

Happy Holidays from Local 3



ENGINEERS NEWS

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DECEMBER 1983

Semi-annual Meeting: Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, January 7, 1984 at 1 p.m., at the Seafarers International Union Auditorium, 350 Fremont St., San Francisco, CA.

Scholarship Contest: Members are asked to take note of the rules and regulations for the Local 3 scholarship contest for 1983-84 on page 3. **Grievance Committee Election:** See page 12 for an official notice on Grievance Committee elections.

MTC gives green light to major transit projects

The *San Francisco Chronicle* reported this month that the staff of the Metropolitan Transportation Commission has recommended construction of seven major rail transit systems and extensions — including a controversial BART line to the San Francisco airport — that it says should be built in the Bay Area within the next ten years.

The extensions, which would cost at least \$1.2 billion and perhaps as much as \$2 billion, could be financed by a mix

of federal, state and local money, the staff report said.

The recommendations for the future of rapid transit in the Bay Area are the most sweeping since the BART system was planned more than 25 years ago.

The report recommends these projects:

- An extension of BART from Daly City to the airport at a cost of between \$345 and \$600 million. The staff recommended that the BART airport line not have any intermediate stations unless San Mateo County worked out a satisfactory way to pay for the stations.

- Completion of the Guadalupe Corridor rail line in San Jose, another huge project that is already in the works and will cost \$385 million.

- Extension of two Municipal Railway light rail lines in San Francisco. The first would take the Muni Metro cars from the Embarcadero station to the Southern Pacific rail passenger station at Fourth and Townsend streets at a cost of \$13 million.

The second would be an extension of the Muni's J-Church line from 30th and Church streets in the Mission District to the Balboa Park BART station. This project would cost \$18.5 million.

- Extension of BART from Concord to a new station on Highway 4 at North Concord. The price would be \$118 million.

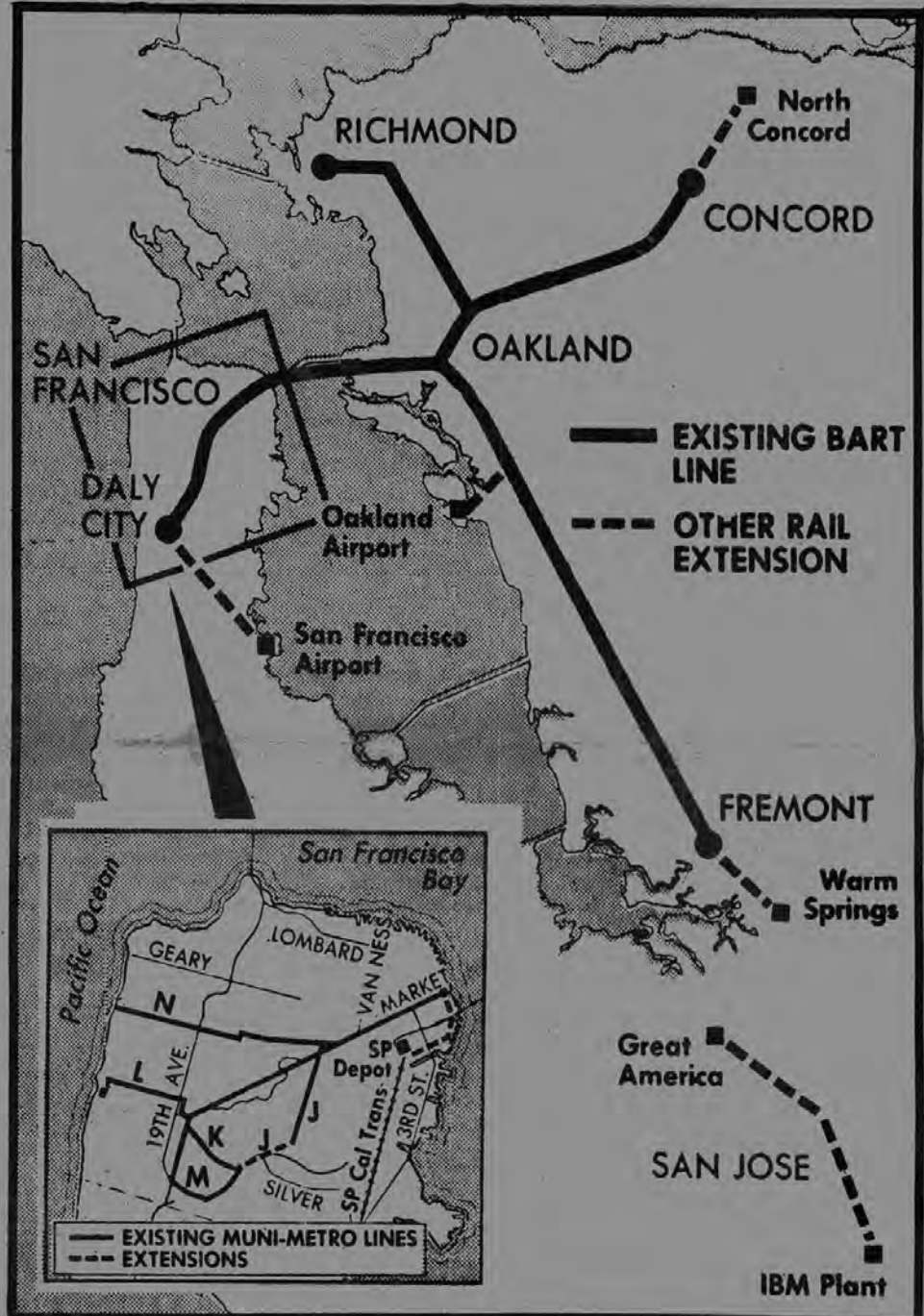
- Another BART extension from Fremont to Warm Springs in southern Alameda County, which would cost \$236 million.

- Development of a "people mover" system from BART's Coliseum Station to the Oakland airport. This project would cost \$86 million, but would not be built unless traffic at the Oakland airport increases substantially.

The whole program would cost \$1.2 billion in 1983 dollars, but the price could go up to over \$2 billion because of inflation, the report said.

Three other projects — construction of a loop to turn Muni Metro cars at the Embarcadero Station, building a turn-back track and storage yard for BART at Daly City, and modernizing the Peninsula commute trains — will all be completed first, probably within five years. The money has already been lined up for these projects.

In the meantime, the BART board met and came up with its own proposals for financing BART extensions. These called for imposing a one cent-a-gallon tax on gasoline in San Francisco, Alameda and Contra Costa counties,



Assemblyman Rusty Areias of Los Banos and Caltrans Director Leo Trombatore discuss Hwy. 152.

Santa Clara supes give Highway 152 number one priority

A permanent solution to the treacherous Highway 152 Pacheco Pass safety problem moved one step closer last month when the Santa Clara County Board of Supervisors voted 3 - 2 to classify it as the County's number one priority.

The vote overruled a recommendation of the County Transportation Subcommittee which would have divided the improvement plan into two different projects.

Highway 152 is a major route connecting the Santa Clara Valley and U.S. 101 with Interstate 5 and the San Joaquin Valley. Over 18 of its 25-mile distance is

(Continued on Page 2)

placing a 15 cents-a-ride surcharge on all BART tickets, raising tolls on state owned bridges across the bay by 25 cents, and selling development rights at existing BART stations.

BART's program, described by general manager Keith Bernard as "ambitious," would require a vote of the people on the gas tax, and an agreement by the Metropolitan Transportation Commission on raising bridge tolls.

"We began BART by thinking big," he said. "This bold step is worthy of our heritage."

But BART's extension plans, which do not call for a BART line to San Francisco airport, conflict with the MTC's own grand ideas.

The MTC's vision, described by commission chairman Quentin Kopp of San Francisco as an "unparalleled and unprecedented opportunity," looks beyond the three-county BART district and takes the entire region into account.

The commission has a hole card: it

(Continued on Back Page)

Election Committee

The election of District Election Committeemen to serve during the election of Local 3 Delegates and Alternate Delegates to the 32nd I.U.O.E. Convention has been completed. The brothers listed below were elected by their district membership.

District	Name
1	Peter T. Fogarty
2	Tee Zhee Sanders
3	Robert M. Butler
4	H. L. Spence
5	Robert L. Daniels
6	Preston Christy
7	Harry G. Johnson
8	Jack F. Misner
9	John Martinez
10	Robert Wagnon
11	James D. Caumiant
12	Don Barney
17	Yoshio Azuma



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

LOOKING AT LABOR

Local 3 Business Manager Tom Stapleton and the officers of Local 3 wish everyone a very Merry Christmas and a Happy New Year.

ENGINEERS NEWS

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

- T.J. "TOM" STAPLETON**
Business Manager and Editor
- HAROLD HUSTON**
President
- BOB SKIDGEL**
Vice President
- JAMES "RED" IVY**
Rec.-Corres. Secretary
- DON KINCHLOE**
Treasurer
- NORRIS CASEY**
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Managing Editor

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Editor's Note: The following article by Business Manager Tom Stapleton appeared this month in the Daily Pacific Builder, a construction industry newspaper.

Taking Aim at the 'Underground Economy'

On November 14 a Los Angeles building contractor was arraigned on a 76-count felony complaint for allegedly requiring his workers to "kickback" approximately two-thirds of the wages he was legally obligated to pay on local public works projects. The case, which is being prosecuted by the major fraud division of the Los Angeles District Attorney's Office, is not unusual. It's happening all over the state. What is unusual is the publicity that has accompanied the case.

I am confident that this case and several others like it would not have been brought to this point had it not been for the fine work of Assemblyman Dick Floyd and his staff. As Chairman of the Assembly Labor Committee, Floyd is conducting a major investigation into the "underground economy" of the construction industry.

Several months ago, I had the opportunity to explain to Assemblyman Floyd the increasing problem we were having in our union with certain firms who were underbidding fair, law abiding contractors on public works jobs by cheating their employees out of the prevailing wages they were entitled to.

To his credit, Assemblyman Floyd took an immediate and deep interest in the problem. A series of public hearings was scheduled. Several building trades unions including our own gathered an abundance of hard evidence to show the extent of the problem.

Floyd and his staff did a great deal of legwork interviewing employees who had filed complaints, and talking with the Labor Commissioner, Contractors

License Board, and labor compliance officers throughout the state.

The testimony that these witnesses offered at the public hearings illustrated very dramatically the extent of the "underground economy" in California's construction industry.

In the words of Assemblyman Floyd, the underground economy is defined as illegal activities committed by "supposedly legitimate contractors in the course of their business dealings." We're not talking about occasional lapses by employers, but rather "wholesale and systematic cheating which is costing the public and workers billions of dollars every year in this country."

The problems that have been brought to surface so far are just the tip of the iceberg. (See November *Engineers News*.) The number of unscrupulous contractors seems to have blossomed during the recent recession which gripped the construction industry.

The problem does not concern only employees and unions. Flagrant and consistent violation of these laws is detrimental to the law abiding employer as well. We must take steps now to curtail the underground economy before the stability of the entire industry is jeopardized any further.

State Labor Commissioner Robert Simpson testified that his department is doing everything it can to stem the increasing flow of labor violations, but that last year's budget cuts by Governor Deukmejian have taken their toll on the department's ability to do so.

We get the same story from the Contractor License Board. Unfortunately, without the proper funds, very little can be done to enforce the law.

I am confident that if the building trades unions and the many contractors that are signatory to union agreements work together with our legislators, we can accomplish a great deal in curtailing this underground economy.

These are my recommendations:

- We must get the governor to place a higher priority on enforcing the law in

the construction industry. A very modest injection of funds into the Labor Commissioner's Office and the Contractors License Board would help substantially.

• Assign a field deputy from the Contractor License Board to each building department in the state to coordinate more closely with local representatives through the planning, permit and construction stages. This would put someone right on top of the problems as they occur, not three or four months after the job has been completed and the damage already done.

• Establish a system which would prevent known violators from being awarded contracts from public agencies. Included in this system would be a more effective communications program so that the various agencies could pool their data.

• Pass legislation that would punish awarding bodies that do not enforce the law. Too many awarding bodies actually encourage contractors to break the law because they think they are saving their departments money.

• Spearhead a campaign to educate workers on their rights on public works jobs. Too many workers are duped into working for unscrupulous contractors because they don't know any better. Notices should be posted on all jobsites stating what the employer is required to pay in wages and fringe benefits.

We should keep in mind that employees are not the only ones who suffer from this underground economy. Contractors who will cheat their employees out of their wages will cheat the government any chance they get. Their work is inferior, which means that the taxpayer does not get what he pays for.

The steps we are taking now against these contractors are significant ones, however, they must be followed up by real action on the part of the legislature and the Governor, or we will have wasted our time.

County Supes OK Hwy. 152 job

(Continued from Page 1)

still a narrow two-lane road through the mountains. The dangerous stretch of roadway has been the scene of 128 fatalities and an additional 1,000 injured since 1970. Nineteen people have lost their lives on the highway this year alone.

The project was originally planned to be completed in three stages. Phase 1 of the project, a 2.7 mile section near the Merced/Santa Clara County line, undergoing a \$7 million improvement, will be completed in early 1984.

Phase 2, which is an 8.3 mile section from Bell Station, near the summit of Pacheco Pass to the Don Pacheco Y intersection of Highways 152 and 156 is scheduled for \$20 million in improvements for 1987-88.

Phase 3 — the ten mile section from the Y to the city of Gilroy — is expected to cost around \$50 million. The county transportation subcommittee had re-

commended to give Phase 2 its number one priority of county road projects, with Phase 3 given a number 6 priority. This would have diluted the importance of the project and moved the site of most accidents to this section of the highway.

Local 3 representatives contacted the Santa Clara Supervisors asking that they overturn their subcommittee recommendation. After lengthy discussion, the Board agreed to give Phase 2 of the project its number one priority, with Phase 3 also designated number one in importance.

Local 3 member Ed Garlick submitted this photo of an old Browning steam driven clam shell unloading material from gondola cars for a road building project. If you have an old photo that you would like published in *Engineers News*, send to 474 Valencia St., San Francisco, CA 94103.



Local 3 1983-84 scholarship competition

Rules & Instructions for College Scholarship Awards: 1983-1984 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 1983),

or: (2) the Spring Semester (beginning in 1984), 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, 1984 and March 1, 1984.

Awarding Scholarships:

Upon receipt of the application 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, 1984:

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 2 inches by 3 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, CA 94103

or to College Scholarships at the address shown above.

Stockton closes out season with good work year

"As the Tule fog encompasses the valley and the winter rains descend upon us, we can accept their coming a little easier this year," reports Business Representative George Morgan. "Our Job Placement Center reflects an almost empty out of work list. There were times when it was difficult to fill a contractor's order, which was certainly good news."

In Tuolumne County there were three good sized jobs going as well as a number of smaller ones. Ford Construction and McGuire & Hester working from opposite ends have the large sewer project out of Sonora. The Tuolumne Junction Shopping Center was covered by a number of contractors doing various types of work on this large complex.

Tutor-Saliba got a late start on the slide on Highway 120 out of Chinese Camp, but was going full bore at the cost of the work season with a good deal of work left come next year, as will the other projects mentioned above in the Sonora area. Ford Construction also has a number of other projects in the foothill areas of Tuolumne County as well as other mountain counties.

In Stanislaus County there are a number of projects that went on this year including street, bridge, sewer, water-line and park jobs. These were not necessarily large projects but plentiful in number, providing a number of Brother Engineers work for the season. Granite, Flintkote, George Reed, Morrow & Waggner, as well as Keir Krane and Hogin Bros. were kept busy with projects in this area.

From all appearances next year promises to be a good work season. Several projects are scheduled to start up in addition to ongoing ones in the Sonora area.

Scholarships available through State Fed

In addition to the annual Local 3 Scholarship competition, high school seniors of Local 3 members should also be aware of the scholarship awards available through the California Labor Federation.

Forty-one \$500 college scholarship awards will be at stake for graduating seniors in California's public, private and parochial high schools in the California Labor Federation's 34th Annual Scholarship Competition.

Brochures announcing the details of the 1984 contest have just been sent to more than 1300 high schools throughout the state.

High school seniors graduating in 1984 who are interested in competing in the contest should contact their high

school principals for application forms and further details.

Applications to compete in the contest, which must be accompanied by a transcript of the student's high school record, must be received by the Federation from the principal of the high school not later than February 17, 1984.

Students will compete in a two-hour written examination to be held on Thursday, March 15, 1984 in each high school where applicants have filed.

The aim of the examination will be to evaluate the students' knowledge and understanding of labor, business, industrial and governmental problems and their ability to present that information.

The brochure announcing the contest, which includes suggested readings and

other resources, should be available through the principal's office at the student's high school.

In announcing the contest, the Federation, which represents California's 1.6 million AFL-CIO union members said:

"In all free nations of industrial significance across the globe, labor unions share in the determination of the economic, social and political destinies of their respective societies.

"It is increasingly the way in the developing nations. Thus, Labor should be of interest to students of today's world.

"Certainly all Americans who would consider the course of their own nation must give thought and study to both the history and present purposes of unionism here at home.

"We propose that you study American Labor with the objective mind of the scholar. We believe the study will enrich your knowledge of your national past and its unfolding future. In this belief we invite your participation in our scholarship program."

Winners of the contest are expected to be announced in May after all of the test books have been processed by the judges.

Copies of the brochure spelling out the rules and providing suggestions for preparing for the examination have also been sent to all California AFL-CIO affiliates as well as to all county, city and district superintendents of schools.

Thirty-seven of the 41 scholarships in the 1984 competition are being co-sponsored by the affiliates listed in the box below at left. The remaining four scholarships are sponsored by the California Labor Federation, AFL-CIO and are designated as the Haggerty-Pitts Memorial Scholarships in honor of the late C. J. "Neil" Haggerty and Thomas L. Pitts, both former executive officers of the Federation.

Upsurge in private, public construction

Work closing with a boom in South Bay

District Representative Don Luba reports that the 1983 construction season in District 90, Santa Clara, Santa Cruz, San Benito, and Monterey Counties, is closing with a boom.

"Having had our first five inches of rain for the start of 1983-84 winter, our out of work list, which was about depleted, is now rapidly building up," Luba said. "We came out of the last year's devastating winter with many emergency projects in progress and many more gearing to start subsequent to design work being completed and funding finalized."

At the same time, the Feds were easing the interest rates and the long sought after funds for developing suddenly became available. With this combination of upsurge in private construction, along with an upsurge in public funded construction, we suddenly found ourselves out of many classifications of operators by mid-summer. Many times

from mid-summer on, we put out calls for operators to the other district offices of Local 3, until their out of work lists were also exhausted.

"I would personally like to take this opportunity to thank those out of area brothers who accepted our dispatches, as most turned out to be well experienced operators who satisfied our signatory contractors' needs to out-produce their non-union competitors and brothers," Luba commented. "That is the name of the game in today's market."

Needless to say, with this sudden upturn in the construction industry, after an absolute two year depression in the industry, we were all caught by surprise. The non-union contractors got a good toe hold on the market during that two year depression, thereby greatly affecting the 1983 negotiating season where many agreements were up for renewal.

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By HAROLD HUSTON, President

A Personal Note From The President's Pen

"Design for the Future" was the theme of the 29th Annual Educational Conference held in New Orleans, Louisiana in mid-November. The Conference was sponsored by the International Foundation of Employee Benefit Plans.

In this day of fast-paced developments the theme chosen for the conference was most appropriate. All of us who share responsibility for benefit plan management need all the assistance available in preparing for the months and years ahead. The conference was structured to serve that end.

The host city of New Orleans went out of its way to fulfill its promise of an interesting and enjoyable stay for everyone.

More than 4,500 conference registrants attended; add to that family members and guests, and the population of New Orleans increased by over 8,000 virtually overnight!

This was perhaps the most comprehensive conference program in the history of the Foundation. An unprecedented array of employee benefit topics, sessions and speakers made up the schedule. In addition, there were many exhibits, workshops and discussion forums — hallmarks of the spirit of information sharing for which the Foundation's conferences are noted. And what could be a better backdrop than the city of New Orleans, with its excellent restaurants, lively night spots and countless shrines of southern history and culture? Shunning the numerous attractions of the Crescent City, I attended the Saturday and Sunday sessions of the Pre-Conference Institutes.

The institutes offered two full-day courses in the following: Communications; Leadership Skills; Managerial Styles and Effective Techniques; Coping With and Managing Stress; Creative Thinking and Time Management.

This program covered subjects such as trust responsibility, investments, plan administration and working with professional advisors. It was a full two day program, excellently prepared.

The remainder of the conference sessions were in six

subject categories: Fiduciary Responsibility, Health and Welfare, Pension, Administration, Investments and Social Security. For each conference session attended, you received an evaluation sheet for expressing your judgement of the quality of the session, speakers and hand-out materials. All were to be judged by these evaluation sheets at the conclusion of the conference.

For everyone involved in the business of employee benefits, a key word is "change". Our field is ever in a state of transition. Indeed, the many factors influencing our endeavors are themselves continually in motion — a constantly shifting legal and legislative framework, ebbs and flows in the economic environment, changes in the interests and attitudes of labor and management, changes in the needs and values of those in the workforce. Preparing for change and adjusting, is a large part of the effective operation of employee benefit programs. To be successful in administering employee benefit plans we must be informed and up to date in the dynamics and developments in the benefits field and fields related to it.

These few days at the conference helped us prepare for coping with the multitude of changes the coming months and years will bring to the employee benefit plans we serve. The greater knowledge and keener insight we took home with us will mark the extent to which the conference achieved its purpose.

In meeting, talking and eating with other registrants from throughout the United States and Canada, I still believe the bottom line remains the same, "The members and families of Operating Engineers Local Union #3 have the best wages, fringe benefits and working conditions of any employees in the world!"

New Orleans. The name is synonymous with international sophistication, hot-blooded jazz, and fabulous food. This is America's European masterpiece, combining Old World charm and Southern grace to produce "America's most interesting city". New Orleans is the home of Mardi Gras, the birthplace of jazz. One of the largest areas of preserved 19th

century architecture — the French Quarter is an exotic blend of races that has produced a culture unique in all the world.

New Orleans has a romantic, dreamlike quality — gaslights shimmer and glow in the watercolor mist from the Mississippi River — like so many ghosts wandering the narrow streets.

The historical figures who settled the city seem too colorful to have been real, but they were, and New Orleans is not a dream, it is viscerally real and meant to be enjoyed to the fullest.

New Orleans is sensual. You can feel the warmth and moisture of its heavy delta air. Smell the sweet magnolias and taste the spicy nuances of its Creole cuisine. Listen to the strains of Dixieland music and the clapping of horses' hooves as a carriage winds its way through the time warp of the Vieux Carre'. Watch the dizzying display of architecture, street performers and annual festivals.

Today New Orleans is the largest port in volume tonnage in America and the second largest in the world. Import and export ships from all corners of the globe fly their flags here. This is the gateway to Latin America and the towering International Trade Mart punctuates the cosmopolitan skyline along the riverfront. The port is the city's largest industry, the reason for its existence and the source of its strength.

New Orleans will host the 1984 World's Fair, the fitting theme of which will be "The World of Rivers — Fresh Water as a Source of Life". The world's busiest river ends its 2,300 mile trip here and flows into the Gulf of Mexico. This is where the Mississippi curls around "The Crescent City" in a half moon shape. Much of the city is below sea level, and is protected by levees and the largest municipal drainage system in the world.

Please let me take this opportunity to wish all the members and their families a very *Merry Christmas* and *Happy New Year*. Thank you for allowing me the opportunity to serve as your President.

Next season looks promising

Rains slow work in North Bay

Rains have really slowed down the work in the Santa Rosa area reports District Representative Chuck Smith. All in all the Brothers and Sisters have had a pretty fair year in spite of the late start. Next season looks as promising, as is usually the case in a presidential election year. "I sincerely hope the working people of this union do not forget what the Reagan administration has done to us and to be sure to do everything possible to keep him from being re-elected to the White House," Smith said.

Both Business Representatives Bill Burns and Darrell Steele, have been working hard covering a lot of territory. Darrell just collected around \$15,000 for 17 Brothers working for one contractor in the Geysers area. The Brothers were very pleased with Darrell's persistence and that the checks came just in time to make for a Merry Christmas.

Sonoma and Napa Counties are really slow at this time, due to the recent rains says Business Representative Bill Burns. Arthur B. Siri, Inc. is trying to work in the Southwest Assessment District whenever the sun happens to shine. O.C. Jones is finished with its job on the same project but will start a \$900,000 job for the telephone company doing street

grading and paving and a parking lot as soon as weather permits.

"In talking with the Resident Engineer of the Army Corps of Engineers on Warm Springs Dam he told me that Rock Pile Road is on the books," Burns stated. The bid is scheduled to be let on January 10, 1984 and they are hoping to get enough money for the bottom part of the boat ramp also, which with both jobs would be about \$20 million worth of work next year.

The rainy season has really slowed work in Lake & Mendocino Counties with the exception of construction on The Geysers power plants, reports Business Representative Darrell Steele, with Townsend & Bottum working on the South Geysers D.W.R. project and Bechtel Constructors Co. on its three projects (NCPA #3, Unit #16 and Unit #20.)

Work will continue through the winter as long as snow doesn't prevent the bus service from delivering workmen to the job sites. This means work through the winter for about 25 to 30 operators at those four sites. Peter Kiewit Sons' Co. made its last concrete pour November 20th on the D.W.R. Bottle Rock Project, which has been a good job for many of our members.



Local 3 member Art Wisterman operates this dozer mounted with slope board on the Fountain Grove Expressway project in Santa Rosa.

Research & Cotrell were low bidders on the cooling towers at the South Geysers D.W.R. project and should be moving in soon. Roy E. Ladd was low bidder on a slide repair job on Hwy. 20, about seven miles east of Clearlake Oaks. The \$1.2 million job probably won't get started until next spring when the water stops running in the nearby

creeks, which the company plans to relocate and place rip-rap along its banks.

We are looking forward to a lot of work, starting next spring so just rest while you can as next year promises a hot and heavy season for construction.

Enjoy yourselves and have Happy Holidays!

\$350 million roads, highways plan shown

Plans for \$350 million in road projects, billed as crucial to Silicon Valley industrial growth and job expansion, have been unveiled.

About \$200 million of the price tag would have to be borne by seven cities.

Two potential financing sources suggested — both of which could be highly controversial — are increases in business license taxes and construction fees.

A South Bay Master Plan for Highway Improvements was presented to officials last month from industry and governmental agencies in Santa Clara and Alameda counties at a two-hour session held at Lockheed Missiles & Space Co. in Sunnyvale.

The study, underway for more than a year, was sponsored by the Santa Clara County Manufacturing Group, the Santa Clara County Transportation Agency and the cities of San Jose, Santa Clara, Sunnyvale, Mountain View, Milpitas and Fremont.

The plan also covers projects in Alameda County, including the city of Fremont.

The pivotal improvement outlined is Route 237, a bottleneck for employees commuting between Milpitas and Southern Alameda County to jobs in Silicon Valley electronics firms.

The 237 project would include upgrading the route to freeway status, with interchanges at key crosspoints.

The total plan, encompassing both state and local funding, calls for \$210 million in freeway improvements, including Highway 237; \$98 million for local street improvements, including \$32.6 million for Tasman Drive in the North San Jose-Milpitas industrial areas; and \$43 million for interchanges and bridges, including one on Highway 237 at McCarthy Boulevard in Alameda County.

Without local money, study leaders conceded, there is no chance of getting the state to ante up its proposed \$150 million share of the overall program.

The report still faces detailed study by city councils and boards of supervisors.

Without making any specific recommendations, the report notes that an expanded business license tax "is a proven way to increase general fund revenues," which could be spent on South Bay Master Plan improvements.

Commission OKs I-80 widening plan

SAN FRANCISCO — An environmental impact statement on the widening of Interstate 80, which predicts relocation of about 70 people and 22 businesses in downtown Auburn, was accepted last month by the California Transportation Commission.

The California Dept. of Transportation, with the environmental review now completed, can finish the project design and begin buying rights of way, said Caltrans spokeswoman Pat Miller.

Construction is scheduled to begin in late 1986. The environmental report focuses on a one of six alternative construction plans, a modified version of Alternative 37C, which would widen the freeway to six lanes plus a truck climbing lane.

It will cost about \$53 million, compared to other plans costing \$85 million to \$99 million, said Caltrans.

ENGINEERS NEWS

PROJECT UPDATE

Highway 50 slide solution 'too costly'

PLACERVILLE — Caltrans could reduce the problems caused by mud slides by rebuilding an 11-mile section of Highway 50, but the \$75 million price tag puts the project out of reach for the foreseeable future, a Department of Transportation official said this month.

Caltrans representatives have met with a group of El Dorado County transportation officials and Highway 50 merchants to discuss ways of reducing problems in the slide-prone American River Canyon.

After a massive slide closed the highway for ten weeks this spring, causing major losses for tourist related businesses, representatives of the general public and the business sector asked Caltrans to investigate solutions.

The El Dorado County people noted that, in addition to the major slide near Riverton, there were 32 other slides last winter between Sly Park and Echo Summit.

The investigation dug up a long dead plan to replace Highway 50 with a freeway that would tunnel under Echo Summit. The proposed route was killed by the old California Highway Commission because of its estimated \$120 million cost.

Burton Brockett of Caltrans said the newest study determined a new highway, about 1,800 feet uphill from its current location between Riverton and Kyburz, is physically possible. However, it would not eliminate the possibility of slides, and the increase in elevation could be the difference between snow and rain during some storms, he said.

Brockett said the study was not a comprehensive one. "But we've done enough to know we're in the range of at least \$5 million a mile," he said, "and possibly \$75 million for the eleven miles... Even \$75 million is not reachable in the foreseeable future."

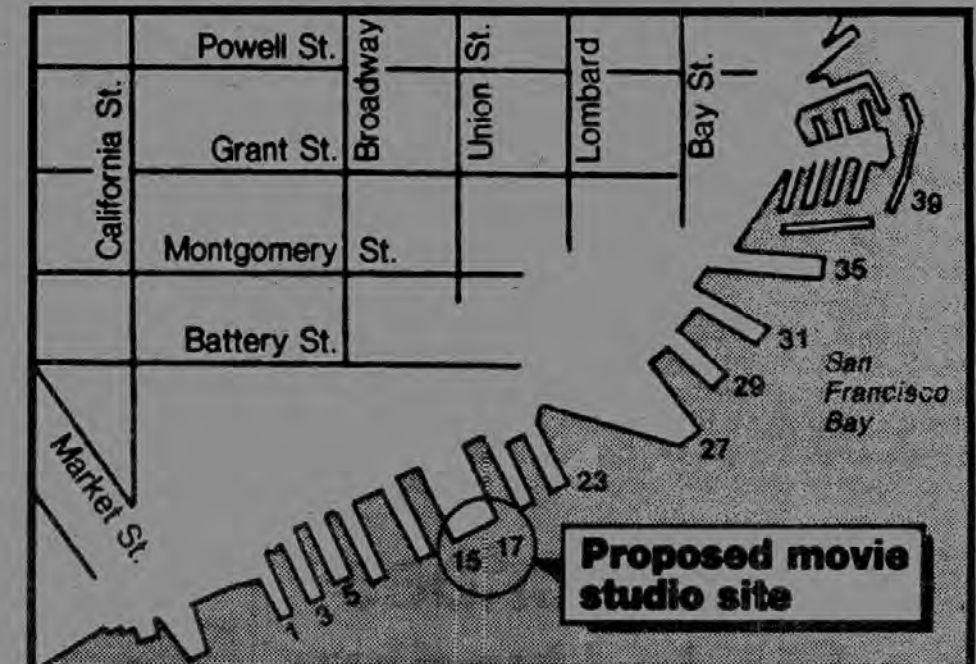
Report urges City to go Hollywood

San Francisco Port Commissioners last month indicated informally that they favor a proposal to construct a well equipped movie studio at Piers 15 and 17.

Whatever replaces the longshoremen who still unload vessels at Piers 15 and 17 would probably do so gradually. Consultants suggest that the project start small, converting at the outset only part of Pier 17 for a stage.

Additional observations culled from a report include:

- A first-run cinema might be incorporated into one pier.
- Pier 17 would lend itself to filming more than Pier 15. That is because Pier 15 has columns set about 35 feet apart, "an impossible pattern for filmmaking because of needed camera angles and camera movement." The shed on Pier 17 has no columns.
- Funding for the film center would be unlikely to emanate from the port. The port has about \$4 million capital available but about \$12 million worth of qualified projects; hence, its priorities



would have to be the upgrading of major maritime facilities rather than a non-marine use.

Consultants held out slight hope for governmental subsidy but said potential governmental sources of funds might include the Industrial Bond Program authorized by the Industrial Development Financing Act of 1980 and the federal Urban Development Action

Duke says 'no' to Peripheral Canal

STOCKTON — Saying, "The people have spoken," Gov. Deukmejian has ruled out any attempt by his administration to build the Peripheral Canal or a "mini-canal" suggested by his water director.

"The Peripheral Canal as a viable alternative is dead — and yes, that 'rigor mortis' applies to proposals for a 'mini-canal' as well," the Republican governor said last month in a speech to a California Farm Bureau Federation dinner.

Last year, voters overwhelmingly rejected the canal, proposed to carry water around the Sacramento-San Joaquin Delta for shipment south.

But state Water Resources Director David Kennedy said Oct. 6 that the Deukmejian administration was considering a "mini-canal" that would follow the same route as the Peripheral Canal but would be smaller.

Kennedy said the proposal probably would be one of several options listed in a report on water plans that his department planned to release. The idea was immediately and vehemently opposed by Senate Majority Leader John Garamendi, D-Walnut Grove, a leading opponent of the Peripheral Canal.

The Peripheral Canal, a 43-mile proposed waterway around the Sacramento-San Joaquin Delta, would increase the amount of water that could be exported south, by reducing the amount of Sacramento River water needed to flush salt water from the Delta.

High tech boom may spark new freeway link in the Valley

A new freeway — linking Interstate 5 and highways 99 and 50 — could become a reality if Sacramento County supervisors and developers have their way.

The Sacramento County Board of Supervisors voted 4 - 0 last month to form a six-member Public/Private Partnership Committee, which will forge a highway master plan for the rapidly developing Highway 50/Sunrise Boulevard corridor. Supervisor Sandra Smoley was absent.

Supervisor Illa Collin suggested that

light rail be included in the study.

Attorney Bill Holliman, representing some area property owners, said builders support the idea.

Massive high-tech office parks are mushrooming in the Rancho Cordova area, along Highway 50. Planners maintain that such construction — if not curtailed — will reduce rush-hour traffic to a crawl.

Pressure to build additional industrial, commercial and residential projects is likely in the east county, County

Executive Brian Richter told supervisors.

He said the area needs several major roads, similar to Madison Avenue, but the main arterial — probably a freeway — could follow the proposed freeway 148 route, from Interstate 5 near Freeport, east to Highway 99 at Calvine Road and north to Highway 50, east of Sunrise Boulevard.

The actual cost is unknown, but new east county roadways will cost millions and take years to construct, he said.

Credit Union

You still have time to cut your 1983 federal income taxes.

In fact, you have until April 16, 1984, tax-filing deadline for your 1983 taxes.

How?

Just open an Individual Retirement Account (IRA) at your Credit Union.

If you haven't opened an IRA yet, don't wait to the last minute. There are papers to fill out. If you already have an open IRA at your Credit Union, you don't have to fill out new forms. Just make your deposit.

How does the IRA work?

You open an IRA and the money you contribute to it (up to the maximum allowed by law) is fully deductible from your gross income.

If you made \$25,000 in 1983 and put \$2,000 in an IRA, you take the \$2,000 away from the \$25,000 and figure your taxes on \$23,000 instead. If you're in a 25% tax bracket, you'd pay Uncle Sam \$500 less in income taxes.

Looking at it another way, it's like Uncle Sam is letting you keep \$500 to put into a savings account.

You don't have to be a tax wizard or itemize deductions to open an IRA either. There's a line right on the front of your tax return for taking the deduction.

Another good thing about an IRA is that its earnings (the dividends your Credit Union pays you) grow tax-free until withdrawals begin.

You don't escape taxes on IRA. You do have to pay taxes when you start withdrawing money. The purpose of an IRA is to give you the chance for a better lifestyle when you retire by giving you tax advantages for saving.

The idea is that when you retire you'll be in a lower tax bracket and pay less taxes on the money.

Who is eligible for an IRA?

Anyone who works for wages and hasn't yet reached age 70½ who can make tax deductible contributions to an IRA.

How much can you put in?

You can contribute up to \$2,000 or 100% of your income, whichever is less. If your family has two incomes, both you and your spouse can contribute up to \$2,000 to your own IRAs. On a joint return, you could then deduct up to \$4,000 from your gross income.

If your spouse doesn't work for wages, then you can put up to \$2,250 or 100% of your income, whichever is less, into IRAs. An IRA has to be opened for each of you with no more than \$2,000 going into one.

Where can you get the money for an IRA?

You can take it from your present income. Use Vacation Pay or payroll deduction to make monthly deposits. You can transfer money from your present savings account. You can even borrow money to open an IRA.

Does it make sense to borrow for an IRA?

It shouldn't be overlooked. You get the tax advantages. You'll be putting money aside for a better retirement. If you itemize deductions, you can deduct the interest you pay on the loan. If you have trouble saving but not making loan payments, opening an IRA with borrowed money can force you to save for your retirement while cutting this year's taxes.

Salt Lake experienced good work season

"With winter staring us in the face we expect a slowdown of work in the Salt Lake area," reports Business Representative Don Strate. "Compared to the last two years, we have had a very good work season throughout the state in 1983."

Gibbons & Reed are the successful bidders on the Redwood Road job that was let on November 1. The Engineers' estimate is \$2,478,315 and the company's bid was \$2,726,029. Hopefully if the weather holds they will be able to get started this fall.

The job involves widening the section of road from 3500 south to 4380 south to four lanes. This will be the final section to be built in order to make Redwood Road a continuous four lane highway from North Temple intersection to 6500 south.

The job includes curb and gutter, a concrete bike path, a six foot high noise wall next to the high school on 4800 south plus grading and paving.

Gibbons & Reed are still working on the canal job for Kennecott Copper at Lark. This project should be completed within the next couple of months.

Peter Kiewit & Sons have finished the first phase of their rock job at the Bingham Mine for Kennecott and started on the second phase which should be finished by the end of this year.

The Intermountain Power Project in Delta is progressing very well. There have been two million man hours logged to date with no major labor problems. At this point, their work force is about 80% union and still climbing.

There are approximately 140 operators on site at this time, and this figure is expected to double within the next year. The total work force associated with the project is expected to peak out about June of 1984 with 3300 people.

Babcock & Wilcock have the contract for the steam drum on unit one which has been raised and in place. The drum weighs 397 tons and is 112 feet long. The walls on the drum are 7-5/8 inches thick and have a maximum continuous pressure of 2,827 lbs. per square inch. The volume is 6.6 million pounds of pressure per hour.

The Project Manager, Barney Woods, said this is the largest capacity drum

ever constructed by Babcock & Wilcock.

Brother Lynn Reese was at the controls of the double drum hoist that raised the drum and it took about nine hours to get it in place. Brother LeRoy Stephensen is the steward on the B&W project. At the present time we have 25 operators working for this company.

Shurtleff & Andrews have completed the steel erection on the first unit at I.P.P. This involved the turbine and boiler buildings. There was 24,000 tons of iron raised in seven months which took about 30 operators.

They started to erect the structural iron on the second unit on 11/10/83. This should take about 30 operators also. There is 23,000 tons of iron on this unit.

If the iron is delivered on site as scheduled, they will have the second unit erected in about five months according to the General Foreman, Brother Brad Shurtleff. Brother Blaine Hall is the steward on the Shurtleff & Andrews job.

Salt Lake City, Salt Lake County and
(Continued on Page 10)

San Jose closes out season with a boom

(Continued from Page 3)

Most all of the contract renewals are behind us now. It was a long, hard season of negotiations.

The outlook for 1984 in District 90 is that of a better construction season than what we just experienced in 1983. The long awaited completion of the Guadalupe Corridor is scheduled to start in 1984, along with the light rail system, Highway 237 widening and improvements, plus a vast aerial cloverleaf at Highway 237 and Highway 17 in Milpitas.

An estimated \$150 million worth of private construction scheduled to start in 1984 in the Coyote Valley (south San Jose) with Tandem Computers starting their development and other high tech industries to follow and \$100 million worth in north San Jose Milpitas area, plus the planned start of \$400 million worth of downtown San Jose redevelopment and hotel convention center. "Therefore, I am quite optimistic about the 1984 construction season for District 90," Luba said.

East Santa Clara

Work in east Santa Clara County has been booming up until the recent rains, reports Business Representative Max Spurgeon. Roy Ladd's job is near completion on Pacheco Pass. Hopefully, the other sections of that bloody Pass, where 19 people have already been killed this year, will be let for bid soon.

Kiewit Pacific has pretty well pulled out of the Llagas Creek Channel they were widening in Gilroy where they employed as many as 20 operators at a time. John A. Artukovich will have plenty of work to do through next season on the \$1.7 million pipe job between Morgan Hill and Gilroy. They employ between 20 and 25 operators.

Granite Construction is in the paving stages of 101 bypass, which has been a good job and employed many engineers. This third final phase of that project started in November of 1982 and will probably complete in early fall of 1984. Throughout Almaden Valley, up through Milpitas, work has been heavy this year. Just about every intersection and every building you look behind, there is equipment running.

"In District 90, if we had not had you members from other districts come here to work, we would have been in trouble for operators," Spurgeon added. "Fortunately, we had the work for you and I want to thank you for coming. Next season looks even better."

Monterey County

Granite Construction in Watsonville and Salinas still have some good sized jobs going, reports Business Representative Lew Bratton. They're winding down the Chittenden Pass project per J. C. Russ, the foreman.

Russ has three D-8's pushing dirt and two 988 loaders loading into semi dumps. They're working seven days a week, daylight to dark. Granite in Salinas had a special levee job for the Corps of Engineers on the Salinas River. The project has now been completed.

Pacific Western in Soledad is building levees on the Salinas River also with 50,000 yards of dirt. They are using five scrapers and a D-8. The Sewer Treatment Plant in King City will start in about 90 days. The Howard S. Wright Hotel in Monterey is coming along.

Granite Construction is widening the sea wall at Seascape where the storm did a lot of damage last year. They keep about twelve members busy there working a lot of hours. Walter Brothers in Big Sur still has a lot of dirt to move on the slide job. They are keeping about 25 of our members working.

Peter Kiewit in Marina has about completed the sewer pipe job. That has been a real money-maker for about 25 members.

Business Representative Joe Wendt reports that McGuire and Hester has just about completed their project on North 1st St. and Highway 237 in San Jose. Ernest Pestana, Gradeway, and ConExCo are still working on that project at this time but the job is winding down because of the rains.

It's been a great summer for operators. There has been a lot of tilt-up work with cranes with all the crane companies going full blast. Bigge Crane and Peninsula Crane both have work going in the area, as do most of the other crane companies.

Kaiser Permanente is operating at full swing, hauling rock out on many different jobs. The work picture for 1984 looks very promising and we look forward to an even better year than 1983.

We, the Staff here in San Jose District 90 office, want to wish all the sisters and brothers and their families of Local 3 a Merry Christmas and best wishes for the New Year.

A Message to All Members

We, the dispatchers, need your help. Just about all of you are getting on the Out of Work list now, due to the weather. It would help if you could give us, in addition to your Social Security number, your phone number and address if it has changed.

We find that sometimes the address is the same but the phone has been changed or vice versa. So please let us know. Also, if and when you go back to work for the same contractor, call in and let us know so we can make a Recall dispatch for you. If you don't, you are working without a dispatch and subject to grievance procedure.

I have been a dispatcher now since April, 1983 and I have been a member of Local 3 for many years, and have never realized what is involved in the dispatching office. Believe me, when I tell you to keep us informed about the changes and recalls. Also, have patience with us, especially now that winter is coming. We are putting a lot of members on the list but making very few dispatches.

I know the feeling of being out of work in the winter, and it's not a good feeling. We can only dispatch you when we get an order and if you are the top man on the list. Please call us only if you are going out of town or changing your phone number. It really is hard to tell you there is not work because, as I said, I've been in your shoes many times. May the good Lord bless you and your families and give you a very Merry Christmas. — Armand Herrera, Dispatcher.

AFL-CIO boycotts Greyhound Lines

The AFL-CIO this month called on union members and their families to observe a nationwide boycott of Greyhound Bus Lines, Inc., and urged its affiliates to "assist in every way possible" the 12,700 members of the Amalgamated Transit Union who have been on strike against the company since Nov. 3.

The federation accused Greyhound management of provoking the strike to try to destroy the union and endangering the public by recruiting inexperienced drivers from America's "army of the unemployed" to work as strikebreakers.

The boycott action was approved by the AFL-CIO Executive Council in a telephone poll that was conducted as the first strikebreaker-driven buses left with a scant handful of passengers from picket-ringed terminals.

Meanwhile, the AFL-CIO is itself helping the strike with staff and support services. As a meeting with Transit Union President John W. Rowland, strike-related assignments were taken by the federation's Departments of Organization & Field Services, Community Services and Information, and

the Union Label & Service Trades Dept.

The Executive Council and Greyhound's claim that "business necessity" justified its demand for a 23-percent reduction in wages and benefits was "patently false." It cited profits exceeding \$19 million last year, a 48-percent pay rise to one top executive to bring him up to \$594,991 a year and a 22-percent raise for another company official.

A "dry run" by strikebreakers hired by Greyhound resulted in at least two serious accidents, one of them fatal.

"Public safety requires that the company cease this dangerous adventure and concentrate its energies at the bargaining table," the council insisted. "American trade unionists cannot leave the driving to a company that drives its own workers to the picket line."

In Phoenix, Ariz., where the nation's largest transportation company has its headquarters, there was a quiver of movement in negotiations as a federal mediator shuttled between the two parties. But the company nevertheless went ahead with its attempt to resume



Death on the highway—Greyhound bus driven by a strikebreaker plowed into this car west of Fresno, killing the motorist.

partial service even though few of its drivers had caved in to Greyhound's ultimatum to return to work by Nov. 14 or be fired. At solidarity rallies across the country, thousands of strikers burned their copies of management's ultimatum.

The company advertised in 200

Sunday newspapers half-price tickets for its partial resumption of service. But the buses were leaving virtually empty. At Greyhound's headquarters, ATU members discovered, employees were being given the day off for a bus ride to Tucson and back to portray an image of normal ridership.



Pile of Union Aid—At a penny an hour, 1,600 members of three Electrical Workers locals in the St. Louis area donated \$33,000 in one year to help the elderly, disabled and the poor pay their electric bills. The check-off donations, negotiated in IBEW contract with Union Electric Co., are administered by United Way. More than 3-1/4 million pennies were piled up to illustrate the size of the contributions.

Continental airliner makes bad move

Denver — A Continental Airlines jet carrying 73 passengers including the airline's chairman, Frank Lorenzo, landed by mistake on a taxiway at Stapleton International Airport Nov. 9., instead of on a runway.

It was the second incident involving Continental airlines piloted by strikebreakers. The day before, a Continental flight left for Burbank, CA, without updated procedures for landing there. The Federal Aviation Administration is investigating both violations of regulations.

The Air Line Pilots described the mistaken taxiway landing as "an extremely dangerous incident" and renewed its expressions of concern about safety procedures of the new Continental.

Striking members of ALPA, the Machinists and Flight Attendants charge that Continental aircraft are not safe because strikebreakers are working long hours and sometimes on aircraft on which they have had little experience.

Enterprise zone plan a tax give away

The Administration's urban enterprise zone bill is little more than a tax-cut proposal that will weaken and distort the nation's tax laws but provide few jobs, the AFL-CIO told Congress.

"We firmly believe that such 'zones' will not lead to any additional jobs nor would they further national investment, industrialization or economic growth objectives," federation economist Arnold Cantor said in testimony before the House Ways & Means Committee.

Elements of bills introduced by Rep. Parren J. Mitchell (D-Md.) and Rep. Henry J. Nowak (D-N.Y.) contain such programs, Cantor noted, but he said the AFL-CIO also objects to "tax incentives" in those measures.

He told the panel that labor's proposals for revitalizing the national economy, reindustrialization and responding to the needs of state and localities, adopted by the federation at its convention in October, "make up a comprehensive blueprint for economic growth and progress."

The Reagan Administration's enterprise zone bill — a plan to give businesses in certain depressed areas special breaks as incentives to create jobs — will lead to little more than "a reshuffling of existing jobs" and "des-

tructive" competition among localities for industry, Cantor warned.

The whole idea, Cantor said, is based on the "false premise" that "relief" from taxes, regulations and other so-called government burdens on business will create a climate where industry can flourish and create jobs.

All the Administration's bill amounts to, Cantor charged, is "an array of tax reductions and other measures which directly or indirectly encourage a diminution of government revenues, programs, standards and safeguards."

Safety inspection exemption draws fire

Plans just announced by Cal/OSHA to extend the exemption of firms with 50 or fewer workers from unannounced safety inspections to all firms with 250 or fewer workers were sharply attacked by the California AFL-CIO this week as "a move that further weakens the standards that have been enacted to protect the health and safety of all California workers."

"Such an extension will mean that about 99 percent of all California worksites could be affected by these so-called voluntary compliance agreements that are essentially designed to relieve employers of any fear of unannounced inspections," said John F. Henning, executive secretary-treasurer of the California Labor Federation, AFL-CIO.

"The safety laws were enacted to protect workers — not employers — and the very idea of offering an exemption from certain aspects of our job safety laws to employers who sign an agreement saying that they will obey the law is clearly of questionable legality and represents a move that further weakens the standards that have been enacted to protect the health and safety of all California workers," he said.

'Buy America' OK'd for U.S. highway jobs

A final regulation giving U.S.-made products preference over the use of foreign steel and cement in federally financed highway projects has been issued by the Federal Highway Administration.

The regulation activates the "Buy America" requirements of the 1982 Surface Transportation Assistance Act, according to FHA Chief Ray Barnhart.

The regulation, which goes into effect on December 27, provides that only U.S.-produced steel and cement may be used on federal highway projects unless the foreign products would cut costs by at least 25 percent.

Fringe Benefits Forum

By Don Jones,
Director of
Fringe Benefits



On January 10th we will start up our winter round of Local 3 Retiree Association meetings. Meetings are held at a convenient central location in each district. The facilities are always clean and comfortable. We only schedule Retiree meetings on Tuesdays, Wednesdays and Thursdays in the mornings at 10:00 a.m. or early afternoon about 2:00 p.m. so as not to interfere or conflict with Retirees' busy schedules.

We would like to get to meet and talk with all of our 6,500 Retirees in Northern California, Nevada, Utah and Hawaii. Realistically, we expect to see about 4,000 members and their wives during this round. Attendance gets better each year and that is because your Local 3 Retirement programs, the Pension Plan and the Retiree Welfare Plan become more important each year.

Our Retiree Association meetings are a great mix of up-to-date information about your benefits, Local 3 news and visits with old friends. You need the information and you will enjoy your time spent. Plan to attend. Listed on this page is our schedule for Northern California, Utah and Nevada. We will advise you on Hawaii as soon as scheduled.

From everyone at the Fringe Benefit Center and the Trust Fund office, the very best of the Holiday Season.

Demonstration project by Feds

\$9 million erosion project for King Salmon

Construction recently began on a \$9 million project which King Salmon residents hope will prevent future erosion of their community's shoreline, reports District Representative Gene Lake.

In recent years, much of King Salmon's Humboldt Bay shoreline has washed away. In an effort to discover the causes of beach erosion and the threatened destruction of the town's main access road, congress authorized a project at King Salmon to study the problem.

Jack Farless, project manager for the U.S. Army Corps of Engineers, said the construction at King Salmon is a "demonstration project" in the prevention of erosion of shoreline highways. Knowledge gained at King Salmon will be applied to other areas, Farless said.

Congress appropriated about \$9 million to the Federal Highway Administration for the project. The FHA asked the Corps of Engineers to be in charge of design and construction.

Jack Anderson, chief executive officer of the Humboldt Bay Harbor, Recreation and Conservation District, said the King Salmon project is the combined effort of many agencies: the corps, the harbor district, the county, the state Department of Boating and Waterways, the federal Department of Transportation and the Federal Highway Administration. Also contributing is Pacific Gas and Electric Company.

Former Representative Don Clausen

Scab contractor has to finish job in Redding with union workers

District Representative Don Doser reports that Cal-Ore Constructors could not finish their job in Redding (Highway 44 & Victor job) with scab workers. When the Engineers went on strike August 15th, Cal-Ore ran scab workers around Local 3 pickets.

At that time they had approximately two weeks work left to get the job ready to pave, but the non-union employees took 2 months. They finally undercut the sub-grade so they could dump sub-base since the materials were bought by the State on a fixed yardage basis. They also undercut sub-base so they could dump their class #2 base. The class #2 base had to be cut with a five hundredth tolerance.

They worked for about two weeks on the base and could not finish it so the state put some pressure on them and they finally sub-contracted the work to Tullis and Associates, a union company which had the job ready to pave in three days.

Another entity of Cal-Ore Constructors called Redding Constructors seems to be having their problems with non-union employees also. They are working at the Redding Municipal Airport.

Hardrock Construction just finished up in Colusa. They moved a million yards of dirt out next to the Sacramento River. Talking to Gale Easley owner of the company, he said they moved over to Coalinga and have another million yards to move in that location.

Gale has Brother Charlie Potter running night shift and Gale is running day shift. They have 20 or more brothers working with approximately two months left on the project.

Business Representative Tom Hester reports that Kiewit-Pacific Company

started their job at the Forks of the Salmon — they also picked up a \$3 million jobs on I-5 at Yreka. Work on this project will not start until Spring. Roy E. Ladd still has a few hands working on the bridge job. This should last until sometime in mid-Summer (Highway 299 project). A few of the Brothers ate still working on the Raisch Structures bridge job on Highway 299. This project should last until late next year. Tullis & Associates are still paving and have a lot to do all over the north state but cold weather and rain has halted some of their work.

Stimpel-Baker is winding down on I-5 at the Dunsmuir slide job. If we have enough good weather they should finish this year. J. F. Shea is doing a few small jobs all over the District — nothing big.

Southern Cal-Edison project

Balsam Meadows starts up in Fresno

District Representative Ron Wilson reports that work has finally hit the Fresno area! The Balsam Meadow Project was helped along through the efforts of Business Manager Tom Stapleton, who managed to bring some pressure on the Federal Energy Regulatory Commission to get them to okay the final license for this project. The Edison Company of Southern California was very pleased and called to express their thanks.

If you are not working and want to travel to San Jose or Oakland and sign in, I'm sure that you can go to work.

Roy Ladd has moved into the Fresno area. He is down at Huron on a dirt job and is employing approximately 50 Operators. Stimpel-Baker is starting the rip-rap on the San Luis Dam and their main man is Bob Daniels, holding down his cat grader. Work is on the move!

Business Representative Bob Merriott reports that the federal government gave approval on October 26th to the \$321 million Balsam Meadow hydroelectric power project in the Sierra 55 miles east of Fresno. This project will become a part of Southern California Edison's massive Big Creek project, which with the addition of Balsam Meadow will produce enough energy to meet the needs of 500,000 people.

The Big Creek project is the utility's largest hydropower facility, and Balsam Meadow will add 200 megawatts to the 764-megawatt Big Creek development.

The FERC action was to grant an amendment to the Big Creek license the utility already holds. The amendment allows the company to build a 120-foot high rock embankment on the west fork of Balsam Creek to create a reservoir that will inundate the meadow, an Edison official said. The water will cover 60 acres. Balsam Creek flows into the San Joaquin River.

Through a series of tunnels, the water will be carried from the forebay through an underground powerhouse 1000 feet below ground to produce the energy. The water then will be discharged into the northeast arm of Shaver Lake, about 35 feet below the normal lake surface.

Edison said it will need the power to meet future energy needs in Southern and Central California. Edison also said the project will replace 340,000 barrels of oil each year and reduce emission of air pollutants in Southern California.

Higher deductible for Medicare 'A'

Outlook has just learned that persons eligible for Part A of Medicare will be required to pay higher "deductible" amounts with respect to each "benefit period" beginning in January 1984. The *Federal Register* recently announced the list of new deductibles, as follows:

First \$356 of hospital bills (now \$304); \$89 a day for 61st through 90th day of hospitalization (now \$76);

\$44.50 for the 21st through 100th day of post-hospital extended care (now \$38);

\$178 a day for each day in hospital during 60-day lifetime reserve (now \$152).

In addition, you will note that the monthly cost per person for Medicare Part B will increase from \$12.20 to \$14.60 on January 1, 1984.

Honorary Members

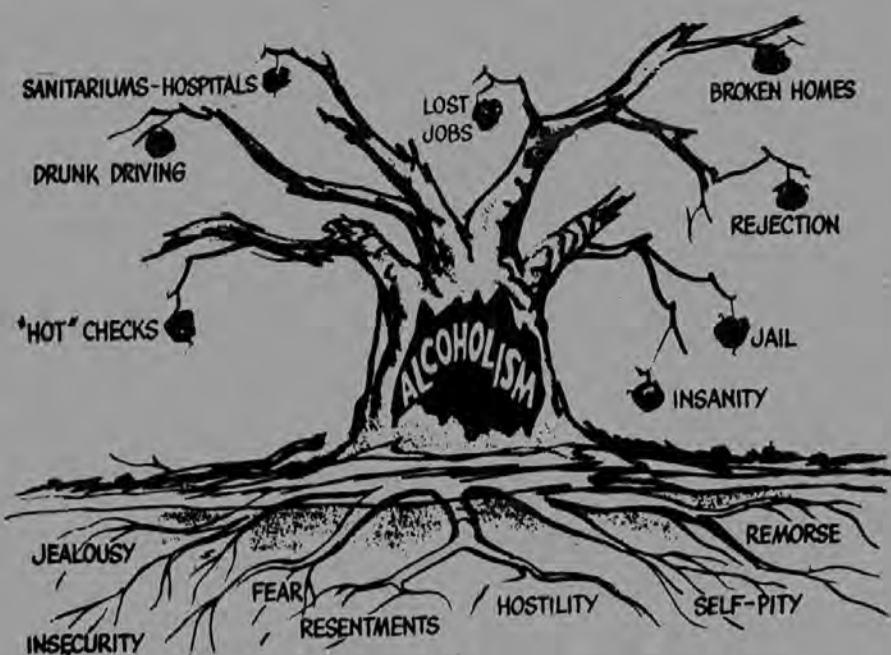
At its meeting on November 6th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.
Howard Arns	603269
John A. Bell	386638
Ben Bertacco	592984
Melvin M. Bettencourt	569556
Alvin J. Bird	549277
J. F. Carr	603283
William B. Christensen	603287
Albert B. Coldiron	512632
Leonard L. Dalve	595268
R. B. Decker, Jr.	382008
Marlund W. Eden	603512
Vincent L. Forment	484598
Joe E. Garcia	394273
Lawrence George	603420
David J. Gilmore	603522
Harold W. Guthrie	500940
Harvey E. Irish	369149
Clifford V. Johnson	592896
Joe Landis	317668
Harold J. Lane	598673
John E. Lawrence	558723
Jay D. Logan	314742
Charles W. Marshall	293935
Eugene E. Marvin	489121
Garland W. McAtee	334553
Roy E. McHaney	378691
Roy L. Napier	603442
George W. Nicholson	283169
J. L. Pryor	603365
Lee Ramsey	428487
Wayne Schlosser	314293
Tommy L. Stover	572738
W. Harry Talbott	592959
Loren H. Taylor	576453
Buddie Trisdale	469206
Barney O. Turner	383437
Joseph L. Tuttle	546615
John E. Vails	538841
Buck E. Valentine	499588
Richard Van Patten	513422
George Veatch	589285

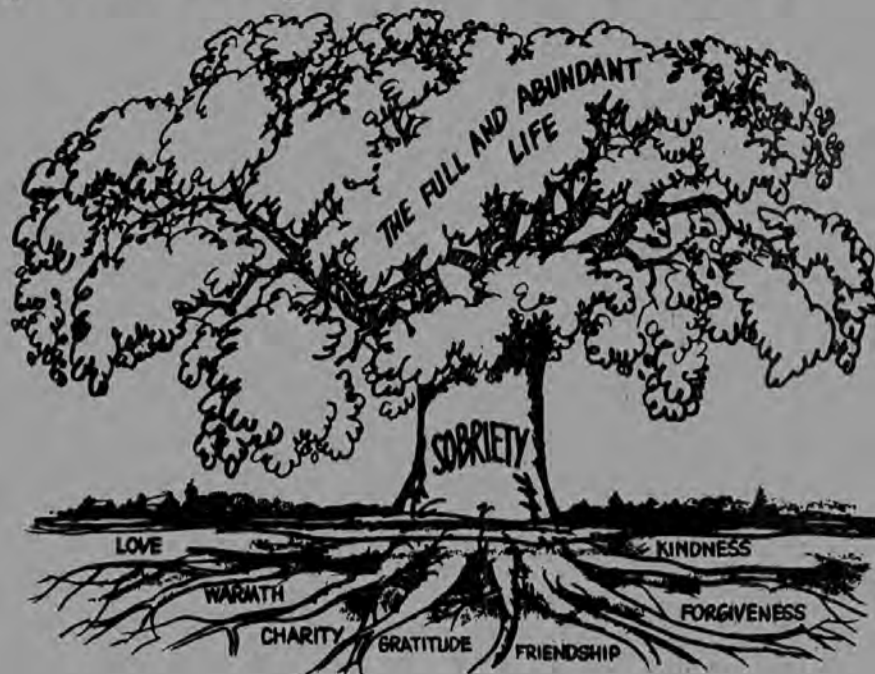
(Continued on Page 9)

If you want to stop, that's ours

If you want to keep drinking, that's your business



The above is a simple example of how the disease of alcoholism or any chemical addiction affects the whole person. The trunk of the tree is the body, the limbs are our surroundings, or environment, the roots are our feelings, attitudes — in essence, our insides. This tree is in fact diseased. If untreated, it spreads to other trees near and far, such as the family and friends of a chemical addict or alcoholic. It can literally devastate a whole generation.



This example is the effects of a person who has chosen the road of recovery from chemical addiction, by using the A.R.P. Notice the fullness of the limbs or surroundings of the trunk or body. Notice the roots, healthy feelings, attitudes. This process can affect also the other trees or family and friends nearby.

If drinking or using drugs is a problem for you or a loved one, give us a call. We care, we're here to help!

A.R.P. Hot Line — 415/621-0796

Lodi firm wins breakwater contract

(Continued from Page 8)

years or so to measure the project's success.

Farless expects the project to cost less than the \$9 million appropriated by Congress.

Harbor breakwater job

A Lodi construction firm has won a

Rains shut down Sacramento area

District Representative Ken Bowersmith reports that the rains have pretty well shut everything down in the Sacramento District. Despite the late start this year, the majority of the brothers had a good year with a lot of long hours and were looking forward to some time off. The work picture in the Sacramento area looks real promising for next year.

"I have had several of the brothers ask about the SOFAR project," Bowersmith said. "At this time, the SOFAR Management Authority is trying to get private money to back the project, and the Friends of the River have filed an objection to their obtaining a permit for this purpose. So, at this time, it is unknown as to when and if the SOFAR project will get started.

The Management Authority is still in hopes of getting some iron in the ground this coming spring. Let's hope so, as this is a project that will put a lot of the brothers to work for about three and a half years.

Brother Gil Griffith, partsman for Teichert, has agreed to organize a bowling tournament for Operating Engineers in the Sacramento District. If any of you Brothers are interested in bowling in a tournament, contact Gil at (916) 487-2661.

The Sacramento office would like to wish all the members and their families a very happy and safe holiday season.

\$3.2 million contract for building 500 to 1,000 dolosse for protecting Humboldt Bay and the Crescent City harbor from strong waves.

By the first of the year, Claude C. Wood Co. of Lodi will be building the huge concrete and steel dolosse at a government staging area on Humboldt Bay's south jetty.

Richard K. Leatherman, project engineer for the U. S. Army Corps of Engineers, said a \$3,244,440 contract for construction of 1,000 dolosse was awarded to the Lodi firm.

The Corps of Engineers has not yet decided, however, whether to have the firm build 500 or 1,000 of the 42-ton dolosse.

Dolosse are placed on the head of a jetty to help absorb the power of waves hitting the jetty. "They are energy dissipated," Leatherman said.

Some of the objects will be used for Crescent City's harbor, with the remainder used for the entrance to Humboldt Bay, where hundreds of them already are in place at the seaward ends of the north and south jetties.

Leatherman said actual construction will begin by the first of the year, and the exact number of dolosse to be built will have been determined by then.

The dolosse will be the same size as the one on display in front of the Commerce building on Broadway.

Redwood bypass update

Representative Doug Bosco, D-Occidental, stated this month that he will push for completion of the Redwood National Park bypass project rather than seek to have federal funding diverted to alternative projects.

Bosco had been exploring whether \$115 million in federal funds appropriated for the project could be diverted to other road repair projects along Highway 101, which he believes to be of higher priority.

But he said he has been convinced that

Alcoholism Recovery Program Coordinators

	Phone Number
Nate Davidson Director *415/573-1330	
San Francisco	415/431-1568
Archie Headley	415/626-7835
	*415/686-1600
Igancio/Santa Rosa/ Eureka	707/545-1724
John Smith	*707/538-3940
San Mateo	415/348-7835
Robert Beall	*408/972-1019
Oakland/Fairfield	415/638-7277
Archie Headley	*415/686-1600
Steven Stromgren ..	*415/634-1603
Stockton/Ceres/ Fresno	209/944-5603
George Morgan	*209/467-8365
Norby Flanagan	*209/275-6648
†George Matzek	*209/728-3235
Marysville/Redding/ Sacramento	916/743-7321
Bill Marshall	916/383-8480
	*916/687-6494
†Bob Criddle	916/743-9254
	*916/743-6929
San Jose	408/293-7541
Robert Beall	*408/972-1019
Pete Gomez	*408/293-2075
†George Bist	408/295-8788
	*408/946-1872
Reno	702/323-2539
Mike Bailey	*702/849-1792
Salt Lake City	801/532-6081
Don Strate	*801/943-6210
Rickie Bryan	*801/465-3136
John Thornton	*801/756-4915
Honolulu	808/847-5523
Allen Souza	*808/488-1436
Rancho Murieta Training Center Larry Uhde	916/354-2029
	*Denotes home phone
ARP-12/83	†Public Employee Department
Grass Roots Coordinator	Phone Number
Frank Canonica, Marysville, CA	916/743-8097
Dave Campbell, Pacifica, CA	415/359-4404
Andy Cockburn, S. F., CA	415/621-2047
Donnette Davidson, So. S.F.	415/583-8394
Floyd (Slim) Edwards, Sonora, CA	209/532-7658
Joseph A. Figueroa, Fremont, CA	415/651-4090
Bob Gagan, Monterey, CA	408/649-1994
Floyd Goebel, Kelseyville, CA	707/279-8319
Charles Graham, Santa Clara, CA	408/246-0243
Tommy J. Helean, Newark, CA	415/796-4565
John Kiser, Napa, CA	707/252-4615
Jim Leach, Grass Valley, CA	916/272-5708
Jim Mahoney, S. F., CA	415/861-5869 or 415/566-8719
Dennis McCarthy, Santa Rosa, CA	707/525-0746
Joe McFarland, Huachuca, AZ	601/456-1041
Larry Riordan, S. F., CA	415/681-9434
F. N. (Rocky) Rockwell, Monterey, CA	408/372-1680
Jim Shannon, Kailua Kona, HI	808/322-9235
ARP-B 12/83	OPEIU-3-AFL-CIO (3)

further delay will run the risk of losing the federal appropriation altogether, would waste the \$3 million which has already been expended in engineering studies, and would endanger the 300 construction jobs expected to be created by the project.

"A bird in the hand is worth two in the bush," Bosco said.

Noting predecessor Representative Don Clausen's efforts to see the bypass become a reality, Bosco said he will now turn his energies toward pressing for completion of the project.

Talking to Techs

By Frank Morales, Wally Schissler and Jerry Steele

The Tech Department would like to wish all the Brother and Sisters a Very Merry Christmas and a Happy New Year!

1984 looks like it will be very busy for all the Techs, as well as all the construction crafts. As you remember, 1983 began very slowly and looked like it would be a repeat of "81" and "82", but by June the out-of-work lists really started going down. From August until the first part of November the Dispatchers were hard pressed to fill orders; in some Districts they were out of Techs and had to fill the jobs from outside their areas. With all the work that is projected for 1984, plus the fact that it is Election Year, we believe that it will be a repeat of the last half of 1983!

A reminder to all of you to make sure you sign up on the out-of-work list in your area when you are laid off a job so that you will be eligible for the "reduced dues" that go into effect once you have been off for 30 days. You can apply for this between the first and tenth day of the second month of lay-off. This will help you considerably during the "lean" winter months.

The Tech Department would like to congratulate Bob Bresnahan of Wilsey and Ham Engineers, who just completed twenty-five years with Local #3.

The Tech Engineers would like to extend our condolences to the family of Floyd Harris, who passed away November 3, 1983. Floyd had been working for Testing Engineers of Santa Clara at the time of his death.



Pictured from left to right are Maria Hernandez and Don Ivy working at Chevron Park at San Ramon for Turner Construction.



Pictured from left to right are Dennis Pederson, Jim Sampson and Kenen Pierce of Associated Profession Engineers of Livermore. They are working on Springtown Project.

Teaching Techs

By Gene Machado, Administrator, Surveyors JAC

When surveying began in the United States, the equipment was very crude and accuracy was not the best. A transit consisted of a compass with foldout crosshairs. In the east, wood rods or a 66 foot link chain was used for measuring. In the west, a leather rope, looped at both ends and fitted to saddle horns was often used in old Spanish land grants.

A title company in the 1700's described a parcel of property as "the north east quarter section that Mr. Brown cleared last spring." At the time, that was adequate and every neighbor knew which section of land Mr. Brown was describing and wished to sell. Today, it would be very difficult to trace the boundary lines of that same parcel without additional information. Tracing parcels of land surveyed in days past presents a problem to the modern surveyor, who must reconcile older chain measurements, compass angles and bearings with today's measuring devices. In just the last fifteen years, improvements are such that past boundaries will have to be compensated for in order to find buried property corners. What land description or parcel maps have recorded as positive bearings and distances only reflect the accuracy of the day.

Today's surveyor must ask, "Am I using the accuracy of today or yesterday? Have I kept up with the changes in technology, equipment and theory? Can I produce with the knowledge that I currently possess, or do I need more

information so that I can compete with other surveyors?" The NCSJAC has the equipment and facilities to give you that knowledge necessary to up-date your skills.

ABC Construction, a non-union association has started a training center in Dublin to teach trainees in the construction trades. Notwithstanding the considerable cost, those few contractors participating in the program have done so because they know that training pays dividends and trained help is very hard to come by for non-union firms. Even though the non-union firms pay lower wages and fringe benefits, union firms can still compete because of the skilled labor and training their employees receive through the apprenticeship program. The signatory firms must keep that edge if you want to keep your job!

Notices have been sent to Employers about up-grade training programs being presented by the NCSJAC in Slope Staking and Grade Checking, Field Calculator and Plan Reading for heavy construction. Some classes have been held and others are being prepared for some time in January, since the holidays make December scheduling difficult. Starting next year, we hope to have enough sign-ups for the field calculator (HP41-C) to have one class in San Jose and one in Lafayette, with still one more in Sacramento beginning February.

Also starting in January, apprentices will have mandatory classroom attendance each week and must complete the required topics. Attendance has been too low and the topics have not been completed. Some apprentices have been removed for this reason and to correct this problem the above changes have been made.

Retiree Mtg. Schedule

Editor's Note: Below are the first six Retiree Association meetings scheduled for 1984.

Eureka: 2:00 PM
January 10, 1984 (Tues.)
Operating Engineers Bldg.
2806 Broadway
Eureka, CA

Redding: 2:00 PM
January 11, 1984 (Wed.)
Moose Lodge
320 Lake Blvd.
Redding, CA

Marysville-Oroville: 2:00 PM
January 12, 1984 (Thurs.)
Veterans Memorial Bldg.
249 Sycamore at Hwy. 99
Gridley, CA

Napa-Fairfield: 10:00 AM
January 17, 1984 (Tues.)
Elks Lodge #832
2840 Soscol Ave.
Napa, CA

Ignacio: 2:30 PM
January 17, 1984 (Tues.)
Nave Bowling Lanes
5800 Redwood Hwy.
Ignacio, CA

San Mateo: 10:00 AM
January 19, 1983 (Thurs.)
I.A.M. Transport Employees
1511 Rollins
Burlingame, CA

Picture looks good for suction dredging

The dredging picture looks excellent for the cutter suction dredging and fair for the clamshell rigs, reports Dredge Representative Chuck Center.

The bay area is winding down with Smith & Rice finishing up the trench job at San Rafael. The Super Scoop is picking small jobs around the San Francisco Pier areas. The rumor is that the scoop may be traveling to San Diego if they pick up a contract being bid.

Great Lakes has been keeping kbusy dredging for Chevron in Richmond and 76 in Rodeo. The self propelled hopper Manhattan Island is currently working in the Portland area for the Corps. Business Manager Tom Stapleton has been conversing with the Sailors International Union in hopes of getting some assignments on the dredge.

California Dredging's job in Petaluma has suffered a temporary delay. The dredge Bobby Jo was swamped the weekend of the 3rd and is currently in drydock at Triple A Shipyard at Hunters Point.

Shellmaker Dredging has the majority of the suction dredging in various parts of the jurisdiction. The Vanguard is working at Mare Island Ship Channel but should be finished soon. The leased dredge Rogue is working on the upper Petaluma River with approximately two months to go.

The dredge Vagabond is still working on the Great Salt Lake building levees for AMAX Mining Company and is

expecting to be working for some time.

The Delta area is beginning its winter work with various island repairs. Bradford Island was declared eligible for emergency funds December 9th. Dutra Construction is placing rock and will be followed by dredge fill from the newly assembled Shellmaker dredge Beaver.

Paul McQueen is keeping his men busy working on various islands. He is getting involved with the suction dredge business with a small job in San Pedro, Local 12's jurisdiction.

Task force formed for Little Dell Dam

(Continued from Page 6)

Utah state officials have formed the Little Dell Dam task force to secure a federal commitment of \$81 million for construction of the Little Dell Dam. The dam site is north and east of the existing Mountain Dell Reservoir.

The Little Dell project should have about ten times more capacity than the Mountain Dell Dam. The feasibility of this starting in the near future is very good.

Northern Utah

Business Representative Lynn Barlow reports that work in the northern part of the state improved considerably in 1983 with more work projected for the future.

Helms Const. Co. is continuing with their riprap and ballast contract on the Great Salt Lake causeway. This is an

excellent job for about 50 Operating Engineers with more work coming up in the future.

Shellmaker, Inc. has taken over the dredging work for Amax on the great Salt Lake. Dutra Const. Co. is continuing with the dragline operation in conjunction with Shellmaker. This is a three-shift, seven days a week job with over 40 operators working.

As reported in the *Salt Lake Tribune*, the great Salt Lake is quickly becoming a mammoth problem. The lake peaked at a record elevation in November and it has only begun its season rise. Last spring the rising water caused about \$100 million in damage.

If the lake climbs an additional three feet next spring, damage to freeways, railroads, recreation facilities, bird refuges and lakeside industries could reach close to \$500 million.

Swap Shop: Free Want Ads for Engineers

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

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

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

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

FOR SALE: 3 BR, 2 BATH, custom, 6-yr old home in lovely S.W. Oregon, nr schools, shopping, transp. Will consider trade for S. or S.W. Portland area. \$113,500. Robert Grant, 2827 City View, Eugene OR 97405. Ph. 503/484-7396. Reg. #0716361. 10/83

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

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

FOR SALE OR TRADE ON SMALLER ONE or property. Tioga 23' mtr home, 48,000 mi. Air, T.O., C.B., 4000 gen. Remote 2 storage cabs. Ideal traveler. E. O. Hagle, 150

Wright Ave., Morgan Hill CA 95037. Ph. 408/779-3663. Reg. #307911. 10/83

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

FOR SALE: 4+ ACRES, Trinity River frontage in Willow Creek CA. Cecil Gallamore, P. O. Box 1593, Weaverville CA 96093. Ph. 916/623-3917 Reg. #1920058. 10/83

FOR SALE: 1950 BUICK SPECIAL 4-dr., restoration needed. Gerard Garcia, 3103-18th St., Eureka CA 95501. Ph. 707/445-2639. Reg. #1632078. 10/83

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

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

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

FOR SALE: 2.03 AC. FENCED PASTURE, 3BR 2 bath, 24x68, '79 Lancer, dishwasher, stove, ref., utility rm, den. 9x15 shed, pool, blt in bar bq grill, sprinkler system, appr. 23 gal. well, extras. Foothills nr Fresno & schools. Refinance if credit app. or cash \$77,500. Lewis Peterson, P. O. Box 174, Prather CA 93651. Ph. 209/855-3195. Reg. #1812603. 11/83

FOR SALE: VICTORIAN HOME on 100 x 135' lot. Appr. 3,000 sq. ft. + basement & garage. 3 lg. BRs, 3 ba, lg liv. & formal dining rms. w/orig. hwdwd floors & beamed

ceilings. In Susanville. Exc. rec., hunting, fishing. Kelly Smith, 145 N. Roop St., Susanville CA 96130. Reg. #0439396. 11/83

FOR SALE: TWO BR HOME, w/four lots 200x75' in Armstrong, Missouri. \$7,000. K. Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7343. Reg. #1826083. 11/83

FOR SALE: 1966 FORD MUSTANG, V-8, auto. trans., runs gd. Good paint, dark bl. w/black top. \$1800. Eugene Wayman, So. San Francisco CA. Ph. 415/589-7343. Reg. #0899497. 11/83

FOR SALE: 1973 29' AIRSTREAM custom like new. Fully loaded. \$10,000 or best offer. Allen H. Knoell, 725 N. Isabel, #6, Glendale CA 91206. Ph. 213/956-1559. Reg. #0892519. 11/83

FOR SALE: 3 BEAU. 5-ACRE LOTS. View. Oak-Pine, Calaveras Co. main paved rd, nr Westpoint. 1 mi. store & post office. Marvin Collins. Ph. 209/293-7920. Reg. #496057. 11/83

FOR SALE: WILSEYVILLE RANCH beau. 70 acre, Calaveras County. 3BR all cedar home. 1000 sq. ft. shop. Well, spring, trees. \$179,000. Marvin Collins. Ph. 209/293-7920. Reg. #496057. 11/83

FOR SALE: TRAVELEZE 1976 32' fully self contained, exceptional cond. \$10,000 or b/o. Carl Stocke, Jamestown CA. Ph. 209/984-3134. Reg. #1797521. 11/83

FOR SALE: 1980 TENT TRAILER in exc. cond. Sleeps 6 w/extra tire & cover & awning never used. \$2000. Sonny Woods, 4147 E. Fountain Way, Fresno CA 93726. Ph. 209/221-8749. Reg. #0649325. 11/83

FOR SALE: 1976 BOLDWING GL 1000. Faring w/lowers, fog/driving lights, 3 pc Samsonite lg, dble bucket seat, Lester 18 in mags, 2 helmets, new spare frt tire. 40 mpg, reg gas. \$2200. Bonnie Pitrowski. Ph. 415/447-3178 after 6 pm. Reg. #1904203. 11/83

FOR SALE: 1956 IMPERIAL TRAILER 8x36 gas refrig., stove, water htr, 2 BR. \$2250. Tony Hegel, P. O. Box 1124, Alameda CA 94501. Ph. 415/521-7442. Reg. #0531523. 11/83

FOR SALE: 1976 THOMPSON BOAT. 21', deep V, 302 Ford, 188 Merc. cruiser. \$2500. extras, Vanson Tand. Tir, \$6500. cash. Ray Moss, 1518-139th Ave., San Leandro CA 94578. Ph. 415/483-3091. Reg. #1117501. 11/83

FOR SALE: SURVEY EQUIPMENT. Wild T-2 Theodolite \$2500. 200' & 100' Luffkin Super Hiway tapes & reels \$100 & \$50. Rod level & misc. equip. Art Delacruz. Ph. 415/726-4981. Reg. #1020276. 11/83

FOR SALE: BEER BAR, dance flr, games etc. on 5.4 acres. Store bldg., liv. qrtts. 2 cabins, nr lg dams. Ideal family setup. Lic. incl. Owner will carry. Cons. trade for real estate-acreage in No. Cal. Ph. 415/439-9056. Reg. #0413422. 11/83

FOR SALE: BRICK HOME nr new w/2-acre river front, deep well, exc. water. Orchard/garden irrigated by spring water. Full basement approx. 2800 sq ft. 3 BR/2 BA, cent. ht., air cond. On about 11 acres, compl. fenced w/32'x50' comb. wkshop/barn. Nr. Mt. Ida, Arkansas. \$99,950 firm. T. P. Risenhoover, St. Rt. 2, Box 207, Mt. Ida, AK. Ph. 501/326-4616. Reg. #1133515. 12/83

FOR SALE: 1969 CHEVY FLAT BED ton trk 396 overhauled eng., tula 21 winch, gd cond. \$3500 or B/O. George Elmore, 16301 Morrison Rd., Oakdale CA 95361. Ph. 209/881-3498. Reg. #0863734. 12/83

FOR SALE: OVERHEAD CAMPER open road model. Self-contained complete. \$1200. Arthur Galaviz. Ph. 209/734-8022. Reg. #1832653. 12/83

FOR SALE: 80' OF 3/8 CHAIN 20' new 40' used, none stretched. \$75 for all. W. E. Dixon, P. O. Box 52, Vacaville CA 95696. Ph. 707/448-6394. Reg. #0557469. 12/83

FOR SALE: TWO 10-ACRE PLACER GOLD claims in Butte Co. \$300 ea or both for \$500. W. E. Dixon, P. O. Box 52, Vacaville CA 95696. Ph. 707/448-6394. Reg. #0557469. 12/83

FOR SALE: USED TIRES 14" somed half down \$5 to \$10 ea. Trk tires 8:25x20, 9:00x20, 10:00x20, 11:00x20, \$10 & up. Elec. motors \$12.50 & up. Auto. G.E. dishwasher \$50. Phonemate Ans. svc \$100. Elec. add. mach. \$35. Leslie Mulhair, 97 Southridge Wy, Daly City CA 94014. Ph. 415/333-9006. Reg. #154371. 12/83

FOR SALE: 1966 FORD MUSTANG V8 eng. runs gd. A.T., dk blue w/black top. \$1800 or B.O. E. Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7347. Reg. #0899497. 12/83

FOR SALE: LOT 75x163 3 BR, 1 1/2 BA, lg util rm, 2 car or 1 car & shop, 2 story. Gold Beach, Ore, nr ocean. \$55,000. Arnold K. Preuss, 15880 McElroy Rd, Meadow Vista CA 95722. Reg. #1160259. 12/83

FOR SALE: LOT 87x102 level, off street, trees. Gold Beach, Ore. nr ocean. Arnold K. Preuss, 15880 McElroy Rd., Meadow Vista CA 95722. Reg. #1160259. 12/83

FOR SALE: 1 1/2 ACRES Port Orford, Ore. 100x900 approx. paved rd. Power, nr ocean. \$12,000 terms \$10,000 cash. Arnold K. Preuss, 15880 McElroy Rd., Meadow Vista CA 95722. Reg. #1160259. 12/83

WANTED TO BUY: JOHN DEERE 350 OR 450 TRACTOR w/backhoe & loader. J. R. Barney Gruber, 420 Uncle Joe's Lane, New Castle CA 95658. Ph. 916/663-3537. Reg. #0676326. 12/83

FOR SALE: TWO D-8 CAT DOZERS wide ga 9U9839 and 4R670. Both with two drum cat winches. 1 straight dozer 1 angle. Painted, exc. running. \$9500 and 6500. Bud Wells, 124 Hermosa Ave., Oakland CA 94618. Ph. 415/547-0553. Reg. #0557433. 12/83

FOR SALE: 40 ACRES near Grand Canyon. Fenced. All or part. Can split three ways, will make good deal. Herschel

LaRue, P. O. Box 97, Skull Valley AZ 86338. Reg. #0791408. 12/83

FOR SALE: BOLDWING 1976 \$1600. Ph. Bonnie, evenings, 415/449-5466. Reg. #1904203. 12/83

FOR SALE: THOMAS PLAYMATE ORGAN, 1300 series, dbl. key bd. 24 gen. registration guide. 2 yrs old, like new. \$1500. J. F. Muccia. Ph. 209/239-3038. Reg. #488629. 12/83

FOR SALE: 1980 FORD one T. P.U. low mileage w/30' 5-h wheel tr. \$16000 for the combination. Ph. 415/439-9056. Reg. #0413422. 12/83

FOR SALE: 1979 TRAVELEZE TRAILER 40' dbl tipouts, lg. bath, dual King bed, queen sz sofa bed. Can tow w/p.u., vary nice cond. Ph. 415/439-9056. Reg. #0413422. 12/83

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 50 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to Engineers News Swap Shop, 474 Valencia Street, San Francisco, Ca. 94103. Be sure to include your register number. No ad will be published without this information.

Personal Notes

Sacramento: We would like to express our sympathies to the families and friends of departed Brothers Grady Dean, Oscar Dean, Donald Macari, Donald Murphy, and Alva Welton.

Fresno: Continued efforts are being made to increase funds for Koren Crosland. Although many members have contributed to her Liver Transplant Fund, she is still in need of money. Her doctors have found it necessary to perform additional surgery and she is still in intensive care. Please send your donations to: Koren Crosland Liver Transplant Fund, Guarantee Savings, 1177 Fulton Mall, Fresno, CA 93721. Thank you.

Our sympathy is extended to the families and friends of Frank Landers (died 7/26/83); Ernest Dodd (died 8/21/83); Jack Pruitt (died 8/24/83); Jaye Martin (wife of Zetic — died 8/25/83); George Johnston (died 8/29/83); David Mullins (died 8/22/83); Jim LaHann (died 8/22/83); Arlan (Jack) Lofton (died 9/17/83); Eugene Davis (died 10/14/83); Edward Thornton (died 10/19/83) and Robert Lepper (died 11/3/83).

Santa Rosa: Congratulations to Brother David Say and his wife, Rhonda, on the birth of their son on 10/27/83. He came into this world weighing 8 lbs. 6 oz. and 20 inches long. Much Happiness to the family.

We wish to express our deepest sympathy to the family and friends of Honorary Member Richard Keeman who recently passed away.

Eureka: It is with great sorrow we report the following deaths from the Eureka area: Retired Brother Glenn Darling was killed in an auto accident September 26, 1983. Retired Brother John Mikkola passed away following a long illness on October 22, 1983.

We extend our condolences to the families and loved ones of the brothers who passed away during the last few months.

Auburn Dam prospects look brighter

WASHINGTON — Prospects for construction of the Auburn Dam continue to brighten as Reagan administration officials and key California congressmen said a major stumbling block — how the project will be financed — may soon be resolved.

Rep. Norman Shumway, R-Stockton, was scheduled to introduce two totally rewritten bills designed to get the long-dormant project moving again.

One would increase the authorized cost of the project from \$1.6 billion to \$2.2 billion. The other would order the Bureau of Reclamation to begin cost-sharing negotiations with potential

state, local government, agricultural and utility partners in the dam.

"My constituents have patiently endured the unenviable position of having a half-built dam in their back yards for nearly 15 years now," Shumway said. "It is clear that the time for the federal government to stop spinning its wheels . . . on a project it started in 1965 is now — before costs skyrocket any further."

After a meeting with members of California's congressional delegation, Reclamation Commissioner Robert Broadbent said his dam building agency "is looking for the opportunity to support the Auburn Dam."

Oakland report

By Norris Casey
Financial Secty. & District Rep.

It has been 15 months since I took over the Oakland office as District Representative. In that period of time I have made many changes; both in the number of representatives working out of this office and in the operation of the hiring hall. I feel that these changes have been for the better, and that you, the members, are getting better service now than in the past; and I know the attitudes of the dispatchers are much better than in the past.

I appreciate the help and cooperation that we have received from the majority of the Brothers and Sisters working out of this office. I know this will continue in the future. We are here to work for you. Please give us a call if you need us.

We'd all like to take this opportunity and wish you and your families a very merry Christmas and a happy New year.

Norris Casey Fin. Secty./Dist. Rep.
Chuck Ivie Asst. Dist. Rep.
Tom Butterfield Bus. Rep.
Bill Dorresteyn Bus. Rep.
Tom Westoby Bus. Rep.
Cliff Wilkins Bus. Rep.
Brian Bishop Dispatcher
Steve Clark Dispatcher

JAC Instructors Needed

Rancho Murieta training center has the following job openings for Operating Engineers looking for a challenge. Only those who have a deep interest in training need apply.

- 1 Mechanic Instructor
- 1 Lube Engineer
- 1 Paving Instructor
- 1 Crane Instructor, preferably with backhoe experience

Must have high school diploma or the equivalent, have a minimum of six years experience in the trade and the ability to work as a "team player" with staff, and to communicate with the trainees.

Individuals hired will have to attend school for three hours one night each week for 20 weeks, in order to obtain a community college limited service credential.

Job duties include but are not limited to, developing curricula, instructing, and group presentations.

To obtain application contact Paul Headings, Administrator, either by phone or in writing:

Paul Headings, Administrator
Operating Engineers J.A.C.
7388 Murieta Drive
Rancho Murieta, CA 95683
(916) 354-2029

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.

January

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

February

- 14th **Stockton:** Engineers Bldg., 1916 North Broadway
- 16th **Oakland:** Teamster's Local #853, 8055 Collins Dr.
- 21st **Fresno:** Laborer's Hall, 5431 East Hedges

28th **Sacramento:** Laborer's Hall 6545 Stockton Blvd.

March

- 7th **Salt Lake City:** Engineers Bldg., 1958 W. N. Temple
- 8th **Reno:** Musicians Hall, 124 West Taylor
- 15th **Santa Rosa:** Veterans Bldg., 1351 Maple Street
- 22nd **San Jose:** Labor Temple 2102 Almaden Rd.

April

- 3rd **Eureka:** Engineers Bldg., 2806 Broadway
- 4th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 5th **Gridley:** Veterans Memorial Hall, 249 Sycamore St.
- 25th **Honolulu:** Kalihi Waena School, 1240 Gulick Ave.
- 26th **Hilo:** Kapiolani School, 966 Kilauea Ave.

MTC approves transit projects

(Continued from Page 1)

controls the state and federal money it will take to build anything.

"For this region to be successful in competing for federal and state funds," Kopp said, "MTC must take the lead."

The commission's recommendations came after a series of hearings held this summer and fall in which transit operators presented their pet ideas for rail extensions.

Except for the Guadalupe Corridor rail project, Santa Clara's plans were put on the back burner by the MTC staff.

And the commission's solution to the political problem of extending BART into San Mateo County, which does not belong to the BART district, is sure to stir up trouble.

In effect, the report said BART and San Mateo must hold "meaningful negotiations" over the price San Mateo must pay to get BART service. If there is no agreement, there will be no stations, and BART trains will whoosh through San Mateo County on their way to the airport. Apparently BART could attempt to get the right-of-way by eminent domain, even if San Mateo County officials fight the plan.

If there were winners in the report presented at the MTC meeting — like the San Francisco Muni, which got a

green light for two big rail projects — there were also losers. For instance, the state of California's idea to extend the Peninsula rail line to the East Bay Terminal at First and Mission streets in San Francisco didn't survive the cut.

And another project dear to the hearts of Contra Costa political leaders — extension of BART to Pittsburg and Antioch and the construction of a light rail line down the San Ramon Valley, also would be deferred if the report's recommendations are adopted.

Contra Costa representatives sat shaking their heads as the report was unveiled at a meeting at the Claremont Hotel, but refused comment.

"This is not the time for fighting," one said. "Later, there will be blood on the floor."

Projects not immediately recommended by the commission staff, like building the San Ramon rail line, or a transit right of way on abandoned railroad tracks in Marin, ought to be looked at in the future, the staff said. It said transit agencies should buy rights of way and hold them for the future.

The problem facing the commission is that there is not enough money for all the projects proposed by the transit planners.

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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 1984. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

January

- 10th **Eureka:** Engineers Bldg., 2806 Broadway
- 11th **Redding:** 100 Lake Blvd.
- 12th **Gridley:** Veterans Mem. Hall, 249 Sycamore St.
- 19th **San Francisco:** Engineers Bldg., 474 Valencia St.
- 25th **Honolulu:** Kalihi Waena School, 1240 Gulick Ave.
- 26th **Hilo:** Kapiolani School, 966 Kilauea Ave.
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- 8th **Reno:** Musicians Hall, 124 West Taylor
- 15th **Santa Rosa:** Veterans Bldg., 1351 Maple St.
- 22nd **San Jose:** Labor Temple, 2102 Almaden Rd.

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

Section 1
District and Sub-district Grievance

Committee.

(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 or 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.