UNION BUSTING ATTEMPT IN FRESNO

Aggressive industries use recession to stall negotiations, force strike

By James Earp
Managing Editor

A month-long strike in the Fresno area's rock, sand and gravel industry still remains in a grim deadlock for many. Local 3 members are now walking the picket lines. But as Engineers News goes to press, a report from Representative Ron Wilson indicates that an agreement has been reached with one employer and there are hopeful signs another firm may sign soon. Sequoia Rock, one of six plants on strike, has reached an agreement with the company that has been ratified unanimously by Local 3 members. However, four other plants-Clovis Ready Mix, River Rock Products, Builders Concrete and Stewart & Nuss remain on strike. Another plant—Industrial Asphalt—signed an agreement with Local 3 prior to the strike. The lengthy dispute is brought on by the grim economic condition of the construction industry throughout California, however, there are other issues involved in this strike that may prove to be far more threatening to the building trades in the long run. It appears that industry employers are taking advantage of the recession to either demand major cuts in wages and fringe benefits or to attempt to break the union entirely. There are indications that River Rock Products and Builders Concrete are playing a leading role in the strike and that the other firms may be holding out until they see what happens with these two plants.

Don Underwood, owner of River Rock Products and Builders Concrete, has retained a union-busting legal firm out of San Francisco to negotiate his contract.

From the very outset of negotiations, it was clear that the attorney for this firm, Sweeney & Sweeney, intended to force a vote on the Lower Half of Congress. In the interest of keeping the agreement, Wilson cannot be expected to cut back on union-built projects, job safety programs and other spending items.

Another major loser this year was California's Governor. Deukmejian, as the new Lt. Governor of status of the union and make any changes unless theropical political philosophy with a bank-up state treasurer, Deukmejian can be expected to receive a lot of support from local leaders building projects, job safety programs and other spending items.

Perhaps the biggest Democratic win of the year was Governor Jerry Brown, defeated in his attempt to be re-elected to the U.S. Senate. Brown was beaten rather badly by San Diego Mayor Pete Wilson. Although considered a "moderate Republican", Wilson can be expected to follow the Party line when it comes to Reagan proposals. As a new Senator with many "U"s to its Republican special interest groups, Wilson cannot be expected to rock the boat, especially to support labor organized unions.

In other statewide elections, Assemblyman Leo McCarthy staged a comeback in his overwhelming victory as the new Lt. Governor of California. Defeated in a bitter fight for the Speakership of the Assembly, two years ago, McCarthy is now the highest elected Democrat in the state government.

L.A. District Attorney John Van de Kamp was easily elected Attorney General. Van de Kamp, a liberal, can be expected to keep a close watch on the Deukmejian enforcement of the state labor codes.

Perhaps the biggest Democratic winners were Senator David Roberti, President Pro Tempore of the State Senate, and Willie Brown, Speaker of the State Assembly. Through its unit campaign committee, Roberti and the Democrats were able to add two members to their majority. More satisfying than that, the Democrats were able to defeat two incumbent Republicans of right wing Senator H.L. Richardson in Sacramento.

(Continued on Back Page)
A year ago this month the AFL-CIO celebrated its 100th anniversary. Any trade unionist who takes the time to study even briefly the history of the American labor movement over this past century should realize one basic reason why unions still exist—and the ability to do the job better and faster than nonunion workers.

It's called productivity. And unless we can consistently prove to the employer that we have more of it than nonunion workers, we may as well burn our union cards. That may sound harsh and oversimplified, but it is not. We should never forget the fact that the only reason a contractor is willing to remain union is because we make him more competitive.

Some people would have you believe otherwise. They maintain that unions are forcing contractors out of business with restrictive work rules and ill-conceived regulations, excessive pay, etc.

But the bottom line is that union workers have consistently proven to the employers that they cost him less than their nonunion counterparts. Of course, this hiring hall system, training programs and the pride we take in our work make us more productive.

I cannot overemphasize the importance of the last point, pride in our work. The building trades were the originators of the American Federation of Labor. The cornerstone of our movement has always been a "day's pay for a day's work."

If we want to survive as a union, we must never allow the quality of our craftsmanship to decline. Our ability to do a job "right the first time" is a more effective weapon against the open shop movement than any other weapon in our arsenal. We cannot afford to lose it.

Our message to every member, young and old, is that, your union will work for you, but you have an obligation to your employer. If you are one on the jobsite only to get a paycheck without regard to the man that hired you or the union that provides you with top wages, then you are in the wrong industry.

We need men and women who are proud of the work they do; are proud of their union and are willing to support their fellow workers.

We are finding more and more cases of crafts refusing to honor each other's legitimate picket lines. In one recent case, employees in a rock, sand and gravel plant actually took withdrawals from their own union so they could cross our members' picket line and operate our equipment.

They did this, even though our members had honored their picket line when they were on strike. We've even had our own members refuse to support fellow Local 3 members out on strike. If this attitude prevails, it will destroy us.

Recent statistics also show that, in some crafts, chronic absenteeism is as high as 30 percent. We can't survive as a union with that kind of performance.

In tough economic times like these, the pressure by employers for us to take major cuts in our wages and fringes is tremendous. Whether they have a legitimate claim or not, employers throughout the industry are using this as an excuse to undermine what has taken years for us to obtain.

This month at a district meeting a member told me that his employer had recently received three unsolicited offers from union-busting consultants who he could help him get rid of the union of.

They look for opportunities to pick bargaining units off one by one. In time, when the union to undertake a successful strike is undermined.

If they can't get rid of the union entirely, employers will demand that we accept intolerable wage and fringe benefit cuts or threaten to close up shop and leave our members without jobs.

These are the kinds of challenges we face every day in our union. That is why we must realize the increasing importance of performing quality work on the job.

Because, even though at the bargaining table employers often play an adversarial role, they as a group are human beings (generally). If you have taken pride in your work and produced for your employer, he will know it and will be less anxious to make unfair demands at the bargaining table.

In negotiations, it is always preferable to deal from strength. And qualified craftsmen are our greatest strength. The pride you take in your work will always pay off—not only today when you bring home your paycheck, but tomorrow when we bargain for a better one.
Huge crowd turns out at San Francisco labor rally

Chanting "Jobs, not jelly beans" and "Reaganomics must go," an estimated 70,000 union members marched down San Francisco's Market Street October 24th in the greatest local show of labor strength in 34 years.

On foot, on horseback, in garbage trucks, school buses, Greyhounds and pickups, they rolled through the center of San Francisco for more than three hours holding signs that mainly were for fuller employment and against President Reagan.

Led by AFL-CIO President Lane Kirkland and the heads of the Teamsters, the International Longshoremen's and Warehousemen's Union, and the Screen Actors Guild, the march was postponed from the traditional late-summer Labor Day celebration to coincide more closely with the November 2nd elections.

The marchers had contingents of auto workers, teachers, engineers, carpenters, farm workers, grocery clerks, steel workers and longshoremen, among others.

In the past half-century, only the 1937 Labor Day parade, supporting the New Deal, and the annual parade during the 1948 presidential campaign were bigger than the October 24th turnout, estimated by police at 70,000. The last big parade was in 1950, when the Labor Day march coinciding with the 100th anniversary of Samuel Gompers' birthday drew 50,000 persons.

"Of all the implications emerging from the 1982 elections in California the most profound was the concept of union solidarity and pride that dramatized the united labor march and rally of October 24th in San Francisco," declared John Henning, Secretary-Treasurer of the California Labor Federation.

"Anti-labor elements should understand that in the political sense the marching has only begun."

The October 25th demonstration not only united the AFL-CIO, Teamsters and ILWU in one inspiring example but also gave 70,000 union members the chance to tell America of their faith in Labor whatever the fortunes of political war," he added.

"The marchers were defying the Reagan government in Washington, they were scorning Reaganite puppets in Congress and they were committing themselves to the idea of structural unity in Labor's House."

Henning stressed that "the momentum of October 24th must not be wasted. We've only begun."

With placards and banners reading "Enough is Enough, We Want Jobs," "Stop Plant Closings," and "No Cuts in Social Security," wave after wave of carpenters, office workers, longshoremen, steelworkers, teachers, journalists, engineers, autoworkers, grocery clerks, service employees, farm workers and others turned out to express their opposition to national administration policies that have added three and a half million people to the nation's jobless roles in less than two years by maintaining artificially high interest rates and slashing social security and unemployment benefits and other programs designed to protect U.S. workers from a depression.

"Stay the course?" Kirkland asked the throng in a reference to the Republican campaign theme that has been saturating the media for the past several weeks.

"With whom?" he asked.

"We're not too blind to see that staying the course will lead to shipwreck. We need to stand by all those friends of labor who've stood with us over the years," Kirkland declared.

"This is a time for hope. This is a time for action that will not come again for two long years. Let's take advantage of it now," he declared.

John F. Henning, who was master of ceremonies at the rally, charged that the Reagan Administration wants "the unemployed workers of the nation to pay for the failures of the Reagan Policies."

Asserting that Reagan "has put three and a half million more workers out on the street, unemployed, since he took office," Henning said:

"We've had enough of it. We want him out of Washington and we want his followers out of office."

The march and rally, which included participation by the independent Teamsters Union and the International Longshoremen's and Warehousemen's Union, far exceeded the turnout of about 15,000 anticipated by the demonstration's organizers.

Ray Schossling, general secretary of the Teamsters International Union, said:

"Let 1982 be remembered by its people power. Citing the threatened cuts in social security, Davis-Bacon and other worker protective legislation, Schossling said:

ILWU President Jim Herman declared:

"This march today is about Solidarity and Justice — economic justice, political justice, racial justice, class justice."

In introducing Screen Actors Guild President Ed Asner, better known to TV viewers as Lou Grant, Henning reminded the trade unions that Asner has taken a "militant union position" against the managers of the movie and TV industries, and then because he expressed an opinion in international affairs they drove him off the TV screen.

Asner pointed out that the marchers had passed by the "symbols of ownership, position and power" in moving through San Francisco's financial district as well as through the fringes of the Tenderloin, a low-income section, and asked "What has brought us to this common walk through the streets of this city?"

Declaring that "we are the foundation on which these corridors of power are built," and "that we are the stuff which dreams are made of," Asner said:

"We, like the others, are the stuff of which dreams are made of and we want to make damn sure they don't forget it."

Charging that "we have an administration in Washington that betrays the dreams and administration that puts the priorities of the rich before the needs of the people ... a government in Washington that's betraying that dream everyday and in everybody,"
I appreciated the opportunity during September, 1982 to attend the 19th Annual National Joint Apprenticeship Conference at New Orleans, Louisiana. Representatives from throughout the United States and Canada were in attendance and took an active part.

The same problems we have exists throughout the world. The greater the skills, the greater the job opportunities. In my opinion, our members are the best craftsmen in the world.

The officers just concluded the round of District Meetings at Santa Rosa, Salt Lake City, Reno, San Jose, Eureka, Redding and Yuba City. All meetings were well attended. We appreciate the fact that the members are now taking a much more important part in these meetings. Your suggestions and constructive criticism is always welcome.

The number of people unemployed in September, 1982 was 10,11,1 in the percent of the population. The lowest level since the nation pulled itself from the Great Depression, the Government reported. Moreover, the numbers of Americans who simply gave up looking for work or settled for part-time jobs also eclipsed modern records.

Nearly 13.3 million people were unemployed last month, nearly 1.6 million more than in August, some 120,000 lost their jobs in September, while an additional 330,000 people tried in vain to join the labor force for the first time.

The September figure was the first double-digit joblessness experienced by the nation in more than four decades. The previous high was a national average of 14.6 percent, recorded in 1940 at the tailend of the Depression.

Some 1.6 million people - a new high - were officially declared by the Government to have migrated to the "discouraged workers" category. That's a separate grouping of Americans who are excluded from the compilation of total unemployed because they abandoned the search for work.

A record high 6.6 million were working only part-time, either because their hours were cut by hard times or need any questions or answers, please don't hesitate to call upon any one of our staff for help. That's what we are all here for.

On the job outlook, the Reno district would like to welcome Les Lassiter, as the new District Representative in the area. Les formerly headed up the Salt Lake district office. I would like to personally meet each and every member and encourage your comments on how we can serve you better," Lassiter said. "We're striving for more effective representation and lower costs, the greater the work opportunities. In my opinion, our members are the best craftsmen in the world.

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Peter Kiewit begins work on new San Luis Dam contract

Sacramento — With the award of a multimillion dollar contract to Granite Construction recently announced by the Bureau of Reclamation, Kiewit Construction Co. for the second phase of berm construction at the San Luis Dam site, work on the project is expected to begin in the coming months. The construction area at San Luis is one of the most economically important areas in the state, and the project is expected to be completed by 2006.

Granite Construction recently announced that it has completed construction of a new hangar taxiway at the San Luis Dam site. The new facility is expected to provide a significant boost to the local economy.

The project is expected to create hundreds of new jobs in the area, and will also provide a significant boost to the local economy. The project is expected to be completed by 2006.

From Reno

When Wilson finally focused seriously on the economy in the last four years, he was able to use the credit union system to provide a source of low cost credit. With the support of the credit union system and the Bank of America, Wilson was able to create a new financial institution that provided a source of low cost credit.

The credit union system has always maintained reserves above legally required minimums because they provide a strong capital base and help ensure that members' deposits in the Credit Union will carry an extra margin of safety.

Utah voters buck national trend

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SANTA CLARA GETS $2 MILLION GRANT

Light rail closer to reality

Santa Clara County's proposed light rail transit line, a dream on paper for a decade, moved closer to reality this month with a $2 million federal engineering grant, reports District Representative Don Luba.

The Urban Mass Transportation Administration notified county officials of its decision to give the money for preliminary engineering and a final environmental-impact statement on a rail transit line in the Guadalupe Corridor through San Jose and Santa Clara.

While the amount of the grant is small compared to the rail line's estimated $1.3 billion price tag, virtually assures that the federal government eventually will provide a major portion of the construction money, according to county supervisor Rod Diridon.

County supervisors are the board of directors for the County Transit District, which would build the system.

"This is the significant breakthrough," Diridon said. "They've never backed out once preliminary engineering was funded."

Since the Reagan administration took office in 1981, the U.S. Department of Transportation has said there would be no money for new rail-transit systems of any kind.

However, federal officials have said privately that some lower-cost systems such as the light-rail transit or trolley car line proposed in Santa Clara County might be acceptable for federal funding.

A light-rail line in the Guadalupe Corridor would cost about $2 million per mile, compared to heavy-rail systems such as BART with prices of $30 million to $70 million per mile.

So far, the Reagan administration has approved federal grants only for light-rail systems in Portland and Sacramento, but the money was made available because those cities traded away unbuilt interstate freeways.

Last spring, Transportation Secretary Drew Lewis told Rep. Norman Y. Mineta, D-San Jose, who lobbied for the project, that preliminary engineering money would become available. This month UMTA delivered. It is the first so-called "new start" granted money by UMTA since the rules changed.

Diridon said UMTA also approved the county's $24 million contract with a San Francisco engineering firm, Parsons, Brinckerhoff, Quade & Douglas Inc., for preliminary engineering and a final environmental-impact statement. Local government is paying another $400,000.

The Guadalupe Corridor is a 16-mile-long, five-mile-wide swath of the Valley running from the industrial area of Santa Clara on the north through downtown San Jose and south to the Blossom Valley, Edenvale and Almaden Valley residential areas.

After seven years of study, San Jose, Santa Clara and the county last fall approved building a $400 million, four-lane expressway project in the corridor. It would include 20 miles of double-track rail line running along the vacant highways and 85 and 87 corridors from the IBM complex in Edenvale to downtown San Jose, then north along First Street and west into Santa Clara. A four-lane expressway would be built in the southern portion of the route to link with the Guadalupe Parkway in downtown San Jose.

Preliminary engineering and final environmental work will be completed by mid-1985. With the county would go into final engineering work and seek federal construction funds, Diridon said.

Construction could start in late 1984 and the system could be in service in early 1987, he said.

One portion of the project, a $37 million transit mall on First and Second streets in downtown San Jose, could be completed by 1985. Although federal money has paid for 80 percent of such projects elsewhere in the nation, Santa Clara County's chances of getting federal approval are enhanced because it will seek only a 53 percent share from UMTA.

Santa Clara County has already set aside $40 million in local transit funds. San Jose has committed $7 million for the transit mall, and the state has set aside $104 million for the project over the next five years, Diridon said.

In addition, about $100 million in San Jose and state funds have been set aside for the expressway portion over the next few years, and the California Transportation Commission is committed to providing more expressway money as needed.

Monterey and San Benito Counties

"Elections are over and as we look back at the candidates and measures supported by the Operating Engineers and Building Trades, we find that on the whole we made out quite well," reports Business Representative Tom Armer. One major exception was the loss by Kurt Kupper to Eric Seastrand Measure A, however, was defeated. This was a plan that would have blocked all development in the County for years. Measure A would have cost jobs and slowed business progress considerably. The Operating Engineers, Building Trades and local business people put up a strong campaign against this measure.

"Of the candidates that were backed by Local 3, Leon Panetta for U.S. Congress was our biggest winner with 82% of the ballots cast," Armer said.

"For the 25th Assembly District, which..." (Continued on Page 11)

Kiewit battles rough surf on Monterey Outfall project

At times the Monterey surf can get pretty rough—especially if you're trying to build a sewer outfall. Despite the challenging environment, Peter Kiewit is making good progress on the $16 million project for the Monterey Pollution Control Agency. There are currently two 3900 foot 60-inch RC pipe. The project was begun last May and Project Superintendent Kent Wurle hopes to be finished by March or April.

M. Stafani work one of the two track-mounted 3900 foot Manitowoc cranes (right).
Central Utah Project brings work and water to Utah

To thousands of Utahns, the Central Utah Project is a blessing in more ways than one. Much like the California Water Project, this massive water development project located in Utah's Uintah Basin has brought irrigation and flood control to millions of acres of arid valley land, and in the process generated a tremendous amount of work for the construction industry.

The largest water development program ever undertaken in Utah, the CUP is divided into six units. The largest and most complex of them is the Bonneville Unit, now under construction. Photographed on the next three pages are a few of the projects currently underway. When completed, the Bonneville Unit will consist of 10 new reservoirs and the enlargement of two existing reservoirs, more than 140 miles of aqueducts, tunnels and canals, three power plants, nine pumping plants and 200 miles of pipe drains.

The projects shown on these pages are the Upper Stillwater Dam project by Tutor-Saliba-Mittry, Strawberry Reservoir tunnel relocation project by Obayashi-Gumi and another tunnel under construction by J.F. Sce Co.

Tutor-Saliba-Mittry works on excavation of dam abutments

A joint venture of Tutor-Saliba-Mittry has been working on a $6 million excavation contract for the abutments and foundations of the Upper Stillwater Dam since November 1981. Operating the D-9 dozers on the project are (pictured above) Paul Holt in the foreground and Bert Walker in the background. Wendall Olsen is on the dozer at left and Henry Stevenson (upper right) operates a loader. Ray Bish, project manager, says the job will involve the

(Continued on next page)
Japanese contractor works on first Utah job

Ohbayashi-Gumi, a Japanese contractor, made its American debut several years ago on a portion of the San Francisco sewer project. At the time, it was the first Japanese contractor to ever receive a bid for a federally funded project in the country. Now it has another tunnel job as part of the enlargement of Strawberry Reservoir.

The $11 million contract calls for the construction of a 2,800-ft. tunnel to replace an old tunnel built during construction of the original strawberry dam several decades ago. The finished diameter of the new unit will be 10 feet.

Pictured on this page (top) is loader operator Bob McKell assisting in the construction of the tunnel portal. Mark Wright (top right) operates the batch plant. Mechanic-welder Mike Winterton (middle right) is job steward and Pat O'Connor (lower right) is a surveyor.

Dumping a load of muck (bottom center) is 33-year member Jay Sulser, another job steward. Gordon Lee Ferguson (lower left) operates a 125-ton American crane on the project for Shurtleff & Andrews. Rick Cruz (center photo) is a mechanic-electrician on the project.

Tutor-Saliba-Mittry

(Continued from Page 7)

removal of at least 1.4 million yards of material as well as the construction of six access roads to be used in future construction.

This contract was originally scheduled for completion in February 1983, but recent drilling samples indicate additional excavation may be required on both abutments. The base of the dam is situated 8,000 feet up in the High Uintahs. When completed, the dam will measure approximately 172 feet high and create the 33,000 acre-foot Upper Stillwater Reservoir.

There are about 28 Local 3 members working on the present job, according to Business Representative Jim Bogle, who services the job. Pictured on the right are Local 3 members Lloyd Walker, Business Representative Jim Bogle and Pari Stevenson. Pictured on the extreme right is job steward Alfonso Sanchez.
Christiansen Bros. begins work on First Interstate Bank in Salt Lake

Christiansen Bros. Construction Company has started construction on the new First Interstate Bank in Salt Lake City, reports Business Representative Don Strate. The building is located on the corner of Main and Second South Streets. This will be a fifteen story structure at a cost of $35 to $40 million dollars.

The building sits on a concrete mat foundation which has a total of 4,250 yards of concrete. The foundation was poured in a 24-hour continuous pour which required a total of 360 workers and 300 cement trucks to complete the pour.

The concrete was supplied by Geneva Rock Products of Salt Lake City. Completion is expected early in 1984. Christiansen has their crews scheduled to work 20 hour shifts a day. There will also be a 410-stall parking structure built directly west of the main building.

Christiansen Bros. Const. has also started construction on the Sheraton Hotel in Salt Lake City. This structure is located on West Temple Street between Second and Third South Streets. Construction started September 15th and completion is expected by July 1983. This is a 17-floor structure with a cost of 40 million dollars. The concrete will also be supplied by Geneva Rock Products of Salt Lake. Christiansen Bros. will be working two eight-hour shifts on this project.

The ready-mix concrete, sand and gravel industry in Utah has been a part of the winter. This has been caused by the unseasonable and early storms which has been a good job for a non-signatory employer. However, Abbott reports that there are presently five signatory employers on the I.P.P. project. A. H. Palmer Plumbing and Interstate Electric don't have any operators. Soule Steel and Jelco each have one operator with Jelco having another.

IPP Project update

Business Representative Vance Abbott reports that there are presently five signatory employers on the I.P.P project. A. H. Palmer Plumbing and Interstate Electric don't have any operators. Soule Steel and Jelco each have one operator with Jelco having another part time employee as the work requires. Shurtleff and Andrews has one operator and an oiler. They are working in their yard assembling cranes and other equipment in preparation of raising security force the employees are being reduced.

The weather has been bad, but not expected the activity will change much before next spring.

The Hunter Power Plant in Emery County has been a good job for a number of years but it is nearing completion and reductions in force are not too far in the future.

The only new work of any size let in this industry has been caused by the lack of hammer sales. Cortez III at the missile site near Green River is putting that operation in mothballs. With the exception of a security force the employees are being reduced.

There are rumors of more work to come but none has materialized as yet.
New withholding rules for pension income

The 1982 Tax Act has set up new requirements for withholding federal income taxes from monthly pension payments beginning January 1, 1983. Pensioners must now be treated the same as wages for federal income tax purposes.

Previously, Pensions have always been subject to income taxes but not to the withholding requirements. The new law requires payers to automatically withhold income taxes on monthly benefits over $460 unless the pensioner filed for a full or partial exemption each year. No tax is required to be withheld for amounts under $460 unless requested by the pensioner.

The new law and compliance regulations favor the IRS by requiring the pensioner to file exemption statements each year. Otherwise, taxes are withheld at the same rate as wages for federal income tax purposes.

Dear Pensioner:

The new Tax Equity and Fiscal Responsibility Act requires that Federal income tax be withheld, beginning January 1, 1983, from the portion of your pension payments which is subject to Federal income tax. You do have the right to instruct New York Life not to withhold Federal income tax at all, or to withhold at a rate of your own choosing.

Unless you tell us differently, the law requires us to withhold as if the pension payments were wages and that you were married and claim 3 withholding exemptions. If you do not want us to withhold, or wish to withhold a different rate, you must notify us by returning the enclosed Election and Withholding Certificate form appropriately completed, dated, and signed.

If Federal income taxes are already being withheld by us, we will continue to do so in accordance with the W-4 form on file with us, unless you tell us to stop. If you wish to make a change in this arrangement, please return the enclosed Election and Withholding Certificate appropriately completed, dated, and signed.

Any election you make will remain in effect until you revoke it. You may revoke an election at any time by returning a signed and dated revocation. Any election of revocation will be effective no later than the January 1, May 1, July 1 or October 1 after it is received, so long as it is received at least 30 days before any such date. You may make and revoke elections not to have withholding apply as often as you wish. Additional Election and Withholding Certificate forms may be obtained from us by writing to New York Life Insurance Company, Group Pension Administration, Room 865, 51 Madison Avenue, New York, NY 10010 or call 212/576-3923.

We are required to remind you that, if you elect not to have withholding apply to your pension payments, or if you do not have enough Federal income tax withheld from your annual payments, you may still be responsible for payment of estimated tax. You may also incur penalties under the estimated tax rules if your withholding and estimated tax payments are not sufficient. If you have any questions about your tax obligations, you should contact your tax advisor or your local Internal Revenue Service office.

NEW YORK LIFE ELECTION AND WITHHOLDING CERTIFICATE

Please Print:

Your full name: __________________________ Division ____________ Certificate No. __________

Your Social Security Number: __________

Your Address: __________________________

1. I elect to have no Federal income tax withheld from my pension payments.

2. I do wish to have Federal income tax withheld from my pension payments and direct New York Life to withhold as follows:

☐ in accordance with the wage withholding tables, claiming exemptions

☐ My marital status is Single ☐ Married

☐ In addition, $ _______ is also to be withheld each month.

I understand that I may be responsible for payment of estimated Federal income taxes and may incur penalties under the estimated tax payment rules if my estimated tax payments and withholding are not adequate.

The election made above will remain in effect until revoked by me. I hereby revoke any prior elections or directions I have made or given with respect to withholding of taxes from my pension payments.

Signed: -----------------------------------------------

RETURN TO: Account Manager D. DiPaola

New York Life Insurance Company

Group Pension Administration

Room 865

51 Madison Avenue

New York, NY 10010

NOTE: In order to have any election you make take effect for your January 1, 1983 payment, it must be received by New York Life as soon as possible.
Burst pipe creates new delay at Helms
A pipe that burst, causing 1.4 billion gallons of water to pour down a Sierra Nevada mountain, will delay the startup of the troubled Helms hydroelectric plant for at least several months, reports Business Representative George Morgan. The pipe ruptured in the only part of the project that is not underground, while crews were testing the system last month in hopes of generating power from the first unit in two weeks. But the destruction of the 25-foot-diameter, 50-foot-long steel pipe will delay completion of Helms for "a couple of months, several months, maybe more," said Arthur Strassburger, PG&E's project manager at the San Benito project. "It's a hell of a disappointment." Strassburger said the underground powerhouse 50 miles east of Fresno was undamaged. However, all four sections of the pipe across Lost Canyon between Courtright and Wishon lakes were obliterated. "Some of the pipe was found as far as 1,000 feet downstream," utility spokes
man Victor Carrion said. "The water went about three miles from Lost Canyon to Wishon, cutting a small river in the face of the mountain."

Strassburger described the force of 4,500 acre-feet of water pouring downhill: "Water wasleaping as high as 20 or 30 feet and the water was a tremendous river pouring down the mountain. I still can't believe that it happened," Strassburger said.

It took an hour to turn off the water flowing from Courtright through a tunnel to the pipe at Lost Canyon, because the operator at Courtright had left temporarily to check the status of the new, high-pressure Empire gate valve that would close automatically during a problem that had not been put into operation, Strassburger said. The water washed out a dirt road and bridge, but officials said no one was injured.

PG&E and the contractor Granite Ball-Groves, are trying to figure out what caused the pipe to break as well as the cost of replacing the pipe and cleaning up the landscape and lake.

"It will be some time before we determine what happened," Strassburger said. "Most of the evidence is either buried or washed away."

Helms, a pumped storage plant, is designed to add electricity to PG&E's Northern and Central California service area during peak daytime use. Water is drawn through a tunnel from the upper reservoir, Courtright, to a powerhouse plant between the two lakes to generate electricity.

Stukel Rock agreement signed

Cupertino has been awarded the bid to do the work on the pump station at Helms. "This is a big job with 50 to 80 engineers at any one time," reports Armer. Manuel Martinez is designing the contract for the project. As of this writing, the Shell job in Martinez is winding down. Florio is moving along well. As soon as the contractor is in hand, we will see a couple of fair sized ones out at Hill Top as well as all over the area. West Valley is working from Old Road to Martinez and also in El Sobrante. Blair Excavation seems to be working almost everywhere. Hobbs-Bannerman has a small repair job at Pacific Refinery. Business Representative Tom Butterfield reports that the work in the Southern Alameda county is scattered from one end to the other. The gravel plants are keeping their noses above water with Rhodes & Jamieson and Victor over-crossing project. Peak J, F, Shea Company, Inc., were moved most of their rigs up to the gravel plants.

Burst pipe creates new delay at Helms

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Monterey defeats Measure A (Continued from Page 6)

Richmond Standard Oil job moving along well

The work in the Richmond area is fair, reports Business Representative Bill Dougust, Standard Oil is moving along well. There are a lot of contractors on the site and all over the plant. Kaiser, Bechtel, Shedy, Bay Cities, Bigge, Winton Jones, A.P.C., O.C. Jones, and other companies look as if they will get more action as the month goes by.

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General Industry Safety Order §1910.133(h) requires that the design, construction, testing and use of devices for eye and face protection shall be in accordance with the ANSI-Z87.1 - 1968, the eye and face protection shall be provided. The wearing of contact lenses may be allowable only when special precautionary procedures, which are medically approved, have been established for the protection of the exposed employee. (Reference: GISO 3382).

### With Safety in Mind

**By Jack Short, Director of Safety**

The following article on the use of contact lenses was published by the Division of Occupational Safety and Health in their Cal/OSHA Information bulletin of 9/27/82.

A great many employees in California's varied industries wear contact lenses to correct vision problems. A substantial number of these people mistakenly believe that (1) contact lenses constitute all the eye protection they need from industrial hazards, or (2) that contact lenses can be worn at all times in any kind of industrial environment. As other protective eyewear is worn in addition to the contact lenses.

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### Contact Lenses

Contact lenses may be worn only when special precautionary procedures, which are medically approved, have been established for the protection of the exposed employee. (Reference: GISO 3382).

### Gas-Shielded Arc Welding

- 1/16-, 3/32-, 1/8-, 5/32-inch diameter electrodes
- 5/32-, 3/8-inch diameter electrodes
- 9/32-, 1/2-inch diameter electrodes
- 5/32-, 3/8-inch diameter electrodes
- Atomic hydrogen welding
- Carbon-arc welding
- Shielding gas welding (light) to (6 inches)
- 1/4-inch diameter electrodes
- Gas welding (light) to (4 inches)
- Gas welding (medium), 1/8- to 1/2-inch
- Gas welding (heavy), over 1/2-inch

Where eye protection is required and the employee requires vision correction, eye protection shall be provided as follows:

1. Safety spectacles with suitable corrected lenses, or
2. Safety goggles designed to fit over spectacles, or
3. Protective goggles with corrective lenses mounted behind the protective lenses.

Note: The wearing of contact lenses is prohibited in working environments having harmful exposure to materials or light flashes, except when special precautionary procedures, which are medically approved, have been established for the protection of the exposed employee.

(Continued on Page 15)
Teaching Techs

During September 20th to September 25th, I attended the National Joint Apprenticeship Committee of Operating Engineers and found that nationwide we far exceed the other survey apprentice programs but have similar needs, the same number of out of work and the same need to make sure the same is happening in the Yolo County area. There have just been no problems, Cart- stick to the job and keep on working as we are now, we can support.

Another conference held in October was the American Congress on Surveying and Mapping for Northern and Southern California. In attendance were the Land Surveyors and Engineers with a number of survey apprentices working with them. Looking at the survey work, we can see that the only ones who have the experience to do it are the ones who have been trained. The union firms can stretch in competition with the non-union firms which are competing on the job site. Fortunately, apprenticeship is one method available to combat today's problems. The better jobs for the future will only be for the better performing. As the work force will be pushed together, there will be a lot of you brothers in this district. N will be seeing a lot of you brothers and sisters in the downtown area. The union representatives are looking forward to the membership of this district for the future.

Arne Johnson, T & S Const. Co. has been awarded the Napili-Honokowai Sewerage project, re- ceived the $6.5 million award for the project. The project will last about two years, and the Napili-Nonokowai brothers going at this time and hope- s to be done. He has been awarded the $6.5 million award for the Napili-Honokowai Sewerage project, re- ceived the $6.5 million award for the project. The project will last about two years, and the Napili-Nonokowai brothers going at this time and hope- s to be done. He has been awarded the $6.5 million award for the Napili-Honokowai Sewerage project, re- ceived the $6.5 million award for the project. The project will last about two years, and the Napili-Nonokowai brothers going at this time and hope- s to be done. He has been awarded the $6.5 million award for the Napili-Honokowai Sewerage project, re- ceived the $6.5 million award for the project. 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Future outlook for Stockton looks more promising

Many brothers have suffered little or not at all in the Stockton district this year, reports Business Representative Bob Blagg. However, the outlook for next year is much more promising. Large sums of money have been appropriated for several long overdue projects in our two counties. Monies have been appropriated for the two lane, 2.6 Highway 108 bypass around Sonora, to the tune of $22.2 million. The bypass will run from Jamestown to east Sonora.

A little over $2 million was approved to replace the Basco’s Ferry Bridge on Highway 12 near LaGrange. The Stanislaus National Forest has contracted to spend $1.1 million for improvements on Buchanan Road near Tuolumne City and the North Fork Road near Long Barn.

Max D. Schenk Conut, got the bid to do this work which will include widening of the road and installation of guardrails along some of the road where there is a one mile drop to the canyon floor on Buchanan Road.

Wolin & Sons Construction will be doing the work on North Fork Road. The widening project will narrow the busy street using a twisted narrow road heavily used by loggers. Both are scheduled to start construction as this winter season. George Reed and the brothers have appropriated for the two work projects in our two counties. Monies have been appropriated for the Dawson Power House project until the 1984 work season. Repair project, at Groveland. Kaweah Construction has been contracted to do this work which will include widening and reconstruct this twisty narrow road.

Business Representative Bill Burns reports that he has been spending a lot of time on the key areas where a lot of work is currently underway. Next year five MSR sites are to be bid along with units 19, 20 and 21.

“First the staging of the Cloverdale bypass is almost completed and we hope to get more funding next year,” Burns said. The site work for the Hewlett-Packard plant in Rohnert Park will be started up in this month.

Other sizeable projects soon to start are:

- A $3.5 million job on a junior college residence hall.
- A $4.5 million job on a hydroelectric plant at Indian Valley Lake by Granite Construction.

The amount of activity in the past month for dispatches and projects bid at this time is the best in years. Reports District Representative Chuck Smith. “This is an election year and no doubt some say the money is around but job prospects are looking healthier.”

Most local contractors have stepped up their pace and are reporting a greater amount of jobs out to bid. “If the interest rates continue to fall, we should be in good shape for next season,” Smith added.

The Warm Springs Dam is now topped out and just a few brothers remain for the cleanup.

The City of Santa Rosa has put up $5.5 million of work to bid on their South-west Assessment District No. 1.

Better than $8 million has been approved for a four-lane freeway section on Highway 99 at Keyes. The project will eliminate one of the two remaining traffic lights on Highway 99 between Mexico and Canada. However, this project is not scheduled to be built until the 1984 work season. Repair work has been appropriated for Interstate 5 between Ortemilla Road and the Merced County Line in Stanislaus County.

The Keys community in Stanislaus County has been granted more than $1 million to refurbish the Keys sewer line, but only if the district can keep the remaining $600,000 to complete this project which may mean a special sewer tax for Keys citizens.

Many small jobs look favorable for the next work season in both the Stanislaus and Tuolumne county areas.

Many projects are gearing down for the winter season. George Reed and the Flintkote Company are finishing several small projects in Stanislaus and Tuolumne Counties at this time.

Merry G.E.B. is at approximately 80% completion at weather closes the project. At Groveland, Kaweah Construction has been contracted to do the work on May 18, which is the date at this time. Frankenstein Power project near Oakdale is at 75-80% completion with Under-ground construction.

At its meeting on October 6, 1982, the District 7 (Redding) membership elected Feliciano Torres to serve on its Grievance Committee to fill a vacancy left by resignation.

Silicon Valley may spring up near Sacramento

(Continued from Page 13)

Hewlett-Packard plant in Roseville, They should be starting the other phases soon. The Highway 20 Project that everyone has been hoping for looks real good and should get under-way by Spring of 1983.

The Highway 65 By-Pass starting at Atlantic Avenue in Highway 80 going to Lincoln, California, looks like it might get going by Spring of 1983. “This project would really open up the whole silicon valley we have been hearing about for the last three years,” Marshall said.

Granite Construction Co. has a fair size job at Metro Airport. Sapper Construction of San Diego is doing the concrete work and will be putting some of the brothers to work for about three to four weeks, and this should be a lot of overtime on this project.

Business Representative Ken Bowersmith reports that there are a few small jobs going on in the south Sacramento area. Teichert, Granite, and Collet are keeping their crews busy trying to keep on top of everything they can before the rains hit.

Fruin-Colnon’s job at Proctor & Gamble has picked up a little bit, and at the present time, they have nine operators on the payroll. Sacramento Valley Crane and Reliable Crane have been keeping their crews pretty busy, although most of their work has been out of town. Teichert is still running the Perkins plant two shifts but that won’t last too much longer.
FOR SALE: BUCK HOM On 1.1 acre (in Campbell, Missouri) $150.00 for sale by owner. Smoking, pets allowed. Kitchen: 3 bdrm, 1bath approve, heat, air, 5 ac. email, 15 Min. away from University of Missouri. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1 BP DUMP TRUCK (in Willard, Missouri) $5,500.00. Owner's manual included with truck. Ph. 501/765-2277. Refer to ad 6-21-82.

FOR SALE: SHOTGUN (in Diamond, Missouri) $20.00. Fully loaded with 20 ga. shells. Good condition. Ph. 816/735-4900. Refer to ad 6-21-82.

FOR SALE: LAND & HOUSE (in Diamond, Missouri) $8,000.00. 7 bdrm, 4 bath, fireplace, 2 car garage, 100 acres. Ph. 501/765-4265. Refer to ad 6-21-82.

FOR SALE: 1977 HONDA TRAILER (in Lincolnton, Missouri) $1,000.00. Good condition. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1956 CHEVY BELAIR (in Black Mountain, Missouri) $350.00. Runs and drives good, full tires. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1974 CUB CADET LAWNMOWER (in Diamond, Missouri) $250.00. Recent tune up. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1958 CHEVY stepside (in Diamond, Missouri) $250.00. Runs and drives good, full tires. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1957 FORD PICKUP TRUCK (in Diamond, Missouri) $250.00. Runs and drives good, full tires. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1974 CHEVY TRUCK (in Diamond, Missouri) $4,000.00. K-10 model, 4x4. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1972 CHEVY TRUCK (in Diamond, Missouri) $4,000.00. K-10 model, 4x4. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1966 CHEVY TRUCK (in Diamond, Missouri) $4,000.00. K-10 model, 4x4. Ph. 816/733-3909. Refer to ad 6-21-82.

FOR SALE: 1957 CHEVY TRUCK (in Diamond, Missouri) $4,000.00. K-10 model, 4x4. Ph. 816/733-3909. Refer to ad 6-21-82.

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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.

November
2nd Stockton: Engineers Bldg., 2806 Broadway
4th Concord: Ehs Lodge #1994, 3994 Willow Pass Rd.
5th Napa: Kapiolani Elementary School, 966 Kilauea Ave.

December
1st Kilauea: UPW Hall, 1426 N. School St.
4th Maui: Cameron Center Auditorium, Rooms 1 & 2, 95 Mahalani St., Wailuku

Dues Schedule
10/1/82-9/30/83

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<th>Local</th>
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<td>$144 (Per Qtr.)</td>
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</tbody>
</table>

*Variable by Unit

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

*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

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(Continued from Page 1)

While Local 3 members look on, District Representative Ron Wilson discusses the rock, sand & gravel strike with TV camera crews and reporters.

Rock, sand & gravel industry on strike in Fresno area

(Continued from Page 1)

fim was more interested in getting rid of the union than in negotiating a contract. A negotiating meeting scheduled for Oct. 27 was cancelled abruptly at the last minute by the attorney without explanation.

Later that same day a letter was hand delivered to the Fresno District office, stating that a petition was being filed with the National Labor Relations Board requesting that a representation election be held at River Rock. It was the attorney's contention that recent "objective evidence" indicated that Local 3 no longer represented a majority of the River Rock bargaining unit.

What actually happened, according to Business Agent Jerry Bennett, is that River Rock asked a number of its truck drivers to take withdrawals from their own union and operate the heavy equipment during the strike.

Local 3 immediately filed charges alleging unfair labor practices by River Rock, contending that the company never bargained in good faith and that its real intention was to run its operation without Operating Engineers.

Since those charges were filed, negotiations with River Rock and Builders Concrete have been at a standstill until a ruling is made by the NLRB.

As Engineers News went to press, negotiations were scheduled to continue with Stewart & Nuss. The fact that one company has signed an agreement and another is actively negotiating could be an indication that River Rock is losing support among the other employers.

This does not mean, however, that the outlook for the industry is good. Employers in the Fresno area are demanding harsh cuts in wages and, in some cases, the elimination of pensions and medical benefits. Local 3's proposal to the employers has been to hold wages and fringes at their current level with provisions to reopen negotiations on the wage/fringe package next year.

In the case of Sequoia, a compromise was finally reached with employees taking a six percent reduction in wages, keeping the fringes at their current level and reopening the contract in November 1983 and July 1984 for wages and fringe.

Prior to Local 3 negotiations, the Teamsters took an eight percent decrease in wages and no increase in a fringe package that does not compare favorably to Local 3's. The Teamsters contract, for example, provides for $4.85 an hour into the pension, as compared to $3.25 an hour for Operating Engineers.

The implications of the Fresno rock, sand and gravel strike go far beyond the approximately 60 Local 3 members that are on strike. Jobs throughout the area are being affected by the work stoppage. Several other crafts have given their support to the Local 3 strike.

The support we get from our own membership is crucial. Every aspect of this strike is undoubtedly being observed very closely by the Associated General Contractors, who are scheduled for new contract negotiations with Local 3 on the Master Construction Agreement next June.

The strength demonstrated by Local 3 membership on this and other contract disputes that may arise between now and next June will have a significant impact on the Master Agreement negotiations.