg. #0671365. 8/83

FOR SALE: 72 JEEP CJ5, good cond. 304 V8, full roll cage, 12.50 tires, ski rack. Ed Hilker, P.O. Box 70101, Sunnyvale CA 94086. Ph. 408/866-1195. Reg. #1773678. 8/83

FOR SALE: WATER TRUCK 1955 w/1962 Cummings 250 eng. w/turbo. Cab operated Pony eng. & 7 air-operated spray hds. Both engs. rec. overhauled. 3800 gal. oval tank, Berkeley pump 6" x 5". 90% rubber super cond., ready to go. \$12,000. Frank Dye, San Jose. Ph. 408/274-5370. Reg. #0848357. 8/83

FOR SALE: 1977 FORD MAVERICK, AT. PB. AC. 52,000 orig. mi. \$2,250 firm. Basement furnace (still in box) 80,000 BTU's pd \$500, sell for \$350. Miguel Pantoja, 542 Irving Ave., San Jose CA 95128. Ph. 408/286-9178. Reg. #0750523. 8/83

FOR SALE: DOLL HOUSE FURNITURE. Collectible dolls. 7x4x2' doll case glass front, 4 sliding doors \$325. Antique clocks & tables, lamps. Much more. Cecil R. Hollars, 241 Pau Hana Cir., Citrus Heights CA 95610. Ph. 916/723-2362. Reg. #1058704. 8/83

FOR SALE: 5 AC., 3 BR., 2 BATH, 2 car gar. F.P. 30x30 shop. \$102,000 or best offer. Own/agt. Norman Clemens, 14346 E. Collier Rd., Acampo CA 95220. Ph. 209/369-1397. Reg. #1238702. 8/83

FOR SALE: 40 AC. 2 BR (fixer upper.) 3 mi. so. of IPP plant, Delta, Utah. Own/agent Norman Clemens, 14346 E. Collier Rd., Acampo CA 95220. Ph. 209/369-1397. Reg. #1238702. 8/83

FOR SALE: REG. BORDER COLLIE PUPPIES born 8/83. Parents are working sheep dogs. Also, fully trained female 3 yrs. old & a 5-yr old fully trained imported female. Both work sheep. Rupert Poe, Box 148, Redwood Valley CA 95470. Ph. 707/485-8265. Reg. #360700. 8/83

FOR SALE: T.O. 20 FERGUSON TRACTOR \$1,650. Two bottom 3 point plow \$200. Two section Hattow \$75. All metal stock rack for Ford PU \$250. W. H. Genn, 19481 Williams Ave., Hilmar CA 95324. Ph. 209/634-5767. Reg. #1065265. 8/83

FOR SALE: 4x6 UTILITY TRAILER. \$150. Eugene S. Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7343. Reg. #0899497. 8/83

FOR SALE: 40 WOODED ACRES, Melbourne, Arkansas. \$13,000. Kenneth Wayman, 205 Chapman Ave., So.

San Francisco CA 94080. Ph. 415/589-7343. Reg. #1826083. 8/83

FOR SALE: TWO BR HOME in Armstrong, Missouri w/four lots 200'x75'. \$7,000. Kenneth Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7343. Reg. #1826083. 8/83

FOR SALE: 40 ACRES PLUMAS COUNTY, CA. Power, well, telephone, exc. fishing, hunting, nr golf crse. \$79,900, 20% dn, may consider Class A motorhome. J. W. Schwab, 1180 Antelope Rd., Reno NV 89506. Ph. 702/786-4058. Reg. #0824132. 8/83

FOR SALE: HOME ON QUACHITA RIVER, Nr. Hot Springs, 1640 sq. ft., 3BR 2 bath, lg basement, cen. ht & a.c. 8 yrs old on 10 acres, fenced pine grove & 2-acre Quachita frontage. Incl. 30' x 60' workshop/barn combo. Spring fed pond, lg garden space, fruit trees. T. P. Risenhoover, St. Rt. 2, Box 201, Mt. Ida, Ark. Ph. 501/326-4616. Reg. #1133515. 9/83

FOR SALE: SCENIC TRUCKEE HOME 3BR 2BA on 1/3 acre. Pool, tennis ct. Nr. Lake Tahoe, ski resorts; lakes. \$79,000 firm. Ron Greenwell, 1023 San Carlos Dr., Antioch CA 94509. Ph. 415/778-0626. Reg. #1382881. 9/83

FOR SALE: SMALL HOUSE on fenced 60x87' lot in Clear Lake Park. \$33,000. Also, partially fenced 60x87' lot \$5,000. Eugene Thiessen, 225 E. Walnut, Dixon CA 95620. Ph. 707/994-3772, 916/678-5131. Reg. #1079788. 9/83

FOR SALE: 1.8 ACRE LOT Indian Hills subdiv. lot 11 Walsburg, Utah. \$16,000. Valerie Lamb, P. O. Box 397, Tabiona UT 84072. Ph. 801/848-5689 after 5:00. Reg. #1716690. 9/83

FOR SALE: TWO BR HOUSE on three lots, Armstrong, Missouri. \$7,000. Ken Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7343. Reg. #1826083. 8/83

FOR SALE: 1.24 ACRES, 3 BR home approx. 20x66', shed & shop. Zoned R2-65. Enough for 7' duplex lots. \$147,500. W. W. Hodes, 3611 So. 7th East, Salt Lake City, UT 84106. Ph. 801/266-1832. Reg. #310685. 9/83

FOR SALE: AKC GER. SHEPHERD PUPPIES. M&F, extra lg, blk & tan or blk & silver from protection dog stock. Bred for temperament, intelligence, family protection. \$250. Richard Lamalfa, 8501 East Rd., Potter Valley CA 95469. Ph. 707/743-1296 eve. Reg. #1117583. 9/83

FOR SALE: 1680 SQ FT HOME, 608 sq. ft garage, 512 sq ft barn. One acre, fenced, landscaped, fruit trees. 3 or 4 BR, 2 bath. Gardnerville NV. \$79,900, will assist

financing. P. Houston, Ph. 702/267-2488. Reg. #11171933. 9/83

FOR SALE: 3 BR MOBILE HOME, 12x60' on lot 80x100' in town. Central air, stove, refrig. Melbourne, Arkansas. \$6,800. Ken Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7343. Reg. #1826083. 9/83

FOR SALE: ONE ACRE of trees, adj. nat. forest at Portola nr Lake Davis CA on all-year Hwy 70, 1981 Skyline 24x60 cust. bli mobil home, 2 BR & 2 BA, big lv rm, svc. porch, dbl garage. All elec. & wood stove. Owner can finance. \$69,500. R. E. Quandt, 1830 W. Willow, Stockton CA 95203. Ph. 209/462-1602. Reg. #640889. 9/83

FOR SALE: 1980 MOBILE HOME 12x44, one BR, furnished. Porch, awning, shed, cooler. Adult pk nr Ashland OR. Eugene L. Carkhuff, Ph. 503/482-9466. Reg. #0318652. 9/83

FOR SALE: 29 MODEL A MOTOR hood, radiator, gas tank, front & bk springs, 3-21" whls, transm. \$500 cash. R. A. Campbell, 2480 New York Ravine, Folsom CA 95630. Reg. #0773037. 9/83

FOR SALE: 1978 TRAILER w/dbl tip-outs. 8x40'. Dinette, couch, water cooler & stacked washer/dryer. Dbl pane storm windows, shades, curtains. Legal to pull yrself. \$8,000. Robert Hilton, 509 N. Adams, Dixon CA 95620. 916/678-2265. Reg. #1751996. 9/83

FOR SALE: TEN WOODED ACRES, Marshall Ark. \$7500. E. J. Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7343. Reg. #1257051. 10/83

FOR SALE: COIN OPERATED LAUNDROMAT. Must sell. Exc. income, 39 washers, 15 dryers, 5 tables, 16 chairs & misc. items. Friendly people in Paris, Arkansas. Asking \$8500. J. E. Jones, Rt. 1, Box 43-B, Magazine, Ark. 72943. Ph. 501/963-9029 8 a.m. to 6 p.m. Reg. #0947101. 10/83

FOR SALE: LIGHT & HEAVY DUTY MECHANIC tools, welder, oxygen & acetylene outfit, plumbing tools, 33 ft. bus. Ernest Cantrell, 8106 Merced Falls Rd., Snelling CA 95369. Reg. #0328632. 10/83

FOR SALE: HOUSE-2 BR, 1 bath, 2 barns w/tack rm & goat rm, chick coop, aviary, 2-car garage, metal tool shed, new vinyl siding on house. 1.4 acres, fenced, x-fenced, 2 pastures. Charles W. Gardner, 195 N. 2 W., Monroe, Utah 84754. Ph. 801/527-4245. Reg. #351398. 10/83

FOR SALE: 3 BR, 2 BATH, custom, 6-yr old home in lovely S.W. Oregon, nr schools, shopping, transp. Will consider trade for S. or S.W. Portland area. \$113,500. Robert Grant, 2827 City View, Eugene OR 97405. Ph. 503/484-

7396. Reg. #0716361. 10/83

FOR SALE: 1964 CORVETTE — restored to mint cond. New silver int., new 327 eng. (1500 mi.) \$11,500 or best offer. Richard Selby, 19365 Cordelia Ave., Sonoma CA 95370. Reg. #1774570. 10/83

FOR SALE: 10 FT. CAMPER, Caveman, jacks, 2-way refrgr., heater, potty, 4-burner stove w/oven. W. A. Seemann, 25 Alan Way, Martinez CA 94553. Ph. 415/228-1101. Reg. #0251068. 10/83

FOR SALE OR TRADE ON SMALLER ONE or property. Tioga 23' mtr home, 48,000 mi. Air, T.O., C.B., 4000 gen. Remote 2 storage cabs. Ideal traveler. E. O. Hagle, 150 Wright Ave., Morgan Hill CA 95037. Ph. 408/779-3663. Reg. #307911. 10/83

FOR SALE: ON THE WATER, 3 BR, 2 bath home. 44' covered berth w/side tie. Ph. 415/684-2608, Oakley Ca. Reg. #1020129. 10/83

FOR SALE: 4+ ACRES, Trinity River frontage in Willow Creek CA. Cecil Gallamore, P. O. Box 247, Trinity Center CA 96091. Ph. 916/266-3449. Reg. #1920058. 10/83

FOR SALE: 1950 BUICK SPECIAL 4-dr., restoration needed. Gerard Garcia, 3103-18th St., Eureka CA 95501. Ph. 707/445-2639. Reg. #1832078. 10/83

FOR SALE: CAB-OVER CAMPER 9 ft. 1972 Vacationeer, slips six, incl. jacks, boot, intercom, 4-burner stove, porta potti. \$950. Fred Scatena, Morgan Hill CA Ph. 408/779-8734. Reg. #1511228. 10/83

FOR SALE: SETS OF PROTO & SNAP ON tools. Box & open end wrenches 3/8" to 1 1/4", 1/2 & 3/4" drive ratchets & sockets 3/8" to 1 1/4", bars & punches, misc. tools. Harold McGee, 1510 King St., Santa Cruz CA Ph. 408/423-4374. Reg. #0649358. 10/83

FOR SALE: 1975 35' 5th WHEEL El Dorado trailer. Self contained, lg air cond. \$8000. D. B. Marsing. Ph. 415/674-1170 after 6 PM. Reg. #0649280. 10/83

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to Engineers News Swap Shop, 474 Valencia Street, San Francisco, Ca. 94103. Be sure to include your register number. No ad will be published without this information.

Roseville Bypass gets OK from commission

District Representative Ken Bowersmith reports that the construction go-ahead has been given for the Highway 65 Roseville Bypass by the California Transportation Commission. The Commission authorized the addition of \$14 million from state reserves to \$47.4 million in federal interstate funds to build the four-lane expressway and an interchange connecting the highways to Interstate 80.

The 3.7 mile bypass will relocate existing Highway 65 to the east and out of central Roseville. The bids for this job should be coming up pretty soon.

Work has been picking up pretty good

Paves way for private funding

SOFAR gets 'small hydro' status

The South Fork of the American River Project was awarded "small hydro" status by the Federal Energy Regulatory Commission last month, clearing the way for private investor financing and a power-purchase contract with Pacific Gas and Electric Co.

"I feel real good about this. I think we've passed a major hurdle here," said Joseph Flynn, chairman of the SOFAR Management Authority. "If we want to be optimistic, I think we can look forward to construction early in 1984."

The project, which would give El Dorado County a new source of water, would be paid for by the sale of power from the project.

The 110-megawatt project on the upper stretches of the river near Kyburz is too large, if taken as a whole, to be considered a small hydroelectric project

in the last few weeks and things are looking pretty good for next spring. The SOFAR project is suppose to fire up about then.

Business Representative Dan Carpenter reports that the cars for the light rail system in Sacramento were awarded to Siemens-Aliis, a joint German and United States Allis Chalmers corporation, at a cost of \$25.6 million. The bid was \$800,000 under the engineer's estimate which represents one-fifth of the 131 million dollar total cost of the project. The \$800,000 savings will be added to a contingency fund.

This manufacturer has provided light

under federal guidelines.

When broken down into a series of dams and power plants, however, each element qualifies separately as a small hydro-power project.

The significance of the federal agency's finding is that a utility company — in this case PG&E — is required to buy power from small hydro projects. The rate the utility must pay is called "avoided cost" — what it otherwise would have paid to buy the power from another, usually more expensive, source.

Because of the tax write-off allowed by federal law for an investor on a small hydro project, the finding also means that the project probably will be financed by private investors rather than through the sale of bonds.

rail vehicles for San Diego, Edmonton and Calgary, Alberta, and will supply a new system for Pittsburgh, Pennsylvania.

Under the low bid, the basic components of the cars will be built in Dusseldorf, Germany, with assembly completed in the United States — probably at a site to be picked in California. Under buy American work laws, at least 51 percent of the work must be done in this country.

Bids for 18.3 miles of rail, 40 percent of which will be double track, will be opened early this month.

Teichert Construction was awarded the embankment repairs in Cache Creek at a cost of \$300,000. The project has to be completed in 30 days. The scraper spreads are working ten hours, six days a week.

Business Representative Bud Mallett reports that work in the southwest area of Sacramento has been at the very minimum this year. All of it has been a two or three operator type of job and with winter coming, all of the contractors are trying to complete their dirt work before it rains. Collet, Mallory, Granite, Teichert and others have been working some long hours in this respect.

"As for the upcoming year, we expect more work for the brothers," Mallett said. "It being a presidential election year, we are hoping the politicians will want our vote and will release more money for construction projects."

"As a new representative, I want to thank all of the Brothers that I have met and talked to for their cooperation."

"Remember, Brothers, this is your union — come to all of the meetings."

ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

October

- 20th **San Rafael:** Painters Hall, 701 Mission Ave.
- 26th **Honolulu:** Kalihi Waena School, 1240 Gulick Avenue
- 27th **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 28th **Maui:** Kahului Elementary School, 410 S. Hina Ave., Kahului
- 7th **Ogden:** Ramada Inn, 2433 Adams Ave.
- 8th **Reno:** Musicians Hall, 124 W. Taylor
- 15th **Freedom:** Veteran of Foreign Wars Hall, 1960 Freedom Bld

January

- 10th **Eureka:** Engineers Bldg., 2806 Broadway
- 11th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 12th **Gridley:** Veterans Memorial Hall, 249 Sycamore St.
- 19th **San Francisco:** Engineers Bldg., 474 Valencia St.
- 25th **Honolulu:** Kalihi Waena School, 1240 Gulick Ave.
- 26th **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 27th **Maui:** Kahului Elementary School, 410 S. Hina Ave., Kahului

November

- 1st **Stockton:** Engineers Bldg., 1916 N. Broadway
- 3rd **Concord:** Elks Lodge No. 1994, 3994 Willow Pass Rd.
- 8th **Fresno:** Laborer's Hall, 5431 E. Hedges
- 22nd **Auburn:** Auburn Rec. Centr., 123 Recreation Dr.

December

- 1st **Santa Rosa:** Veterans Bldg., 1351 Maple Street

House approves funds

Seven water projects for Bay Area

The House Appropriations Committee has approved funds to start construction on seven new water projects in California, but it remained unclear just how much money each would receive.

Among the projects listed was a breakwater for Fisherman's Wharf in San Francisco.

The seven are among 32 navigation, irrigation, port development and flood control projects scheduled for construction by the Army Corps of Engineers and the Bureau of Reclamation in 25 states. But the committee did not earmark any of the \$118.9 million in the bill for any specific project.

Representative Vic Fazio, D-California, a member of the committee, said financing for the projects was contingent on congressional passage of legislation authorizing construction and establishing a new formula for distributing their costs among federal, state and local governments.

The San Francisco breakwater would consist of two concrete walls off the Hyde Street Pier and Pier 45 that would protect boats, including the historic vessels at the city's Maritime Museum, from wave action and tidal changes in the bay. The project's cost is estimated at \$12.4 million, Fazio said.

The bill directs that funds be provided to start work on the Richmond Harbor development project in Contra Costa County, a \$44.4 million program de-



signed to widen and deepen the harbor channels and turning basins from 35 feet to 41 feet.

The bill also directs funds to dredging the 43-mile Sacramento ship channel, a project estimated to cost \$90.8 million.

Other California projects contained in the bill and their estimated costs are:

- Flood control measures for five chronically flooding streams in the Fairfield-Suisun area of Solano County — \$19.6 million.
- Flood control measures near the city of Merced and Castle Air Force Base in Merced County — \$92 million.
- Dredging and construction of a breakwater in Bodega Bay Harbor in Sonoma County — \$1.2 million.
- Flood control measures along 7.2 miles of the San Luis Rey River near Oceanside in San Diego County — \$30.6 million.

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NAME _____

NEW ADDRESS _____

CITY & STATE _____ ZIP _____

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



Election Notice: Election Committee 32nd International Convention Delegates & Alternate Delegates

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Article XII (C), Section 1 (b) and Article XIII, Section 1 (b) of the Local Union By-Laws, relative to the election of International Convention Delegates and Alternate Delegates, Election Committeemen shall be nominated and elected at regularly scheduled district meetings during the months of September, October and November preceding the election.

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address as shown on the records of the Local Union 10 days prior to the first such district meeting in September, 1983, was within the area covered by the district.

Nominees for the Election Committee must be registered voters within their respective districts; must have been members of Operating Engineers Local Union No. 3 for one year next preceding their nomination and shall not be a candidate or nominator of a candidate for Delegate or Alternate Delegate to the 32nd International Convention.

MEETING SCHEDULE

OCTOBER 1983

- 4th EUREKA: Engineers Bldg., 2806 Broadway
- 5th REDDING: Engineers Bldg., 100 Lake Blvd.
- 6th YUBA CITY: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Rd.
- 20th SAN RAFAEL: Painters Hall, 701 Mission Avenue
- 26th HONOLULU: Kalihi Waena School, 1240 Gulick Avenue
- 27th HILO: Kapiolani School, 966 Kilauea Avenue
- 28th MAUI: Kahului Elementary School, 410 S. Hina Avenue, Kahului

NOVEMBER 1983

- 1st STOCKTON: Engineers Bldg., 1916 North Broadway
- 3rd CONCORD: Elk's Lodge No. 1994, 3994 Willow Pass Rd.
- 8th FRESNO: Laborer's Hall, 5431 East Hedges
- 22nd AUBURN: Auburn Recreation Center, 123 Recreation Drive