



ENGINEERS NEWS

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OFFICIAL NOTICE SEMI-ANNUAL MEETING

Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, January 8, 1983, 1:00 p.m. at the Seafarers International Union Auditorium, 350 Fremont St., San Francisco, CA.



Engineers News Photo by James Earp

A TV Camera crew interviews Local 3 member Lou Cook on the rock, sand and gravel strike in Fresno.

Utah voters buck trend and elect GOP politicians

By Mark Stechbart

The tide of resentment against high unemployment and the recession that swept much of the nation on November 2 crested and lost much of its force when it hit the Wasatch Front in Utah. Senator Orrin Hatch and all three Republican Congressional candidates were elected by endorsing Ronald Reagan's economic program. Salt Lake City Mayor Ted Wilson lost his bid for the U.S. Senate primarily because of his failure to mount an effective attack on Reaganomics.

The campaign strategies this year hinged on how the usually conservative Utah voting public would respond to the overall state of the economy. The conventional wisdom among the Democrats was that record Utah unemployment, high home mortgage rates and bad economic figures would motivate Utahns to vote for a change.

Orrin Hatch based his campaign on tying his political fortunes to Ronald Reagan's high personal popularity in Utah. The Republican thinking was that Utah voters, while hurt by the recession, would give the President the benefit of the doubt and "stay the course."

Consequently, the Utah Senate and Congress races became a poll on the President. In the early months of the race, Ted Wilson centered his campaign around who would "represent Utah first" and similar planks that emphasized differences in personal styles.

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UNION BUSTING ATTEMPT IN FRESNO

Aggregate industry uses 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 now walking the picket lines. But as *Engineers News* goes to press, a report from District 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 union 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 in

part 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 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 Underdown, 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

(Continued on Back Page)

Voters give 'thumbs down' sign to Reaganomics

By John McMahon

American voters went to the polls earlier this month to vote their pocket-books and concerns over double digit unemployment and interest rates.

In what was considered a referendum on the economic policies of President Reagan, the country's electorate seemed to be urging a mid-course correction in Republican supply-side economics. Across the nation, Democrats running against Reaganomics, made a remarkable recovery from the Republican landslide victory of 1980.

Overall, Democrats strengthened their hold on the U.S. House of Representatives, the nation's governors mansions and the various State Legislatures. In the House of Representatives, Democrats added 28 members to their control of the lower half of Congress. In the U.S. Senate, where the Republicans won control two years ago, the split in party registration remains the same, but philosophically the new Senate is slightly less conservative in its beliefs.

Democrats were successful in adding seven new governorships to their ranks, leaving them in control of 34 state-houses, compared to 16 for the Republicans.

In Local 3's jurisdiction, candidates supported by the Operating Engineers fared well. Only in the California governor's race was there a major unexpected defeat. Los Angeles Mayor Tom Bradley, long a friend of organized labor, was narrowly defeated by conservative Republican George Deukmejian.

The election was one of the closest ever for California's Governor. Deuk-

mejian won by only 53,000 votes out of over 7.5 million cast, less than the 1% of the total vote. The Bradley loss was a bitter pill to swallow for California union members. Combining his conservative political philosophy with a bankrupt state treasury, Deukmejian can be expected to cut back state financed building projects, job safety programs and other spending items.

Another major loser this year was Governor Jerry Brown, defeated in his attempt to be 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 heavy IOU's to Republican special interest groups, Wilson cannot be expected to rock the boat, especially to support organized labor issues.

In other statewide elections, Assemblyman Leo McCarthy staged a comeback of sorts 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 a united 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 proteges of right wing Senator H.L. Richardson. In Sacramento,

(Continued on Page 2)

OFFICIAL NOTICE BY-LAWS COMMITTEE

Recording-Corresponding Secretary James "Red" Ivy has announced that, at its October 17th meeting, the Executive Board approved a recommendation to elect a Local 3 By-Laws Committee consisting of one member from each district. By-Laws Committeemen will be elected at each regular quarterly district meeting, beginning with the December 1982 meetings.

The purpose of the By-Laws Committee will be to review the financial status of the union and make any necessary recommendations to amend Article V (Initiation Fee) and Article VI (Dues) of the Local Union By-Laws.

Any recommendations made by the By-Laws Committee shall be presented to the membership at a specially called meeting in each district.

A member shall be eligible for election to the By-Laws Committee providing he or she is a member in good standing and resides in the district in which he or she seeks election.



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

LOOKING AT LABOR

**'A day's pay
for a day's work'**

ENGINEERS NEWS

WIPA



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

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and Editor
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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—our 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 manning 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. Our 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

"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."

movement than any other weapon in our arsenal. *We cannot afford to lose it.*

My message to every member, young and old, is that, your union will work for you, but you have an obligation to work for your employer. If you are out 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 lines 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 the recession 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 on how they could help him get rid of the union.

They look for opportunities to pick bargaining units off one by one. In time, our ability 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 are facing 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 adversary role, they are nevertheless 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.

Local 3 backed candidates do well in election

(Continued from Page 1)

Assemblyman Leroy Greene defeated incumbent Senator John Doolittle and in Santa Clara County, Supervisor Dan McCorquodale beat incumbent Senator Dan O'Keefe. These two elections, combined with Gary Hart's victory for



A big winner
Assembly Speaker Willie Brown

an open seat in Santa Barbara, solidified Robert's leadership in the Senate.

Although the Democrats had a net loss of one seat in the Assembly, this election still gave Speaker Willie Brown and his party a major victory. Democrats were victorious in 16 of 22 districts where there were no incumbents running. They still maintain a healthy majority of 48 members to the Republicans 32 members.

In Nevada, Local 3 endorsed Richard Bryan defeated incumbent Republican Bob List as the state's Governor. Bryan, current Attorney General, ran against the poor economic climate in Nevada. He placed most of the blame on List and his support of Reaganomics.

Hawaii voters approved of the jobs being done by their incumbent representatives. George Ariyoshi was re-elected as governor, Spark Matsunaga returns to the U.S. Senate for a second term and both Congressmen Cec Heftel and Dan Akaka were reelected.

A major defeat was suffered in the state of Utah. Organized labor combined forces behind the candidacy of Salt Lake Mayor Ted Wilson in his attempt to retire one term Senator

Orrin Hatch, Chairman of the Senate Labor Committee. Wilson came up far short of Hatch. Republicans were also victorious in all three Congressional seats.

In local elections around California, Local 3 supporter candidates were generally successful. The Union helped defeat a no-growth measure in Monterey County. Had it passed, Measure A would have required an entirely new set of "general plans" for different areas of the country. The construction industry would have been totally shut down had it passed.

Local 3 Business Manager Tom Stapleton voiced general satisfaction with the election results. Although disappointed in Mayor Bradley's defeat, he was encouraged to see so many other pro-labor candidates elected.

He also noted that as office holders, they must now deliver on their campaign promises. "There are tough times ahead, throughout the economy, but especially in construction. We intend to watch closely the performance of these elected officials to see that they do as they promised to get our economy and the construction industry moving again.

HONORARY MEMBERSHIPS

At its meeting on September 12th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

NAME	REG. NO.
Otto R. Aune	515856
Kenneth Beeson	524769
David J. Byerrum	540990
Robert N. Cawelti	515885
Thomas O. Croft	394238
James S. Davis	535828
Sam C. Fratto	484599
Reginald Garcia	427385
Glenn L. Johnston	563101
Lars L. Loader	538829
Maurice I. Lodge	563109
Peter B. Madrid	553065
Joseph Motta	563125
Charles E. Nunemaker II	563131
F. J. Overturf	563228
Walter H. Proctor	373450
William Reynolds	234427
Eugene Roberts	563236
Edward G. Vadnais	307999
Robert F. Vulgamore	541083
Vaal F. Ruffell	429168



A crowd of 70,000 amassed at the San Francisco Civic Center plaza for the Oct. 24 labor rally to hear local and international labor leaders.

WE'VE ONLY BEGUN

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, steelworkers 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, teamsters, 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 standby 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



Photo by Richard McCarty

Local 3 members and friends ride on a loader used at the parade.

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 Schoessling, 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, Schoessling 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 unionists that Asner had taken a "militant union position" against the managers of the movie industry "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 coronation 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:

"Well, our votes are the stuff of which their 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 that dream — and administration that puts the priorities of the rich before the needs of the people . . . a government in Washington that's betraying that dream every day and in every way."



By HAROLD HUSTON, President

A Personal Note From The President's Pen

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 our International. We need jobs for the members. Local #3 is probably in better shape than some of the locals who have in excess of 50 per cent of their members unemployed.

We know it is very important to continue to upgrade the skill levels of all the members whether they are journeymen or apprentices. The greater the skills, the greater the work opportunities. In my opinion, our members are the best craftsmen in the world.

Your 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 active part in these meetings. Your suggestions and constructive criticism is always welcome!

Unemployment surged to 10.1 per cent in September, the worst 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 11.3 million people were unemployed last month - 450,000 higher than in August. Some 120,000 lost their jobs in September, while an additional 330,000 people tried in vain to join the work 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 an annual average of 14.6 per cent, 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 lapsed into 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-pressed bosses or part-time work was the best they could get.

Labor Secretary Raymond J. Donovan termed the

unemployment figure "a social tragedy." Treasury Secretary Donald T. Regan, asked when the jobless rate might recede, acknowledged: "No one knows." In Hot Springs, Va. Reagan's chief economic advisor, Martin Heldstein told the Business Council, "nobody likes that kind of unemployment."

Treasury Secretary Regan, however, stated flatly that "the recovery is here."

Asked whether he meant to make such a declaration, the Treasury Secretary replied: "I'll stand by that... We see a recovery coming, and we think we're in that portion now, right at the start."

On Capitol Hill, House Speaker Thomas P. O'Neill, Jr. directed the Congressional Joint Economic Committee, despite the election recess, to hold hearings on the state of the economy.

American joblessness had been running at post-World War II record levels since last April when the previous post-war high of 9.0 per cent, established in May 1975, was shattered. Since the current recession took hold during the late summer of 1981, the national jobless rate has soared 2.9 percentage points, from 7.2 per cent to 10.1 per cent.

The bleak unemployment picture, however, didn't compare with the kind of joblessness suffered during the depth of the Depression in 1933, when unemployment was at an annual average of 24.9 per cent of the labor force.

Analysts with the Bureau of Labor Statistics noted that joblessness during that era of hard times involved almost exclusively male heads of households. In recent years, they said, there has been a substantial surge in the number of women entering the labor force and competing for available work.

Statisticians also noted that figures for the third quarter ending September 30 showed that 59 per cent of the unemployed Americans were in households in which there was at least one other wage earner.

Nonetheless, the latest figures produced post-war highs within several individual categories.

Blue collar workers suffered a 15.6 per cent unemployment rate, a full percentage point gain from the previous month. Adult males saw their jobless rate soar from 8.9 per cent to 9.6 per cent.

Joblessness among full-time workers jumped from 9.6 per cent to 10.1 per cent. Due largely to the reopening of schools, unemployment among teenagers eased from 24 per cent to 23.7 per cent.

Total unemployment declined from 99.8 million to roughly 99.7 million.

In a separate survey of non-agricultural payrolls,

the bureau said employment plunged by 230,000 from August. In this category alone, nearly 2.4 million Americans have been thrown out of work since July 1981. Total overall unemployment has soared by 3.7 million since the start of the recession.

Please, let us all bow our heads in a moment of silent prayer for one of our members I consider a giant and one of a kind, who was killed by a freak accident.

Brother Les Crane, 84 years young from the Santa Rosa District died on October 13th when his dog backed a pickup truck over him.

The accident occurred when he stopped about miles north of Red Bluff in a center divider of Interstate Highway 5, after 7:00 p.m., to check the load of household goods he was taking to a new home in Burney.

As he stood behind the pickup, the dog he left in the cab of the vehicle evidently jumped on the automatic gearshift level, moving it from park to reverse, according to a report of the California Highway Patrol.

The pickup's left rear tire ran over him and the vehicle struck an embankment. Brother Crane was found crawling from under the truck by another motorist and died at 9:50 p.m. at St. Elizabeth's Hospital in Red Bluff.

Brother Les Crane was one of the oldest active members still working at the trade. If you think back to our Semi-Annual meeting, I had him stand and the members gave him a standing ovation.

Les was a dedicated Local #3 member and attended all Union meetings. He served on the Grievance Committee in District 10 (Santa Rosa) since 1962 and was elected as an Election Committeeman from that District in our recent Union election. There isn't a politician in Northern California that didn't know and respect him.

Les started his career in 1928 as a steam shovel operator. In 1935 he formed his own company, under the name of Crane & Cox. His first piece of equipment was a 10B Bucyrus-Erie crane.

Besides working all over Northern California, he also worked overseas, in Pakistan, Afghanistan and Greenland from 1951 until returning to Santa Rosa in 1960, where he had been working for various contractors until his untimely death.

A widower, Les leaves four (4) sons: David Strong, Leslie, Charlie, and Richard Crane. He also leaves several grandchildren and great grandchildren, plus too many friends to count.

CITY OK'S NEW CONSTRUCTION PLANS

Work outlook in Reno looks brighter

The Reno district would like to welcome Les Lassiter, as the new District Representative to 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 that's why it's so important that we hear from you. If you're experiencing any problems whatsoever or need any questions answered, please don't hesitate to call upon any one of our staff for help. That's what we're all here for."

Optimistic is the outlook in the Reno area for the work picture in the coming months. Mayor Bennett recently reported that the city has granted approval for more than 6,900 residential units along with a substantial number of commercial and industrial projects. She also said the city is funding needed pub-

lic works projects, such as streets and sewer expansion.

The stumbling block, however, behind the building freeze is money availability and interest rates. Recently major banks dropped the prime rate to 12%, its lowest level in two years, and builders in general feel that a prime rate at 12% or lower will create the type of environment necessary for expansion.

Mine Agent, Derlin Proctor reports that mining in northern Nevada is holding its own, however we still have brothers on layoff at C. E. Basic in Gabbs and both Duval Corp. and National Lead Baroid out of Battle Mountain. "Duval has called back a few and seems to be coming back slow and with reports of mines shutting down in other parts of the country, having cutbacks, the lesser of two evils, is better than having shutdowns," says Derlin.

"We just finished negotiating a con-



Las Vegas Paving does surface grinding for general contractor Helms Construction on an eight-mile overlay job on I-80 west of Reno.

tract with National Lead Baroid that was ratified on September 1st with a good money package and contract changes with a three year agreement." Contracts for Cortez Gold, Carlin

Gold and C. E. Basic are coming up for negotiations next year.

"Few jobs in the area consist mostly of highway work," reports Business Repre-

(Continued on Page 5)

Peter Kiewit begins work on new San Luis Dam contract

Sacramento — With the award this month of a \$2.7 million Bureau of Reclamation contract to Peter Kiewit Sons Co. for the second phase of berm construction at the San Luis Dam slide area, clean-up and protective measures may be completed next year. Commissioner of Reclamation Robert N. Broadbent noted that Kiewit, which submitted the low bid of \$2,720,822 for the second phase of work at the Merced County site is, the same contractor who performed 1981's emergency slide repair.

After last September's slide, Bureau and state engineers and geologists conducted extensive tests on other sections of the structure. They identified three other areas, including the site for the Phase II work, for modifications. Work on one of the three additional areas — at Station 58 near the dam's right abutment — is currently nearing completion under a negotiated amendment to the original Kiewit contract.

After finishing Station 58 work, Kiewit crews will begin Phase II construction at upstream Station 160 just north of the access bridge to the intake structure and at Station 163 on the downstream face of the dam. Initial work will involve providing haul roads from "borrow areas", the sites from which fill material is dug, to the berm

construction areas. Upstream Station 160 work includes construction of an earth embankment containing approximately 665,000 cubic yard of embankment material. The downstream Station 163 berm will contain 345,000 cubic yards of embankment.

Work at both berm sites will involve excavating and disposing of underlying slopewash material; hauling and placing processed rock from the Basalt Hill Quarry to the damsite; and excavating, hauling, and placing berm material obtained from borrow areas. The rock blankets from the existing dam embankment will be excavated and temporarily stockpiled, to be replaced on the berms. Quarry-run material will be used as armoring on top of the completed berms.

The scheduled completion dates are Jan 1st for Station 160 construction and Feb 1st, for downstream Station 163 construction. Timely completion will be a major concern for critical reservoir refill operations next spring, Bureau engineers noted. During the irrigation season, San Luis Reservoir supplies water to about two million acres of California's most productive farmland as a joint-use facility of both the Federal Central Valley Project and California's State Water Project.

Utah voters buck national trend

(Continued from Page 1)

When Wilson finally focused seriously on the economy one month before the election, unemployment had hit 10.1% but the Republicans had time to develop a strategy to defuse the attack. High unemployment, and even the record deficit was due to years of Democratic big spending according to the new Republican explanation. The President was not responsible, they claimed.

In addition to two visits by Reagan,

More from Reno

(Continued from Page 4)

sentative Ed Jones. Jones also reports that Granite Construction recently finished highway overlay in both Washoe and Douglas Counties. Golden West Paving has recently completed construction of the street cut repair project in Sparks and Helms construction has finished street paving and renovating in Sparks.

Work is presently underway by Helms on construction of a hangar taxiway and widening of the runway at the Fallon Municipal Airport. They are employing approximately twelve operators.

Underground Construction, located in San Leandro, California, will be the prime contractor for construction of an aircraft fueling system including fuel storage area, underground transfer line, and refueler loading area at Cannon International Airport. Underground's bid was \$2,088,010 and the work will consist mostly of excavating and underground work which Underground will do themselves. The project is slated to begin the first of November.

A good-sized job in Elko consisting of sewage treatment plant additions and improvements was awarded to C. W. Roen out of Danville, California. Their bid was \$4,803,000 and Roen will be doing the job using their own equipment.

Orrin Hatch had several Cabinet members and Republican Senators assist him in his campaign effort. Hatch also outspent Wilson almost two to one, amassing a campaign war chest of \$3 million dollars.

That money allowed GOP staff to canvas and poll almost every Utah voter at least once and sometimes as many as three times. Orrin Hatch even went to the effort of organizing and paying for a "Union members for Hatch Committee" with eight union members heading the committee.

The results of this Republican effort and the uncritical conservative sympathies of Utah voters were quickly evident in the vote count. Salt Lake County, the home base of Ted Wilson, was lost to Orrin Hatch by 10,000 votes.

Congressional District 2 candidate Francis Farley was also unable to catch her opponent, losing to Dan Marriott by 13,000 votes. Additionally, Utah Republicans were also able to maintain their two-thirds control of the Utah Legislature, allowing easy over-rides of any future vetoes by Governor Matheson.

The Republican override of Governor Matheson's veto of the Utah Davis-Bacon Act was the precise reason the Utah AFL-CIO and Local 3 made a maximum effort in this election. While the overall results showed defeat, Utah Labor has never been better prepared. Local 3 mailed thousands of letters urging voter registration and election day voting.

Every registered Local 3 member was called at least once about voting. The Utah AFL-CIO mailed over 200,000 pieces of mail and the Utah Building Trades mounted a large voter registration and absentee ballot effort. But in Utah, union endorsed candidates need more than a maximum labor vote and the votes were not there from the state as a whole.

LOWER INTEREST RATES

New Credit Union loans available

You can now borrow at 13% Annual Percentage Rate (APR) to buy a new car, pickup or van; 15% APR on a used car, pickup or van and 15% APR on new or used travel trailers and boats.

There is a condition, however. These lower rates are available to members with at least \$1,000 on deposit in any of your Credit Union's savings programs or combination of programs.

The \$1,000 can be in your regular share savings account, in a Money Market Certificate, Tax Savers Certificate or Individual Retirement Account (IRA), or a combination of these.

The majority of members qualify or are close to qualifying for the lower loan rates. Of our 24,353 members, 8,732 now qualify because they have \$1,000 or more in their accounts. That's almost 36% of total members. Another 5,325 members or 22% of total members are close to having \$1,000 on deposit. Taken together, that's 58% of our total membership.

If you don't have \$1,000 on deposit and want to borrow, your rates on the above loans haven't changed; they're 2% higher. New cars, pickups and vans are 15% APR. Used cars, pickups and vans are 17% APR. New and used boats and travel trailers are also 17% APR.

These rates, as we were writing this column, were still lower than what our surveys show banks and other lenders are charging.

Our unsecured rate is still 18% APR. Banks are charging 19 to 25% APR for personal loans. On their plastic charge cards the rates are 18% to 21%, with some with annual fees and other charges.

Loan rates on mobile homes, airplanes and Home Owner Loans (2nd Mortgage) at your Credit Union are still 17% APR but are being reviewed by your Board of Directors.

How does your Board set loan rates?

It always considers four factors: the purpose of your Credit Union, operational costs, current economic environment and safety. For years, the task was not too difficult because we operated within a relatively stable economy. In the last four years, however, the economy has been anything but stable. And this has brought new challenges to your Board of directors.

One of the purposes of your Credit Union is to provide its members with a source of low cost credit. What we charge, of course, depends on our cost of funds (what we pay members for saving with us) and our other operational costs. Both of these rose dramatically in the last four years so we had to increase our loan rates.

Because of the financial strength of your Credit Union, however, we were able to raise our loan rates slowly compared to other lenders. And our rates never reached the high levels charged by other lenders.

It's safe for us to say that most of the \$145 million lent to members since the Credit Union was started in 1964 was loaned at rates below what other lenders were charging.

In other words, we think the Credit Union is meeting its purpose in provi-

ding its members with a source of low cost loans. And that purpose was kept throughout the volatile economic times of recent years when interest rates soared.

How is safety considered in setting loan rates?

Part of the income your Credit Union earns on loans is deposited into its cash reserves that act as insurance against possible loan losses and any negative effects of volatile economic times. Your Board of Directors has always maintained reserves above legally required minimums because they provide a strong capital base and help insure that members' deposits in the Credit Union have an extra margin of safety.

Why do members with \$1,000 or more in their savings accounts at the Credit Union get a break on loans?

First, without savers there wouldn't be money to lend to any members in need of credit. Plus, it is another purpose of your Credit Union, stated in its Articles of Incorporation, to encourage members to save, both for their benefit and the benefit of all members of the Credit Union.

Thus the break given to savers with \$1,000 or more just recognizes that by saving with the Credit Union they are helping make the idea work for all of us, even those who don't have the \$1,000.

If all our 24,353 members just had \$25 on deposit, the total money we would have available to lend to members would be: \$608,825. We obviously couldn't have a Credit Union on that basis. Today we have more than \$30 million in loans outstanding and more than \$47.6 million deposited by members in our various savings programs. The average member's savings balance is \$1,940.

We have, however, 10,115 members with an average balance of \$80.81 on deposit in the Credit Union. For their benefit and to help the Credit Union work best for all members, we would like to encourage them to save more with us.

We know it's tough for a lot of people to save today, especially with the current work picture. But we hope that these lower loan rates for members with \$1,000 or more on deposit may give an incentive for some members to start saving with their Credit Union. The Credit Union feels that all members should strive to save at least three months' income to act as a cash reserve for financial emergencies.

Of course, a lot of members came to the Credit Union simply for a low cost loan. Many were turned away from borrowing from their local bank because of high interest rates. They applied at their Credit Union and received their loan.

We would like to encourage those members to move their savings from that bank into their Credit Union.

Adjustments in savings and loan rates, new membership requirements and even service charges may become part of membership in the Credit Union so that we can continue to meet tomorrow's challenges.

But we want all members to know that our purpose remains steadfast: your Credit Union is here to provide you with a source of low cost credit, high return savings and other beneficial financial services.

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 Manitowoc cranes working the onshore section of the job. Attached on rails, the cranes are being used to drive pilings and keep the channel dredged out. The outfall calls for 12,000 feet of 60-inch RC pipe. The project was begun last May and Project Superintendent Kent Wurle hopes to be finished by March or April.



SANTA CLARA GETS \$2 MILLION GRANT

Light rail transit 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 \$318 million price tag, it 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 \$9 million a 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 these 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 \$2.4 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, 5-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, rail-expressway project in the corridor. It would include 20 miles of double-track rail line running along the vacant highways 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-1983, when 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 52 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.

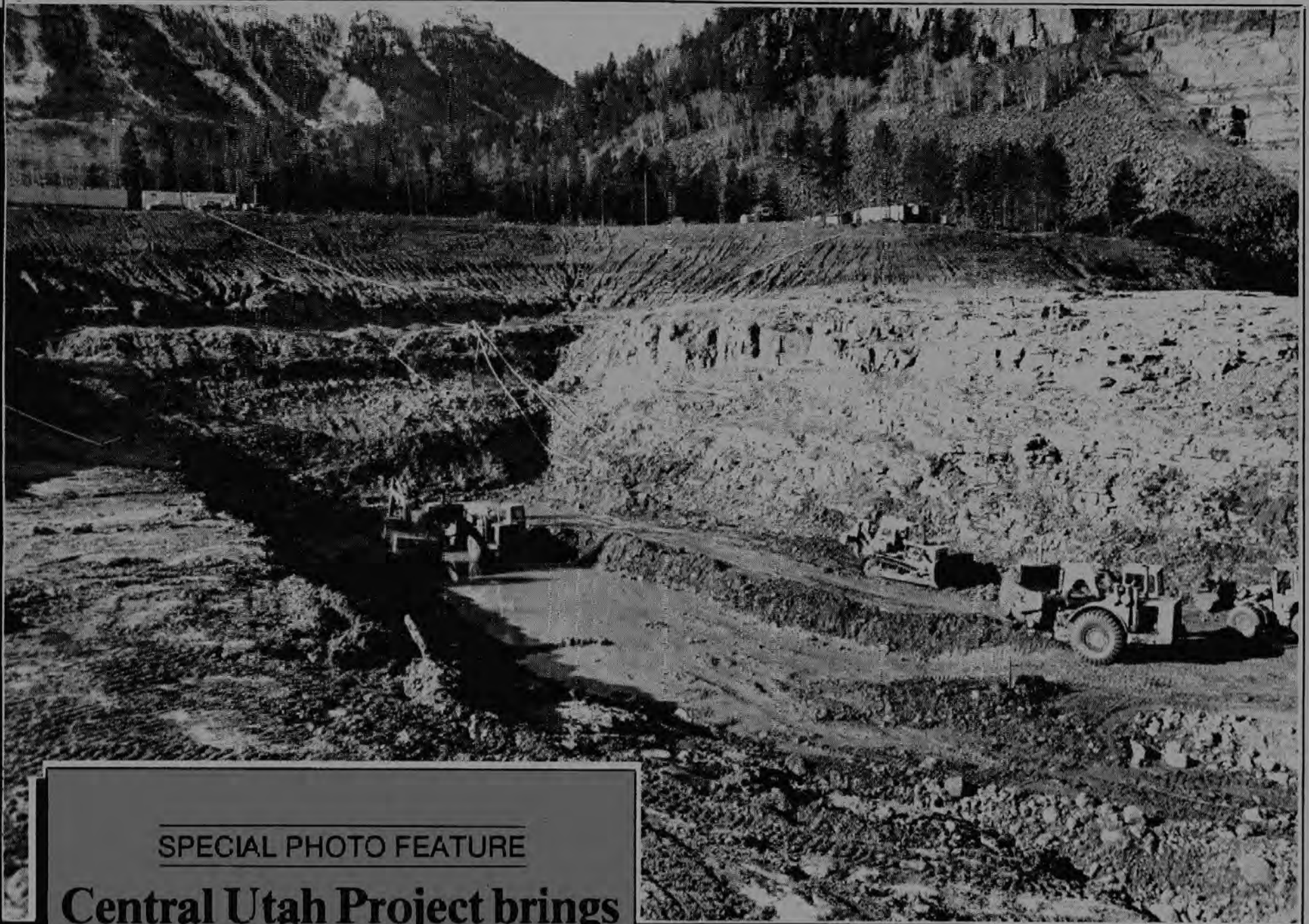
"Of the candidates that were backed by Local 3, Leon Panetta for U.S. Congress was our biggest winner with 83% of the ballots cast," Armer said. "For the 25th Assembly District, which

(Continued on Page 11)



Oiler Tom Smith and operator Bob Stafani work one of the two track-mounted 3900 Manitowoc cranes (right).





SPECIAL PHOTO FEATURE

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 powerplants, nine pumping plants and 200 miles of pipe drains.

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

Engineers News Photos by James Earp



Tutor-Saliba-Mitry works on excavation of dam abutments

A joint venture of Tutor-Saliba-Mitry has been working on a \$6 million excavation contract for the abutments and foundation 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 Bret 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

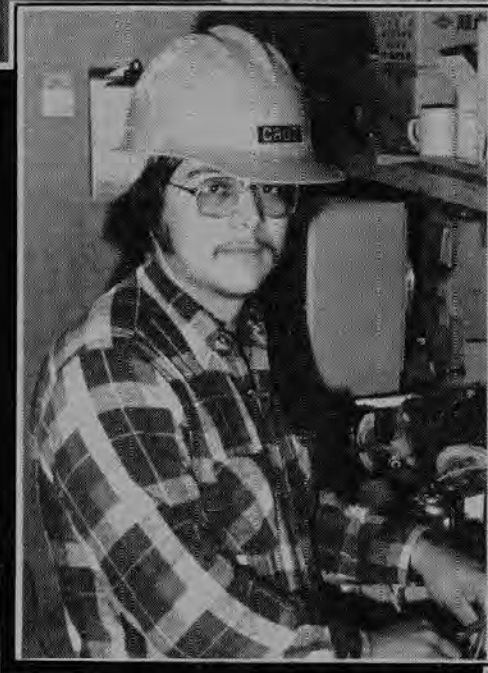
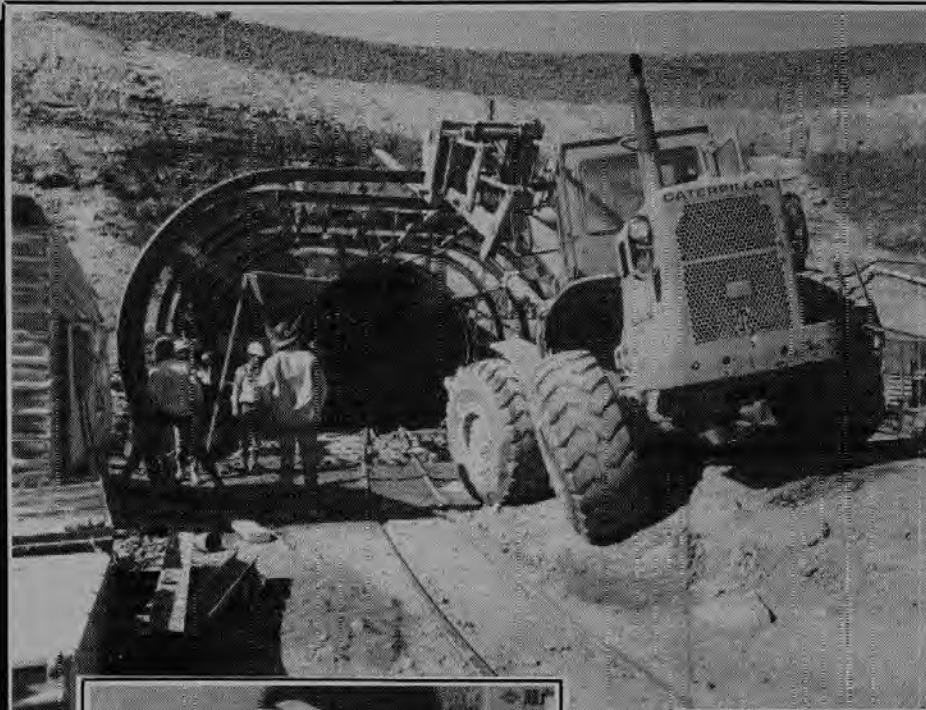
Ohbayashi-Gumi, a Japanese contractor, made its American debut several years ago on a portion of the San Francisco sewer project. At the time, it was the first Japanese contractor to ever receive a bid for a federally funded project in the country. Now it has another tunnel job as part of the enlargement 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 175 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 Parl Stevenson. Pictured on the extreme right is job steward Alfonso Sanchez



J.F. Shae tunnel part of 37-mile aqueduct

A seven-mile long tunnel currently under construction by J.F. Shae Co. will ultimately be one link in an awesome 37-mile long aqueduct that will channel water from several tributaries in the High Uintahs into Strawberry Reservoir.

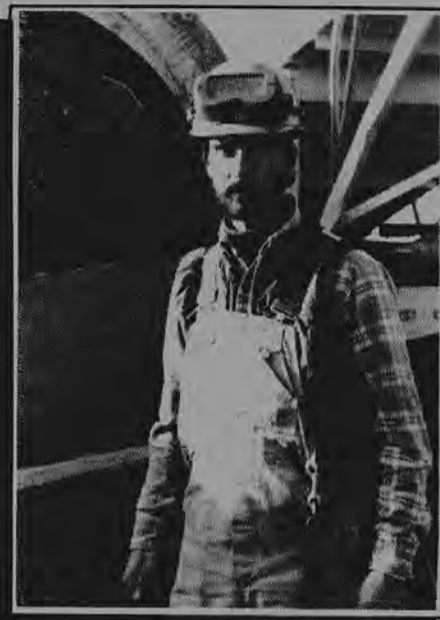
Crossing the south flank of the Uintah mountains, the Strawberry aqueduct starts at the Upper Stillwater Reservoir, where Tutor-Saliba-Mittry is currently working on a contract for the foundation and abutments, punches through several mountain ridges and ultimately empties into what will be the enlarged Strawberry Reservoir.

Pictured top left are tunnel workers monitoring the concrete as it is pumped into the form. Lou Hewlatzel (center left) is master mechanic on the job and Pifa Elfawnwall is one of the train operators.

In the lower right photo, Business Representative Jim Bogle (second from right) catches some more Local 3 members at shift change. Pictured

with him are Jack Lunt, loaderman; Bob Stacey, walker; and Lynn Sulser, operator.

Pictured top right at the batch plant is Jim Nielsen, job steward. Also working at the batch as a loader operator, but not pictured, is Mitch Lloyd.



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 cement trucks to complete the pour.

The concrete was supplied by Geneva Rock Products of Salt Lake City. Completion is expected in early 1984. Christiansen has their crews scheduled to work two 10-hour shifts a day. There will also be a 410-stall terrace 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 very slow one this year. Geneva Rock Products, CPC, Monroc, Pioneer, Valley Asphalt and Fife Rock Products have been able to keep about 400 Local 3 members working this year. This figure is down about 200 from what we generally have working in this industry.

Peter Kiewit Sons have completed their south taxiway and parking lot expansion at the Salt Lake International Airport. They still have some work going at Kennecott Minerals at Magna. They have about 40 operators working in the area at this time.

Gibbons & Reed Company currently has about 120 operators working in the Wasatch Front area which in-

cludes their various custom jobs, as well as their road jobs in Park City. The way the weather has been, I expect to see most of this work slowing down for the winter.

There will be about 3 million dollars in work let this month at the Kennecott Minerals smelter, and the east leaching system at Copperton, which should provide some work this winter.

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 steel sometime in February 1983.

The non-signatory employers are Brown and Lambrecht, Neosha and Zwick. Brown and Lambrecht's equipment has already been moved out and their work will be completed in a matter of days. Zwick has the Administration Building and shouldn't be around long.

Centric and Champion are the two non-signatory employers who have

major contracts and are of great concern to Local 3. For a project of this dimension, it is moving at a snail's pace and just isn't getting off the ground, Abbott commented. It is 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 unseasonable and early storms have taken their toll with days off and causing closure of one job and making another near closure.

Kaibab Industries in Panguitch have been forced to close their woods operation indefinitely, costing many members their jobs. This has been caused by the lack of lumber 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 laid off or transferred.

Rio Algom at Moab is still operating at a minimum, but are maintaining a stable work force.

The only new work of any size let recently in the south end of the state is Recapture Dam which was awarded to an out of state non-union contractor.

There are rumors of more work to come but none has materialized as yet.

FRINGE BENEFITS FORUM

By Art Garofalo
Director of
Fringe Benefits



Our Outlook page will have a new look from now on. Each month we will dedicate a column to Retiree News. In the past retirees had to consult Engineers News monthly and periodic issues of Retiree News in order to keep abreast of current events and plan changes. In the future they can "read all about it" right here in Outlook.

This new format centralizes information about fringe benefit programs and events for all Local 3 members while reducing some of the overall operating expenses. Beginning this month, be sure to read Retiree News for general information and scheduled events in your area.

Taxes

Over the past 2 years there has been an abundance of bad publicity about the Social Security System. During 1982 the government succeeded in getting additional FICA taxes withheld from Weekly Disability Benefits. The new tax law required that both the employee and his or her last employer must remit 6.7% each to Social Security from these benefits.

In California, Weekly Disability benefits are provided directly by the state and not subject to the new rules, at least yet. However, in Utah, Nevada and Hawaii, Weekly Disability benefits are provided by the Health & Welfare Plans and they are subject to FICA taxes.

As a result, each of those plans is looking at the possibility of improving coverages to offset the added tax. Operating Engineers entitled to Weekly Disability benefits will be kept advised of all developments.

And more taxes

Not to be outdone by the Social Security Administration, the IRS has succeeded in making federal income tax withholding mandatory for Pension Plan benefits unless an exemption is filed for the year.

Now tax regulations require that Pensioners receiving more than \$460 per month must have federal income taxes withheld from the monthly benefit check. Pensioners must file for exemption statements (Treasury Department form W-4) annually in order to have no taxes withheld. Current Pensioners who are affected by the new tax regulations are being notified by New York Life Insurance Company.

Retiree Association meetings for all districts have just been scheduled. A complete schedule has been provided for your convenience.

Retiree Association meetings are a rare combination of business mixed with pleasure. Top representatives from Local 3 and the Trust Fund office are always on hand with information reports and to provide any assistance our Retirees require. Members and their wives often come early or stay late to visit with friends and renew old acquaintances. The atmosphere is always warm and friendly and filled with the spirit of brotherhood that has built Local 3.

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. Pension benefits 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 tax 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 regula-

tions favor the IRS by requiring the pensioner to file exemption statements each year. Otherwise, taxes are withheld automatically assuming the pensioner is married and entitled to three exemptions.

Operating Engineer Pension benefits are paid by the New York Life Insurance Company who must comply with the new law. New York Life is currently advising all Local 3 Pensioners who receive more than \$460 monthly about how the new law affects their benefits and their options. Copies of their notice should be made as soon as possible.

In the event no election is filed, New York Life is required to withhold the following amounts from your monthly check:

MONTHLY BENEFIT

At least	But less than	The amount withheld each month will be
460	480	2.40
480	500	4.80
500	520	7.20
520	540	9.60
540	560	12.00
560	580	14.40
580	600	16.80
600	640	20.40
640	680	25.20
680	720	30.00
720	760	34.80
760	800	40.60
800	840	47.00
840	880	53.40
880	920	59.80
920	960	66.20
960	1,000	72.60
1,000	1,040	79.00
1,040	1,080	85.40
1,080	1,120	91.80
1,120	1,160	98.20
1,160	1,200	104.60

There will be no automatic withholding from Pensioners who receive less than \$460 monthly. They do have the option of having all amounts withheld if requested in writing. New York Life will so advise these Pensioners around the first of the year.

New York Life letter on withholding

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 assuming that you were married and claim 3 withholding exemptions. If you do not want us to withhold, or want us 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-4P form on file with us, unless you tell us to stop. If you wish to make a change in the present 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 annuity 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: _____

Furnish Contract GA No. _____ 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 from each monthly check.

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: _____
Name Date

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.

RETIREE MEETING SCHEDULE

Eureka: 2 P.M. Jan. 11, (Tues.)
Operating Engineers Bldg.
2806 Broadway, Eureka, CA

Redding: 2 P.M. Jan. 12, (Wed.)
Moose Lodge
320 Lake Blvd., Redding, CA

Oroville-Marysville: 2 P.M.
Jan. 13, (Thurs.)
Veterans Memorial Bldg.
249 Sycamore at Hwy. 99
Gridley, CA

San Rafael: 10 A.M. Jan. 18, (Tues.)
Nave Bowling Lanes
5800 Redwood Hwy., Ignacio, CA

San Mateo: 10 A.M. Jan. 20, (Thurs.)
I.A.M. Air Transport Employees
1151 Rollins Rd., Burlingame, CA

Napa-Fairfield: 10 A.M. Jan. 21, (Fri.)
Elks Lodge No. 832
2840 Soscol Ave., Napa, CA

Honolulu: 2 P.M. Jan. 25, (Tues.)
Jikon Temple (Okinawan Mem. Hall)
1731 N. School St., Honolulu, HA

Stockton: 2 P.M. Feb. 1, (Tues.)
Operating Engineers Bldg.
1916 North Broadway, Stockton, CA

Concord: 10 A.M. Feb. 2, (Wed.)
Sheraton Airport Inn
45 John Glenn Drive, Concord, CA

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 start-up of the troubled Helms hydroelectric plant for at least several months, reports Business Representative Bob Merriott.

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 22-foot diameter, 150-foot-long steel pipe will delay completion of Helms for "a couple of months, several months, maybe more," said Arthur Strassburger, PG&E's projects supervisor at Helms. "It's one 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 spokesman John Angius said. "It was all scattered. The water went about three miles from Lost Canyon to Wishon, cutting a swath that averaged about 200 feet wide and got up to 20 feet deep."

That swath wiped out any trees in its path, dumping the debris into the lake.

Electrician Jesse Sanchez described the force of 4,500 acre-feet of water roaring downhill: "Water was leaping as high as a two-story building. It was a humongous river roaring down the mountain. I still can't believe that I really saw it."

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, Strassburger said. An emergency gate that would close automatically during a problem had not been put into operation, he 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.

Stukel Rock agreement signed

Redding District Representative Don Dozer give his "sincere thanks" to the Brothers who stuck by their Union and helped to get our agreement signed by Stukel Rock and Paving in their Herlong Project.

Cal-Ore Constructors have started working in their \$2.2 million Hiway 44 and Victor over-crossing project. Peak of employment there will be approximately 15 brother engineers working. This should be a good job that will run thru July 1983.

Cal-Ore Constructors are also doing up the final phases of their job on Hiway 44, Shingletown. This was a good job — close to home for a number of the brothers.

A & H Construction \$2 million underground sewer collection system and power are going full bore. They have had their first snow of the season and to hear the boys tell it — it does get cold.

ing 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 will flow through a tunnel from the upper reservoir, Courtright, to a powerhouse plant between the two lakes to generate electricity.

Most big jobs winding down in Marysville

The work in the Marysville District is in the winding-down stage, with most of the big jobs finishing up and getting ready for winter, reports Business Representative George Morgan.

Ernest E. Pestana is on the last few laterals left on their 45 miles of pipeline that has kept quite a few good brothers busy for the past two seasons. Brother John Correia is just one of the foremen on this project, and Brother Adrian Hensen is the Job Steward on the grease truck.

Brother Robby Robinson has been sitting on the crane at Robert G. Fisher's \$9.5 million pumping station at Hamilton City. Erickson Equipment Rental is doing the backfill around the structure.

Carl Woods is finishing up on their levee work on the Sacramento River around Colusa to Grimes. They have moved most of their rigs up to Woodson Bridge.

Kaweah Construction is in the finishing stages with the pumping plant in Arbuckle, California.

C. C. Myers will be moving back in around November 1st to finish the check structures and siphons on the Glenn-Colusa Irrigation District which runs from Willows to South of Williams.

Syblon-Reid, out of Folsom, CA, is getting the finishing touches on their pumping stations out of Arbuckle.

Gerhardt & Berry Construction out of Reno, Nevada is in full swing on their sewer line in Chico. This is just one of the four phases let this year.

BLOOD BANK

We are all going to have to try to make donations to our Marysville District Blood Bank. At this time, we only have one unit in reserve. At this time, should anyone need to make use of this service, there would be only the one unit to release. This service is one which is very often taken for granted by all of us, and we all feel that it will be available if we need it. This one unit on hand proves that is just not the case. So, please, *everyone*, make a donation at your earliest opportunity. Donations can be made at the following donor centers:

Marysville — 2nd Tuesday of each month at the Marysville Art Center, 420 Tenth Street, Marysville, between 1:00 and 6:00 p.m.

on the 4th Tuesday of each month at Rideout Memorial Hospital Emergency Center, 726 Fourth Street, Marysville, between 10:30 a.m. and 4:00 p.m.

Oroville — Thermalito Grange Hall, 479 Plumas Avenue, first Thursday of each month, between 1:00 and 6:00 p.m.

Chico — 169 Cohasset Road, Fridays, between 8:00 a.m. and 12:00 noon; Saturdays between 9:00 a.m. and 12:00 noon; and Tuesdays, between 3:00 and 7:00 p.m.

Be sure to tell the donor centers that your donations are for the Operating Engineers, Marysville District, Blood Bank. Any and all donations will certainly be appreciated!

Remember, you never know when it might be *you* who needs blood, and a supply might not be there!

Richmond Standard Oil job moving along well

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

As of this writing, the Shell job in Martinez is winding down. Fluor is slowing as well as Parsons Company. Several other sub contractors and small companies are still working here and there in the plant.

The SOHIO-Morrison-Knudsen job in Richmond is very busy and looks good for a while. This job will work some over time. There are a lot of

cranes on the site. Kaiser has a rig there which is doing some frame unloading.

There is a variety of work going on at this time. The McCullough Company is on a boring job in Martinez and Pacific Boring is doing the work.

Quarry Products is fair to busy, Alcan is a little slow, and Levin Metals is doing well as they have a new yard at the old Parr location. Levin has leased most of the dock and storage facilities in the general area, and they're going to move their entire scrap division soon.

There are a lot of small dirt jobs, and 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 Santa Clara working some overtime.

Oliver de Silva is the General Contractor at Hacienda Business Park. This job involves 800 acres in Dublin, with three million yards of dirt being moved; nine miles of street, curbs, and gutters, and sewer utilities, etc. This is a big job with 50 to 80 Engineers at any given time including subcontractors.

Piombo has 45 Engineers at Highway 580 in Castro Valley with nearly three million yards to move using some really old and tired rubber. These hands are doing a hell of a job with what they have to work with.

Monterey defeats Measure A

(Continued from Page 6)

covers Los Banos to San Jose to Salinas. Rusty Areias was our second largest vote getter by nearly a 2 to 1 margin. In the 28th Assembly District, Incumbent Assemblyman Sam Farr was also a 2 to 1 winner.

"All in all, Monterey and San Benito counties have a great deal to look forward to and some old and new friends of labor."

The Monterey and San Benito County areas continue to be slow at this time, reports Armer. Manuel Rodriguez is slowing on his part of the pipeline project. In San Benito County on West Valleys' end, they are going along well with six operators.

The next section of this pipe contract has been let and Kristich Pipe from Cupertino has been awarded the bid and at this writing has yet to start. Hillsdale Rock, with its three plants in San Benito County, are staying fairly busy.

The Granite Rock Plant in Hollister has slowed to maintenance work and Jim Atkins is the loader operator.

Granite Construction in Salinas is down to minimum crews with Jim Benson running its biggest job, an overlay on 101 south of Salinas.

Granite of Monterey has been fairly steady with work at the airport and Del Monte Blvd. Jack Russo has started clearing and excavation on the Del Monte Hyatt House for Granite with H. A. Ekelin as the prime contractor.

The Ryan Ranch in Monterey has yet to start moving dirt and Conexco is the contractor on this project. As of this writing we still have no contract with Kaiser Refractories which includes Moss Landing and Natividad.

DISTRICT MEETING CHANGE

At its meeting on October 17th, the Executive Board concurred in a recommendation to change the meeting place and date of the District 9 Membership Meeting. The meeting will be held:

Tuesday, December 16, 1982
VFW Hall, 1960 Freedom Blvd.
Freedom, CA



By JACK SHORT, Director of Safety

CAL/OSHA gives guidelines on contact lens use at work

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 8/2/82.



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 long as other protective eyewear is worn in addition to the contact lenses.

General Industry Safety Order Section 3382 (d) requires that the design, construction, testing and use of devices for eye and face protection shall be in accordance with ANSI-Z87.1 - 1968, etc. This requirement alone prohibits the use of contact lenses as protective eyewear. In addition, most if not all contact lenses cover only a small portion of the cornea of the eye, leaving the remainder of the eye completely exposed.

The wearing of contact lenses by employees engaged in welding operations is not allowed. In addition to the usual hazards of flying particles and airborne contaminants and irritants which may become entrapped in or by the lenses, other hazards may be accentuated from injurious light rays such as ultra-violet rays.

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).

General Industry Safety order 5144(h) Medical Limitations, states, the "Wearing of contact lenses shall not be permitted in an atmosphere where a respirator is required." The reasons for this requirement are based on the following mishaps which may result in harm to eyes if contact lenses are worn with a full-face respirator:

1. A contaminant can become trapped between the lens and eye, causing irritation, loss of vision, and possible eye damage. This may occur from a momentary leakage in the mask, or upon removal of the mask for escape.

2. A movement or adjustment of the facepiece can cause the contact lens to pop out, resulting in loss of vision. It is also possible for the lens to fall into the exhalation valve and cause a leak.

3. The eye and lens may dry out due to the dryness of the supplied air, causing the lens to pop out or stick to the eye with potential damage to the eye.

4. A chemical contaminant may permeate the lens, be held in contact with the eye and produce damage. This may occur during leakage of the facepiece or upon removal of the mask for escape.

The main risks posed by the use of soft contact lenses are described in 3 and 4 above. The water-based lenses would contract upon water loss with possible injury to the eye. This type of lens would also retain water soluble irritants or corrosives and hold them in contact with the eye.

Kits are available which allow the wearing of prescription safety glasses under a full-facepiece respirator.

Filter lens shade numbers for protection against radiant energy

Welding operation	Shade number
Shielded metal-arc welding 1-1/16-, 3/32-, 1/8-, 5/32-inch diameter electrodes	10

Gas-shielded arc welding (nonferrous) 1/16-, 3/32-, 1/8-, 5/32-inch diameter electrodes	11
Gas-shielded arc welding (ferrous) 1/16-, 3/32-, 1/8-, 5/32-inch diameter electrodes	12
Shielded metal-arc welding 3/16-, 7/32-, 1/4-inch diameter electrodes	12
5/16-, 3/8-inch diameter electrodes	14
Atomic hydrogen welding	10-14
Carbon-arc welding	14
Soldering	2
Torch brazing	3 or 4
Light cutting, up to 1 inch	3 or 4
Medium cutting, 1 inch to 6 inches	4 or 5
Heavy cutting, over 6 inches	5 or 6
Gas welding (light), up to 1/8-inch	4 or 5
Gas welding (medium), 1/8-inch to 1/2-inch	5 or 6
Gas welding (heavy), over 1/2-inch	6 or 8

Where eye protection is required and the employee requires vision correction, such 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 lens 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.

Eureka suffers poorest work season ever

The year 1982 will go down in history as the poorest work season ever on the North Coast, reports District Representative Gene Lake. No major highway construction contracts were out to bid. The largest highway improvement project currently underway is the Highway 101/Elk River interchange, which is a structure and approaches. Nally Enterprises, Inc. is the prime contractor for this \$3,623,295 project which is to be completed in September 1984.

Nally Enterprises recently picked up the old Arcata Road widening project at Freshwater Corners. This project is priced at approximately \$663,000 and hopefully to be completed this fall.

John Peterson, Inc. recently completed about a million dollars worth of grading and paving at the Fields Landing boat repair facility. He also repaired a slip-out on Highway 36 about 5 miles east of Bridgeville.

Last week Coast Marine Construction of Portland, Oregon completed the Humboldt Bay outfall line for the new Eureka sewage treatment plant. This 1.8 million dollar project is the first scheduled for the new plant to be completed. The construction of the plant is under contract to Brinderson Corporation of Irvine.

Mercer Fraser Company and Redwood Empire Aggregates have managed to keep their paving and plant crews fairly busy on overlays this past season. Neither firm hired many new people but were able to do quite well by their regular hands. They did, however, get a little bit of competition on an overlay job on Highway 101 in Del Norte County this summer from Wildish Construction of Medford, Oregon to the tune of \$653,000.

Bid opening on a large overlay project north of Crescent City was recently postponed until later this month. By the time the bids are opened and a contract awarded it will probably be too late in the season to do much, how-

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Honolulu to begin work on roads, Century Plaza

District Representative Wallace Lean reports that Governor George Ariyoshi has authorized the release of \$212,500 in grants-in-aid to the city for the first phase of improvements to Salt Lake Boulevard. The improvements will include the widening of the existing pavement and intersection improvements between Ala Liliko'i and Jones Street. The money was part of a total \$385,506 recently authorized for release for projects throughout the state.

Business Representative Sonny Gas reports that the first phase of the Century Park Plaza will comprise two 300-unit, 43-story towers. The first of two 300-unit, 43-story towers is sold out. The second phase will include a 36-story tower of more than 200 units.

Most of the apartments are studio, one, and two bedroom units in the \$60,000 to \$90,000 price range, with a few luxury penthouse units tagged at \$250,000. The estimated cost of the first phase is \$24.4 million and the original estimate for the second phase is \$7.5 million.

Pacific Construction has been contracted to build the project.

Frank Coluccio Construction has

been awarded a \$1,718,850 city contract to install a 36-inch water main in Waipahu. The project is scheduled to be completed by December, 1983. The water main is expected to give the Board of Water Supply greater flexibility in operating its water distribution systems in the Waipahu and Ewa-Waianae areas.

Another hotel is coming up in Waikiki which will be the New Halekulani Hotel, reports Business Representative Herman Meek. This project will be developed by Hawaiian Dredging and Construction. So far, five floors have been completed, and the contractor is planning on using at least five tower cranes for the job.

The project on King and Alakea, another Hawaiian Dredging & Construction job, will be topping off shortly. This will end the use of the crane on that job. Charles Pankow Associates will be constructing a twin-story building. The first phase is underway and as soon as it is done they will be continuing with the second phase.

Koga Engineering has been building the Prawn Farm in Kahuku. They have been using bulldozers, DW-21

and a few backhoes, that will be keeping a few more brothers employed.

Hercules Construction has a small project going on in Waikane. They are putting together a subdivision. The job will last several months.

The outlook is good that the H-3 freeway project will go through as planned in 1983, reports Business Representative Joe Trehern. The Department of Transportation says it is their top priority. The DOT would like to see construction begin on the remaining portions of the \$500 million freeway early next year.

Bids on the Halehow Interchange project, near the Pali golf course, estimated at \$27 million, will be opened in January, 1983.

The Koolau Exploratory Tunnel and access roads estimated at \$4.5 million is expected to be out for bidding in March, 1983.

Ninety percent of the funding for the H-3 freeway will be provided by the federal government, with the state picking up 10 percent. The entire project, which will be constructed in phases, is expected to be completed by 1990.

Elsewhere on Oahu, in the vicinity

of Honolulu International Airport and Nimitz Highway, the Department of Transportation will begin work on four projects related to portions of the H-1 freeway. The Department of Transportation is seeking bids this month for the work on the Airport Interchange, which has been estimated at \$2.2 million.

Another portion of the Airport Interchange, with an estimated cost of \$12 million, will be out to bid in December, 1982. Meanwhile, construction on the \$153 million H-1 Keeki Interchange is proceeding on schedule and should be completed by 1986.

A total of fifteen separate construction contracts will eventually be bidding to complete the project. Approximately \$63 million worth of construction is presently underway. Construction of a portion of the interchange is slated to begin in April, 1983.

One of the projects was out for bid in August, 1982. Both projects total approximately \$43.7 million.

On the outer island of Kauai, Pacific Construction Company will soon begin work on the Princeville Sheraton Hotel. This unique 310-unit

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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 we have similar needs, the same number out of work and the same need to upgrade the worker in Operating Engineers. However, in regard to Surveyors, there seems to be a new atmosphere

— a better understanding and hopefully a new movement towards recognizing surveyors as an integral part of the International Union of Operating Engineers.

On the East Coast, there are some survey apprenticeship programs for construction surveyors only. Those programs are now interested in the consulting engineers doing survey work, as they are also involved in construction. As California is the only state that has the Consulting Engineers and his associates under contract and on its Joint Apprenticeship Committee, many questions were raised about our apprenticeship program and its viability. Specifically, New Jersey and New York are very interested. In the state of Washington, the Surveyors' Local was disbanded, resulting in the scattering of surveyors among three locals in Washington and one in Canada. A meeting at the end of this year or the beginning of next year is in the making so that we can help put together a program comparable to ours. As the work force will be trained with the same material as you in Local 3 and Local 12 have used, we hope to establish reciprocal transfers from program to program and further expand the trained work force on the West Coast.

Much emphasis was put upon upgrading existing programs to compete with updated equipment and methods. In this way, employers using the trained members will still hold that competitive edge over the non-union sector. This is particularly important while the Reagan machine is watering down labor laws, cutting programs that support construction, and making no effort to lower interest rates — all of which has led us into a deep recession and an intolerable out of work picture this year and the next. Given this climate, it is clear that being the best may be the only way to hold on to jobs. Being the best workforce will be the only way Union firms can stay in competition with the non-Union firms which are becoming ever-present in the bidding of what little work there is. Fortunately, apprenticeship is one method available to combat today's problems. The better your program, the better your chance.

Another conference held in October was the American Congress on Surveying and Mapping for Northern and Southern California. In attendance were Civil Engineers and Land Surveyors dealing with problems they share in common in getting the job done. New methods of surveying were discussed alone with a big display of new equipment to achieve faster and more accurate ways to get the job done. As the speakers gave their talks and questions were fielded from a large audience, the message I heard was that the employers want a higher trained survey crew to better perform the work as it evolves today. More and more, the Professional Civil Engineer, and especially the licensed Land Surveyor, has depended on the Party Chief in the field for doing accurate work the first time and in a manner consistent with the firms' demands. As new methods evolve, so must the expertise of the Party Chief. Also, as the Professional Engineer and Land Surveyor do their part in the office, the Party Chief becomes a representative of that firm to the client. Per-

formance in the field will certainly play a large role in future work with that client.

Another of the group's priorities was a demand for higher education among the Engineers and Land Surveyors who come into the work force and the office. The education, especially in higher math is lacking to such a degree that the California education system must take responsibility. The Apprenticeship Program must incorporate into its criteria higher math and its application to afford Party Chiefs a chance to stay on top and be competitive with the non-Union group. Otherwise, this group will take your job with lower rates and for now, "Less Trained Personnel", if we let them.

One new program that your Apprenticeship Committee is trying to put together includes advance math, calculators, programming, and introduction to new equipment and some new methods of surveying that are just beginning to emerge. Satellite Surveying is available now in a few reliable models. Transit Survey is on the way out and will be replaced by 1983 or soon after. As these changes occur, the Party Chief will need come additional training so that a smooth transition can occur. The Journeyman Training Program, now in existence, will incorporate these programs as fast as we can get lessons prepared. Notice will be given as these programs become available. Basic math will not be given with these courses but will be a prerequisite. If you need to brush up in basic math, do so now as it is presently available in our classes. There are five classes active, located in San Jose, San Francisco, Lafayette, Santa Rosa, and Sacramento. Call our office for information.

Talking to Techs

With information supplied by concerned Union Members of Santa Clara County and the efforts of Don Luba, District Representative of San Jose,

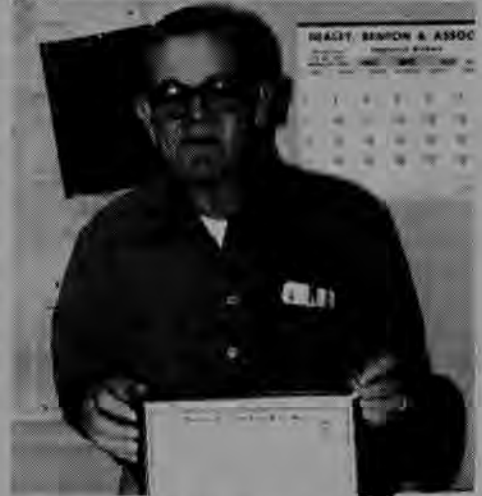
and the expertise of Mark Stechbart, Director of Research in the San Francisco Office, the Tech Engineers Department was able to prevent a Public Works Project from being awarded to a non-union survey firm.

By attending the City of Morgan Hill Council Meeting and bringing certain facts before the City Council, we were successful in having the City Council withdraw from the Agenda the awarding of this contract to a non-union survey firm that the City Manager had recommended.

The work picture is definitely looking up since the last issue of the Engineers News. Alameda County is doing quite well with Hacienda Park and the Chevron job is going full bore!

Santa Clara County also has a bright picture, with numerous business parks and commercial developments in progress throughout the entire County.

At this time of year, the Contractors all push hard to beat the winter rains. This gives some members a shot at picking up some overtime to salt away. Hopefully, 1983 will be a productive year for all our members!



Recently Retired Local 3 member Herk Norman proudly displays his 25-year certificate, awarded to him by Bissell & Karn. Norman has since been appointed to the Fremont Planning Commission.

Sacramento involved with many contract negotiations

Harvey Pahel reports that, as the new District Representative, he is looking forward to the opportunity of servicing the members in the Sacramento district. "I will be seeing a lot of you brothers on the job as soon as the agents and I can get most of the contracts that are open for negotiations completed," he said. "This is very time consuming and has been taking up most of my time. Negotiations have been completed with Industrial Asphalt, Inc., Auburn-Placer Disposal Service, Hansen Bros. Enterprises, North Star Rock Products, Inc., Tri-C-Maintenance Corp., Sierra Metal Fab., and Action Equipment."

Business Representative Don Carpenter give his "whole hearted" thanks to the membership of this district for the exceptional support that they have given the Sacramento office. The Brothers and Sisters in the downtown and in the Yolo County areas have just been terrific in their cooperation and support.

"It is my firm conviction that if we all stick together, as we are now, we can hold together with no problems," Carpenter said. "Slowly but steadily we'll

continue to get agreements signed and eliminate the non-union faction.

We should always remember that we are the ones who have the experience and expertise in the operation of heavy equipment," Carpenter added. "That is something that isn't handed to us but an ability that takes lots of time to formulate into expert craftsmanship. The non-union element doesn't always have this, and if you have seen some of the projects they work on, as I have, they are no match. So, let's maintain our jurisdiction and keep that other craft or non-union people off the equipment and they won't survive."

Work in the area seems to have picked up a little. Some of the employers say they have more jobs than they have had all summer.

A. Teichert & Son has been awarded five miles of bike path in the Davis area. R. C. Collet has been awarded three small jobs in the Woodland area and is finishing some work in the Port Industrial Complex. Campbell Construction Co. has three large projects in the area with two engineers on material hoists. Granite Const. Co. has been awarded one mile of realignment of

Road 31 in the Davis area. T & S Const. has been awarded another pumping plant just across the I-880 Freeway from their present job.

Business Representative Huge Rogan reports that Roebelen Construction was awarded a \$19 million contract by SMUD at Ice House Reservoir. This project will last about two years, Douglass-Seaberg is doing the site work. W. J. Lewis Corp. is doing the tunnel work and they are running three shifts.

Business Representative Bill Marshall reports that Hansen Bros. is keeping the brothers busy on their Rock, Sand & Gravel plants at Bear River and Green horn plants in Grass Valley.

R. J. Miles is keeping a few of the brothers going at this time, and hopefully the work will pick up for the company soon. Joe Chevreaux is keeping the crews busy at their plant in Meadow Vista and in Auburn. Sierra Metal Fab. in Grass Valley has been very busy and keeping about 15 brothers working on a full time basis.

Rudolph & Sletten, at this writing, is right on schedule with Phase VI of the

(Continued on Page 14)

More from Hawaii

(Continued from Page 12)

hotel terraces down the hillside on the north shore of the Princeville complex. This will surely be a one-of-a-kind structure overlooking beautiful Hanalei Bay in beautiful Kauai.

Fong Construction Company, Ltd. was awarded the \$6.5 million Napili-Honokowai Sewerage project, reports Business Representative Kimo Hezekia of Maui. The project will consist of laying approximately eight miles of sewer lines and the construction of six pump stations.

Although the materials have not arrived, Brothers Calvin Smith, Lawrence Yap and Manuel Gomes are mobilizing the equipment. Brothers Walter Kan Hai and Clayton Sado started grubbing the area.

Construction in Maui has been at a standstill for approximately two years and the Napili-Nonokowai Sewerage System will be able to put several brothers on Maui back to work. "In the near future, we will be seeing more brother engineers returning to work when the 184-unit low density Makena Surf Apartments begin," Smith said.

Future outlook for Stockton looks more promising Silicon valley may spring up near Sacramento

(Continued from Page 13)

Many Brothers have suffered little or no work 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 of Sonora.

A little over \$2 million was approved to replace the Basso's Ferry Bridge on Highway 132 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 Const. 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.

Wolim & Sons Construction will be doing the work on North Fork Road to widen and reconstruct this twisty narrow road heavily used by loggers. Both are scheduled to start construction as this paper goes to press with the most work to be done next year.

Nearly \$2 million has been appropriated for repair work to Highway 19 known as Kiernan Avenue between Highways 99 and 108 in Stanislaus County. Over \$4 million was approved for a new Jennie-Grand Bridge in Highway 132 in Modesto. This project includes two bridges to be built over Dry Creek to connect Yosemite Boulevard-State Route 132 with a one-way 14th and 15th streets couplet via Jennie and Grand.

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 monies have been appropriated for Interstate 5 between Orestimba Road and the Merced County Line in Stanislaus County.

The Keyes community in Stanislaus County has been granted more than \$1 million to refurbish the Keyes sewer line, but only if the district can provide the remaining \$160,000 to complete this project which may mean a special sewer tax for Keyes 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.

Mittry G.E.B. is at approximately 80% completion at weather closes the project, at Groveland. Kaweah Construction on the Dawson Power House Project at LaGrange is still in progress with Stimpel/Baker doing the dirt work on the job at this time. Frankheimer Power project near Oakdale is at 75-80% completion with Underground construction.

Grievance Committee

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.

Work activity picks up in Santa Rosa

The amount of activity in the past month for dispatches and projects bid has been very encouraging, reports District Representative Chuck Smith. "This is an election year and no doubt some extra 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 \$5.5 million of work to bid on their Southwest Assessment District No. 1.

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

"The first stage 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 this month.

Other sizeable projects soon to start are:

- A \$3.5 million job on a junior college by Parnum in Ukiah.
- A \$4.5 million job on a hydroelectric plant at Indian Valley Lake by Granite Construction.

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 underway by next spring.

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 silicone 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 several small jobs going on in the south Sacramento area. Teichert, Granite, and Collet are keeping their crews busy trying to finish up 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.

Departed Members

BAILEY, William 7/25/82
75 Lafferty Rd.
Lakeport, CA

BARRY, George E. 7/2/82
P.O. Box 477
Waldport, Oregon

BEGENT, Joe E. 7/18/82
P.O. Box 116
Myton, Utah

BRAMLAGE, John H. 7/26/82
61 Cottonwood Circle
Oroville, CA

BROWN, Jim L. 7/27/82
507 A Hyacinth
Roseville, CA

CAREY, Phillip 7/5/82
34 Beverly Drive
Arcata, CA

CARSON, Theo 7/11/82
5166 Oasis Rd. Redding, CA

CAWELTI, Lawrence 7/31/82
P.O. Box 1229
Carson City, Nevada

CHING, Joseph 7/9/82
416 Kittyhawk Rd.
Alameda, CA

CORBETT, Robert 7/24/82
6853 White Lane
Loomis, CA

COYLE, Walter 7/22/82
5434 E. Ardilla Ave.
Stockton, CA

CREGLOW, Loy L. 7/25/82
935 Los Robles
Sacramento, CA

DE BOYCE, Ronald 7/27/82
1401 James St.
Fairfield, CA

ESTOK, Nicholas O. 7/4/82
421 N Central Avenue
Campbell, CA

FARRELL, George R. 7/27/82
3172 Gramercy Ave.
Ogden, Utah

FERRARIO, Louis 6/23/82
1143 Dublin Ave.
Livermore, CA

FIELDS, Joe 7/8/82
204 N 6th St.
Patterson, CA

GARCIA, Frank 7/27/82
994 Goodwin Ave.
San Jose, CA

GERRARD, Vinson 7/26/82
15525 Mountain View Rd. #93
Desert Hot Springs, CA

GOMEZ, Manuel 7/29/82
141 Marina Way So.
Richmond, CA

HIGA, Donald 7/31/82
4650 Kawailoa Rd.
Kailua, Hawaii

HOOPAI, Ollney 7/4/82
89-210 Mano Ave.
Waianae, Hawaii

HUFF, William 7/21/82
Rt 2 Box 2741 D
Oroville, CA

ISAMINGER, Samuel P. 7/18/82
9324 Elm Ave.
Orangevale, CA

JONES, Ralph K. 7/17/82
1265 Pacific Ave. #25
Santa Rosa, CA

KAMEI, James 7/9/82
99-725 Kealauina
Aiea, Hawaii

KEELER, Harold W. 7/24/82
10623 Bartlett Drive
Grass Valley, CA

LEY, George 7/16/82
2400 Hummel Lane
Kelseyville, CA

McCOYNE, Twain 7/13/82
P.O. Box 38737
Sacramento, CA

McKEE, Don 7/6/82
P.O. Box 37
Yorkville, CA

MARCHANT, Clem 6/23/82
P.O. Box 443
Sallisaw, Oklahoma

MATHEWS, Horace J. 7/5/82
805 Prune Street
Oakland, CA

MINAHAN, William V. 7/28/82
1764 Countrywood
Walnut Creek, CA

QUINLAN, Sherman 6/21/82
166 Watson Lane
Vallejo, CA

PHILLIPS, Kenneth 7/30/82
1016 Washington St.
Colma, CA

PHILLIPS, Oliver C. 7/5/82
2581 E Central #69
Fresno, CA

REGALIA, Albert 7/9/82
6350 Riverside Bl #338
Sacramento, CA

RIDDLE, James 7/1/82
P.O. Box 809
Weaverville, CA

SHANAVE, Victor 7/20/82
4834 Harrison Avenue
Pleasanton, CA

SMITH, Floyd S. 7/23/82
8169 Birch
Windsor, CA

STACE, Duke 7/11/82
Sta A. Box 3
Auburn, CA

SURRITT, Frank 7/22/82
802 Figeroa St.
Folsom, CA

TAYLOR, Roy L. 7/1/82
17210 Margaret Dr.
Jamestown, CA 7/1/82

WALTERS, Charles J. 7/17/82
7531 Hazelnut Lane
Sacramento, CA

WILLIAMS, Kenneth 7/21/82
30 Dewitt
Napa, CA

101 Deceased Members May 1, 1982 thru July 31, 1982.
0 Industrial Accidents May 1, 1982, thru July 31, 1982.

DECEASED DEPENDENTS

CATES, Diana 5/29/82
Wife of John Cates

COLLINS, Jean 7/13/82
Wife of Duney Collins

ELFRING, Wilma 5/15/82
Wife of Carl Elfring

HANSEN, Ray Lee 7/14/82
Son of Lee Hansen

MORROW, Sydia 7/16/82
Wife of Irvon Morrow

SWEENEY, Hortence 6/26/82
Wife of Bob Sweeney

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: Elks Lodge #1994, 3994 Willow Pass Road
- 5th Hilo: Kapiolani Elementary School, 966 Kilauea Ave.

November

- 6th Honolulu: UPW Hall, 1426 N. School St.
- 8th Maui: Cameron Center Auditorium, Rooms 1 & 2, 95 Mahalani St., Wailuku
- 16th Auburn: Auburn Recreation Center, 123 Recreation Drive
- 18th Ukiah: Grange Hall, 740 State St.
- 23rd Fresno: Laborer's Hall, 5431 E. Hedges

December

- 1st Ogden: Ramada Inn, 2433 Adams Ave.
- 2nd Reno: Musicians Hall, 124 West Taylor
- 16th Freedom: VFW Hall, 1960 Freedom Blvd., Freedom, CA (between Airport Blvd. and Green Valley Rd.)

January

- 11th Eureka: Engineers Bldg., 2806 Broadway
- 12th Redding: Engineers Bldg., 100 Lake Blvd.
- 13th Oroville: Village Inn, Oroville Dam Blvd.
- 20th San Francisco: Engineers Bldg., 474 Valencia St.
- 25th Honolulu: UPW Hall, 1426 N. School St.
- 26th Hilo: Kapiolani School, 966 Kilauea Ave.
- 28th Maui: Cameron Center Aud., Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

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

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

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

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

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My name is: _____
(PLEASE PRINT ALL INFORMATION)

Address: _____
(Street number & name, or box number)

City, State & Zip Code _____ Social Security Number _____

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| <input type="checkbox"/> Tax-Savers Certificate | <input type="checkbox"/> Money Market Certificate |
| <input type="checkbox"/> Vacation Pay Kit | <input type="checkbox"/> Save From Home Kit |
| <input type="checkbox"/> Easy Way Transfer | <input type="checkbox"/> Loan Plus |

(my name) _____

(social security number) _____

(address) _____

(city) _____ (state) _____ (zip) _____

Operating Engineers Local Union No. 3 CREDIT UNION
P.O. Box 2082, Dublin, CA. 94566

IMPORTANT

Detailed completion of this form will not only assure you of receiving your **ENGINEERS NEWS** each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

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Incomplete forms will not be processed



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)

firm 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 fringes.

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 Teamster contract, for example, provides for 84 cents 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.

Engineers News Photo by James Earp