

LOCAL 3 WISHES YOU A MERRY CHRISTMAS



ENGINEERS NEWS

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OFFICIAL NOTICE

SEMI-ANNUAL MTG.—Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, Jan. 8, 1983, 1 p.m. at the Seafarers International Union Auditorium, 350 Fremont St., San Francisco, CA. **OTHER IMPORTANT NOTICES**—See page 6 for information regarding the 1982-83 Local 3 Scholarship contest. See page 12 for notices on Grievance Committee Elections and the election of a Local 3 Bylaws Committee.

Auburn Dam's fate may be decided by Congress soon

Congress probably will be asked in January to decide the fate of the long-stalled Auburn Dam project, a U.S. Bureau of Reclamation official said this month.

Michael Catino, the bureau's regional director, said his Sacramento office is reviewing eight proposals for sharing the project's \$2 billion costs. The bureau plans this month to finish analyzing the proposals from local government groups and two private companies.

The bureau also plans to have in hand the Reagan administration's new policies for non-federal shares in water projects, Catino said. A Cabinet council's recommendations on the cost-sharing policies are pending in the White House.

In the meantime, Bureau of Reclamation Commission Robert Broadbent has instructed him to "stay flexible" when considering proposals for sharing the Auburn project's costs, Catino said. "I don't have a pocketful of set percentages."

Recently Catino described the cost-sharing proposals for the Auburn project to the American River Authority, a group formed by Placer and El

(Continued on Back Page)

Gas tax increase would bring new jobs for building trades

*By James Earp
Managing Editor*

Legislation that would add five cents a gallon to the federal gasoline tax was passed by the House of Representatives on December 7, but as *Engineers News* went to press, a companion bill in the Senate remained in heated debate following a filibuster that had stalled the bill for several days.

The filibuster had been conducted by a small group of Senate conservatives who claimed the tax increase was regressive. But other sources indicate one of the main reasons for the conservative opposition was over language that would provide "Davis-Bacon" prevailing wage rates on all maintenance and repair work that would result from the funding measure.

The gas tax bill is considered a "must" piece of legislation by many Senators to pass before the Christmas break, therefore expectations are high that the measure will be passed.

The House voted 236 to 169 for the increase in gasoline and diesel fuel taxes to nine cents a gallon. The vote came shortly after more than nine hours of debate that at times left the outcome in doubt.

The House then voted 262 to 143 for the overall highway authorization bill,



Gas Tax funds will be allocated primarily to repair of existing roads and highways. Twenty percent will be earmarked for mass transit.

sending it to the Senate.

The five-cent increase in gasoline and diesel fuel taxes would take effect next April 1 and is expected to raise about \$5.5 billion a year through 1988. The money will be used to repair the nation's roads, bridges and mass transit systems.

The administration says the bill will create about 320,000 jobs most of which

would be in the Building and Construction trades.

Although it would cost the average motorist an additional \$30 a year for gasoline, it would substantially boost excise and highway use taxes paid by heavy trucks.

The House defeated an amendment
(Continued on Page 7)



Contract awarded on Golden Gate Bridge deck replacement

Action to keep traffic rolling on San Francisco's Golden Gate Bridge has moved forward in two sectors — a \$52.5-million redecking award and a consultants' recommendation for a \$14.2-million move and expansion of the bridge's toll plaza to reduce commuter congestion.

An additional \$10.2-million grant to the Golden Gate Bridge Highway and Transportation District by the Federal Highway Administration enabled the district to award the redecking contract to Dillingham Tokola, Pleasanton, Calif. The low bid for the job came in well above estimate, making it necessary for the district to request the supplemental grant.

The redecking calls for removing 800 of the 9,000-ft. suspension bridge's 15 x 50-ft. deteriorated concrete deck sections and replacing them with prefabricated orthotropic steel sections.

According to Golden Gate district engineer Daniel Mohn, there will be no delay in starting the redecking, even though two engineers are seeking royalties on the patented modular system that will be used to carry out the job.



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

LOOKING AT LABOR

(Editor's Note: The following article by Local 3 Business Manager Tom Stapleton was published this month in the *Daily Pacific Builder*, a construction industry trade publication.)

Not long ago at one of our district membership meetings, a member of our union mentioned to me that his employer had recently received three unsolicited offers from "management consultants" to show him how he could get rid of the union.

What was disturbing about this member's comment was not that his employer was solicited, but that firms throughout the industry are accepting these offers in the belief that going non-union will help them to survive the severe recession we are in.

The building trades have always had to contend with the open shop movement—particularly during hard economic times like these—but never have I seen such intense and blatant campaigning against the building trades by firms who have had collective bargaining agreements for many years.

I am sure many employers will nod their heads at this point and declare in self righteous tones that the "chicken is finally coming home to roost," that unions have "priced themselves out of the market" and that we are finally beginning to realize the "error of our ways."

I am sorry to disappoint these individuals, but that is not the message I have to give.

I am concerned about the apparent growth of the open shop sector, but not to the extent that I fear it will make unions "obsolete." Building trades unions are here to stay, but I am not so sure the same can be said for contractors who are considering going non-union.

The message I have to give is this: At a time when the construction industry is suffering the worst slump since the Great Depression, what is needed now more than ever is stability, and it is the building trades unions, not the open shop sector that can provide it.

The bottom line is that the open shop movement is just as detrimental to employers in the long run as it is to union workers. If fair contractors want to prosper in the coming years, they need to understand a few realities.

We can overcome the irrational economy we are currently experiencing only if we make rational demands upon one another.

We recognize that some of our signatory contractors are experiencing the greatest economic hardship they have ever had to face. We are also aware that it is the Reagan economic program, not union wage rates that have brought about this situation.

However, realizing who is to blame does not necessarily solve any problems. I believe that what is needed now is a spirit of cooperation between the fair employer and the union and a willingness to be honest with one another. By definition, cooperation implies a willingness by both sides to make equal sacrifices for the good of the employees

"At a time when the construction industry is suffering the worst slump since the Great Depression, what is needed now more than ever is stability, and it is the building trades, not the open shop sector that can provide it."

as well as the company.

Unfortunately, too often employers construe the union's willingness to cooperate as a sign of weakness and an opportunity to try and gouge as much as they can out of their employees. That is a serious mistake.

We have recently experienced a number of cases where employers demand severe wage concessions or threaten to go out of business. Closer examination reveals that the employer is simply taking advantage of the recession to seek more relief than he actually needs.

Employers should realize and accept the fact that they need unions.

Despite the noise made by the open shop movement, the majority of successful contractors realize that the building trades unions are necessary in the construction industry to preserve stability.

Whether they want to accept the fact or not, it has historically been the building trades unions that have provided qualified, skilled craftsmen and worked to establish more uniform wage rates throughout the industry.

This in turn has made it easier for contractors to make more accurate predictions on the cost of their labor over the duration of a given construction project and therefore enabled them to make more competitive bids.

Unions have also been primarily responsible for providing safety training programs and grievance procedures which ultimately increase productivity for the employer.

In contrast, open shop contractors have never contributed to the industry. They generally thrive only during times of hardship because this is the only time they can get qualified union journeymen to work for them. They are awarded contracts only because they undercut the fair employer on wages.

In every aspect, the only purpose of the open shop contractor has been to create division and instability within the industry, which results in a greater number of business failures and an overall decline in the quality of workmanship.

Just as the employer needs the union, so does the union need the employer.

Some labor leaders get so caught up in the rhetoric of trade unionism that you would almost believe that the employer is considered the enemy. Obviously, if this were the case, we would not be operating under capitalism as we know it.

The relationship between employer and union worker has always been one of checks and balances. Neither side historically has been able to extract too much from the other without bringing damage to themselves as well.

It would be a fallacy to maintain that

employers are solely responsible for the growth of the open shop movement. There are cases where some of the trades negotiated too many rigid rules into their agreements, thus preventing the employer from running his own job effectively.

This problem is more apparent in some trade unions than others. But to the extent it reduces productivity, unions are only hurting themselves by "featherbedding."

Contractors and unions need to work towards the same political goals.

One thing that I have found to be a continual source of frustration is that, when it comes to working for more jobs in the industry, the employer is frequently nowhere to be found.

Many times you will find a public hearing on a proposed construction project packed with building tradesmen, but where are the contractors? They aren't there because they have no guarantee that they would get the contract even if the project is approved.

My response to this attitude is that our members have no guarantee that they will get to work on a proposed construction project either. For all we know, after all the work we do to get a project approved, it may be awarded to an open shop contractor. But that is no excuse for inactivity. In fact, some of our most active participants in public hearings are our retired members who would receive no direct benefit from a project at all, but you still see them at public hearings because they believe in their union and in helping their fellow workers.

Unfortunately, I have also found that on Capitol Hill, our employers are all too often preoccupied with legislation dealing with such things as the repeal of Davis-Bacon. I think it is ridiculous that employers are worried about curtailing prevailing wage rates on public works jobs, when Reagan has practically eliminated them from the budget.

I would also like to know what employers hope to gain by eliminating Davis-Bacon. Repeal of the Davis-Bacon Act will only make it more difficult for the fair union contractor to compete with the scab contractor.

In the last three years, labor has defeated as many as 15 separate attempts per year to either repeal or weaken the Davis-Bacon Act. When management failed to destroy the law legislatively, they attempted last year to gut it administratively through the Labor Department. Labor was successful in obtaining a court injunction preventing the new regulations from taking effect.

Think what might have been accomplished for the industry if all that time and energy had been spent on obtaining more public works money.

Building trades unions always have and always will be the source of the industry's most productive workers.

This final point is perhaps the most important. Too often we lose track of the basic fact that quality workmanship is the single most important factor in an employer's ability to make a profit. Productivity is equally important for union journeymen, because it has historically been what separates union workers from nonunion workers.

I have been in the construction industry a long time and know it probably as well as anyone. No matter what theories young MBA graduates from Harvard may have, unions—not contractors—have been the driving force behind job training programs.

This is dramatically evident when you consider that, as long as open shop contractors have been around, they have yet to provide for more than five percent of the qualified journeymen workers on the market, even though they claim to have 60 percent nationally of all construction work.

The message that we are giving our rank and file members is that *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.*

I hope employers will not lose sight of the fact that a qualified, union-trained workforce is their most important asset. It's an asset that has enabled them to survive even the worst of times. It's an asset that cannot easily be replaced—particularly not by the open shop sector.

ENGINEERS NEWS

WIPA



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

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PROJECT

\$2.7 million contract for Lahontan Dam work

Commissioner of Reclamation Robert N. Broadbent this month announced award of a \$2.7 million contract for Safety of Dams modifications to Lahontan Dam, located near Fallon, Nevada. The contract was awarded to Western States Construction Co. of Loveland, Colorado, for \$2,718,056. Broadbent, who officiated at the bid opening in Reno, Nevada, said the company's bid was the lowest of 21 contractor bids received for the job.

Lahontan Dam, the major storage facility of the Newlands Projects, was authorized for construction in 1903 and completed in 1915 as one of the earliest Federal Reclamation projects. Modifications are required to repair badly deteriorated concrete in the dam's two spillways and to increase spillway capacity to safely accommodate the newly computed inflow design flood. Major repair and modification work under the contract will involve placing a reinforced concrete overlay on deteriorated spillway and channel surfaces, and raising the outside walls of both spillways to increase capacity.

Tahoe Loop Road planning advances

The controversial city Loop Road at Lake Tahoe's congested casino district moved closer to completion last month when regional planners agreed to make it part of their planning efforts. "Amen," said South Lake Tahoe City Councilman Norm Woods during the unanimous Tahoe Regional Planning Agency approval of the planning scheme. "After seven years of waiting for this road, that is the only way I can vote."

The TRPA decision to make the 440-foot road extension part of its own transportation plan will "substantially" speed up the road's completion, city officials said. According to City Manager Dick Milbrodt, the city now will be able to update a year-old environmental impact statement for the project and begin the lengthy land-acquisition efforts needed to secure construction rights in the uncompleted stretch of road. The Loop Road route encircles the Stateline area, intersecting the heavily used Highway 50 on both sides of the casinos. The Nevada section of the 4.5 mile road was completed several years ago, but the California connection — which links a series of city streets — has been hampered by environmental concerns and California transportation officials who feel the road will increase traffic volume rather than relieve it.

The California Department of Transportation owns most of the uncompleted area, but the city will have to acquire a right of way from a private property owner. The city has earmarked an \$800,000 savings fund to pay for the construction and planning of the project. California TRPA delegate Jim Reed moved to approve the road planning effort, after consulting special interest groups who agreed that "it was obvious the road will be built eventually." The TRPA's bistate compact orders the agency to consider the road's completion when it prepares a long-term transportation plan for the basin next spring.

Video Supply Group Buys Land for Plant

Grass Valley Group the largest employer in Nevada County, announced last month it has purchased a 118-acre site on the western edge of Nevada City for an electronics plant that could create as many as 1,000 new jobs. The move was hailed by city officials who have often spoken of the city's need to attract light industry. The land is part of the 249 acres known in the past as the Champion Trails development. Erickson tried unsuccessfully to develop the land with homes, but his three-year effort ended last November when Nevada City voters, concerned over urban sprawl, turned down annexation of the property in a referendum election.

It will probably be two years before any construction begins. Environmental studies have to be completed and zoning and annexation decisions made. Grass Valley Group designs, manufactures and markets video processing equipment for the broadcast industry. The company has enjoyed rapid growth, about 15 percent annually, and employs 830 people, with an annual payroll of \$17 million. Grass Valley Group is a wholly owned subsidiary of Textronix Inc., headquartered in Beaverton, Ore.

Liquefied gas terminal plan is shelved

The controversial plan to build a liquefied natural gas terminal near Santa Barbara was shelved as unnecessary last month, but Pacific Gas and Electric Co. said it will ask permission to "preserve" the project for possible future construction. Utility spokesman Ron Rutkowski acknowledged PG&E may try to recover in a rate increase some of the \$204 million already invested in the plan when it formally applies to the state to "preserve" the project until it is needed. That application will be filed with the state Public Utilities Commission soon, he said. The announcement of an indefinite project delay marked the first time the utilities have admitted that their project is not vital now, although PG&E's Rutkowski said it may still be needed by the old project completion date of 1989.

The terminal, now estimated to cost \$3.9 billion, was first proposed in 1974 as a port to receive up to 900 million cubic feet of liquefied natural gas in tankers from Alaska and Indonesia. The gas, liquefied under extreme pressures and very low temperatures, is highly flammable. The project won conditional PUC approval at the Little Cojo Bay site near Santa Barbara, despite opposition by Chumash Indians, who claimed the area is sacred.

Kaiser complex gets underway

During the next two years, and 800,000 sq. ft. office complex, to be known as the Raymond Kaiser Engineers Building, will rise in the Lake Merritt area in Oakland. Cost is estimated as ranging between \$80 million and \$90 million. In ground breaking ceremonies held last month, Gerald D. Hines Interests, Raymond's subsidiary, Raymond Kaiser Engineers Inc. celebrated the project's start. Located at the corner of 19th and Harrison Streets facing Snow Park, the complex will be the new headquarters for Raymond Kaiser Engineers which will occupy approximately 350,000 sq. ft. of space.

The new building at 1800 Harrison St. is comprised of dual towers rising from a pedestal which covers the entire site. From the base the towers rise together for seven levels with the northwest tower extending another 15 floors above the smaller tower. Due to its unique design, 1800 Harrison has floors that range in size from 18,600 net rentable square feet to 65,000 net rentable square feet.

State leaves road project unfinished

The California Transportation Commission does not have to budget funds to complete the Stockton Crosstown Freeway even though it has spent more than \$50 million on the project, a state appeals court has ruled. The 3rd District Court of Appeal held in Sacramento last month that the agreements signed with the city of Stockton in 1962, 1968 and 1972 did not specify that the state had to finish the job. The unfinished project has left the city divided by a state-acquired right of way. The justices noted that last May they made the same decision in a city of Fresno case. The justices said the only thing the state was bound to do in its contracts with the cities was to prepare the areas for the freeway, "should one be completed."

The state Department of Transportation has bought or condemned about 50 percent of the property needed for the freeway meant to join Interstate 5 on the west and Route 99 on the east. It also completed a viaduct portion of the freeway from Interstate 5 to Stanislaus Street while the city has made agreements to relocate and construct drainage facilities. The state has yet to complete the job because funding has dried up. City officials estimate that it would cost between \$34 million and \$120 million to complete the remaining 2.2 miles of the 4.1 mile project.

"We're disappointed," Stockton Deputy City Manager John Greer said Wednesday. But he added that no decision has been made on just what the city will or can do next to see the project completed. Greer said that had the freeway not been started and surrounding real property been bought up for the project, there would have been

a sizable amount of private development in the area.

Highrise for Sacramento downtown Capitol Mall

SACRAMENTO—Design approval has been granted for a 19-story, 395,000 square-foot, \$40 million office highrise to be built on downtown Capitol Mall. The 265 foot high Capitol Bank of Commerce building was designed by Daniel Mann, Johnson & Mendenhall, Los Angeles. Cole Yee Schubert & Associates, Sacramento, is the engineer. Contracts are held by Turner Construction Co., Los Angeles, in conjunction with the joint venture of Campbell Construction Co., both of Sacramento.

The concrete and semi-reflective, blue-green glass tower will have Sacramento's first rooftop heliport and a seven-story, 960-space parking garage. Construction could begin in early 1983 and is expected to take 18 to 20 months. The site, on the downtown block bordered by Capitol Mall, N, Third and Fourth Streets, is located at the opposite end of the mall from the State Capitol and is expected to be "a landmark," according to RJB president Richard J. Benevenuti.

'Piece of the Rock' firm pays for chunk of road

PLEASANTON—A two-mile stretch of Hopyard Road, one of this East Bay city's most heavily traveled thoroughfares, is getting a major facelift at a cost of \$5.25 million. The work should be completed by year's end. The most dramatic part (unless you commute over Hopyard daily) is that taxpayers are not spending a dime on the work. Pete Ruggeri, project engineer with the firm of Bissel & Karn, civil engineers of Pleasanton, explains, "Ultimate financial responsibility for this work and for certain nearby road improvements in North Pleasanton will be borne by an assessment district. Since the district has not yet been officially formed, The Prudential Insurance Co. of America is underwriting the road work."

The big insurance concern is not doing so out of the goodness of its heart, however. In cooperation with Pleasanton's Callahan Pentz Properties, Prudential has laid plans to build Hacienda Business Park, a 570-acre office, retail and light manufacturing complex bordered by Hopyard Road, West Las Positas Blvd., the Southern Pacific Railroad tracks, and Interstate 580.

The work began last November. It starts at the Hopyard/I-580 Interchange and continues two miles south. The "facelift" has included widening the road from four to six lanes, resurfacing with better paving materials; construction of a sound-barrier wall to minimize noise for nearby residences; construction of a new bridge across the arroyo that intersects this stretch; landscaping; the undergrounding of utilities; and installation of the first signals in North Pleasanton's new computerized traffic light system.

\$1 billion business park rises in Pleasanton

The \$1 billion Hacienda Business Park—billed by developers as the largest master-planned business park in Northern California—is under construction in Pleasanton. Approval has been given for the first phase—an estimated 570 acres of the proposed 860-acre project. About 40 miles from San Francisco, the park is expected to attract tenants who want to get away from the long commutes and high housing costs existing elsewhere in the Bay Area.

"We are firm believers in demographics," said J. David Martin of Callahan Pentz Properties. "There are 145,000 people living a 30-minute commuting distance to the park. We want to bring the jobs to the people." Martin expects the business park eventually to create about 37,000 jobs by the time it's completed in 2007.

The Hacienda Business Park will have approximately 12 million square feet of space suitable for office, research and development, and commercial use upon completion. Work is beginning on a \$40 million office complex with three five-story towers totaling 300,000 square feet, and a 75,000 square-foot, three-story office building valued at \$7.5 million.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

We hope each member and their family enjoyed a Happy Thanksgiving Holiday, and paused for a moment of thought for all the good things that happened to you during 1982.

Soon 1982 will be behind us, we look forward to 1983 and hope it is a better year for job opportunities. We must continue to fight harder for new jobs that are scheduled for the future. Our goal is that every member be given an opportunity for a job!

I appreciated the opportunity to attend the Western Conference of Operating Engineers, held in Maui, Hawaii, November 10th through 12th. In talking with the representatives present at the conference it seems all the locals in our International, are faced with the same problems — high unemployment, and the non-union employers trying to move in and take our work. It is very important that all labor unite together like never before and win this battle.

Your officers scheduled the district meetings at Honolulu, Hilo and Maui just prior to the Western Conference in order to cut expenses. The meetings were all well attended and we want to take this opportunity to express our appreciation to all the brothers and sisters that made an effort to attend one of these meetings.

On Saturday, November 20th Norris Casey, James "Red" Ivy and myself attended the Calero Dam & Reservoir dedication and the Rancho Murieta Airport grand opening at Rancho Murieta. There were approximately 1,500 in attendance including our Democratic Lieutenant Governor elect, Leo McCarthy. We appreciated his kind remarks about Operating Engineers Local Union No. 3.

Construction on the Calero Dam & Reservoir started in April 1979 and was completed October 1982. This project was built by apprentices being trained and journeymen upgrading their skills in training.

It took 160 weeks of training for a total of 9,820,760 training hours. The materials used to build the Calero Dam & Reservoir are listed below:

- 448,940 Cubic yards of excavating
- 886,670 Cubic yards of random fill
- 68,652 Cubic yards of sand
- 23,430 Cubic yards of riprap bedding
- 1,935 Cubic yards of gravel
- 10,140 Cubic yards of top soil

During the past eighteen months the Rancho Murieta Airport has undergone extensive develop-

ment that has completely redefined the airport's role and image. It was officially reopened for public use on November 20, 1982.

Little has escaped the attention of the new airport owners, who have taken painstaking measures to transform the previous airstrip into a full service airport that serves as the gateway to the varied recreational and residential developments that make up the Rancho Murieta community.

Starting with the 3,800' x 75' runway and parallel taxiing, lighting was installed on both the runway and taxiway to enhance safety during night operations. In addition, a Visual Approach Slope Indicator (VASI) system was installed to provide glide slope orientation at night for both runway 22 and 04.

To facilitate operational efficiency and safety, the aircraft parking apron was expanded to provide greater clearance between taxiing aircraft and parked aircraft.

The expanded apron now provides taxi-in and taxi-out parking for approximately 14 transient aircraft and in addition, accomodates 39 based aircraft in executive style taxi-in, taxi-out tie downs.

Taxi lanes have been designed in accordance with FAA design criteria and blue reflectors have been added to the yellow taxi lane for the purpose of directing visiting aircraft to the various transient parking spots.

Responding to the demand for hangars, the new airport owners initiated an impressive program wherein T-hangars and Fixed Base Operator (FBO) hangar facilities were constructed at Rancho Murieta Airport. Twelve (12) T-hangars have been constructed that provide private hangaring facilities for most single engine and light twin engine aircraft.

While aircraft hangars are often a blemish on the airport's environment, the T-hangars at Rancho Murieta Airport produce repeated praise and perhaps more important, stand as a firm commitment to the airport's over-all theme of first-class facilities and services for airport users.

Responding to the needs of pilots and traveling public for terminal facilities, and interim terminal provides airport users with all the conveniences that one might expect at a full service general aviation airport. Within the terminal, passengers and pilots will find a public waiting area complete with telephones, restrooms, a flight-planning area with its direct line to the Sacramento Flight Service Station

(FSS), wall mounted trip planning charts and NOTAM service a real asset.

Other amenities available to based aircraft and transient aircraft include complimentary ice, prompt ground transportation to the Rancho Murieta Lodge, Country Club, Pro Shop and assistance in scheduling recreational activities (horseback riding, sailing, hiking, golf or tennis).

While the airport's emphasis on quality and timely service is expected to attract many users, its location and ease of access are also expected to be of major interest to aircraft owners and operators. Rancho Murieta Airport is located 22 air miles from the Sacramento downtown area. Of equal importance is the airport's close proximity to rapidly developing business and residential centers that are located in the northeast area.

Unlike many California airports that are heavily encroached upon by other airports and urban development which limit or restrict airport operators, Rancho Murieta Airport enjoys virtually unrestricted airspace around its perimeter. Aircraft approaching Rancho Murieta from the north, south or east have free and direct access to the airport and can contact Sacramento approach control on 123.7 for radar-traffic advisories. Aircraft approaching Rancho Murieta Airport from the west should contact Sacramento Approach Control on 124.5 for radar assistance and will have little difficulty after clearing or departing Sacramento Executive Airport.

Runway capacity studies indicate that VFR hourly capacity for the runway at Rancho Murieta Airport is approximately 115 operations per hour with a resulting VFR capacity of 162,000 operations per year. Based upon forecasts of aircraft operations, the existing runway is expected to provide sufficient hourly and annual capacity for both aircraft landings and takeoffs well into the foreseeable future and beyond the 1985-1990 period.

A multi-phase master plan has been developed for Rancho Murieta which sets forth the schedule of improvements for orderly development. While Rancho Murieta Airport has not set as its objective to become the largest general aviation airport in the region, it has made a commitment to providing services and facilities that are first class in every respect.

Please, let me take a moment to wish each and everyone of you and your lovely families a MERRY CHRISTMAS and a HAPPY NEW YEAR.

Eureka in the running for Exxon assembly plant

Eureka is one of two sites in the United States still in the running for a major offshore oil rig assembly plant, according to an announcement Tuesday by Exxon Corp., reports District Representative Gene Lake.

Excited city officials called a hasty news conference just hours after receiving word from Exxon that all but two

domestic sites have been eliminated from the competition for the project.

Two Humboldt Bay sites were among the six West Coast sites identified for the project by Exxon consultants during the past year. Land near the Samoa U.S. Coast Guard installation on the North Spit was rejected, but city owned property next to the municipal airport and fronting the bay is still under consideration.

The five-to ten-year assembly project, which would involve assembling enormous drilling rigs and preparing them to be towed out to sea, could directly employ 500 people. City Councilman Tom McMurray asked members of the local community for "a united effort" to welcome Exxon with open arms. He said the city can help draw Exxon to the area by establishing an "attractive lease" and helping the corporation secure permits for the project.

Exxon representatives will meet with city and Humboldt Bay Harbor, Recreation and Conservation District

officials this month for more detailed discussions. Chapin Burks, public affairs manager for Exxon's Los Angeles headquarters, said he was not at liberty to name the other site still under consideration for the project.

Among other sites that earlier were being considered were deep water ports in Everett, Wash.; Gray's Harbor, Wash.; Coos Bay, Ore.; and Terminal Island, near Los Angeles. Burks did not rule out the possibility that a foreign site could be chosen for the project. "It is always a possibility, yes, but to my knowledge, there are no discussions on that at the current time."

Many details and permits for the project need to be worked out before construction begins, Burks said. Obtaining a permit for offshore oil drilling off the coast of Santa Barbara — which is where the drilling platforms would be towed after construction — is a primary importance. Exxon will also need a Coastal Commission permit for the Eureka project if Eureka is chosen.

At its meeting on November 21st the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

| Name | Reg. No. |
|----------------------|----------|
| Harvey Braden | 569468 |
| Thomas W. Butler | 291548 |
| Bill E. Canion | 563428 |
| Lovell Chapman | 569475 |
| Fred H. Gerard | 464242 |
| Max W. Getz | 369631 |
| Fred R. Halcomb | 540940 |
| Lloyd H. Havens | 382107 |
| Samuel E. King | 524676 |
| Leroy F. McGouran | 342577 |
| Donald L. McMullen | 569580 |
| Herbert Mink | 569584 |
| C. G. O'Daniel | 381757 |
| Merle L. Parker | 361472 |
| Arnold Rush | 519755 |
| Clyde W. Schofield | 361482 |
| Robert B. Steele | 302218 |
| R. D. Sutherland | 512671 |
| Maurice W. Tulley | 569545 |
| Nathaniel H. Walker | 388543 |
| Marion W. Wilson | 338430 |
| George W. Youngblood | 563172 |

Eureka Crab Feed

The 22nd annual Eureka Crab Feed will be held on Saturday, February 19th, at the V.F.W. Hall, 10th & H Streets in Eureka. All Operating Engineers and their companions are invited to come to this enjoyable event.

A no-host cocktail hour will begin at 6 p.m. and dinner will begin at 6:30 p.m. Anyone wishing motel reservations may call the Eureka office no later than Feb. 16. Tickets are \$11 per person and are available at the Eureka office, 2806 Broadway, Eureka, CA 95501.

Fatality rate six times state average

\$47 million plan for widening I-80 at Auburn

State Transportation engineers have zeroed in on a \$47 million plan for widening a dangerous Interstate-80 bottleneck that has been the target of highway critics for more than 16 years.

The 2.1-mile section of road through Auburn has had a fatality rate six times the state-wide average. Local and state officials have been discussing possible remedies since 1966.

Earlier this year California Department of Transportation engineers presented five alternatives for widening the freeway, ranging in cost from \$47 million to \$106 million.

After public hearings in Auburn, Caltrans has decided to support the \$47 million plan, design chief Arlie Skelton said this month.

"It will handle freeway traffic through this area for the next 20 years," Skelton said.

By the time expansion begins in 1985, it would cost \$41 million for construction and 6 million to acquire rights of way.

Now that engineers have selected a plan, they will start fine tuning the design. A freeway agreement would have to be negotiated with the city of Auburn and final environmental documents completed by September 1983. Otherwise the project would not qualify for federal funds.

The federal department of transportation would consider funding about 91 percent of the freeway expansion while the state would pay for the remaining costs.

The project would rebuild several local interchanges, including some ramps that give drivers little time to enter or leave freeway traffic.

The Auburn City council voted 3-2 last month to support the \$47 million plan, but proposed that two additional local interchanges be redesigned. Council members also proposed a truck climbing lane be added to the section, which rises sharply about 300 feet in elevation as cars move northeast toward the Sierra.

The truck climbing lane would add \$3 million to the project's costs. If the lane were added, the freeway widening would displace 35 Auburn dwellings and 22 businesses. Without the lane, 28 dwellings and 17 businesses would be

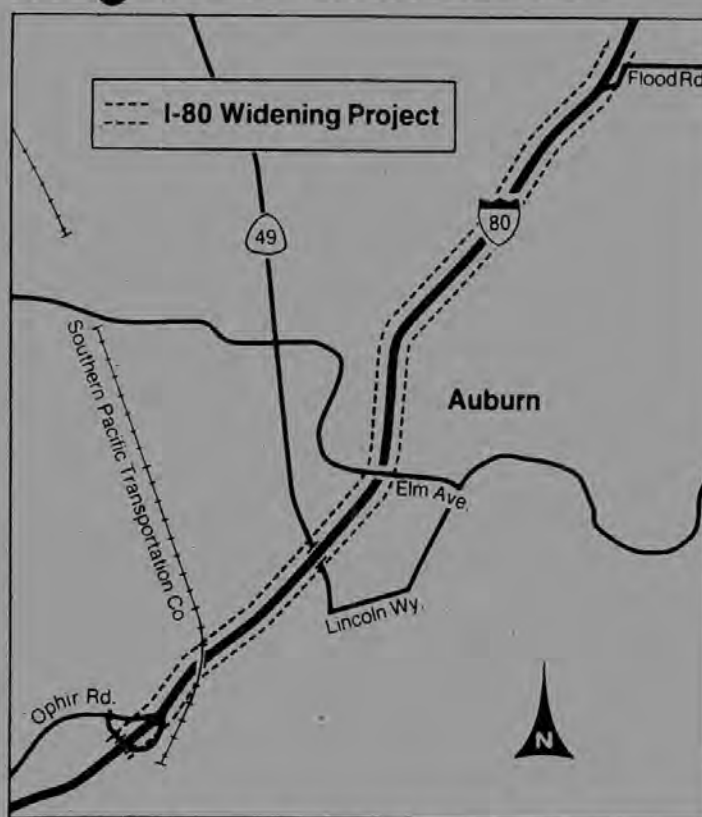


Diagram of section of I-80 to be widened.

affected.

The narrow section built in 1947, was designed for 50 mph speeds. Motorists approaching Auburn must squeeze quickly into two lanes, often in heavy vacation traffic going to and from Reno and Lake Tahoe.

More traffic is expected as Auburn continues to grow, according to a draft environmental plan.

Accidents in the bottleneck are occurring at twice the statewide rate, and annual fatalities have been at six times the statewide average for comparable stretches of freeway.

Several small jobs still running in Sacramento

Business Representative Ken Bowersmith reports that several small jobs are still going in the south area of Sacramento — mostly site preparation and

paving for office complexes and shopping centers. Teichert and Granite have been doing a few small subdivisions, also. Hopefully, this may be an indication that the housing industry is going to pick up again.

Huber, Hunt & Nichols will be starting the second phase of their job at the sewer treatment plant soon. It will consist of remodeling the old plant and will keep a few of the Brothers busy for awhile.

Case Power and Equipment held a backhoe rodeo in Sacramento last month, and there were several of the Brothers competing in it. There were two contests, one for excavators and one for backhoe/loaders. The contestants in each contest had to run four different machines throughout different courses. It was a real fun day for all, with food and beverage furnished by Case.

Brother Al Heer took first place on the small hoes and was presented a Gerber knife. Brother Marv Capps took first place on the excavators and was presented a gold plated belt buckle, an engraved plaque, and a trip for two to the National Rodeo finals in Phoenix, Arizona. Congratulations to both of them, and lots of luck to Marv in Arizona. Incidentally, both of these Brothers work for T & S Construction Co.

Business Representative Dan Carpenter reports that the City of Woodland waste disposal facility went to bid on November 10 with the apparent low bid of \$1,844,840 to be awarded to Amos & Andrews Mechanical of Fairfield, California. According to Vail, who has management of the operation, there were 21 bidders on the project.

"There is a possibility of the bid not being awarded because of \$1 million being left on the table — more than one-third of the engineer's estimate," Carpenter stated. If it is awarded, work should begin as soon as weather permits.

The Solano Irrigation Powerhouse project at Lake Berryessa is nearing completion. This project now employs about six engineers, including the excavation and crane crew. The excavation crew is working nine hours a day trying to beat the winter rains.

Over on Road 31, west of Davis, Granite Construction will probably delay work on their alignment and paving of that one-mile project. Hopefully this job should employ about nine engineers through the spring.

Also, several building projects are due to start in the downtown area, including one 14-story building by S. K. Brown Co.

A draft decision allowing the El Dorado Irrigation District and the El Dorado County Water Agency to develop the South Fork of the American River for water and power supplies was made public this month by the State Water Resources Control Board, reports Business Representative Hugh Rogan.

The document questions whether the project is feasible, however, saying that high interest rates and construction delays may push the cost of the project over \$560 million — the amount approved for a bond issuance by EID voters in 1980.

The office staff in the Sacramento office wishes each member and their families a very Merry Christmas and a Happy New Year.

Credit Union Report

Your Credit Union is making some significant changes. We will be increasing the minimum membership requirement, charging for some services we once provided free, and implementing some new programs.

We will also be converting to day-in to day-out dividends on your share account. This will allow you to make withdrawals without loss of dividends as long as you have an open account at the end of the earnings period.

All of these changes are effective January 1, 1983. We want all members to know what we are doing and why. Here are the changes:

\$100 NEW MINIMUM MEMBERSHIP — Effective January 1, 1983, you must have and maintain \$100 on deposit in the Credit Union if you want to maintain your membership.

We are increasing the minimum from \$25 to \$100 to encourage members to evaluate if their membership is of any benefit to them and to reduce costs.

Members who find no benefit in membership may close their accounts and save the Credit Union the costs of administering their accounts. Right now, those costs on accounts with less than \$100 on deposit are not offset by any income earned on them.

Those costs, therefore, are spread to the entire membership because they are paid from general revenue. Since the Credit Union is in business to make a profit for its members, it must watch operating expenses. In today's marketplace, it must also find ways to reduce expenses if possible.

Those members who bring their accounts up to the \$100 minimum will help offset these administrative costs. We hope, however, that they do not consider the \$100 as a "cost" of belonging to the Credit Union.

The \$100 is actually the beginning of a savings account. That savings account, of course, benefits the individual who owns it. It also benefits all members of the Credit Union because it contributes to the money supply members can depend on when they need a low-cost loan.

WITHDRAWAL CHARGE — Do you have less than \$1,000 on deposit and make many withdrawals?

If you do, you may pay for your withdrawals. Effective January 1, 1983, there will be a \$3.00 charge for each withdrawal exceeding one (1) per quarter.

This charge will help pay for the check, staff time, computer time, postage, envelope and other costs created by the withdrawal. These costs have increased dramatically in the last three years.

We have members who call to withdraw their Vacation Pay every month as soon as it is received by the Credit Union. The money is not on deposit long enough for the Credit Union to earn any income from it. The expense created is not offset by any revenues, therefore it is paid for from general revenues.

In other words, the entire membership pays for a service provided to a few. We think it is fair to have those members pay the expense they create or reduce their withdrawals to no more than 1 per quarter.

You can also avoid this charge by keeping at least \$1,000 on deposit in your share savings account.

AUTO DRAW — Members who do not want to save with the Credit Union or want to have a fixed amount from their share savings account sent to them automatically each month may be interested in our newest service: Auto Draw.

For \$2.00 each month, you can have a fixed amount or all of your monthly Vacation Pay earnings sent to you automatically without calling the Credit Union. The minimum fixed amount we can send is \$50 per month.

(Continued on Page 8)

HONORARY MEMBERSHIPS

At its meeting on October 17th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

| NAME | REG. NO. |
|-------------------------|----------|
| Ray H. Allen | 563029 |
| Sidney Armstrong | 309155 |
| James W. Bankhead | 399473 |
| Aaron Becker | 566410 |
| Ralph J. Bronzich | 566296 |
| Bert Charley | 439921 |
| Max M. Frink | 566316 |
| Francis H. Heath | 524658 |
| I. B. Jensen | 375330 |
| Gerald H. Larmer | 566448 |
| Dan J. Maker | 563114 |
| Joe C. Maxey | 348900 |
| Dino J. Mencarini | 503235 |
| Melvin A. Mettler | 538802 |
| Alva M. Miller | 498719 |
| Bryant P. Morgan | 566500 |
| Sylvester P. Mufich | 395153 |
| Robert M. Paris | 515965 |
| A. Providenti | 566467 |
| Duane Reichhold | 566368 |
| Aschel J. Ruell | 396360 |
| Andrew S. Schultz | 512587 |
| Clyde W. Stanford | 553198 |
| Edward Thoz | 549379 |
| Frank Toles | 373129 |
| Troy C. Turley | 506585 |
| Robert L. Whitfield | 500987 |
| George Williams | 566402 |
| D. S. Wimberley | 456508 |
| Charles W. Wolfenbarger | 452063 |

Except for some road work

Activity on Wasatch Front very slow

The work in the Wasatch Front area from Utah County thru northern Utah is still very slow, with the exception of some state road work being let, reports Business Representative Don Strate.

L. A. Young Construction Company has been awarded a bridge job in Box Elder County. It is a replacement over the Malad River on state route #13 (temporary I-15) east of Garland. This is a federally funded project. The engineer's estimate was \$969,315. Young's bid was \$956,750. The starting date has not been determined as yet, but the job is to be completed by November 15, 1983.

Gibbons & Reed Company is the successful bidder for construction of bituminous surfacing, grading, drainage and sidewalk in Salt Lake County on Redwood Road from 4700 South to 5000 South. This is a federally funded project with 120 working days at a cost of \$917,987. Completion of this job will be the fall of 1983.

Geneva Rock Products of Orem, Utah had the low bid on the South State Street project starting at 6400 South to 9400 South. The project calls for 3½ inches of overlay, improved medians at the intersections and some curb and gutter work. This is a state funded project with an engineer's estimate of \$1,182,246. Geneva Rock's estimate was \$914,762. This job has 60 working days and will begin when the weather permits.

Helm and Sons were low bidders for construction of drainage work to be done at 1450 South and 500 West, near CB & I's yard. The engineer's estimate was \$54,234. Helm picked up the job for \$52,698. This project is a federally funded job, which has 40 working days involved.

Tolboe Construction of Salt Lake were low bidders on the Draper Regional Prison for Adults. This job consists of a new 144-bed medium security prison. Work includes site cleaning, excavation, fencing, security gates, landscaping and the entire building. The engineer's estimate is 14.8 million. Tolboe bid the project at \$13,621,000. They expect to begin sometime this month.

Monroc Sand & Gravel of Salt Lake has negotiated a contract with Union Pacific Railroad to supply ballast for their railroad grades running through Wyoming, Utah and Nevada. They will have to revamp their North Salt Lake operation to be able to supply the required tonnage, which will include new stackers, conveyor systems and crushing equipment.

Rains halt Cal-Ore's Hwy. 44 job

Redding District Representative Donald Dozer reports that Cal-Ore Constructor's Shingletown Hiway 44 job was in full swing until the rain started and now the project is down for the winter.

Their Hiway 44 Victor over-crossing job is also down at the present time as it is much too wet to work. "We are hoping for a few dry days to get the abutment fills in so that they can work on the bridge during the Winter months," Dozer said.

A & H Construction jobsite is down for the winter at Lassen Park to Hiway #36. Ferrante Construction Hiway #97, is down for the winter. All that is left is asphalt paving and miscellaneous clean-up. Madonna Construction at the Herlong Army Base just shut down for the

According to the agreement, Monroc has to start producing material by next February. Monroc will bid out the revamping, but expect to keep some of our people working on parts of the project. They also expect to keep the Cottonwood Plant going this winter due to the contract to supply aggregate to the I.P.P. Project.

Business Representative Jim Bogle reports that in the Unitah Basin area, W. W. Clyde has six men finishing up cement work and piping on the West Fork diversion dam that will be completed in 1983. Tutor-Saliba-Mittry has 19 men doing site excavation for the diversion dam on Rock Creek. The dam will be bid at a later date, according to Robert Mittry, Project Superintendent.

winter — too wet and cold to get anything down.

Stukel Rock and Paving intend to keep plugging along at Herlong Army Base as long as weather permits. Teichert Construction's subdrain job on I-5 from Red Bluff to Butte County line should be able to continue if there is any clear weather.

One job on the schedule for 1983 is Interstate 5 close to Dunsmuir, a \$4 million project calling for either overlay asphalt or realignment. Other jobs on the books: Deschutes overcrossing over Hiway 44, Engineers estimate \$5 million; City of Redding — west side taxi way municipal airport \$1.2 million; City of Redding airpark drive extension \$125,000; Water transmission line at Lake Redding Estates \$225,000; Upper Churn Creek sewer project \$1.4 million.

Winter storms shut down work in Santa Rosa area

District Representative Chuck Smith reports that the Santa Rosa area had a definite improvement in the amount of work in progress during the last month. "It was the busiest we have been for quite a while," Smith said. "It was nice while it lasted, but the storm, which moved in on November 17th, has practically shut down all work in the Santa Rosa area since then."

The Warm Springs Dam is topped out and just a skeleton crew is working on the clean-up, which should be done by late spring. The Sonoma County Board of Supervisors is trying to get some federal money for the recreational development at the dam. This would put several million dollars into various projects such as access roads, campgrounds and boat launches and would put quite a few Brothers to work.

It looks like a better work picture for next year than the past one. There is about \$8 million of assessment work for the City of Santa Rosa that will start this spring. There also is work being done on the Fountain Grove Ranch in Santa Rosa with quite a bit more coming up on this project for '83.

Hewlett-Packard is just getting started on its multi-million dollar plant at the new site in Rohnert Park.

In the upper area, Parnum started work on the \$3.5 million job on the Mendocino Community College. "I spoke with Leroy Chase and Royce Props recently and they said there would be quite a few hands on Parnum's phase of the job, which is to be completed by next November," Smith added.

(Continued on Page 7)

LOCAL 3 ANNOUNCES 1982-83 SCHOLARSHIP COMPETITION

Rules & Instructions for College Scholarship Awards: 1982-1983 School Year

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

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

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

Who May Apply:

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

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

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

either: (1) the Fall Semester (beginning in 1982),

or: (2) the Spring Semester (beginning in 1983),

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

Applications will be accepted between January 1, 1983 and March 1, 1983.

Awarding Scholarships:

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

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

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

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

Instructions:

All of the following items must be received by March 1, 1983:

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

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

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

or to College Scholarships at the address shown above.

Gas Tax boost would add \$3.5 billion

(Continued from Page 1)

that would have limited high paying "prevailing wage" jobs, as defined by the Davis Bacon Act to new construction, thereby expanding the existing high-paying jobs provision to repairs and road resurfacing.

The gas tax increase is part of a \$70.8 billion highway and mass transit authorization bill.

The bill also would alter a variety of sales and highway use taxes, shifting the burden of highway maintenance toward heavy trucks, which the administration believes are responsible for most of the

Work has been slow in Fairfield area

Work has been slow in the Fairfield area with a few exceptions, reports Business Representative Marvin Clark. Basalt Rock and Syar Industries are going good in their quarries — two and three shifts. Basalt has about 50 operators and oilers working at the Napa plant and Syar Industries has 21 members at Lake Herman Quarry. However, they have started cutting back for the winter.

Oliver DeSilva, Teichert and Vintage Construction have a few small jobs going. O. C. Jones is just about finished on their Cordelia Scales project which was started in early summer.

Peter Kiewit Sons' Company and Kaiser Steel's Napa plant have cut their crews about 50%. Kaiser Steel was all set for the Golden Gate Bridge prefabricated work, but at the last minute lost out to a Japanese firm. "We'll have to do good work and plenty of it to compete with non-union contractors," Clark said.

Independent Construction will be starting full bore on their assessment district #58 project at I-80 and Redwood Street in Vallejo, a \$2.6 million - 965,000 cubic yard job. M.J.B. Company is the subcontractor for the underground work. Paul V. Wright has been awarded a \$20.5 million job on Mare Island Shipyard to demolish and rebuild the old pipe and boiler shop. Heider-Williams and Cola is the subcontractor for the demolition, but still no surplus of jobs. We are hoping to see our Dispatcher Corky swamped with work soon.

More from Santa Rosa area

(Continued from Page 6)

After several years of work, and a few times in legal fights, Hageman Underground is back in the fold with a current agreement. Welcome back, George.

Brother David Spain was elected to the position of Grievance Committeeman for District #10 at the recent quarterly district meeting held in Ukiah on November 18th, to fill the position made vacant by the untimely death of our late Brother Les Crane. Congratulations Dave — we look forward to working with you.

Business Representative Bill Burns reports that there is quite a bit of work going on at The Geysers right now and there is more coming up.

Piombo Corp. has one of the better dirt jobs going and is keeping 14 Brothers working on Unit #16. Pete Barretta also has a good spread at the

damage to the nation's highways.

The powerful trucking lobby opposes the tax portion of the bill that would boost its federal tax payments by more than 150 percent.

The House approved a minimum payment amendment, offered by Public Works Committee Chairman James Howard, D-N.J., that would assure every state of receiving at least 85 cents in federal highway funds for every \$1 it contributes to the highway trust fund.

To make sure all states will be able to take advantage of the job creating highway construction and repair program, the House also approved a provision to waive the requirement for matching funds the first year of the program.

The amendment, also offered by Howard, allows the federal government to post 100 percent of the funds the first year and states — many suffering budgetary problems — up to four years to repay the debt.

The gas tax bill could provide a much needed shot in the arm to the construction industry, which is why it is being heavily lobbied by the Building & Construction Trades unions.

The AFL-CIO also welcomed the measure, but Legislative Director Ray Denison said highway rehabilitation should be coupled with a broader program of public works and public service jobs, measures to revitalize the housing industry and a domestic content requirement for automobiles sold in the United States.

Denison termed the groundswell of support for the highway program a recognition that "putting people to work is the single most important issue facing the country."

Even though the gas tax increase is expected to provide more than 300,000 jobs Reagan, in a belated endorsement of the program, insisted he was supporting it only because roads are in such disrepair.

Reagan had resisted the program, which had been pressed by Transportation Sec. Drew Lewis. The White House announcement of presidential support came after House Speaker Thomas P. O'Neill, Jr. (D-Mass.) and Senate Majority Leader Howard Baker (R-Tenn.) said they would push the legislation in the lame-duck session of Congress that convenes Nov. 29 whether or not it has the President's endorsement.

The package is essentially an extension

of the nation's highway construction work that is renewed every few years with additional authorizations. The present authorization is scheduled to expire next month, and the highway trust fund, financed primarily by the gasoline tax, is no longer generating enough funds both for building and repairing Interstate roads.

There should be several other project starts in the near future at The Geysers, Burns added. The Department of Water Resources is letting another power plant out for bid while MSR has two well pads up for bid. Also, Wismer and Becker are starting the mechanical phase of the SMUD plant project.

Another job in Area 2 is the \$4.2 million Indian Valley hydro-electric power plant which Granite Const. recently started.

The Santa Rosa office would like to take this opportunity to wish everyone a very Merry Christmas and a Happy and Prosperous New Year.

Another transit provision that could prove controversial, concerns approximately \$1.1 billion that would be used to rehabilitate aging transit facilities, would be distributed to urban areas according to a formula that Mr. Lewis would devise rather than one that Congress would approve.

"The administrative formula would be based on the size, age, and condition of mass transit systems," Mr. Lewis said in his letter to Congressional leaders.

In the spirit of "new federalism," however, the money that is not used by a city for transit may be used for other transportation purposes, such as for roads.

Reflected in the proposed legislation is Mr. Lewis's desire to see the Interstate system completed by about 1990.

Business Representative George Morgan reports that work in the Marysville area is still going on fairly well in spite of changing weather conditions.

Pestano is in their clean-up stage and winding down with just a few good brothers on the payroll. Gerhard & Berry have about four more weeks of work on their pipeline in Chico which includes the clean-up.

Robinson Construction picked up a slide on Highway 32 and this will keep some brothers working until the snow or rain begins. Brother Bob Newvine is the dozer operator on this project.

C.C. Myers is back on the Glenn-Colusa Canal project. R.G. Fisher is moving right along on their pumping plant in Hamilton City. Brother Robbie Robinson is the crane operator on that project.

Burdick Construction is just now in the clean-up stage of their pipeline project in Chico. Sterling Wheeler is doing the finishing touches on this project.

"I would particularly like to congratulate Lafaette (Dave) Odell in his winning the belt buckle for top backhoe operator," Morgan commented. "I know that the brothers who have seen him operate certainly know what I am saying. I would also like to wish Ed Dick a quick recovery from his recent surgery."

Business Representative Dan Mostats reported that work on the Eastside is slowing down due to the rain and snow in the hills.

Welch Construction from Sacramento is moving along on the new school in the Pike-Alleghany area.

Baldwin Contracting has begun work on the Highway 49 retaining wall job with R.A. Nemitz doing some repair work just to the North of them on

A close look at provisions of gas tax bill

Here are some provisions of the bill passed by the House Ways and Means Committee raising gasoline taxes by 5 cents a gallon to boost revenues by about \$5.5 billion annually.

- A 5-cent-a-gallon tax increase to 9-cents-a-gallon on gasoline, diesel fuel and motorboat fuel, effective April 1, 1983, through Oct. 1, 1988.
- 1 cent of the 5-cent-a-gallon fuel tax increase will be earmarked for mass transit construction and repairs.

- Gasohol, which is now tax-free, will be taxed at 5 cents a gallon; ethanol and methanol will be exempt from the tax. Taxicabs will be subject to a 5-cent-a-gallon tax.

- Current taxes on new and retreaded passenger tires, inner-tubes, lubricating oil and truck parts and accessories will be repealed. Taxes on truck-size tires will be increased substantially.

- Beginning April 1, 1983, trucks and truck trailers will be taxed at the higher retail sales price.

- Beginning Jan. 1, 1984, the annual highway use tax paid by trucks will be reallocated so heavy trucks pay a larger share. Exemption from the tax will be raised from the current weight limit of 26,000 pounds to 33,000 pounds.

Work still holding up in Marysville

Highway 49. Baldwin has also started the overlay on 22nd Street in Marysville. Baldwin is also about to finish the Bridge job in Oroville.

Kaweah Construction from Sacramento was low bidder on the contract for the Thermalito Irrigation District to expand the filter plant. The expansion will double the plant's capacity.

Lawson Mechanical is moving along in the treatment plant in Quincy with Douglas & Seaburg doing the grading and paving part of the job.

Negotiations are presently underway with Yuba Sutter Disposal, Oroville Solid Waste and Western Placer Recovery.

The Yuba County Water Agency has moved ahead with plans for the construction of a \$27 million South Yuba canal project that will deliver some 1,000,000 acre feet of water annually to farmlands in the Southern section of Yuba County.

Plumas County will be putting out two bridge jobs this coming year. There is also a road job coming out this month on Alleghany Road.

Blood Bank

Again, our plea goes out to make donations to the Marysville District Blood Bank.

At this time, and many thanks to Carol L. Burns, employee of Peterson Tractor (parts department) in Chico, who recently donated blood, we only have one unit in reserve.

Once again, so many of us take this service for granted and so many of us feel that we will never really need the Blood Bank, thus no donations are made. However, any one of us could be a victim and become in dire need of the Blood Bank and supply will not be there!

FRINGE BENEFITS FORUM

By Art Garofalo
Director of
Fringe Benefits



Most Operating Engineers are well aware of the belt tightening we have been going through lately. The economy is a wreck and once again the worker is paying for the repair job.

In general, Local 3 fringe benefit programs have escaped the recession although the Health & Welfare plans certainly are feeling some pressure from rising costs. It seems appropriate then to discuss cost containment measures that we consumers have available and should utilize in order to make the most of what we have.

The biggest single expense our Health & Welfare plans face today is the cost of hospital surgery running about 50% of the total benefits paid out. The hospital room and board charges, the operating room, the recovery room, nursing care, supplies, drugs and miscellaneous items run an average of \$880 per day. Add to that the medical charges by the surgeon, the assistant surgeon, the anesthesiologist, x-rays, laboratory work and follow-up visits and the cost increases to almost \$1,500 per day or \$.73 of every Operating Engineer Health & Welfare dollar.

Obviously the plans must be interested in containing costs and therefore they include provisions that should help Engineers do exactly that. The plans urge covered members to utilize second surgical opinions, pre-admission testing, physical

examinations, and alcohol rehabilitation if necessary. These are valuable cost containment devices that members can use at their option, but statistics show that they are not being utilized to their fullest potential. As a result the Funds are spending more money than they would have to if more Engineers and their families took advantage of these benefits.

The plans have some built in cost containment provisions such as considering charges that are Usual, Customary and Reasonable. This assumes that the plans cannot be gouged or over charged unfairly. All claims are subject to the same reasonable treatment. The plans also limit certain items such as Chiropractor visits against potential abuses in order to protect the overall Fund.

Coordination of benefits with MEDICARE directly over to the welfare plans saves the plans about 5% each year. In 1982 that will save about \$1,130,000 in Northern California or \$90 per each covered member.

With Reaganomics in full swing, we can see a move to shift more and more government programs like MEDICARE directly over the private sector, and as government spending winds down, hospitals, doctors and other health care providers will refocus their demands for the health care dollar. Trust Funds and health plans will be their first big target and if they hit the bullseye there would be a rapid leak of money.

The key in keeping costs down is to remember that a dollar only spends once. We all have a job to do in making sure that we get the most from our health care dollar.

From every one at the Fringe Benefit Center and the Trust Fund office — Merry Christmas and Happy Prosperous New Year.

\$2 million in benefit payments

Trustees approve '13th' check for retirees

The Board of Trustees led by Business Manager Tom Stapleton of the Operating Engineers Local No. 3 Pension Plan has approved payment of a special "13th" benefit check to all eligible retirees on April 1, 1983.

Operating Engineers who were retired as of May 1982 and receiving a monthly benefit in April 1983 will get this additional benefit payment.

This marks the 12th time since 1975 that the Pension Plan has been able to provide a supplemental benefit to Local 3 Retirees. An estimated \$2 million in benefits will be paid out as a result of funding surpluses occurring within the Plan.

New York Life Insurance Company has sent letters and election forms to all Retirees advising them of the new Federal Regulations on Withholding Tax from Pensions.

As of January 1983, under I.R.S. Regulations — Income Tax must be withheld from Pensioners who receive \$460.00 or more per month unless the Pensioner advises New York Life otherwise. Those who receive less than \$460.00 may request withholding if they choose.

New York Life will again sent appropriate notices to Retirees with the January 1983 benefits check. I.R.S. regulations provide that retirees may change their withholding four times during the year; January 1st, April 1st, July 1st,

New tax law brings changes for three medical plans

There have been a number of changes in three of the Operating Engineers Health and Welfare Plans. During 1982 President Reagan signed into law the Economic Recovery Tax Act (ERTA). One of the provisions of the new law required Health and Welfare Plans paying disability benefits to withhold Social Security taxes directly from the benefit to be paid to the employee. As a result the disabled worker would receive 6.7% less in benefits:

UTAH — The Utah Health and Welfare Plan has increased their Weekly Disability Benefit effective November 1, 1982 from \$146 per week to \$156 and from \$154 per week to \$165. Utah International employees weekly disability has increased from \$175 per week to \$200 beginning September 1982.

NEVADA — The Nevada Health and Welfare Plan has increased their Weekly Disability Benefit effective November 1, 1982 from \$154 per week to \$156.

HAWAII — The Hawaii Health and Welfare Plan has increased their Weekly Disability Benefit from \$200 per week to \$215 effective August 1, 1982.

Effective January 1, 1983 there will be two other changes in the Hawaii Plan. On that date Kaiser Health Plan will be offered as an alternative coverage to Hospital-Medical-Surgical benefits. Hawaii members will have until the end of February 1983 to elect Kaiser coverage for the year.

Also, effective January 1, 1983 Hawaii Medical Service Association (HMSA) will provide Vision Care benefits for eligible members. New claims forms are available from the Union office and Hawaii Medical Service Association.

and October 1st. W2P forms for your Income Tax Returns will be mailed to you by New York Life Insurance Company by January 31, 1983.

Last month a portion of the upcoming Retiree Association Meeting schedules was published. Retirees and their wives are urged to attend these important sessions.

Representatives from Local 3 and the Trust Fund office will be present to answer questions and provide any assistance needed.

Retirees and their spouses should continue to check *Engineers News* — Outlook for meeting updates and Retiree News.

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

Droville-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

Oakland-Hayward: 10 A.M.

Feb. 3, (Thurs.)
Sunol Valley Country Club
Hwy. 680 & Andrade Rd., Sunol, CA

Fresno: 2 P.M. Feb. 15, (Tues.)

Laborers Hall
5431 E. Hedges Ave., Fresno, CA

Auburn: 2 P.M. Feb. 17, (Thurs.)

Auburn Rec. Center
123 Recreation Ave., Auburn, CA

Sacramento: 2 P.M. Feb. 22, (Tues.)

Holiday Inn South
4390 47th Ave., Sacramento, CA

Salt Lake City: 2 P.M. March 2, (Wed.)

Operating Engineers Bldg.
1958 W. N. Temple
Salt Lake City, Utah

Reno: 2 P.M. March 3, (Thurs.)

Carpenters Hall
1150 Terminal Way, Reno, Nevada

Santa Rosa-Ukiah: 2 P.M.

March 10, (Thurs.)
Veterans Memorial Bldg.
1351 Maple St.
Santa Rosa, CA

Watsonville: 10:30 A.M.

March 16, (Wed.)
V.F.W. Post 1716
1960 Freedom Blvd., Freedom, CA

San Jose: 2 P.M. March 17, (Thurs.)

Holiday Inn Park Center Plaza
282 Almaden Blvd., San Jose, CA

Credit Union report cont.

(Continued from Page 5)

This is a good program for those members who do not want to save with the Credit Union but just want their Vacation Pay sent to them each month, or for those members who want to save a portion of their Vacation Pay and have a portion sent to them.

Example: You want to have \$150 sent to you each month. If the Credit Union receives \$200 in Vacation Pay, we can send you the \$150 and leave \$48 in your share savings account after we deduct the \$2.00 charge. The dividends you earn on your savings will help pay the \$2.00 monthly service charge for the automatic withdrawal.

TELEPHONE LOAN PAYMENTS

— Do you call often to have money taken from your share savings account to make a loan payment? Do you have less than \$1,000 on deposit in any one or any combination of your Credit Union's savings programs?

If so, you may pay the withdrawal charge discussed above because such transactions will be counted as withdrawals.

To avoid the withdrawal charge, you should sign up for Auto Pay and have your payments made automatically for you by transfer from your share savings account.

If you have \$1,000 or more on deposit in any one or any combination of savings programs, there is no charge for this service. If you have less than \$1,000, the charge is \$1.00 per payment.

Auto Pay saves you the expense of calling the Credit Union to have your loan payment made from your share savings account.

The purpose of Auto Pay and Auto Draw is to reduce costs and improve service. The income we receive from the service charges will help offset the costs involved, and the number of telephone calls we generally receive, especially around the 10th of the month, should be reduced. This will give our staff more time to attend to members requesting information, wanting a withdrawal or applying for a loan.

RETURNED CHECK CHARGE —

If your bank does not honor your check because you did not have sufficient funds to cover it, we will charge you \$7.50 to help recover the costs involved in reversing transactions, contacting you and re-submitting you check to the bank for payment.

DAY-IN TO DAY-OUT DIVIDENDS —

Starting January 1, 1983, you will be paid your dividends whether your savings are on deposit 1 day, 10 days or 100 days. You will be paid from date of deposit to date of withdrawal.

You will, however, have to have an open account with a minimum of \$100 on deposit at the end of the earnings period to be paid your dividends. Dividends will still be paid to accounts twice a year on January 1, and July 1.

All of these changes and charges are intended to make the Credit Union work better and be more profitable for the majority of its members by giving more flexibility to our savings programs, by reducing overall costs or by shifting some costs directly to those members who create them.

If you have any questions on these programs or changes, please call the Credit Union at (415) 829-4400.



By JACK SHORT, Director of Safety

CAL/OSHA clears standard involving hydraulic cranes

A recent decision handed down by the Cal/OSHA Appeals Board has cleared up a rather simple standard, to begin with, involving the crane industry.



For your information, included is the Standard that the company appealed, the appeal being based on the fact that hydraulic cranes were not included in this Standard:

(a) All mobile cranes including truck-mounted tower cranes, except as provided above, having either a

maximum rated boom length exceeding 200 feet or a maximum rated capacity exceeding 50 tons shall be equipped with a load indicator device or a load moment device, or a device that prevents an overload condition.

Only devices approved by the Division of Industrial Safety shall be installed on equipment in California. The requirement for their use on equipment is effective May 15, 1975, one year after at least two devices of the three types mentioned herein were approved and available on the market.

(b) Each variable radius boom-type crane shall be equipped with a boom angle or a boom radius indicator and a clearly legible load rating chart in clear view from the operator's position.

(c) Cranes having a boom exceeding 60 feet in length or a maximum rated

capacity exceeding 15 tons shall be provided with a approved boom angle or radius indicator which would make the boom angle or radius clearly visible to the operator at all times; the indicator shall give a clear visible warning signal before high or low unsafe boom angles or radii are reached; the indicator should be mounted in the cab, adjustable, and under the control of the operator at all times; and a visual inspection of the indicator shall be made each day by the operator to see that it is properly functioning.

(d) Spirit levels, or equivalent shall be provided to indicate the level of the crane fore and aft and across the width.

California: hydraulic cranes must meet motor truck crane requirements. The Judge erred in ruling that safety regulations applicable to motor truck cranes did not apply to hydraulic cranes operated at a construction site, the Appeals Board ruled, and assessed \$350 for failure to provide load drum rotation indicators, approved boom angle indicators, and approved load indicator or load moment devices. The self-propelled cranes had telescopic booms and were mounted on rubber tire chassis. The Board ruled that the citations contained safety requirements applicable to all locomotive, crawler, and motor truck cranes; hydraulic cranes are not so unique as to be free from the hazards addressed by the regulations.

Another Decision that would have a great significance on the industry was ruled on by the Federal OSHA Review Board involving the presence of Oilers

within the barricaded swing radius of cranes. Testimony was given at this Hearing by Brother Vance Abbott in Utah and his testimony was very important as to the Decision of the Review Commission.

Section 1926.550(A) (9) reads as quoted: "Accessible areas within the swing radius of the rear of the rotating superstructure of the crane, either permanently or temporarily mounted, shall be barricaded in such a manner as to prevent an employee from being struck or crushed by the crane."

"Stairways—Guarding—Applicability to Structure Being Erected—Cranes—Swing Radius Barricades—Application to Oiler. A § 1926.550(a) (9) A charge of allowing an employee to work within the swing radius of the rear of a rotating superstructure of a crawler crane was vacated because the standard did not apply to an oiler operator, whose duties required his presence in the barricaded area. The oiler was present at the immediate vicinity of the crane to observe conditions affecting its safe operation which were not observable to the crane operator. Union officials stated that the oiler's position otherwise was important to prevent a crane imbalance, which could lead to operator injuries if the crane were to fall over. In addition, oilers needed to be in the area to be trained as crane operators.

The standard was unenforceably vague when retroactively applied to exclude an oiler from a barricaded area; even if it were applicable to oilers, it did not give the employer sufficient notice of the scope of its requirements. It was unrefuted that until shortly before the citation's issuance it was the common understanding of the industry that the barricading requirement did not apply to crane crews. In addition, no single duty of an oiler has been identified which takes place outside the barricaded area. Also, there was a pattern of administrative enforcement which showed that an employer has never been cited previously for the presence of an oiler inside a barricade, and witnesses testified that the federal and state safety inspectors had not cited the employer on prior occasions when they observed oilers within the barricaded areas at the employer's work sites. The crane industry had been led to the reasonable belief that the standard applied only to unauthorized persons in the swing radius area and not to oilers and operators.

Both of these Decisions were brought about by tremendous efforts of Operating Engineers Local #3 to preserve the safety and health of the members affected by these and other regulations.

Alcoholism is a deep tragedy

Nate Davidson, Director

Alcoholism is a deep tragedy — not only because it destroys a person's ability to enjoy and appreciate life, but because it impairs or deadens one's ability to work. In the past I have witnessed some of the most highly qualified journeymen in the industry cut down by this disease. Those of you directly involved in the industry know how often we have had to face this tragedy.

It is generally recognized that 10% of any given population suffers from the disease of alcoholism. It seem to me that as dirt stiffs we have a larger share of this national statistic.

Those individuals who are recovering from this disease in retrospect describe it as being cunning, baffling and powerful. Permit me to just very briefly give you a few facts about the disease of alcoholism:

- It is a disease recognized by the American Medical Association and not a sign of a character or moral weakness.
- It is the number three killer after heart disease and cancer.
- Each year this disease kills more people on the highway than were lost in the entire Vietnam war.
- It costs us as a nation, annually, \$24 billion in lost production; \$18 billion in health and medical costs; \$7 billion in multi-vehicle accidents; \$3 billion in violent crimes. All this adds up to nearly \$60 billion annually.
- Alcohol is significantly involved in homes, industrial and recreational accidents, as well as in crime, suicide and family abuse. Unfortunately, the toll it takes in death and injury among the younger age groups is dramatically increasing.

It's reasonably certain that the life experiences of each and every one of you have brought you in contact with alcoholism. The question is why don't we do something about it and what should we do?

In spite of good will by many people, there are a number of obstacles that face us when we attempt to come to grips with this problem, first of all, there is forever the stigma that is associated in our minds with this disease. We see the act of excessive and destructive use of alcohol as a willful one, rather than a manifestation of an illness.

We have difficulty telling the difference between social drinking and the early stages of alcoholism. Furthermore, alcoholics, whether they admit it or not, have deep-seated feelings of guilt, remorse, shame, and hopelessness that prevent them from coming forward and seeking treatment. And, most of all, we simply do not have an effective identification and referral system in our industry.

When we started the Alcoholism Recovery Program two years ago, we educated and trained 13 business agents in all concepts of alcoholism, early identification and related procedures. In this initial period, we were contacted by members who had progressed significantly in their disease of alcoholism.

They usually were already discharged from their employment and their social structure — such as their families — had already disintegrated. It is worth noting that these members also had over utilized their health benefits in the past for treatment of alcoholism disorders without ever being treated for alcoholism. I'm referring to disorders such as hypertension, stomach ulcers, heart disease, pancreatitis, liver disorders, etc.

Among our own membership, acceptance of the program has not been entirely without problems. People feel, and in most instances rightfully so, that drinking is an acceptable and desirable

(Continued on Page 11)

CUT OUT THIS PAGE BEFORE YOU CUT OUT FOR GOOD.

When you're working near power lines, it's easier than you might think to have careless accidents. So please cut out this page and hang it someplace you and your

co-workers can read it. Like the bulletin board in the coffee room. Or the cab of your truck. Follow these guidelines and make power line safety a way of life. Yours.

POWER LINE SAFETY

When you're working with highrise equipment, always keep at least 10 feet away from overhead power lines.

Before you dig, check for underground lines. Just call the Underground Service Alert at (800) 642-2444, 48 hours in advance if at all possible. They'll let you know where our buried facilities are.

Enlist your workers in the 'Safety or Danger Take Your Pick' program. It's a quick, easy training session in power line safety.

Questions? Call PG&E. We're out to make power line safety a way of life. Yours.

PG and E

GRIEVANCE COMMITTEE ELECTION RESULTS

At its meeting on November 4, 1982 the District #2 membership elected Tee Zhee Sanders to serve on its Grievance Committee to fill a vacancy left by resignation.

At its meeting on November 18, 1982 the District #10 membership elected David Spain to serve on its Grievance Committee to fill a vacancy left by the death of Brother Les Crane.

Teaching Techs

Looking back at the progress that should have taken place in the past two years has been very discouraging to all involved. The indenture rate into the surveying field has been zero. No new applicants have had the chance to enter this program for over a year due to the amount of work available. Only fifteen first through fourth period apprentices are still in the program, as many have dropped out or graduated.

The journeymen in the fifth through eighth period steps working towards Party Chief are at an all time low. As this program usually has twice as many in its first through eighth period steps, one can see how depressed the work picture is.

While the apprentice program has decreased in numbers so has the journeyman workforce. That means when

loads increase, the number of trained persons to fill those needs simply will not be available. It is now that we should be training the greatest number of journeymen to fill the future needs of the surveying industry. Housing has always been a boom or slack year. The up trend will come and we have to be prepared.

The NCSJAC is upgrading the present curricula and will be introducing some new programs for the journeyman with much of the new material aimed at increasing the skills of the Party Chief.

A slope staking and gradechecking course is very close to being offered and a heavy construction program is over halfway completed. Many of the chainmen that have not been in the training program should contact our office and find out where we can help you further your skills and better prepare you for job opportunities that are lost to you at your present level.

The winter is the best time to attend class and learn a little more about surveying.

A notice was mailed out that stated as

of November 1st it will be mandatory that apprentices attend two classes per month or be subject to removal. This notice has to be signed and returned to the NCSJAC. Many have not returned this notice and should do so. We are trying very hard to bring the training hours up in each class and in all steps. The hours of training are a necessary part of learning and if we are to have a good training program, attendance will be required.

The Sacramento class has moved to the Skill Center, 2751 Stockton Blvd., Room #350. This move was made to save time and money on the part of the Apprentice. We hope this location will be more convenient to some that are not participating at present. If any now feel you could come to this class, write your request to our office. Any person who is currently dispatched from a "A" or "B" out of work list to an employer signatory to a collective bargaining agreement with Operating Engineers Local Union No. 3 or who is otherwise eligible to apply for Apprentice Chief of Party may apply for entrance into the Journeyman Educational Program.

Many old time surveyors, chainmen, and party chiefs alike can recognize the fact that survey methods are changing as new electronic development offers new equipment to aid in the performance of your job. The size of the crew, the accuracy and the amount of work completed has changed noticeably in just a few years. With these changes have come new and greater demands on the party chief. The work load is now greater and new skills are in constant demand. Hand calculators are changing now almost as fast as it takes to learn all its' capabilities. The amount of different EDMs is growing every day with new and better lasers, prisms and recording devices. Some classes and/or seminars are needed to update the current Party Chiefs and the chainmen as well. To that end, the NCSJAC is working toward programs that will aid you in updating your skills.

As we are in the process of outlining this material, some suggestions from the membership would be well received. If there is an area of study that would benefit the industry as a whole, then proper consideration will be made.

County supervisors give green light to Pacheco Pass job

Funding for the Pacheco Pass Highway Improvements, Phase II, took another large step toward fruition the month, reports Business Representative Tom Armer.

The Santa Clara County Board of Supervisors unanimously moved the \$25 million safety project to the head of the funding list.

This marks the third consecutive such victory for the long fought-for modernization of the deadly and much traveled stretch of the highway linking California's Coast with the Central Valley.

From the supervisors' chambers, the second step in Pass improvements goes before the Bay Area Metropolitan Transportation Committee sometime next year, probably in mid-February.

If all goes according to plan, the final green light could come as early as April from the California Transportation Committee.

Since 1970, more than 105 people have died on Highway 152, and of the number, nearly half have perished in the narrow, dangerous, twisting grade known as the Pacheco Pass.

Currently, construction is underway on shorter 2.5-mile section of the Pass from the summit west to the foot of the grade, at a cost of \$6 million. The second phase would extend that work, which consists of widening the roadway, installing a meridian to prevent head-on collisions, and adding escape ramps for semi trucks which have lost their brakes, often the cause of fatal accidents.

The move by the Santa Clara County Supervisors only gives priority to the Pass project if and when the money becomes available.

Thousands of potential jobs lost

San Jose City Council squashes industrial park plan

San Jose District Representative Don Luba reports that, despite an overwhelming show of support from the South Bay building trades, the San Jose City Council turned down a proposal this month from Tandem Computers for a high technology research and industrial park that would have provided thousands of construction jobs over the next several years.

"The City Council's refusal to approve the project made a mockery of the democratic process," declared Luba. "At least 95 percent of those in attendance at the hearing were in support of the project, and still they voted it down. Why bother to invite the public to attend if they already have their minds made up?"

The City council's decision not to let Tandem Computers build a huge manufacturing and research plant cost San Jose its chance to become the company's home, according to a Tandem spokeswoman.

The council voted not to change the city's general plan to allow the development, but instead to study the proposal for six months.

Council members and others who supported the delay said they hoped Cupertino-based Tandem would not make good on its threats to leave the Santa Clara Valley if the project did not win immediate approval.

But Tandem spokeswoman Pat Becker said there is little if any hope that the firm will reconsider San Jose as a potential site for its planned headquarters.

Becker said Tandem cannot absorb the \$15 to \$20 million cost of a six month delay in planning, which would mean a year long delay in construction.

Becker said that Tandem officials will re-evaluate their plans for locating a headquarters facility. She said potential sites do not include other San Jose industrial sites.

"It is truly inconceivable with unemployment as it is today in San Jose that

the city can choose general plans over jobs. General plans do not feed children of unemployed workers."

The council's 8-3 vote came after more than four hours of impassioned arguments from scores of people favoring and opposing the project.

Immediately after the vote, Becker said, "To say we are bitterly disappointed is an understatement."

Becker said the council's vote "clearly could be interpreted as not very positive" toward future development of Coyote Valley, and she indicated Tandem would begin to look for development sites in other cities.

Council members Claude Fletcher, Lu Ryden and Jerry Estruth, staunch proponents for the development, voted against the delay, proposed by Mayor-elect Tom McNery.

The council's debate on the proposal was as stormy as the controversy itself. Fletcher, in a lengthy speech, accused the council of political game-playing and said the compromise was "simply a smoke screen for a delayed denial." A

chorus of cheers from the partisan crowd greeted his remarks.

But when outgoing Mayor Janet Gray Hayes tried to explain why the council had not yet studied development in the valley, she was drowned out by catcalls and boos.

When Fletcher attempted to speak again, Hayes brusquely ruled him out of order and called for the vote.

In voting to delay the development proposal, the council rejected arguments from a parade of Tandem employees, labor leaders and San Jose residents who cited the promise of jobs as a reason to support the proposal.

"San Diego wants Tandem; North Carolina wants Tandem; Texas wants Tandem; Sacramento wants Tandem; France wants Tandem. Your decision has to be Tandem," said John Neece, the executive secretary of Santa Clara county's building trades council. Neece, whose organization represents 20,000 area construction workers, said 7,000 of

(Continued on Page 11)

Granite gets phase 3 of 'Blood Alley'

Work in South Santa Clara County prospects look very good for 1983, reports Business Representative Max Spurgeon. The third phase of Highway 1 or Blood Alley was granted recently to Granite Construction for the sub-grade and paving. The job will employ at least 20 Operating Engineers at peak construction. Cost of the project is \$15.6 million.

Bill Hart, construction engineer for the U.S. Bureau of Reclamation, stated that he had received 19 bids from hungry contractors who all bid less than the project engineer's estimate on a 10-mile section of the conduit. Low bidder during the opening conduit was John A. Artukovich Sons, Inc. and John Artukovich Jr., who said they could do

the job for less than \$17.5 million. The bureau will now evaluate the bids and in a month or so award the contract to the lowest bidder they think can do the job.

Named the Santa Clara Conduit, the 103-mile length of eight foot diameter pipe will run underground from Leavley Road in Gilroy to Half Road in Morgan Hill. It's just one link in the network of pipelines and tunnels that will bring Sacramento Delta water to San Luis Reservoir for distribution to Santa Clara and San Benito Counties by 1988.

The project should begin in the spring and should take about two years to complete. The industrial building work is still strong in Milpitas and North San Jose also.

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.

December

- 1st Ogdon: 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

February

- 1st Stockton: Engineers Bldg., 1916 N. Broadway
- 3rd Oakland: Labor Temple, 23rd & Valdez St.
- 15th Fresno: Laborer's Hall, 5431 E. Hedges
- 22nd Sacramento: Laborer's Hall 6545 Stockton Blvd.

March

- 2nd Salt Lake City: Engineers Bldg., 1958 W.N. Temple
- 3rd Reno: Musicians Hall, 124 W. Taylor
- 10th Santa Rosa: Veterans Bldg., 1351 Maple St.
- 17th San Jose: Labor Temple, 2102 Almaden Rd.

Dues Schedule 10/1/82-3/30/83

| | |
|----------|------------------|
| 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 JD and Industrial Units, the members will be notified of applicable dues for their respective units.

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:

Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103
Please send me: A Membership card for the Magic Kingdom Club

My name is: _____
(PLEASE PRINT ALL INFORMATION)

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

City, State & Zip Code _____ Social Security Number _____

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

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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.

REG. NO. _____

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



Fate of Auburn Dam to be decided

(Continued from Page 1)

Dorado counties to help finance Auburn Dam. The authority wants to bankroll a portion of the dam and proposed hydroelectric powerplant in exchange for all power benefits.

But the Sacramento Municipal Utility District and the American Hydroelectric Development Corp., a private San Jose company, also have an interest in obtaining all the project's hydro power, Catino said.

East Bay Municipal Utility District, headquartered in Oakland, wants to fund up to 45 megawatts of the plant's 300-megawatt production, and power financing proposals for still unnamed amounts have been submitted by the Modesto and Turlock Irrigation districts.

American Hydroelectric also is pursuing all water rights while the East San Joaquin Water Users Association wants to help finance completion of the Folsom South Canal, Catino said. The proposed Auburn project includes a 41-mile extension of the canal in Sacramento and San Joaquin counties.

The last offer is from Cushionrail International, which wants sections of the dam as collateral in exchange for funds from foreign investors. "To be very truthful, we have some institutional problems with using foreign money," Catino said.

He said it is unclear whether the proposal presented to Congress will include a cost-sharing agreement from one or more of the eight groups. "I think we need some guidance from this admin-

istration on how to put that package together."

He said the final proposal will recommend flows in the lower American River that will protect fisheries and satisfy recreation interests.

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.

GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary James "Red" Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1983. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

January

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

February

- 1st Stockton: Engineers Bldg., 1916 North Broadway, Stockton
- 3rd Oakland: Labor Temple, 23rd & Valdez St., Oakland
- 15th Fresno: Laborer's Hall, 5431 East Hedges, Fresno
- 22nd Sacramento: Laborer's Hall, 6545 Stockton Blvd., Sacramento

March

- 2nd Salt Lake City: Engineers Bldg., 1958 W.N. Temple, Salt Lake City
- 3rd Reno: Musicians Hall, 124 West Taylor, Reno
- 10th Santa Rosa: Veterans Bldg., 1351 Maple St., Santa Rosa
- 17th San Jose: Labor Temple, 2102 Almaden Rd., San Jose

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

Section 1

District and Sub-district Grievance Committees

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—

one (1) District Executive Board Member or Sub-district Advisor if a Sub-District

one (1) District Representative or Sub-district Representative and

three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

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

(a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;

(b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination;

(c) if he is an Officer of, or is on the full-time payroll of the Local Union; and

(d) if he is an owner-operator of a contractor.

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

Section 10

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