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 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 significant 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 million and $600 million.
- Completion of the Guadalupe Corridor rail line in San Jose, another huge project that is already in the works and will cost $55 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.
- Another 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.
- Another BART extension from Fremont to Warm Springs in southern Alameda County, which would cost $236 million.
- Construction 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 turnback 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, placing a 15 cents-a-ticket surcharge on all BART tickets, raising tolls on state owned bridges across the bay by 25 cents, and selling development rights on 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
By T.J. (Tom) Stapleton, Business Manager

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

Editor's Note: The following article by Business Manager Tom Stapleton appeared in this month in the Daily Pacifc 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 contractors 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 who 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 Contractor 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.
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 to students 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.

Eligible college scholarships of $500.00 each will be awarded first 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 must have graduated or will graduate on or about May 1, 1984, and are designated as the Haggerty-Waggoner scholarship program.

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 year immediately preceding the date of the application.

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

Applicants must be 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 and minimum standards of the college or university of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work. Application forms will be accepted between January 1, 1984 and March 1, 1984.

Awardsing 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. The main purpose of the examination will be to determine 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 scholarships 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.

In addition to the annual Local 3 Scholarship competition, high school seniors of Local 3 members should also be aware of the scholarship opportunities 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 Federation's 34th Annual Scholarship Competition.

Brochures announcing the details of the 1984 contest have just been mailed 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 March 15, 1984 in each high school where applicants have filed.

The aim of the examination will be to evaluate the graduating seniors' knowledge and understanding of labor, business, industrial and governmental problems and their ability to present that information. The examination will be administered in the form of a multiple-choice test 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 mankind.

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

"Certainly all Americans who would consider the course of their own nation must give some 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 outlining 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-three of the 41 scholarships in the 1984 competition are being cosponsored by the affiliates listed in the box below at left. The remaining four scholarships are being sponsored by the California Labor Federation, AFL-CIO and are designated as the Haggerty-Waggoner scholarships.

The contest is open to all graduating high school students in California during the academic year 1983-84.
"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; and to add 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 — both workshops of the highly informative sharing for which the Foundation's conferences are noted. And what could be a better backdrop than the city of New Orleans, with its excelsior restaurants, lively night spots and countless conferences are noted. And what could be a better months and years will bring to the employee benefit for everyone.

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The institutes offered two full-day courses in the following: Communications; Leadership Skills; Management; Personnel Development; Financial Management; Retirement Management; and Personal Financial Planning.

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 receive an evaluation sheet for expressing your judgement of the quality of the session, speakers and hand-out materials. All were to be judged by the evaluation sheets at the conclusion of the conference.

For everyone involved in the business of employee benefits, the key word is "change". Our field is ever in a state of transition. Indeed, the many factors of changing demographics, changing lifestyles, increased utilization of health care and other changes in the labor market require us to adjust our thinking and approach to employee benefits. The conference was designed to help us prepare for coping with the multitude of changes the coming months and years will bring to the employee benefit plans we serve.

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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 #10 have the best wages, fringe benefits and working conditions of any employees in the world!"

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.

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, new diseases, new cures and the laws of nature. The conference was designed to help 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 take home will mark the extent to which the conference achieved its purpose.

The rainy season has really slowed down the grading and paving and a parking lot as soon as weather permits.

Rains have really slowed down the work in the Santa Rosa area reports District Business Representative Jack 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 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. Arnie Cotrell has just worked to work in the Southwest Assessment District when ever the sun happens to shine. O.C. Jones is finished with his 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.

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 R20).

We will continue through the winter as long as snow doesn't prevent the snow service from delivering workmen to the job sites. This means work through the winter for about 25 out of the 35 people at those four sites. Peter Kiewit Sons' Co. made its last concrete pour November 30th 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!
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 the costs of 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, 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 Rivotern, there were 32 other slides last winter between Sly Park and Echo Summit.

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 Pier 15 and 17.

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

Additional observations called from a report include:
- A first-run cinema might be incorporated into one pier.
- Pier 17 would lend itself to filmaking more than Pier 15. That is because Pier 15 has a mesh 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 Grant program.

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 Partnershhip Committee, which will propose a freeway master plan for the rapidly developing Highway 50/Sunrise Boulevard corridor. Supervisor Sandra Smolley was absent.

Pressure to build additional industrial, commercial and residential projects is likely in the east county, County Executive Brian Richart told supervisors.

He said the area needs several major roads, similar to Madison Avenue, but the main arteries are 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 San Jose 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, now is the time to do so. There are papers to fill out. If you have already opened an IRA at your Credit Union, you don’t have to fill out our new forms just to make your deposit.

How does the IRA work? You earn the money you contribute to (up to the maximum allowed by law) is fully deductible from your gross income. The IRA is the same whether you have $2,000 in an IRA, you take the $2,000 away from the $2,500 you saved each year. If you are in a 10% tax bracket, you save $200. If you are in a 20% tax bracket, you save $400. If you are in a 25% tax bracket, you save $500. If you are in a 30% tax bracket, you save $600. If you are in a 35% tax bracket, you save $700.

Looking at it another way, it’s the difference between $2,000 saved and account being compounded at 10% versus $2,000 saved and account earning 10% interest.

Another good thing about an IRA is that it is an estate (the dividends you receive) and you pay tax-free until withdrawals begin. You don’t escape taxes on IRA. You only pay taxes when you withdraw money. The purpose of IRA is to give you the opportunity for a better lifestyle when you retire by giving you tax advantages for saving.

The idea is that when you retire you will have less tax in the form of income and pay less taxes on the money.

Who is eligible for an IRA? Any individual who earns wages and has not reached age 70 can make tax deductible contributions to an IRA.

How much can you put in? You can contribute up to $2,000 or 10% of your income, whichever is less, into an IRA. If both you and your spouse contribute up to $2,000 to your 1IRAs. On a joint return, you could then deduct up to $4,000 from your gross income.

If your spouse doesn’t work for wages, they can put up to $2,500 or 10% of your income, whichever is less, into IRAs. An IRA has to be open by the time you start working.

If you use your IRAs for more than two years, you will have to pay taxes on your earnings.

Where can you get the money for an IRA? You can take it from your present income. Use Vacation Pay or payroll deduction to allow monthly deposits. You could also transfer money from your present savings account. You can even borrow money to open an IRA.

IA? 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 your loan payments. If you have trouble saving but not making loan payments, opening an IRA with borrowed money can force you to save for your retirement before 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 Max Spurgeon. Roy Ladd’s job is near completion on Pacheco Pass. Hopefully, the roads will open in time for the 1983 season.

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 north San Jose, in the new city 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 public construction scheduled to start in 1984 in the Coyote Valley (south San Jose) with Tandum Computers starting their development and other high tech industries to follow and another $100 million north in south San Jose Milpitas area, plus the planned start of $400 million worth of downtown San Jose rehabilitation and hotel convention center.

Therefore, I am quite optimistic about the 1984 construction season for District 90.

East Santa Clara

Work in east Santa Clara County has been booming up since the recent rains, reports Business Representative Max Spurgeon. Roy Ladd’s job is near completion on Pacheco Pass. Hopefully, the roads will open in time for the 1983 season. Up in the mountains A. Arukama is having plenty of work to do through next season on the $17 million pipe between Morgan Hill and Gilroy. They employ between 20 and 25 operators.

Granite Construction is in the paving and hotel convention center. 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 you can’t get the job pay the bill and let us know so we can make a Recall district. If you don’t, you are working without a dispatch and subject to grievance procedure.

I have been a dispatcher now since April, 1982 and I have been a member of Local 5 for many years, and have never realized what is involved in the dispatching office. Believe me, when I tell you to keep up with us we are busy there and so is everyone else. We have patience with us, especialy now that winter is coming. We are trying to get some members and make a Recall district. If you don’t, you are working without a dispatch and subject to grievance procedure.

I know the feeling of being out of work in the winter, and it’s not a good feeling. We need your help 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, there are times when I feel the same way.

May the Good Lord bless you and your families.

Armando Herrera, Dist. Ptef.ter
AFL-CIO boycotts Greyhound Lines

The AFL-CIO this month called on union members and their families to observe a nationwide boycott of Greyhound 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 small handful of passengers from picket-ringed terminals.

Meanwhile, the AFL-CIO is itself helping the strike with staff and support services. At a meeting with Transit Union President John W. Rowland, headquarters, there was a quiver of or be fired. At solidarity rallies across the country, thousands of strikers burned their copies of management's ultimatums.

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

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, labor, and other laws. The check-off donations, negotiated in IBEW contract with Union Electric Co., are administered by United Way. More than $1/2 million pennies were piled up to illustrate the size of the contributions.

Continental airliner makes bad move

Denver — A Continental Airlines jet carrying 71 passengers including the airline's chairman, Frank Lorenzo, landed by mistake on a taxiway at Stapleton International Airport Nov. 9, instead of a runway.

The Federal Aviation Administration is investigating both violations of regulations.

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 $1/2 million pennies were piled up to illustrate the size of the contributions.

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.

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 of fewer workers were sharply attacked by the California AFL-CIO this week as a "move that further weakens the law is clearly of questionable legality and represents a further weakening of the safety standards that have been enacted to protect the health and safety of all California workers.

"Such an extension will mean that about 95 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.

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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 on the first Tuesday in each district. The facilities are always clean and comfortable. We only hold meetings on Tuesdays, Wednesdays and Thursdays in the morning at 10:00 a.m. or early afternoon about 2:00 p.m. as we try to avoid conflict with Retirees' busy schedules.

We would like 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 of meetings, Attendance gets better each year and that is because your Local 3 Retirement Program, Pension Plan and Retiree Welfare Plan become more important each year.

Our Retiree Association meetings are also an excellent opportunity to obtain 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, Nevada and Utah. 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.

Scab contractor has to finish job in Redding with union workers

District Representative Don Dose reports that Cal-Ore Constructors could not finish their job in Redding (Highway 40 & Victor job) with scab workers. When the Engineers went on strike August 15th, Cal-Ore ran scab workers around the local 3 pickets, picking up the Highway 299 project. A few of the brothers are still working on the Raisch bridge job on Highway 40. This project should last until late next year. Tulls & Associates are still paying and have a lot to do all over the northern California area. Spring 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 Balsam Meadows is finishing up in the Fresno area! The Balsam Meadow Project was helped along through the efforts of Business Manager Tom Hester and Executive Director Dave Broer. We are using the Federal Energy Regulatory Commission to get them to okay the final lease for this project.

The Edision Company of Southern California was very pleased and called to express their thanks.

There are not working and want to travel to San Jose or Oakland and sign in, I'm sure that you can go to work. More work is left on the project in that area. He is down on Huron on a dirt job and is employing approximately 50 operators. Simple-Baker is starting the rip-rap on the San Luis Dam and their main man is Bob Daniels, holding down the main gate. Work is on the move.

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

The Big Creek project is the utility's largest hydroelectric 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, so 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 reservoir through an underground powerhouse to the west fork of Balsam Creek to create a powerhouse that will inundate the meadow, an Edison official said. The water will cover 60 acres. Balsam Creek flows into the San Joaquin River.

$9 million erosion project for King Salmon

Construction recently began on a $9 million erosion project with King Salmon residents hoping to prevent future erosion of their community's shoreline, reports District Representative Gene Ladd.

In recent years, much of King Salmon's Humboldt Bay shoreline has washed away. A survey 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.

The project will cost $5 million. The Corps of Engineers in charge of design and construction.

Jack Anderson, chief executive officer of the Humboldt Bay Harbor, Recreation and Park Agency, said this 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 District Representative Don Clausen

also helped in getting the project off the ground and securing funding in a federal jobs bill.

The harbor district acted as a catalyst in coordinating the project Ladderson said. Construction at King Salmon is broken down into three phases.

The first phase, which started last month, was the construction of a 600-foot-long wood-and-wood-lagging wall in the water in front of Buhne Drive.

The wall is being built by the county with $500,000 from the state Department of Boating and Waterways. This phase was designed by the county and reviewed by the corps, Farless said.

The second phase, designed by the corps, will be a dredging of 600,000 cubic yards of coarse sand from the bay and the rebuilding of a sandpit.

Construction will begin in the $1 million second phase.

Meanwhile, the corps Waterway Experiment Station in Vicksburg, Mississippi, will be studying a model of King Salmon in an effort to find out why the natural sandpit washed away and how to prevent the problem in the future. Included in the project is the reconstruction of Buhne Drive by the county. Project officials hope to have enough of the work done to protect the shoreline this winter.

The project should be finished by the spring of 1985. King Salmon will be watched closely in the following two

(Continued on Page 9)

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 $256 of hospital bills (now $348); $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 to $13.20 from $13.60 on January 1, 1984.

Southern Cal-Edison project

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(Continued on Page 9)
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.

Alcoholism Recovery Program Coordinators

<table>
<thead>
<tr>
<th>Grass Route Code</th>
<th>Phone Number</th>
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<tr>
<td>Frank Canonica</td>
<td>916/743-8097</td>
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<tr>
<td>Marysville, CA</td>
<td>916/743-8097</td>
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<tr>
<td>Dave Campbell</td>
<td>415/359-4944</td>
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<td>Andy Cockburn</td>
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<td>S. F., CA</td>
<td>415/621-2047</td>
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<tr>
<td>Donnette Davidson</td>
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<td>So. S.F. ..........</td>
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<tr>
<td>F. S. ..........</td>
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<tr>
<td>Floyd (Slim) Edwards</td>
<td>409/522-1004</td>
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<tr>
<td>Sonora, CA</td>
<td>409/522-1004</td>
</tr>
<tr>
<td>Joseph A. Figueroa</td>
<td>415/651-4090</td>
</tr>
<tr>
<td>Fremont, CA</td>
<td>415/651-4090</td>
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<tr>
<td>Bob Gagan</td>
<td>707/279-8319</td>
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<tr>
<td>Monterey, CA</td>
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<tr>
<td>Floyd Goedel</td>
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<tr>
<td>Kelseyville, CA</td>
<td>707/279-8319</td>
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<tr>
<td>Charles Graham</td>
<td>408/850-8043</td>
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<tr>
<td>Santa Clara, CA</td>
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<tr>
<td>Tommy J. Helen</td>
<td>408/850-8043</td>
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<tr>
<td>Newark, CA</td>
<td>408/850-8043</td>
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<tr>
<td>John Kaiser</td>
<td>707/252-6615</td>
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<tr>
<td>Napa, CA</td>
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<tr>
<td>Jim Lech</td>
<td>415/272-5078</td>
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<tr>
<td>Grass Valley, CA</td>
<td>415/272-5078</td>
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<tr>
<td>Jim Mahoney</td>
<td>415/272-5078</td>
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<tr>
<td>S. F., CA</td>
<td>415/850-8043</td>
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<tr>
<td>F. S. ..........</td>
<td>415/850-8043</td>
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</tbody>
</table>

**Alcoholism Recovery Program Coordinators**

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

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**Lodi 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 $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 are already at 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-Ocidental, 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 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.

**Rains shut down Sacramento area**

District Representative Ken Bower- smith reported the rains have pretty well shut everything down in the Sacra- mento 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," Bower- smith 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 Engi- neers 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.
Editor's Note: Below are the first six riders of the suction dredging in various projects. The rumour is that Shellmaker, Inc. has taken over the dredging of the Sacramento to Ship Channel. They are bidding some of the work last year for the Clean Water Act and the US Army Corps. Those few contractors

Canonic offshore is working on the maintenance dredging of the Sacramento. In future Meetings are awarded. They are bidding some of the jobs last year for the Clean Water Act and the US Army Corps. Those few contractors planning to bid on dredge contracts are Shellmaker, Inc., who was awarded an award.

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 string that was chained was useful in surveying. In the west, a leather rope, looped at both ends and fitted to saddle horses, 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相识ing and wished to sell. Today, it would be very difficult to trace the property lines of the same parcel with our modern information. Today's parcels of land surveyed in days past present 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, thousands of points are such that past boundaries will have to be compensated for in order to find buried property corners. When the 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 surveying, equipment and techniques? Can I produce with the knowledge that I have to be up on the technology and to keep my job!"

Notices have been sent to Employers about the minimum work programs being presented by the I.A.M. Transport Employees Association. Some classes have been held and others are being planned. The current class is January, and the holidays.

Pictured from left to right are Dennis Federsand, Jim Sampson and Kenneth Pierce of Associated Professional Engineers of Livermore. They are working on Springtown Project.

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

Continuing from Page 6

Utah state officials have formed the Little Dell Dam task force to work on the 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 existing Mountain Dell Dam. The feasibility study for the existing mountain dam is very good.

Northern Utah

Business Representative Lynn Bellows reporting work in the northern part of the state improved considerably in 1983 with more work projected for the future.

Heims 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 project for additional work on the Great Salt Lake. They have been continuing with the project 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 management problem. The lake peaked at a record elevation in November and it has only begun its season rise. Last year, according to SLC, the lake caused about $100 million in damage. If the lake climbs another three feet next summer, the railroads, recreation facilities, bird refuges and lakeside industries could reach close to $500 million.
Oakland report

By Norris Casey

It has been 15 months since I took over the Oakland office as District Representative. In that period of time I have come to realize that the number of representatives working out of this office and in the operation of the Union are few. The association of the shop stewards and the shop committee. This may soon be remedied — may soon be remedied.

Rep. Norman Shumway, R-Stockton, was scheduled to introduce two new representatives to the union and back the project of the joint movement project going forward. One would increase the authorized size of the project. The other would order the Bureau of Reclamation to begin cost-sharing negotiations with potential partners.

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 rules for submitting ads

9. 10 FT. CAMPER, Caveman, jacks, 2-way Trk tires 8:25x20, 9:00x20, 10:00x20, 11:00x20,$10&

JAC instructors needed

Randi-9000 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

2. Paving Instructor

3. 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.” No experience necessary. Must be able to communicate with the trainees.

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

We will accommodate the schedule, but are not limited to developing, curricula, instructing, and group presentations.

To obtain application contact Paul Headings, Assistant Director.

For information contact: Paul Headings, Assistant Director.

John Headings, Operating Engineers J.A.C.


FOR SALE: 20’ SK SWELLEN & Delron trailer. Self-FT ROSS, 100 & 200. 4/11/83)


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ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 a.m. with the exception of Hilo and Maui, which convene at 7:00 a.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: Kalili 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 653, 805 Collins Dr.
21st Fresno: Laborer's Hall, 5431 East Hedges

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

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

My name is: __________________________
Address: __________________________
City, State & Zip Code __________________________
Social Security Number __________________________

CREDIT UNION INFORMATION

Dear Credit Union: Send me the following brochures, kits or applications:
☐ Phone-A-Loan Application ☐ Membership Card
☐ Individual Retirement Account (IRA) ☐ Money Market Certificate
☐ Vacation Pay Kit ☐ Save From Home Kit
☐ Easy Way Transfer ☐ Loan Plus
☐ (my name)
☐ (social security number)
☐ (address)

Attn: M. Kelly, Operating Engineers Local Union No. 3 CREDIT UNION
PO. Box 2082, Dublin, CA. 94568

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,” Kopn said, “MTC must take the lead.”

The commission’s recommendations came after a series of hearings held this summer and fall in which transit opera-
tors 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 ne-
gotiations” over the price. San Mateo must pay to get BART service. If there is no agreement, there will be no sta-
tions, and BART trains will whiz 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 hearings.

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 shak-
ing their heads as the report was un-
veiled at a meeting at the Claremont Hotel, but refused comment.

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

Projects not immediately recommend-
ed 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.

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 Griev-
ance Committee members 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 Memorial Hall, 249 Sycamore St.
19th San Francisco: Engineers Bldg., 474 Valencia St.
28th Honolulu: Kalili Waena School, 1240 Gulick Ave.
26th Hilo: Kapiolani School, 966 Kilauea Ave.
27th Maui: Kahului Elem. School, 410 S. Hina Avenue, Kahului

February
14th Stockton: Engineers Bldg., 1916 North Broadway
16th Oakland: Teamster’s Local 653, 805 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., 1938 W. N. Temple
8th Reno: Musicians Hall, 124 West Taylor
15th Santa Rosa: Veterans Bldg., 1251 Maple Street
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 posi-
tion 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 is continuously a Member of the Parent Local Union for at least two (2) years next preceding his nomination;
(c) if he is an Office of, or is on the full-time payroll of the Local Union;
(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 Commit-
tee 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.