



ENGINEERS NEWS

VOL. 33, NO. 2

SAN FRANCISCO, CA

FEBRUARY 1982

IMPORTANT NOTICES INSIDE

An official notice concerning ELECTION of the Local 3 ELECTION COMMITTEE APPEARS ON PAGE 12. An official notice listing the schedule for the ELECTION of GRIEVANCE COMMITTEE MEMBERS appears on PAGE 11. Those who are interested in the 1982 LOCAL 3 scholarship AWARDS should take careful note of the notice on Page 6. The deadline for entering is rapidly approaching, and this will be the last month this notice will appear in Engineers News.

Caltrans unveils largest five year spending plan — \$10.2 billion program

Deeming it the "largest transportation spending plan in California history", State Transportation Director Adriana Gianturco this month unveiled the department's \$10.2 billion, five-year transportation program.

The new Caltrans proposal, which covers the period from fiscal year 1982-83 through 1986-87, is nearly \$3 billion larger than the last comparable proposal which was prepared in 1980.

"This plan represents our proposal for the use of all State gas tax dollars that will flow to Caltrans as the result of the passage of SB 215 last year and the Federal highway dollars that we expect will be allocated to California," Gianturco explained.

Under law created by AB 402, Caltrans has been required for the last three years to propose a five-year state transportation program to the California Transportation Commission (CTC) and various regional agencies as a planning and scheduling tool. The five-year program is reviewed and updated on an annual basis.

"The Department's recommended 1982 spending program is once again heavily weighted toward highways," Gianturco noted. "In both the 1982 and 1980 programs, highways account for about 93 percent of total spending. Furthermore, within the highways component of the total program, new highway construction accounts for a larger share of total highway spending than it did in the previous five-year plan.

In addition to proposed highway expenditures totaling nearly \$9.22 billion, Caltrans' plan calls for \$857 million in transit funding (including \$439 million for guideway funding), \$4 million Aeronautics funding and \$52 million for toll bridge projects.

The highway portion of the proposed program reflects Caltrans' commitment to fulfilling - as much as possible without sacrificing federal funding - the requirements of SB 215, the gas tax increase enacted last year by the Legislature.

That legislation, in addition to increasing the gas tax and other fees, required that resources be programmed to fund projects included in the 1980 program and that expenditures should be made in accordance with a priority list that sets maintenance first, followed by rehabilitation and reconstruction, safety improvements, operational improvements, and finally, new construction and other improvements.

"In applying this set of directions, we have been able to meet the first guideline, and with very few exceptions, have incorporated into the new five-year program all projects remaining to be built from the 1980 (program)," the Director explained. "As to the second guideline - under which we are to give maintenance and rehabilitation top priority - federal restriction on how funds can be used,

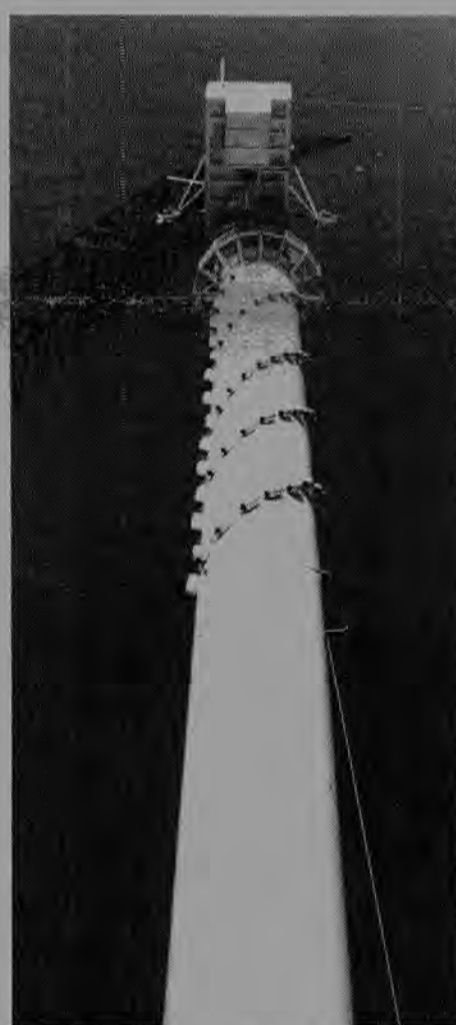
combined with the limits on the program imposed by complying with the first set of guidelines, have made it impossible for us to put as many resources into maintenances and rehabilitation as the guidelines would suggest.

The Department's proposal estimates it will have some \$9.72 billion to spend from the state highway account over the next five years - up almost \$2.88 billion over 1980. In addition to new state revenues generated by SB 215, Gian-

turco noted that California expects to receive \$1.205 billion more in federal funds for the 1982 program than it did for the 1980 five-year program.

In her comments to the press Gianturco explained that while spending for new facilities was up dramatically over previous years, expenditures for the Department's administration and operation would actually decline, "We are recommending that \$769 million be

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Huge windmill project begins in Solano

Construction has started on Phase 1 of a \$250 million wind energy project located in Solano County between Fairfield and Vallejo. The project, which according to Business Agent Stan McNulty will be the world's largest, is being developed by Wind Farms LTD.

Energy developed by the massive windmills has been contracted for by the Pacific Gas and Electric Company and the California Department of Water Resources.

McNulty reports that Phase 1 of the project includes 21 wind generators with 93,200 kilowatts of generating capacity. The first five windmills will be 200 feet tall with 300-foot diameter blades, each capable of meeting the

electric needs of a community of 2500 people.

Although construction of the first five windmills will not be completed until late 1983, a demonstration windmill with 2500 kilowatt capacity should be in operation by late Spring of this year. The remaining 16 machines will be built over the following three years.

The 93,200 kilowatt first stage will produce about 250 million kilowatt hours a year equivalent to the annual electric needs of about 40,000 households. The full 350,000 kilowatts covered by the contract would produce as much electricity as 150,000 homes use each year.

TV monitoring project reveals network bias

The results of a nationwide television monitoring program conducted by union members last spring have been tabulated and released to the public. As expected, the results confirm an overwhelming belief that network television is little more than an anti-union corporate propaganda machine.

The monitoring program was conducted last spring by members of IUOE Locals 3 and 18 and various Machinists locals across the country. Over 60 members of Local 3 were assigned one night a week for the month of April, 1981 to watch and record their observations of prime time network broadcasting. At the end of the month, the views of the media watch volunteers were sent to the Chicago based educational consulting firm of William M. Young and Associates for a computer analysis.

The results show that network television almost totally ignores organized labor and its contribution to the American society. Series including unions in their plots declined from the previous year. Despite the use of unionized occupations as the basis for plots and characters, the role unions continuously play in improving the quality of life and working conditions for workers is almost never illustrated.

Of the workers depicted in the network shows, those in unionized occupations may as well be robots. Most workers are nameless personality-less people who take orders, do their jobs and disappear.

Television continues to depict unions as violent, degrading and obstructive. During the monitoring period there were only two series episodes which included union membership and activity as a significant part of the plot. The exception was Lou Grant, where the publisher reschedules activities to participate in the newspaper's successful negotiations. More common were treatments such as those portrayed in B.J. and the Bear, where a group of independent non-union truck drivers were attacked by an abusive group of union truckers.

Television writers, producers and directors need both fresh talent and enlightenment within the ranks to abandon the ludicrous notion that the majority of Americans earn their living singing, dancing and telling jokes. There is an incestuous peopling of television programs with entertainment occupations. While most viewers have resigned themselves that television is far from a mirror of real life, using unexplored union occupations for major roles would stimulate new plots which certainly couldn't hurt ratings.

The Lou Grant show, for example, is doing very well portraying behind-the-scenes insights of the unionized newspaper business. Reporters, however, are

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By DALE MARR, Business Manager

LOOKING AT LABOR

ENGINEERS NEWS

WIPA

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

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ENGINEERS NEWS is published monthly by Local 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, CA 94103. Second class postage paid at San Francisco, CA. USPS Publication Number 176-560. Subscription price \$30.

Labor conducts TV monitoring project

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one of the white-collar union occupations which is disproportionately over-represented. White collar teachers and nurses offering services have major roles while the production crafts and trades people who create the nation's goods are invisible.

While the regularly scheduled programs fail to portray organized labor in a favorable light, television news is downright biased. Union monitors were asked to survey network news coverage of labor's top five priority issues: inflation, energy, plant closings/job losses, medical care and tax reform. Monitors found that workers' positions were examined by the newscasters in less than one-eighth of all the stories broadcast.

Network news expressed the views of Corporate America on almost every issue most of the time. These views were expressed through the selection of interviewees, TV visuals or by reporters' comments. The monitors found that most network reports have increased their corporate slant since the Reagan Administration began. NBC was the only network found to be reducing corporate bias in favor of more balance. The most frequent reports of union news continues to be strikes. When covering strikes and negotiations, network news programs fail to explain worker needs or community benefits when workers' need are met.

EDITORS NOTE: Below are excerpts of a speech given by Dale Marr on the Peripheral Canal this month at the St. Francis Hotel in San Francisco.

In California, when you talk about water, you're talking about politics. The two have been inseparably connected since the first big rush of settlers in 1849 turned from panning for gold to plowing the land. And so, even though I have been asked to speak for a few minutes about the Peripheral Canal, and what its effect will be on California's water program, what I will also be addressing is the role politics will play in this great venture.

Politics is the art of compromise — the ability to take opposing sides and forge a piece of legislation that both sides can at least live with. The passage of SB 200 last year was a great achievement. It broke the impasse between federal/state water policies. It provided for an increase in the firm water yield available for existing contracts, improving water quality, and reducing the frequency and magnitude of water shortages.

At the same time, it guarantees better environmental protection of the Delta-Bay estuary, the Suisun Marsh, and fish and wildlife.

Because of its controversial nature, SB 200 has attracted a host of arguments on every conceivable issue. We hear that: • The Peripheral Canal is an environmental and water supply necessity. • The Peripheral Canal is not needed. • The Canal will save the Delta. • The Canal will ruin the Delta. • The Canal will cost \$680 million — 1 billion — 7 billion — 10 billion — 23 billion. • The Canal costs will be paid by the water users. • The Canal costs will be paid by the taxpaying public. • The San Joaquin Valley and Southern California need the water. • The San Joaquin Valley and Southern California do not need the water. • California has sufficient water for all the state. • The Peripheral Canal will suck the north state dry. • Oil companies and other corporate giants will reap unjust profits from subsidized water. • The Peripheral Canal is the best possible solution. • There are many preferable alternatives and the Canal is the worst possible choice.

The above statements, all purporting to be factual — and all evidently glaring contradictions — briefly summarize some of the major points of contention regarding the Canal. While the possible list of similar contradictory statements is almost endless, the above statements tend to cover the key issues.

If we are to sift out the truth from these contradictory statements, we need to know a little bit about the Peripheral Canal and what its relationship is to SB 200.

Twenty years ago, the State Water Project came into being, approved by a vote of the people, and bound by contracts to deliver 4.23 million acre feet of water a year to 31 contracting agencies, mostly in central and southern California, which encompass a fourth of California's land area, and serve water to 15 million people. That 1959 legislation authorized: an aqueduct system; specified initial storage facilities, and, additional but unspecified reservoirs for local needs and to augment water supplies in the Delta as necessary. It also authorized Delta facilities for water conservation, water supply in the Delta, transfer of water across the Delta, salinity control, and related functions.

Although the major aqueducts and initial reservoirs of the Project are built, only about half the water supply called for in the contracts has been developed, and even this will diminish over the next 20 years due to increased use in the areas of origin.

Furthermore, the Delta facilities have not been built. Instead, natural Delta channels are currently used by both the Project and the federal Central Valley Project to trans-

port water across the Delta. This causes problems in controlling salinity intrusion, and has also drastically depleted the fishery resources of the estuary. Without corrective action, we can expect water shortages in the 1980's if a drought occurs, and the continued decline of the fishery in the Bay, and the Delta.

After more than 15 years of study, restudy, and debate, the legislature passed Senate Bill 200, which was signed by the governor on July 18, 1980.

In November, Californians will vote on Proposition 8. This measure will place the SB 200 safeguards for the Delta, Suisun Marsh, and San Francisco Bay into the California Constitution.

Thus, future legislatures could not weaken these safeguards, as any such change would require a vote of the public. Prop. 8 would also give constitutional protection to the state's Wild and Scenic Rivers in northern California. Because Prop. 8 can only go into effect when SB 200 becomes law, a successful referendum on SB 200 would also nullify the added protections for northern California in both SB 200 and Prop. 8.

The SB 200 protections to be given constitutional protection by Prop. 8 are: 1. that the State Water Project must meet water quality standards established by the State Water Resources Control Board to protect beneficial uses of water in the Delta, Suisun Marsh, and San Francisco Bay; 2. that the Project must make water releases to remedy any failure of the federal government to operate the Central Valley Project in compliance with the Control Board standards; and; 3. that the Department of Water Resources, before building the Peripheral Canal, must enter into a permanent agreement with the Department of Fish and Game to restore and maintain Delta fish and wildlife resources at their historical levels. (1922-1967.)

Prop. 8 writes these guarantees into the Constitution.

Prop. 8 prohibits any public agency from condemning for export any water rights which are held for use within the Delta, or any contract rights for water quality maintenance in the Delta.

Prop. 8 would also give constitutional protection to 1,100 miles of the state's Wild and Scenic Rivers in northern California. Construction of dams or the exporting of water from North Coast rivers would require either a 2/3 vote of the legislature or a vote of the people. (Now, only a majority vote of the legislature and concurrence of the governor are required.)

Finally, Prop. 8 would speed up any lawsuits on the Peripheral Canal so that it can be constructed in a timely manner.

In signing SB 200, Governor Brown accurately pointed out that the bill "actually imposes strict and unprecedented environmental safeguards on all water facilities built to satisfy existing legal commitments. In truth, SB 200 significantly restricts the power of the state to move water from one part of the state to another."

The Peripheral Canal is the next logical step for the State Water Project. This is the least expensive future water supply for the Project. The estimated cost of the Peripheral Canal and related facilities to fully protect the Delta is \$600 million (1980 costs.) This equates to an incremental cost of about \$70 per acre foot.

This compares to costs of \$125 and \$250 per acre foot for water from the best surface reservoirs being considered. These high water costs from new reservoirs assume the Peripheral Canal is built first. Without the Canal, these costs would be higher, because not all of the supply from these reservoirs would be available to meet Project commitments. This is because, under the present method of water transfer, the Delta outflow required to meet Delta and export water

quality criteria increases as export increases.

Construction of the Canal in the Sacramento/San Joaquin Delta as authorized by the state Water Act is the last vital step in completing the California Aqueduct — and completing it in an environmentally sound fashion.

The Delta lies in an area where the Sacramento and San Joaquin Rivers converge to discharge water into the San Francisco Bay. A maze of waterways and islands, the Delta provides a valuable habitat for fish and wildlife, as well as fertile farming lands and exceptional recreational opportunities. Due to its location, however, the delicate nature of the Delta is threatened by salt intrusion in dry years, and flooding during wet seasons.

An earthen, tree-lined channel, 400 feet wide and 30 feet deep, the Canal will transport water around the Delta from the Sacramento River near Hood, to Clifton Court Forebay in the southern Delta.

Sad to say, the more than 20 years of effort that went into passage of this landmark legislation will all be for naught if voters fail to ratify SB 200 in the referendum which has qualified for the ballot.

The ballot issue, scheduled for a vote in June, will no doubt develop into the water battle of the century, dwarfing even the campaign of 1960, which originally ratified and funded the State Water Project. Huge amounts of money will be spent on both sides.

Although a majority of voters both north and south would stand to benefit from SB 200, it would be a mistake to assume that ratification can be taken for granted, or that victory will be easy.

As you know, leadership in the campaign to kill SB 200 is coming from a coalition of certain environmental groups, local politicians seeking to identify with what they see as the parochial interests of their constituents and regional landowners and farmers who now enjoy the benefits of abundant and low cost water. It is the latter group which will generously bankroll the effort.

They seem to be willing to overlook the fact that the defeat of SB 200 will take away the constitutional protection that Prop. 8 now gives.

Many, no doubt, are convinced that conservation measures alone can meet the state's future water needs and that construction of additional facilities is unnecessary. Others seem to be ideologically motivated. They see the curtailment of future water development as a means to impose a no growth ethic on the economy, to lower our expectations and to force us all into simpler lifestyles.

These environmental elitists see these issues as a means to accomplish radical social reform through the back door. Sure enough — they're right. Without adequate water and energy development, we will have to lower our standard of living and learn to accept less as more.

Ironically, the environmental elitists, more often than not, are people who already enjoy comfortable means, but who feel guilty about it. But, it is doubtful that their dreams of the future are shared by millions of Americans who have yet to find their place in the sun.

I don't object to espousing blueprints for social change. But I think they should be up front and out in the open. Social reforms should be presented on their merits, and conscious choices presented. Legitimate environmental concerns, of course, must be brought to bear on water and energy policy making. But they must not be allowed to provide a smoke screen for hidden political agendas.

More opposition can come from Bay Area municipalities who enjoy the benefits of their own Peripheral Canals in the form of Hetch Hetchy or East Bay Municipal

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PROJECT

Caltrans Bridge Draws Nine

With a \$660,142 low bid, Moseman Construction Co., Redding, Ca., captured a California Department of Transportation contract to reconstruct a highway bridge near Eureka. The bid of the runner-up, MCM Construction, Inc., North Highlands, Ca., was about \$44,000 higher than Moseman's. All nine bids for the job came in under the engineer's \$951,838 estimate. The viaduct to be repaired carries the southbound lanes of Route 101 across a small valley about 6 miles south of Eureka. It is one of twin, two-lane viaducts crossing a road and railroad. Two 100-ft spans of the original structure fell during a powerful earthquake in November, 1980. The bridge has been redesigned to include continuous spans and earthquake restrainers. The contract calls for 950 cu yd of structural concrete for the bridge priced at \$230 per cu yd, and for 267,000 lb of steel reinforcing priced at 43 cents per lb. Old bridge piers will be removed, but Caltrans expects to use existing piling for the project.

DOT Campaigning Hard for Fuel Tax Increase

Transportation Secretary Andrew Lewis is pulling out all the stops in his drive to gain support for proposed increases in motor fuels taxes, with one cent out of five per gal. going to transit. This month he met with a large contingent from highway construction organizations and scheduled meetings with the touchy American Trucking Association (ATA). His goal is to show the rest of the administration that he has the private sector's backing. The Associated General Contractors is already on board. His task is a difficult one at best. He already has encountered a hostile reception from the Highway Users Federation (HUF.) An American Farm Bureau official who is a HUF member denounced any move to divert \$1 billion a year of a total \$5-billion increase to transit.

Lewis apparently intends to make the obligation ceiling match the authorization levels; in the past the ceiling was much lower. And the funding level being promised in a letter from Lewis to Office of Management and Budget director David Stockman is on the order of \$12.6 billion for fiscal 1983. If there is no tax increase, OMB is looking at a level of \$7.8 billion.

Oakland Office Site Is Purchased

Raymond International, Inc., headquartered in Houston, Texas this month agreed to buy for \$7 million a major office building site in downtown Oakland from LeLac, a limited California partnership. Henry F. LeMieux, chairman and chief executive officer for Raymond, says the 70,000 sq. ft. parcel at 19th and Harrison Sts. is the potential site for a new building to house 1,300 employees of Kaiser Engineers, Inc. which Raymond acquired as a wholly-owned subsidiary in 1977. Worldwide Kaiser Engineers has about 5,000 employees working on about 300 projects in 24 countries. The site lies near Lake Merritt and is bounded by 19th St. on the north, Harrison St. on the West, 17th St. on the south, and Alice St. on the east.

Sutter to Prepare June Ballot Measure on Dam

Proposed involvement of Sutter County in construction of a Marysville Dam Project on the Yuba River will likely be put before county voters this June. Sutter County supervisors have voted 4-0 to place a proposed joint project on the ballot -- either as an advisory election to determine whether the county should pursue the matter or as a more detailed measure outlining a specific proposal.

Sutter supervisors voted in October to help Yuba County build the project should the controversial ballot Measure A that went before Yuba County voters last November be turned down. That measure, which would have given the Yuba County Water Agency authority to proceed with plans for joint development of a Marysville Dam Project with the North Kern Water Storage District, was rejected overwhelmingly by Yuba County voters.

Supervisors have until this month to come up with the exact text of a measure in order to have it placed on the June ballot, according to County Clerk Lonna Smith. Whether that measure will be a simple advisory election asking voters if the county should pursue the joint project or a more specific proposal detailing costs will depend on negotiations with Yuba County officials.

Dumbarton Bonds Bill passes Senate

The removal of a serious obstacle to timely completion of the new Dumbarton Bridge took another step forward this month when the Senate approved Senate Bill 1347. The bill gives limited authority to the California Transportation Commission to sell bonds earmarked for Dumbarton Bridge construction purposes to a higher interest rate, up to 12% if necessary, instead of the present limit of 10%. The bill's author, Senator John Holmdahl (D-Alameda County), pointed out that while the bill raises the ceiling on interest rates, it is a cost-effective approach to continued financing for the bridge, and cited the State's Legislative Analyst's observation that by eliminating delays in construction, the bill probably would result in major cost savings in the long run.

The bill imposes several restrictions: The 12% ceiling applies only to bonds issued to finance construction of the bridge which are issued prior to July 1, 1982. In addition, the increased rate does not apply to bonds to be issued in excess of \$25,000,000. These restrictions reflect the fact that the Transportation Commission plans to sell \$25,000,000 of bonds on March 24, 1982. The bill now goes to the Assembly. Senator Holmdahl indicated that he would attempt to get the bill, an urgency measure, to the Governor's desk well before the March 24, 1982, sale. "However, everything depends on conditions in the marketplace. I am keeping a close watch on interest rates and will act accordingly if there are significant changes in those conditions," Holmdahl concluded.

Port Ok's Plan to Quadruple Capacity

The San Francisco Port Commission this month unanimously approved an ambitious master plan for the southern waterfront that would dramatically increase San Francisco's shipping facilities by the year 2000. (See Jan. '82 Engineers News.)

The project would quadruple the port's cargo capacity in three phases. The first, to cost an estimated \$57 million, calls for development at Piers 90 and 92 of two berths for giant container ships, and a rail facility, and installation of four new cranes. This phase would get under way as soon as the port can get clearance from the Board of Supervisors and various regional agencies. In the second phase, four more container berths would be built in the same general area, and additional cranes would be put in. This facility would be ready by the mid-1990's. The third step in the plan would be to build a five-berth container terminal at Mission Rock and connect it with the earlier container yard by means of a rail line down Illinois Street. Improvements in this phase would be ready for use by the year 2000.

The port's plan is based on an optimistic forecast

from the Metropolitan Transportation Commission that shipping through the Golden Gate will have a major expansion in the next 20 years.

Caltrans awards Grove-Shafter Contract

State Transportation Director Adriana Gianturco this month announced award of a \$22.8 million contract to Moseman Construction Co. of Redding for construction of final phase of the Grove-Shafter Freeway (I-980) through Oakland. The bid submitted by Moseman for the construction of the project's final three miles of four-lane freeway and associated structures contained a 45.8% Minority Business Enterprise (MBE) participation level. When Caltrans initially requested bids from contractors on this project, it had established a goal of 46.5% MBE participation. The 46.5% MBE participation goal resulted from an agreement between Caltrans, the Business, Transportation and Housing Agency, the City of Oakland, and the Seven Community Development District Chairman's Council to provide minorities with a share of freeway work equivalent to the percentage of minorities in the community's population. That agreement, signed in June of 1979, called for an overall MBE participation ratio of 37.5%. Because of a 12% participation level in project's earlier stages, in order to meet the overall goal it was necessary to increase the minority participation in the second stage to 46.5%.

When completed during the summer of 1985, the Grove-Shafter Freeway will connect Highway 24, east of Oakland, with Highway 17 (Nimitz Freeway) and will provide direct access to Oakland's multi-million dollar City Center Project. The first phase of the Grove-Shafter project, completed in July of 1981 at a cost of \$10.5 million, constructed a four-lane freeway between 11th and 19th Streets. Also included in that first phase was the construction of overpasses at 17th, 14th, 12th and 11th Streets, and widening of the bridge over San Pablo Avenue. This phase of the project will close the final gap between 11th Street and the Nimitz Freeway.

KGO editorial Supports

Construction of Devil's Slide By-Pass

The following KGO TV editorial was aired on January 25 and 28:

A year ago, in a Channel 7 editorial, we questioned the actions of various politicians in the state. To one group we said: "Why is the San Mateo County Board of Supervisors going to spend \$700,000 on a three-year study of a possible by-pass at Devil's Slide when they know the by-pass will eventually have to be built? What excuses will they use if heavy rains wash more of the present road into the ocean?"

That was a year ago. Well, that heavy rain early this month did wash a lot of Highway 1 into the ocean at Devil's Slide. The rain also washed away a good chunk of the highway just beyond the Devil's Slide area. The highway is closed to traffic and won't be opened for a long time. People from that area must now go back and take Highway 92 over to 280 if they want to get to work or play.

For years, Channel 7, along with many other groups, has insisted on the need of a by-pass around Devil's Slide. Maybe more heavy rains this winter will convince the Supervisors and the anti-by-pass lobby. We hope it won't take that! Residents of western San Mateo County should start applying pressure for a by-pass NOW when the need for it is so obvious.

UPDATE

Marr speech

(Continued from Page 2)

Utility District water importation projects. This opposition will concern the possible detrimental effects on the Bay of reduced fresh water outflow from the Delta. I feel sure that these concerns are unfounded.

Opposition from the farmers of the rich Delta region who receive their water from the Delta's channels free of charge is, of course, easier to understand. They fear sharing more water, even though the Canal would improve Delta water quality and protect against levee erosion and reverse flows.

A common theme in SB 200 opposition seems to be the familiar, "I've got mine, to heck with you" attitude. But we are all in this together. Urban areas will face higher food prices if Valley growers suffer from lack of water. Conversely, farmers depend

on healthy urban economics throughout the state.

California's water and energy resources share much in common. Both are essential to the lives and livelihood of each citizen. Water distribution systems consume energy, but the hydroelectric dams produce even more. A prolonged drought could create disastrous energy as well as water shortages.

In the past, we have often been wasteful in uses of both energy and water. Measures to conserve our energy, water, land and air resources are essential to our future.

Way before the 1973 oil embargo, the state senate created the first committee to deal specifically with energy issues. Its first effort was a bill to develop building insulation standards. The second was legislation creating the State Energy Conservation and

Development Commission.

California has become a leader among the states in energy conservation programs, and its citizens have saved untold millions in utility bills. We still face an emerging energy crisis of even greater proportions. Fuel costs are skyrocketing, and we are still very dependent on imported energy and our generating reserve margins are dangerously low.

Important as it is, conservation alone will not be enough. New energy generating capacity is clearly necessary, including the early licensing of the Diablo Canyon and San Onofre Nuclear Power Plants.

I opposed Proposition 8. I believe that such legislation should be in the statutes—not in the constitution. But now, there's no question but that SB 200 would not have

passed and been signed into law without it. That is part of the art of compromise I spoke of earlier.

Nor is there any question in my mind that if the ratification of SB 200 should fail at the polls, it will be a long time before any future legislature—regardless of its makeup—could or would make another attempt to authorize the Peripheral Canal project.

On the other hand, if the voters ratify SB 200, we will stand a better chance to amend Prop. 8 by a two-thirds legislative vote—if and when that should become necessary.

It is, therefore, absolutely vital that everybody who recognizes the need for the Peripheral Canal, EVERYBODY who wants to see the Water Plan go forward, should get solidly behind the effort to win voter approval of SB 200.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Our personal thanks to the 421 brothers and sisters who attended the Semi-Annual Membership Meeting held on January 9, 1982, at San Francisco. Again, I want to say "Happy Birthday" to brother Les Crane, present at this meeting, who is 84 years young, and still working in the trade.

The District Meetings held in Eureka, Redding and Oroville were well attended. Our congratulations to the Grievance Committee Members who were elected in each district to serve for 1982! Their job is very important and we appreciate the many hours they put in.

During the month of January, I attended the Western Conference of Operating Engineers held in Palm Springs, California. This conference consists of a total of 21 Local Unions and was well attended, as usual. In talking to the Business Managers and Officers of the different Local Unions present at the conference, I came to the conclusion the membership of Local #3 is much better off than most of them. Some of the Locals have approximately 62% unemployed and many members never worked one day in 1981, and don't have any jobs to look forward to in 1982. One Local Union told me they have lost 50% of their membership. It might interest you to know the International Union of Operating Engineers now have a membership of 413,000.

In my opinion our highest priority in 1982 should be to try and get jobs for all the members throughout Local 3's jurisdiction. I am not interested in supporting any politician who is not going to support labor. It's this simple, either they are for us or against us!

There is a lot of talk going around. Everybody is throwing Ronald Reagan's famous line back at him—the one from his pre-election, nationally televised debate against then President Carter. It was October 28, 1980, and Reagan said:

"I think when you make that decision (for whom to vote) it might be well if you would ask yourself: are you better off than you were four years ago?"

Now the press is blossoming with headlines, "ARE YOU BETTER OFF THAN YOU WERE A YEAR AGO?" The stories recite all the details about rising unemployment, poor people suffering cuts in food stamps and in Medicaid, recession, federal budget deficits under the budget-balancer Reagan that in their spending years even Democrats have never been able to equal, about a 48 percent decline in home-building under Reagan, the attendant disaster in construction employment and about continued at-or-near double digit inflation, interest rates that keep people from buying cars or homes (if there are any) and about other depressing news like that.

Some people are going to carp no matter what. Anyone can focus on bad news and on all those people that are getting zapped and on the lousy shape of the economy.

But the fact is, just about a year after the Reagan administration took the reins, we are better off. That is, we're better off "if we're wealthy; if we're oil companies; if we're profitable firms buying up unprofitable firms' tax breaks plus a couple other IF's". Congress gave the nation a priceless Christmas gift - IT ADJOURNED!

Republicans departed among self-congratulations that they had spear-headed an "historic" session that put the nation on a new course, and that the Democrats had been "had".

To a degree both were correct. Republicans, under Reagan Administration direction, did put the nation on a new course. They gave us recycled ideas from the Harding, Coolidge and Hoover Administrations and told us this was a spanking-new notion for America.

David Stockman's Office of Management and Budget now forecasts deficits of \$109.1 billion for Fiscal 1982, \$152.3 billion for Fiscal 1983, \$162 billion for 1984. These expectations contrast grimly with Stockman's predictions last July of deficits for the same years of \$42.5 billion, \$52.7 billion and \$44.2 billion, respec-

tively—a change in the cumulative deficit from \$139.4 to \$423.4 billion. Of course, these figures can change, but the unmistakable trend is up.

My heart goes out to all the people that were effected by the worst Northern California storm in memory. At least 36 confirmed deaths, some 539 people were reported injured and property damage approached \$300 million for the duration of the storm. At least 6,023 homes were damaged and 439 destroyed, said Nels Rasmussen, Chief Administrative Officer of the California Office of Emergency Services.

Years from now, the tragic hopeless vigil of the Pacifica couple who waited through four days for rescue workers to uncover the bodies of their three children will summarize the flood of 1982. Those bereaved parents will represent the untold suffering of dozens of families with their own irreplaceable losses.

We can't help but feel the inconsolable pain of Bill Velez, who awoke in the middle of the night when a massive mudslide knocked him from his bed. The terrified man struggled through the mud, rocks and debris toward his 9 year old son's room, only to be met by a wall of debris at the boy's door. Bill Velez and his wife were forced to flee the house with their two dogs, helpless to reach the boy, or their 14 and 4-year-old daughters. Although they could hear the children crying for a time, as the house from up the slope settled down on top of them, the Velez's and their stunned neighbors were utterly helpless.

Their tragedy captured the horrified attention of millions of Bay Area residents who followed the careful progress of rescue efforts. Volunteers and public workers dug through the remains of the two houses, using huge cranes to lift the wreckage of the overlying house. Only irrational hope and the urgent need to do something kept crews digging until at length they found the three small bodies.

"PLEASE, LET US ALL TAKE A MOMENT TO BOW OUR HEADS AND PRAY!"

North coast work picture looks encouraging

The work picture on the North Coast for 1982 is far more encouraging than it has been for the last couple of years, reports Eureka District Representative Gene Lake. "Maybe the recession, depression, economic slump or whatever you wish to call it is beginning to subside."

At the present time there is over \$26 million worth of work committed for the coming season. Of this figure only about 15% is for highway work.

"Considering the already poor condition of the North Coast highways prior to the heavy rainfall we have had so far this winter we should have a banner year for overlay and maintenance work," Lake commented.

The largest Cal-Trans project in the district so far is the Elk River/Highway 101 Interchange. This project located about a 1/2 mile south of Eureka on Highway 101 has been the scene of numerous accidents over the years. Low bidder for the project is Nally Enterprises of Rio Dell in the amount of \$3,623,295.

Business Representative Jim Johnson reports that Coast Marine Construction of Coos Bay, Oregon is the low bidder on Contract II of the Eureka Wastewater project. This project calls for construction of the outfall line that will carry treated sewage from the treatment plant into the Humboldt Bay for discharge on outgoing tides. The price tag on this one is \$1,865,000. Work is expected to get underway by April. Coast Marine is also doing some dock maintenance work on Humboldt Bay at the present time.

The low bidder for Contract III of the Eureka Wastewater project treatment plant is Brinderson Corp. of Irvine, California. Their bid is \$17,721,000. The bids are under review at this time. Bidding on these projects has been very competitive. Another wastewater project contract was H. M. Byers of Reno, Nevada as the low bidder. This one is for the influent force main and access road in the amount of \$405,627.

As soon as weather permits C. K. Moseman Construction Company of Redding will begin rebuilding the Highway 101 overhead near College of the Redwoods. This is the bridge that collapsed during the earthquake that struck November 9, 1980. The job went for \$660,142.

More breakwater work will get underway in Crescent City Harbor this spring. Tonkin Construction Company of Willow Creek will take on the project of repairing the outer breakwater with

large rock. Their bid is \$1,468,000. Tonkin Construction Company also is the low bidder on storm damage repair on the Mattole Road. This project in the amount of \$396,854 is waiting for the weather to improve.

John Peterson, Inc. is low bidder on a slipout project on Highway 36 east of Bridgeville. This contract in the amount of \$235,976 is also waiting for more sunshine and longer days.

Mercer Fraser Company of Eureka is the low bidder on Phase II of Waterfront Drive. They bid \$299,456, on this project which is just a few steps from their office and shop.

Good news from Congressman Don Clausen's office: The Redwood National Park bypass may become a reality. According to the Congressman, a total of \$105 million has been appropriated for the project. It has cleared the House and the Senate. This project is a demonstration project authorized by Congress and therefore not subject to State law.

To date there has been no response from Adriana Gianturco or her office. "We are hoping this huge four year highway project will soon be out for bid," Johnston said.

At its meeting on December 20th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Carrol E. Barlet	386419
Blaine E. Banch	529460
James L. Benson	524599
Talton C. Buford	377114
Richard C. Byerrum	508845
Roy A. Chamberlain	519643
Dario F. Cordano	524786
Wesley R. Gravens	524630
Veryl W. Dawson	516097
Alfred Drake	494327
Ernest Flint	454212
Arthur E. Gilstrap	425210
Jim S. Hawkins	535733
Kenneth J. Head	519681
Edward G. Hearne	535841
Gordon W. Hunt	535847
Ben E. Hutcheson	383102
James L. Johnson	281326
Gene Killeen	535852
J. Roy Ledbetter	535751
Edwin Lowry	535756
Guy Piper	535872
Kenneth E. Rishel	416156
Elbert W. Spalinger	519919
Arvin V. Stratton	535792
Giuseppe Tomatis	535795
William M. Vierra	260413
James L. Waldron	535885
Joseph F. McGuire	498716
Forrest C. Trumbo	491029
Elwood C. Bickford	473762
Woodrow W. Ramos	394591



Rigging Lines

By Bob Mayfield
Asst. Business Manager & Vice President

I'm somewhat pleased that at this writing, a number of happenings, hopefully for the good of us all, have occurred since last month which I will attempt to describe. For starters, the killer storms and rains that plagued Northern California for weeks in December, 1981 and January, 1982 have all disappeared and have been replaced by three consecutive beautiful weeks (at this time with the temperatures soaring to the 60's and even low 70's.)

Believe it or not, even some iron and other rigs with Hands in the seat are making dust and the like. We need more of the same, for sure. Our good fortune and good weather has come, and the bad weather has been sent to the Rockies and points East, with what may prove to be the worst winter on record yet. I'm told that places in Utah, which is where a good work projection is likely, has had temperatures plunging to as low as 40 degrees below zero. Needless to say, that raises hell with workers, jobs and really isn't fit for man, beast, or machinery.

I reported last month that the negotiations with employers who drill for Gas-Oil & Geothermal sources would soon begin. Local No. 3 represents around 500 employees of the D.C.E.A. (Drilling Contractors' Employer Association). It is always nice to report a neat agreement and settlement on any contract. This settlement was even better, in light of what we read everyday where industries around the country are reporting lay offs because of market losses, money losses and the like for all of the reasons we now all know too well, such as inflation,

higher interest and mortgage rates, prime borrowing levels and foreign competition and imports.

This industry is here and with energy high costs and shortages, this need and commodity remains the object of continued heavy searching. Since this is a search in our country and workers obtained from local sources, we have something going for our industry that few others can equally brag about. The negotiations were of a high level and on a no nonsense basis, by both parties (and in my opinion, on all such occasions should always be, but unfortunately are not). Both sides came to the table with the positive idea that an agreement was going to be reached with a fair and equitable economic package in mind.

The Union's idea of this goal and the Employers, most times are far apart, but this one proved not to be the case. After five days, agreement in total was reached. Highlights of the agreement includes: great strengthening of the hiring hall provisions, new pre-job conference language and added protection for those employees laid off, who were injured on the job which in this tough and dangerous business, happens more often than any of us like. The Economics were also good.

The Driller Classification, in this two year agreement, received a \$2.92 pure wage increase in this short period, not to mention Vacation, Health & Welfare, Pension and Retiree increases. On 2/1/83, this Classification will jump to \$16.94 per hour, pure wage. Other Fringe Benefits, by August, 1983, will make this Classification's total Economic package to

around \$21.00 per hour.

Other classes such as Derrick, Motor-man and Floor hand are somewhat less, because of less skill required, but nonetheless, this group of hands in this rough and fast growing field are, no doubt, the highest paid such employees in the United States. In fact, except here in California and Nevada, I know of no other areas in the country where any Union has organized these people, so therefore, non-Union conditions prevail 100% in all other places.

Last but not least, all areas of subsistence were increased. Minimum subsistence begins any place beyond a distance of 30 road miles of the Union hiring halls of Santa Rosa, Reno, Nevada, Salt Lake City, Utah or the Rio Vista City Hall. \$9.00 per tour or day is paid in the above instances. Any distance over 150 road miles from the above zones, then becomes \$30.00 per tour.

The real proof of member satisfaction is in the ratification vote where the vote stands at about 200 for and only three against. In this day and age and for that many people, I'm certain we couldn't get that many people on a clear calm day at 75 degrees to say that today is a beautiful clear day. Needless to say, this writer was extremely pleased, as were the industrial people and the owners. A great deal of credit to the above success belongs to the Rank & File Stewards, Red Tanner (of R. B. Montgomery Drilling, Inc.), Don Flatter (of Hunnicutt & Camp Drilling Co.) and Kenny Coleman (of Peter Bawden Drilling, Inc.).

Also, two very helpful and qualified Business Agents, Frank Townley and Ray Morgan are to be commended for their input and help prior and during active negotiations, and then in the ratification meetings that they conducted. Having completed the above statements, I strongly urge all Rank & File oilfield hands not to take for granted the above contract. It is now our duty and obligation for the industry's highest wage and fringe rates to be the most stable and pro-

(Continued on Page 7)

Japanese firm takes low bid on Baker project

Ohbayashi-Gumi, Ltd., Los Angeles, was the successful bidder for the Bureau of Recontract to rehabilitate the Strawberry Tunnel Inlet of the Bonneville Unit, Central Utah Project, reports Business Representative Rex Daugherty. Ohbayashi-Gumi, Ltd. submitted the low bid of \$11,204,190, nearly \$5 million lamination below the government's estimate of \$16,303,487.

The work, located 23 miles east of Heber City, Utah, consists of constructing a new inlet tunnel, generator pads, and other associated facilities, and connecting tunnel inlet structures.

At the present time, Tutor-Saliba-Mitry, Encino, California, has the sub-contract for excavation to the portal. This portion of the job should be completed this month and we expect to start dispatching men to Ohbayashi-Gumi about the same time.

Tutor-Saliba-Mitry will move their operation to the Upper Stillwater Dam, located about 40 miles northwest of Duchesne, as they have been awarded the contract for excavation of the foundation of Upper Stillwater Dam. Tutor-Saliba-Mitry Company's winning bid of \$5,864,600 was 34 percent below the Government's estimated cost of \$8,911,350.

Upper Stillwater Dam is part of the Bonneville Unit's Strawberry Collection System which will transport water from Utah's Uinta Basin to the Bonneville Basin. The Upper Stillwater Reservoir, created by the dam, will serve as an equalizing reservoir and will provide recreational opportunities.

The dam is designed to be constructed of roller-compacted concrete. The new process combines the best properties of an earthfill and a concrete dam. This will be the second dam in the United States to be constructed of roller compacted concrete.

The Current Creek Pipeline, which will carry water from Upper Stillwater Reservoir to Strawberry Reservoir, has finally been completed. The contract for the Currant Creek Dam and Pipeline was let in 1974 to S. J. Groves & Sons Company.

Both the dam and the pipeline were finished in 1977, but when the pipeline was tested, leakage developed and so it was drained. Finally the Bureau of Reclamation and the contractor developed a solution to the problem. A welded steel liner was inserted inside the original pipeline, using a concrete mixture behind the liner to take up the void.

Asst. District Rep. Don Strate reports that the work in the Salt Lake Lake area has about come to a standstill. In early January we had from eight inches of snow in the valley to four feet in the mountains.

"The ski resorts are reporting about 15 feet of snow and we haven't seen the heavy snowfall months yet, Strate commented.

"We have about 250 on our out-of-work list at present and we don't expect that figure to improve before March."

All is not doomed, however, The Utah Department of Transportation has a long list of highway jobs slated to be bid the first part of 1982. These jobs range from \$500,000 to \$16 million. The Department of Transportation is looking at \$92 million for 1982.

Economic slump still plagues Nevada area

Work in Nevada has gone from bad to worse, reports District Representative Dale Beach. The downturn that began in August 1981 now has over 40% of the Nevada Operating Engineers on the out of work list and another 10% has either left the area or are working outside the trade.

If being out of work isn't bad enough, along comes more cuts from Washington and Nevada. It was recently announced the state will have to close one unemployment office in Reno which will mean laying off 51 people. This can only add to the hardships of those forced to live on unemployment compensation.



Rows of idle heavy equipment at Robert L. Helms construction yard provide testimony of the high unemployment in the industry.

The bright spots are few, but here goes: Helms picked up a \$3.9 million job near Las Vegas and should be able to take a few Local No. 3 members with them. Aside from a few pieces of equipment at Airport Gardens, Helms has everything they own parked in the yard at Sparks.

Granite has been modifying their crusher operation with more production in mind. With any help from the weather, they should get started on the \$1.5 million Longley Lane job this month. They plan to put a crusher on Rattlesnake Mountain to make rock for this project.

The mining industry seems to be the only thing Reagan hasn't been able to adversely affect yet. We have just over 600 members working in this sector and they are doing very well. Our contract with Duval Corp. is due to expire in April so we have been holding pre-negotiation meetings. It took a 111-day strike three years ago to get a contract and we sure hope things will come a little easier this year.

Help! If any of you Engineers out there have any hobbies or personal interest stories you think might be of interest to your Brothers and Sisters, we would be more than happy to put them in this space next month.



Treasurer's Report to the Members

By DON KINCHLOE, Treasurer
Home Phone: (415) 837-7418
Work Phone: (415) 431-1568

This article will be of importance to ALL Engineers, and especially to those Engineers who are retired or thinking about retirement.

Each year there is an increasing number of deaths, with ever increasing problems on the processing of claims for payment. Too many of the Death Benefit claims being processed today must be left to the decision of parties other than the immediate family. WHY? . . . Because members have overlooked changing their Designation of Beneficiary card with the Union.

Over the years you have exercised your rights, changed your marital status and signed your name to many documents . . . but you may have neglected to UPDATE your "Designation of Beneficiary" card.

Possibly you are not aware of some known facts; a beneficiary card, completed by you some 15 or 20 years ago, wherein you had named a previous wife, friend, etc., and unchanged since you re-married, is a matter of grave concern. Now, years later, WHO will receive the benefits?

The Local 3 and International Death Benefits would revert to "Who shall be Beneficiaries" as indicated in the "By-Laws" and the "Constitution", wherein these specific benefits are payable to the "Next of Kin".

However, the Life Insurance and/or Pension benefits will be payable to

(1) the named Beneficiary, currently on file,

(2) left to the decision of a Board of Counselors, OR

(3) as in many cases in the past, the family, unable to reach an agreement must end up hiring attorneys, going to court and awaiting a decision to be made by 'impartial parties', as to whom they believe should be the recipient of ALL benefits. If and when it reached this point, then the Local 3 and International Death Benefits are also included in the final decision by the courts on disbursement of all eligible benefits.

It boils down to this . . . by not having a current Designation of Beneficiary card on file, a choice which should have been yours, must now be left to others with a possibility of the monies involved being split several different ways and a large portion allocated towards attorney fees and court costs. You are the only one who knows for certain what your wishes are. And you alone, as a Member of Local 3, can take the guess work out of WHO is your BENEFICIARY?

The importance of having a current designation of beneficiary card on file has been stressed at various Membership meetings over the past few years, with a tremendous response. If you have not updated your Beneficiary card, please do so. Inquiries and new beneficiary cards should be directed to the San Francisco office, either by telephone

(415) 431-1568, or in writing to the Operating Engineers Local #3, P.O. Box 5412, San Francisco, California 94101, to the attention of Evelyn McClure.

Effective January 1, 1981, the Death Benefit was increased from \$1,000.00 to \$2,000.00. This Death Benefit is to assure the Member of a proper burial.

SHIRKING THE FEDERAL DUTY . . .

The President's outrageous proposal to turn over a vast area of federal responsibility to the states must not go unchallenged or unexplained.

A White House official was close to the mark when he spoke of the proposal in terms of a "Reagan revolution," although counter-revolution might have been a more apt phrase.

Certainly, such a drastic realignment of federal and state roles deserves a more candid description than the President gave in his State of the Union address.

If his plan is enacted, Mr. Reagan said, "by 1988, the states will be in control of over 40 federal grant programs." Thus, "in a single stroke . . . we insure that these programs will be more responsive to both the people they are meant to help and the people who pay for them."

What programs? Well, as a starter, the White House Listing includes both cash welfare assistance and food stamps, an assortment of health, child nutrition and social service grants, vocational rehabilitation, job training, mass transit assistance, sewer construction grants and low-income energy assistance.

There will be many more included, and the White House says it will be several months before the specifics of the plan are worked out.

The bottom line, though, is that there would be absolutely no obligation for the states to continue any of these programs or even replace them with home-grown alternatives. They could leave the poor to the strained resources of private charity or revive the county poorhouse if they so wish.

During a phaseout period, states could tap a federal trust fund to finance the programs or use the available money for any other purpose.

At the end of the phaseout, however, there would be no more trust fund. Any thing the states wanted to do to continue or replace the federally-aided programs would have to be funded by new taxes voted by state legislatures.

The Reagan people make a big thing of the fact that the federal government would drop most of the excise taxes it now imposes, thus opening up a new revenue source for the state. However, the states would not have to impose state excise taxes to replace the federal levy. And even if they chose to do so, this wouldn't make up for all of the lost federal revenue.

Since voting new taxes is no more popular among state legislators than among members of Congress, it's safe to assume that most federal funded programs turned over to the state would be abandoned or starved of resources. Again, the poorest states with the biggest problems would be the worst off.

That's where President Reagan's new federalism leads, and it will be a tragedy if Congress takes the nation down that path.

President Reagan stepped through the looking glass to deliver his recent State of the Union message.

All of the nation's problems, he said, flow from the Original Sin of the 40 years preceeding his arrival in the White House (During 16 of which he neglected to say the country was led by GOP Presidents Eisenhower, Nixon and Ford).

His politics have lowered interest rates, he said. (Actually, they go down and up, up and down. A couple of days before he said they've come down, they went up, and then went up again a week later.)

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LOCAL 3 1982 SCHOLARSHIP COMPETITION

GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1981-1982 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 1981), or: (2) the Spring Semester (beginning in 1982), 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, 1982 and March 1, 1982.

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, 1982:

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, California 94103
or to College Scholarships at the address shown above.

Caltrans takes tentative step on construction of Fresno interchange

The California Department of Transportation is taking the first step in a series of actions that could lead to the construction of a long proposed interchange on Highway 99 at Bardsley Avenue in Tulare, reports District Representative Claude Odom.

Caltrans spokesman said the department is in the process of obtaining

'Rigging Lines'

(Continued from Page 5)

ductive hands in America. The bottom line is the employers must continue to be profitable, and we must produce this most solid days work for our solid days pay.

On this very day, February 11, 1982, I heard two other good pieces of news. I heard that the I.P.A. (Intermountain Power Assoc.) and Bechtel Power finally reached agreement on the Project Agreement covering the Utah Building Trades Union Workers for huge Coal Fired Power Plant located near Delta, Utah.

My same source of information indicates some minor details remained to be worked out between I.P.A. and Bechtel Power for the Construction Management of the Power Plant, but not the Project Agreement itself. Providing there are no unforeseen hitches, the actual signing of the Project Agreement would take place in Utah on February 19th. I only hope all of the above statements are accurate and completely factual, as the I.P.P., of course, should begin in a substantial manner almost at once and would be to my knowledge the biggest current construction project in the world. I don't think I need tell anyone how badly we in Local No. 3 need this job as well as the other trades.

The overall unemployment lists and outlook for future work without some projects, such as I.P.P. and others at this time is the most bleak, since I have been working as a Union Official. Reaganomics to me are just a complete disaster as I have freely stated on many previous occasions. Even many of the strong Republican backers of Reaganomics, as well as others, are now beginning to waiver or abandon ship altogether. At best a 91.5 Billion dollar deficit, 1983 budget has been projected, which is an all time high figure.

Coupled with rising unemployment (now nearly 9%), and many others badly under employed and inflation still with us, many families have found themselves in the most serious financial straights of their careers. I only hope for this country's sake that some positive employment situations are created, because putting the working people out of work as is and has now happened can never be a solution I can ever accept.

The other good news that I heard this day was that at last agreement had been reached with all the parties, including environmentalists and the river rafters on the SOFAR Project (South Fork of American River). This project is a series of Dams and water projects located in the Sierra Nevada Mountains above Stockton and Sacramento and entails construction costs of around \$600 Million at Today's Dollars. If this could in fact get started this year, a major source of Operating Engineers Employment might yet happen. All of us in these two work-depressed areas certainly hope and pray that this will indeed be the year to go from hope to reality.

environmental clearance for the project, estimated to cost \$2.6 million, as required by state and federal Law. The Bardsley Avenue project has for the past three years, been the number one road building project priority of the Tulare County Transportation Planning Agency.

The Bardsley Avenue interchange was among \$14 million in San Joaquin Valley highway projects slashed from the highway plan last year because of a state highway budget deficit. Since that time, a new law has gone into effect boosting the state gas tax to provide more money for highway and road construction.

The U. S. Bureau of Reclamation has awarded to Peter Kiewit Sons Co. of Concord, a \$6.14 million contract to rebuild a section of the inside face of San Luis Dam which was damaged by a slide last September.

The bureau did not reveal the range of bids submitted from a dozen of the biggest construction firms around because it was not actually bids, but more a negotiated contract. Repairs have begun on the slide area, now more than twenty acres. Any delay in restoring the dam would prevent filling

the 2.1 million acre foot San Luis Reservoir and would result in a loss of water to westside farmlands.

When the slide was discovered September 14, the reservoir was filled to only 263,000 acre feet, but has been lowered to its minimum storage capacity of 80,000 acre feet so the repairs can be performed. A major feature of the repairs will be construction of a buttressing berm 1,800 feet along the inside toe of the dam. The berm will be 300 feet wide at its center and taper in width towards the ends.

It will be built of 1.4 million cubic yards of earth taken from inside the reservoir itself and Kiewit must have the 189-foot high berm completed to 415 feet above sea level by April 1, another 10 feet by May 1 and to its finished height of 430 feet above sea level by July 1.

Progress on the berm will control the amount of water that can be stored in San Luis for delivery during peak summer demand. To encourage the fastest progress the bureau will pay Kiewit up to \$20,000 per day not to exceed \$100,000 if the firm completes the berm ahead of schedule.

Before construction of the berm can

start, some 500,000 cubic yards of clay material along the toe of the dam will have to be removed and replaced with rock. The project will also include excavation and replacement of 120,000 cubic yards of the embankment that failed and reconstruction of the crest of the dam which developed cracks following the slide.

The Bureau of Reclamation has proposed building two dams near Coalinga to control flooding of farmland and flooding of the San Luis Canal. The dams would be built on Los Gatos and Wartlan Creeks. Cost would range from \$85 million for protection from a storm so rare as to occur only once every fifty years or \$148 million for a one hundred year storm.

When the San Luis Canal was built in the mid-sixties, a 2,012 acre ponding reservoir to hold 11,000 acre feet of water and 5,500 acre feet of sediment was built next to the canal between Dorris and Gale Avenues near Huron. This has filled up and an estimated 500,000 cubic yards of asbestos laden deposits were washed through drain inlets at Gale Avenue into the canal.

Work in Marysville varies, depending on area

Marysville Business Representative Dan Mostats reports that the work on the East Side is still moving along with the weather permitting.

Baldwin Contracting from Marysville is doing the site work paving, curbs, gutter and storm drainage for the Physiological Support Division facilities at Beale Air Force Base.

Baldwin Contracting was low bidder on the realignment project on Highway 20, east of Marysville. Jaeger Construc-

tion of Yuba City was low bidder on the Off Highway Vehicle Course in the River Front Park.

Lund Construction of Sacramento will begin work on the subdivision project as soon as the weather will permit.

C. C. Myers, Inc. of Sacramento is moving right along on the Table Mountain Blvd. bridge project in Oroville. This job has kept a few brothers busy for better than a year now. The bridge is now open to traffic.

The work on the West Side is almost at a standstill, reports Business Representative George Morgan. Copenhagen Utilities, Inc. is buttoning up everything for the winter and will break ground again in the Spring.

Case International Company of Roselle, Illinois is moving right along on their part of the \$9.5 million pumping plant for R. G. Fisher. Rain or shine, the superintendent is going to go right along with the project!

Kaweah Construction at Arbuckle is still moving on their pumping plants and are going to try to move right on through the winter. Brother Mike Barnard is a boom truck operator on this project and recently encountered a bad experience when the ground gave way and the truck tipped over but fortunately Mike was not hurt nor the equipment damaged.

C. C. Myers is almost finished with their bridge job at Arbuckle. Syar Industries had the resurfacing job at Interstate 5 on this project and Blair Paving did the grinding of the asphalt.

With the new year, all you Brothers keep in mind to please attend your Union meetings so we can stick together without any communication gaps.

Blood Bank

A plea goes out for donations to our Marysville District Blood Bank. Donations can be made at the following donor centers: Marysville—2nd Tuesday of each month at the Marysville Art Center, 420 Tenth Street, Marysville, between 1:00 - 6:00 P.M.; On the 4th Tuesday of each month at Rideout Memorial Hospital Emergency Center, 726 Fourth Street, Marysville, between 10:30 A.M. to 4:00 P.M.

Oroville—Thermalito Grange Hall, 479 Plumas Avenue, 1st Thursday of each month between 1:00 - 6:00 P.M.

Chico—169 Cohasset Rd., Fridays between 8 a.m. and 12 noon; Saturdays between 9:00 A.M. and 12:00 Noon; and Tuesdays between 3:00 and 7:00 P.M.

Be sure to tell the donor centers that your donations are for the Operating Engineers Marysville District Blood Bank.

More from Don Kinchloe

(Continued from Page 6)

The last 12 years have been a period of cyclical recessions, he said. He did not mention we are in another one right now.

The rate of inflation has been reduced further than he ever dreamed it would be, he said. He did not explain the cause: The staggeringly high unemployment that struck during his first year in office—more persons jobless now than any time since 1939.

He wants to see the federal government assume full responsibility for Medicaid, he said, while shifting to the states full responsibility for food stamps and 42 other people-helping programs. (What would happen in North Carolina, for example, to food stamp programs with Sen. Jesse Helms such a political power?)

He called this the "New Federalism" and said it will restore citizen contact with government because states are closer to the people than Washington.

He did not mention that the programs he wants to dump on the states were undertaken by the federal government in the first place because the states didn't, wouldn't or couldn't.

"Voluntarism" is a good thing, he said (who'd dispute that?) and will help restore American greatness.

Two days after his speech, we were brought back through the looking glass: The Washington Post reported a survey of U.S. Business and industry shows the call for "voluntarism" is falling on deaf

ears. Hardly any firms plan to extend their Charitable, or other, programs to help the needy and the jobless.

Ronald Reagan deplores unemployment, but he thinks it would be substantially reduced if everybody read the want ads. That's about what he said at his recent press conference. He pointed out that a Sunday Washington Post had 24 pages of ads placed by employers seeking employees. As it turns out, most of the jobs advertised required some skill and training. The only ads for unskilled workers were two pages for sales personnel, one ad for a file clerk, 14 ads for delivery drivers, 10 for janitors. More than four pages were ads for engineers, and two were for computer skills. Many of the remainder were ads for medical personnel, accountants and accounting clerks.

JOKE GOING AROUND Wall Street says that if your company is still paying income taxes, you obviously haven't read the new Reagan tax law. Rep. John Sciberling (D-Ohio) say that's a joke, all right, but the joke's on the rest of us taxpayers.

Jobless Workers who've had unemployment benefits cut, needy families who've suffered food stamp and Medical cuts and various others who've been shafted but the administration, will love this one: Reagan's Department of Transportation grants \$352,000 to the wealthy ski resort of Aspen, CO. For what? To buy three buses to transport vacationers to and from the slopes.

More next month.

FRINGE BENEFITS FORUM



By Art Garofalo
Director of
Fringe Benefits

I have an old friend in Fresno who's faster than lightening when it comes to figuring out Pension benefits. Every time I'm down there he whips out this tiny pocket calculator and shows me once again that Local 3 has absolutely the best Pension Plan ever invented. One of his favorite things is to compute how much money is paid to Retirees under the various options and over their lifetimes. I'm always impressed at the amounts.

An Operating Engineer just starting his career today, who works 1500 hours a year for 10 years in today's dollars would receive a Pension of \$1,102.50 per month for the rest of his life. The Plan expects to pay out over \$171,000 in benefits to him over his retirement lifetime.

The plan guarantees that at least \$66,000 minimum will be paid out if he dies within 5 years of retirement. And, the member can elect a 10 year guarantee that would provide least \$122,700 in benefits or a Husband & Wife Pension for a lifetime guarantee on the spouses.

If the same guy works 30 years he would get \$3,312.00 per month, expect to receive \$516,000.00 during his retirement lifetime, have a minimum of \$198,700 guaranteed in the event of death and could elect to protect \$368,800 for 10 years or lifetime spouse benefits of \$1,656 per month.

Those are very impressive numbers and it gets even better because they are based on today's master contribution rate of \$3.50 per hour. As new money is negotiated and allocated to the Pension Plan, the amounts go up. Most of us are simply overwhelmed at the numbers; they are so big.

Here is another way of looking at it. An Operating Engineer working today will receive a monthly Pension Benefit of 2.1% of the contributions made by his employers. That means each year he get 25.2% of the total contributed in his behalf. Within 4 years the Retiree is receiving more than the amount actually put into the Pension Trust.

The Death Benefit guarantee amounts to 126% of the amount contributed will be paid to a beneficiary. And when he retires, he can elect a guarantee of 2-1/3 times the amount of money contributed by his employers or a lifetime benefit for his spouse equal to half of his monthly pension.

Just one more thing. Operating Engineers who have past service credit will receive benefits for which no contributions were ever made. And, anyone with Future Service Credit prior to 1968 will receive benefits for years when the pension contribution rate was very very low. The vast majority of Local 3 Retirees have already seen literally thousands of dollars more than was even contributed in their behalf.

Our Pension Plan continues to be stronger, safer and more beneficial to Operating Engineers than ever.

Attention all senior Operating Engineers. Medicare enrollment is no longer automatic. A recent change in the law governing Medicare has eliminated automatic enrollment for anyone who is not simultaneously filing for monthly Social Security benefits.

This means that Operating Engineers and their Spouses nearing age 65 who do not file for Social Security retirement benefits must apply for Medicare coverage within three months before age 65 and three after in order to get coverage. Anyone who fails to enroll during that time must wait until January 1, of the next year to apply and they must pay an additional 10% per year for Part B premiums.

For example: If you become age 65 on January 1, 1982, have not established entitlement to a Social Security benefit, and fail to enroll for Medicare coverage during the seven-month period starting October, 1981 and ending with April, 1982 you will have to wait until January, 1983 to apply. Your coverage will then begin on July 1, 1983 and the monthly premium will be \$12.10 instead of \$11.00. **MEDICARE IS IMPORTANT**

Medicare is a health insurance program for workers age 65 and older and those permanently disabled under age 65. Medicare insurance has two parts; Part A. provides hospital coverage (after certain deductibles) and Part B. provides medical coverages (after an annual deductible of \$75.00). Medicare usually does not pay the full cost of covered services.

Dollar for dollar, Medicare is still one of the best bargains in health insurance today. Once enrolled, those covered under Medicare receive Part A. benefits at no cost. Part B. coverage requires a monthly premium, currently \$11.00 per person eligible.

Operating Engineers Plans
The Operating Engineers Health and Welfare Plans are set up so that benefits must be coordinated with Medicare and other group insurance. This means that Local 3 members and their spouses who are eligible must enroll for Medicare in order to avoid losing any protection from the Plan.

On the first day of the month in which the individual becomes eligible for Medicare, the benefits payable under Medicare must be deducted from the regular benefits payable under the Operating Engineers Plans. In turn, the Operating Engineers Plans pick up covered charges not paid by Medicare including deductibles.

Operating Engineers and their spouses nearing age 65 who are not simultaneously filing for Social Security Retirement benefits are urged to enroll for Medicare during the three-month period before age 65. At age 65 benefits under the Operating Engineers Plans must be adjusted as if Medicare coverage is in effect.

Remember
* Medicare enrollment is no longer automatic unless you file for Social Security Retirement.

* The initial enrollment period for Medicare is three months before through three months after age 65.

* If you fail to enroll during that time: 1) You must wait until the first of the following year and 2) your monthly Part B. premium will be 10% higher for each year you were not enrolled and 3) you would lose valuable health care coverage.

* Questions about Medicare benefits should be directed to your local Social Security office.

* Questions about Operating Engineers coverages and coordination of benefits with Medicare should be directed to the Fringe Benefit Office or the Trust Fund Office.

About 10 years ago one single topic became very popular among older Local 3 members, **RETIREMENT**. At that time, an operator was making just over \$7.00 per hour and his

employer kicked in another \$.75 for each hour he worked into the Pension Plan. That extra 10% towards retirement added up very quickly and each year a member could see how much his pension was worth. Over 4,000 engineers had already retired and were receiving Local 3 pensions.

Pre-Retirement Counseling illustrates the aspects of Local 3 retirement and what that means financially. The program that has been developed consists of a detailed presentation on the Pension and Welfare Plans. Social Security, Medicare, and how they work and fit together. The whole show, complete with slides, takes about 40 minutes. Then comes questions from members and their wives to qualified representatives from the Union and the Trust Fund Office.

The show and sessions are kept clear and concise. Although they are held during the evening hours, no one goes home in the dark. There are practical examples in the show that illustrate the Plans and how they work for Operating Engineers and their families. Representatives are also available after each session for one on one or two on one counselling. Wives share a valuable stake in retirement and Local 3 recognizes their concerns and questions.

Operating Engineers and their wives are urged not to put off Pre-Retirement Counselling. The program was designed and does help to prepare for retirement.

Each year all vested Engineers over age 50 and their spouses are sent individual notices about the sessions. The last several years before retirement are the most critical in being properly prepared for the changes that will occur. Local 3 has provided the base for a financially secure retirement with the Pension and Retiree Welfare Plans. But the key to a successful retirement remains with being knowledgeable and adequately prepared. And, that is what the session does - it provides Operating Engineers with information so that they can prepare and make the decisions that are right for them.

Along these lines, Local 3 is preparing to conduct Pre-Retirement Counselling for the fifth straight year. Once again, sessions will be scheduled in central locations in all districts. Individual notices will be sent to all vested Engineers age 50 and older urging that they and their spouse attend. There have been a number of changes and improvements to the Plans that everyone will want to know about.

Local 3's Credit Union will also be represented this year. They will explain the latest changes in the tax law that allows Operating Engineers to participate in Individual Retirement Accounts and the tax advantages.

Sessions are scheduled to begin about the middle of April. Consult this page of Engineers News each month for the locations and times of the sessions nearest to you.

ATTENTION NEVADA OPERATING ENGINEERS.

Assistant Business Manager and Vice President Bob Mayfield announced that the Board Trustees of the Nevada Operating Engineers Health & Welfare Trust Fund has approved an increase in the medical coverages from 85% to 90% and an increase in the Weekly Disability Benefit from \$146.00 to \$154.00 effective February 1, 1982.

This means that all covered medical expenses incurred after February 1st will be paid at the new 90% level. Also, Weekly Disability Benefits in effect or beginning will be increased

to \$154.00 per week as of that date.

These Health and Welfare Benefit improvements come as a result of favorable claims experience and recent contribution rate increases. Mayfield reports that the Board of Trustees will continue to monitor the progress of the Plan to ensure the best health care protection for Operating Engineers.

Pre-Retirement Meeting Schedule

Fresno

Thurs., April 1, 7:30 p.m.
Laborers Hall
5431 East Hedges Ave.
Fresno, CA

Molokai, HA

Monday, April 19, 7 p.m.
Mitchell Pauole Center
Multi-Purpose Building
Kaunakakai, Molokai

Honolulu, HA

Wed., April 21, 6 p.m.
Washington Intermediate
School
1633 South King St.
Honolulu, Hawaii

Retiree Meeting Schedule

Auburn

Wed., March 17, 10 a.m.
Auburn Recreation Center
123 Recreation Drive
Auburn, CA

Sacramento

Tues., March 23, 2 p.m.
Holiday Inn South
4390 47th Avenue
Sacramento, CA

Santa Rosa

Thurs., March 25, 2 p.m.
Veterans Memorial Hall
1351 Maple Street
Santa Rosa, CA

Ukiah

Tues., March 30, 2 p.m.
Ukiah Grange Hall
740 State Street
Ukiah, CA

Fresno

Thurs., April 1, 1 p.m.
Laborers Hall
5431 East Hedges Ave.
Fresno, CA

Eureka

Tues., April 6, 2 p.m.
Operating Engineers Bldg.
2806 Broadway
Eureka, CA

Oroville-Marysville

Thurs., April 8, 2 p.m.
Veterans Memorial Hall
249 Sycamore at Hwy. 99
Gridley, CA

Redding

Wed., April 7, 2 p.m.
Moose Lodge
320 Lake Blvd.
Redding, CA

Honolulu, HA

Tues., April 20, 1 p.m.
United Public Workers Hall
1426 N. School St.
Honolulu, Hawaii

All state of Hawaii Retirees on all islands are welcome to come to the Honolulu meeting. For those members unable to attend and who wish to talk to Art Garofalo of the Fringe Benefit Service Center, you are encouraged to call him at the Honolulu District Office at 845-7871.

Work picture in Santa Rosa looks same as last year

The members of District 10 have been blessed with over a week of sunshine since our last major storm. Many of our streets were under water, and snow closed the roads into The Geysers for several days. Needless to say work activity is still pretty slow in our area.

The general consensus is that the work picture for District 10 in 1982 should be about the same as last year. Since it appears we will have a bit of a slow year, District Representative Paul Wise is sad to report that the no-growthers have shot down the Frates Ranch Project. The proposed project would have transformed 581 acres of marginal producing hay land into 630 units of housing, a campus-style industrial park and a 27 hole golf course. This attractive mix of recreation, industry, and housing would have enhanced our life style and strengthened our economy. "It is unfortunate that our area will miss the benefits that this well thought out project would have provided," Wise said.

"If our area is to prosper and have a healthy economy and lots of jobs, then we need growth," Wise continued. "The high interest rates of the past two years have held up a lot of housing development. It's a pity the no-growthers stopped the Frates Ranch project when it already had the necessary financing. We could have used the jobs and hopefully all of us would like to have a stronger local economy."

"Stopping progress is apparently more important to the no-growthers than to have a strong local economy," he added. The no-growthers are a minority, but they are organized and they VOTE. If those of us who want more jobs were as dedicated as the no-growthers, then the Frates Ranch would not have been stopped.



Hawaii Reps attend get-together with Mayor

The Honorable Eileen R. Anderson, Mayor of Honolulu, and Harold K. Lewis, Local 3 Financial Secretary enjoy the Honolulu Hale which was held in the City Hall Courtyard in December.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Kaiser Sand & Gravel Co. establishes excellent record

Kaiser Sand & Gravel Company's Felton plant has indeed established an outstanding safety performance record over the past few years. Plant Manager, Bill Berger, credits the achieved safety record to the quality of working relationships and working conditions maintained at the plant.

The Felton plant currently employs 15 union employees and 6 company employees who work well together to maintain their safety record. The most recent lost time injury occurred in August of 1978 when a Heavy Duty Mechanic slipped and fell, straining his lower back, which resulted in 5 work days lost. Since that time there have been 123,395 man hours worked without a lost time injury.

Each individual at the Felton plant realizes that safety is, in fact, an important part of their job. And as the record indicates, this, along with others, is a part of their job that is done exceptionally well. Congratulations, Felton plant!

Shown in this picture are the following men, whose combined years of experience amount to 228 years:

Steve Blanchard, Bob Coplen, Calvin Jolley, Wilbur Lund, Bob Newey, Aloa Peach, Logan "Speed" Rush, Rich Salazar, Marvin Yegge, Dennis Lewicki, Chuck Ivie and Max Spurgeon. (Ray Herrera was off sick.)

Preventing Trench Cave-Ins

In the last five years, 26 workers have died and 207 have been disabled in excavation and trench cave-ins in California. Almost all of these accidents resulted from failure to shore or slope a trench or inadequate shoring. Related factors which contribute to

cave-ins include:

- Misjudgement of soil conditions;
- use of defective shoring materials;
- and failure to evaluate how changing weather conditions or heavy loads in the area may overstress shoring.

Pre-Job Planning

Construction Safety Orders 1539-1547 detail CAL/OSHA requirements for excavation and trench operations. Cave-ins are almost always due to violations of these orders.

When workers have to enter excavations 5 feet or more in depth, they must be protected from possible cave-ins by shoring, sloping or other equivalent means. This protection is also required at shallower depths if the ground may shift or move. When in doubt — Shore or Slope. Construction Safety Order 1503 specifies that a permit issued by the Division of Occupational Safety and Health is required for construction of any excavation or trench 5 feet or deeper into which a person is required to descend.

Include safety in pre-bid planning. Figure the cost of cave-in protection into the bid. This will save time, money, and LIVES. Use the owner's boring log, make test borings, or hire a testing lab or soil consultant to help assess the cost of cave-in protection and to enable you to select an appropriate support system to withstand pressure from the soil, water, nearby loads, and vibration from traffic and other work being done in the area.

It is the contractor's responsibility to check with local utilities to determine the location of underground pipes, and electrical, gas, sewage, or fuel lines. These installations must be supported during the excavation. **BEFORE YOU DIG, CALL THE UNDERGROUND SERVICE ALERT (USA) FOR THIS INFORMATION: NORTHERN CALIFORNIA USA — 800/642-2444; SOUTHERN CALIFORNIA USA — 1-800/422-4133.**

Choosing An Effective Shoring System

- The method of shoring to use depends on the type of soil. Loose, running soils require stronger and more comprehensive systems than hard, compact soils require. Rain, melting snow, or thawing ground can turn hard, compact soil into liquid, running soil. Shoring, sloping, or benching which is adequate for dry soil, may leave workers unprotected when after a rain, for example, the water content of the soil increases.

- Heavy loads crated by nearby roadways or storage areas for heavy equipment can dangerously increase the amount of pressure on a shoring system. Structures such as buildings, curbs, trees, and utility poles will also put stress on a shoring system.

- Strong vibration can collapse inadequately shored trench walls. Additional shoring may be necessary if there is traffic on roadways adjacent to the construction site, or other work operations in the vicinity.

- Note adjacent excavations (even when filled in) such as sewer trenches; they can affect soil conditions and contribute to cave-ins.

- When you install shoring — **START AT THE TOP AND WORK DOWN**; provide protection for workers during installation and removal of shoring.

- Use shoring material that is the right size, in good condition, and free of defects.

- Make sure that there are safe means of access and exit.

- Inspect the faces and banks daily, and after rainstorms or other changes in conditions which could cause a cave-in.

- Locate spoil at least 2 feet from the edge of the trench, and barricade or retain it in an effective manner.

- Do not allow water to collect in the trench or excavation.

- Provide sufficient lighting for night work.

- Post warning signs to keep workers away from dangerous areas.

- Backfill the excavation as soon as the work is completed.

Trench boxes (protective shields) can be used if they offer protection from cave-ins equal to that provided by an effective shoring system.

Sloping can be used in lieu of shoring if sloping provides protection equivalent to that provided by appropriate shoring. The slope must be at least 3/4 horizontal to 1 vertical except when the unstable nature of the soil requires a greater slope. To determine the slope, cut at least to the "angle of repose" (the point at which no slippage occurs.) Take into consideration changing site conditions (weather, traffic, other work nearby, surface loads) which may change the angle of repose.

Contact any CAL/OSHA Consultation Service Office for additional information about shoring requirements.

Cave-In Rescue

When cave-ins occur, they endanger not only workers at the job site, but also the fire fighters who are called in to attempt rescues. CAL/OSHA's Consultation Service has been working with the State Fire Marshal's Training Office, Underground Construction Co., PG&E, training officers from several fire districts in the state, the Contra Costa County Consolidated Fire District, and the Federated Fire Fighters to develop a training program on emergency procedures and emergency shoring techniques for use by fire fighters and other emergency rescue personnel during cave-in rescue operations. When the training program is available in Spring 1982, it will be distributed through or taught by the State Fire Marshal's Training Office to approximately 1,300 fire districts statewide.

Honorary Memberships

At its meeting on November 8th the Executive Board approved Honorary memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.
Robert P. Cowan	509646
Arthur Enos	334636
Floyd Erickson	531505
Sam Hylton	477003
Billy Kelley	531642
Aaron E. Nebecker	531554
L.W. Pierce	531554
Forrest N. Rockwell	425027
Ellis B. Sabey	524725
Joseph R. Venti	501016
Lloyd A. Wilcox	276161
Clark Yarbrough	359857

Redding work picture continues unchanged

The work picture in the Redding District does not look like it will be any better in 1982, than it was in 1981. We realize these are not very encouraging words for the Brothers in this District who have just experienced one of the worst years as far as work is concerned. Ordinarily we would tell you of the

many jobs to be let or scheduled to be let in the District, however, at this time there isn't much to talk about. There have been several medium size to small size jobs awarded for this season. We do not believe they will afford sufficient job opportunities for us to get all our men off the "Out of Work" list and back to work this year. Some of the Brothers in the Redding District have been on the "Out of Work" list since late 1980, and early 1981. These are Brothers who have exhausted their unemployment benefits and are not even counted by the Government as being unemployed.

In an address to the members at the Semi Annual meeting in San Francisco

on 1/9/82, Business Manager Dale Marr stated—Ronald Reagan was elected President of the United States of America by less than 60% of 50% of the people eligible to vote. In other words Brothers, less than 30% of the people who would have been eligible to vote either did not register or did not vote if they did register. If you are not registered - go do it now and when the time comes to vote again, consider very seriously and very carefully the recommendations of your Union, the State Federation of Labor, your local Building and Construction Trades Council and your family.

Your entire future hinges on Labor's ability to get the votes for those people

who are sympathetic to the needs of the masses.

You and I are among the masses. If we were successful in getting the other people to get out and vote we would not be looking at the distinct possibility of Social Security and Medicare being drastically reduced, at the probability of Davis-Bacon Act being weakened, revenue sharing to public agencies being reduced or abolished, school lunches being dropped, etc.

The list of things (bad) can happen practically overnight are almost endless and we can't prevent them from happening without supporting those candidates who support the laboring classes.

TALKING TO TECHS BY PAUL SCHISLER, DIRECTOR TECH. DEPT.

INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

It would be a wonderful life if an Apprentice had only to acquire a little education, get a bit of experience and be set for life in an interesting and highly paid occupation.



It appears that surviving in the world requires something more than just being able to do the job when the job becomes available. It however, takes a lot of personal activity and awareness after the learning phase and during the working phase to keep the money rolling in.

In this country we have a representative form of government. That means we cast a vote for a person who will ultimately make decisions that we will live with. That person will either make decisions that are helpful or harmful.

While spending three or four years meticulously studying and intensely gaining experience in order to insure steady job opportunities it often seems that governmental representatives that decide if indeed job opportunities will exist are voted for with little or no knowledge of what their decisions will be.

Looks good on TV - sounds sincere - promises to solve the problems of the world -- has flashy ads, etc., etc.

Most persons running for the United States Congress or Senate have previous records as representatives to state, county and local bodies such as school boards, planning commissions, city councils, boards of supervisors, regulatory agencies and such. Ask a few questions. Find out if they are really on your side. Their records and reputations should be good clues.

It is getting near the end of the winter months now and the excuse of rain for no work is about worn out. Spring will turn to summer and in June primary elections will be held. That is a good place to start asking who is who and what is what.

In November each voter has a shot at the make up of the United States House of Representatives and the United States Senate. It is the members of these two houses of Congress that will pass laws allowing people to work or provide continued unemployment.

State and local elections will be combined in both June and November. Do you know who the candidates are? Are you aware of their track records?

If you were to vote today, on what basis would you choose one candidate before the other? Time to start becoming aware.

Immediately after the then President Nixon froze the workingman's wages, it was difficult to find a workingman that had voted him into office. With dramatic unemployment and astronomical interest rates it is becoming more difficult to find persons who voted professional actor Ronald Reagan into office. But someone did.

It is necessary to study the candidates and to get some experience with them. It is either that or just pin your sample ballot to the wall and throw darts. Thousands of dollars in your own personal economy are at stake. It appears to be a good time to become as politically aware as possible.

During a time of unemployment, normally two or three winter months, it seems that people move about

and then when the work season starts they can't be found to fill jobs.

Sometime in the next few weeks, check with your Home Area Dispatcher to be certain that your phone number on the out of work list is current.

Whenever you move to a new address be certain that both the Union and the Apprenticeship Office are notified.

Job opportunities are going to be spare for awhile and we don't want to lose you down a crack when it is your turn.

There are six (6) separate specialties that are included in the Certified Chief of Party Program: Land and Boundary, Heavy Construction, Light Construction, Hydrographic, Topographic and Agriculture. More than 450 Technical Engineers have earned Certificates in one or more of the specialties.

It is possible that many persons who were previously certified in less than the six (6) specialties have now earned one or more additionally.

If that is your case then request an application for Certified Chief of Party from the Administrative Office. A new Certificate will be issued for each one of the additional specialties that is earned. One thousand hours of verified experience in a specialty will do it.

If you have lost your wallet sized card or the dog chewed it up or it went through the washing machine or whatever, just contact the Administrative Office for a new one.

Talking to Techs

REAGANOMICS

Due to the current economic situation, some of our members are working less than a full work week and the future is not promising. "Are we Better Off Now Than We Were A Year Ago?"

Dividend checks for the rich have priority over Social Security, Medicare, even milk programs for school children.

We could go on and on, naming many other areas that have, in fact, felt the impact of Reaganomics. And the worst part is, they've just started! The Reagan Administration has already passed enough new laws to ensure that the American workers will pay for its failures; or, put in another way, lack of participation in the years to come.

The Republicans have chosen California as the next battleground. The Republican Party has planned the most extensive political campaign in the history of America. If they are successful, think of the situation. They would, in fact, control both the House and Senate. Think about that for a second!

A Congress with a majority that asks NO QUESTIONS; a Congress that votes the way the White House says. A Congress that will continue to rubber-stamp the disasters of Reaganomics.

There is no question they must be stopped. The battle begins and ends right here in California, Ronnie Baby's home state.

A point of interest, in 1980 ten critical California races were decided by less than 5,000 voters. A shift of



less than 1% would have made the difference. The unregistered voters of California are THE KEY! Registering them and getting them to the polls on election day are the best hope we have of turning back the machine that concerns itself with everything except the needy, handicapped, retired and the working stiff!

Why has California become such a focal point for right wing Republicans all over the country? The answer is simple. To win in California would give the Republicans 26 Congressional Districts. For those of you that are not registered to vote, go down and register, and then on Election Day, take the time and vote! This election year can go only two ways. We win, or we lose. If we lose, we lose big!

WORK PICTURE

Work is slow - really slow! The bad weather is here and the interest rates are high due to tight money. "Ronnie" is doing away with all kinds of federal agencies and federal funding, telling the states that they are just going to have to take care of themselves. A few states are already broke and many are on their way to the same demise. Thank God our union and other unions have labor leaders to stand up and fight against Ronnie's adverse philosophies.

BUILDING TRADES JAMBOREE

There will be a Building Trades Jamboree in San Jose on June 5, 1982 at the Santa Clara Fairgrounds.

Your local union will have on display, for all crafts and their families, to see first hand, the various types of sophisticated survey equipment and many different types of heavy equipment used in the field. There will be contests among the various crafts including arm wrestling, tug-of-war, etc. Along with booth displays of the various crafts, there will be an area for children, with games geared just for them. For the adults there will be beer, soft drinks, snacks and music.

One of the highlights of the Jamboree will be two shows by Merle Haggard. The main idea behind the Jamboree is to bring all Building Trades Crafts and families together to create a better solidarity among all the members of the Building Trades Industry. More information on this event coming up in the next issue of "Talking to Techs."

IMPORTANT REMINDER

Be sure to reregister on the out of work list before your 84 days are up, so that your name will not be automatically deleted.

ORGANIZING

Over the past months your Tech Representatives have spent a lot of time organizing the non-union surveyors and testing labs. These efforts are paying off with new contracts.

United States Testing is probably one of the largest testing firms in the United States, and through negotiations with their Western States Division, in Modesto, we now have the first contract with this company in California. This will bring in a few new members to Local 3, and offer another source of employment for our Testing and Inspection members. We welcome United States Testing and its members to our organization!

In the Bay Area most of our testing people are still working. For those few members who are not working, a reminder that if they are on dues check-off with their last employer, they should be sure to check their dues status. This can be done by contacting your local union hall. This will prevent the possibility of going suspended.

ATTEND YOUR UNION MEETINGS **Caltrans unveils five-year program**

- March**
- 3rd **Salt Lake City:** Engineers Bldg., 1958 W. N. Temple
 - 4th **Reno:** Musicians Hall, 124 West Taylor
 - 11th **Santa Rosa:** Veterans Bldg., 1351 Maple St.
 - 18th **San Jose:** Labor Temple, 2102 Almaden Rd.

- April**
- 6th **Eureka:** Engineers Bldg., 2806 Broadway
 - 7th **Redding:** Engineers Bldg., 100 Lake Blvd.
 - 8th **Yuba City:** Yuba-Sutter Fairgrnds., Arts/Crafts Bldg., 442 Franklin Rd.
 - 15th **San Mateo:** Electricians Hall, 300-8th Ave.
 - 21st **HONOLULU:** Washington Intermediate School, 1633 So. King St.
 - 22nd **Hilo:** Kapiolani School, 966 Kilauea Ave.
 - 23rd **MAUI:** Kahului Elementary School, 410 S. Hina Ave., Kahului

- May**
- 4th **Stockton:** Engineers Bldg., 1916 No. Broadway
 - 6th **Richmond:** Point Marina Inn, 915 W. Cutting Blvd.
 - 11th **Fresno:** Laborer's Hall, 5431 East Hedges
 - 18th **Auburn:** Auburn Recreation Center, 123 Recreation Drive

- June**
- 2nd **Provo:** Provo City Power Bldg., 251 West 800 No.
 - 3rd **Reno:** Musicians Hall, 124 West Taylor
 - 10th **Ukiah:** Grange Hall, 740 State St.
 - 17th **Watsonville:** Veterans Bldg., 215-3rd St.

Caltrans unveils five-year program

(Continued from Page 1)

allocated, an increase of \$77 million or 10% over the level in the 1980 program," the Director said. "However, when the increase is adjusted for inflation, our proposed spending level is actually 5% less than that in the 1980 program." Gianturco attributed the decrease in large part to the Department's internal overhead reduction campaign which identified approximately \$200 million in cost savings last year as a result of employee suggestions.

Referring to the Department's proposed maintenance program, Gianturco said that Caltrans was recommending a total of \$1.916 billion be spent in this area - up by \$468 million over 1980 - in order to "... protect the taxpayer's investment in dollars in the existing highway system. While the increase in dollars is substantial," the Director said, "the actual gain, when adjusted for inflation, is a modest 12%."

Commenting on new construction projects included in the 1982 proposal, Gianturco said that only one new interstate project - Route 5 in Shasta County - would be funded from anticipated increase in federal funds.

"The remainder of new construction funds will be added to the allocations for Interstate projects found in the 1980 program but not fully funded," she explained. Projects for which funds will be supplemented under the new plan

include the Century Freeway in Los Angeles, the Hoffman Freeway in Richmond, and the Norco Reach in Riverside County. The Director went on to explain that another \$198 million in Interstate funds for which projects have not yet been identified would be programmed within the near future.

On the transit side, the Director noted that the Department's proposal calls for an expenditure of \$612 million - \$302 million more than in 1980 - on Proposition 5 guideway projects, guideway projects funded through the Department's Transportation Planning and Development Account (TP & D) and TP & D intermodal terminal facilities.

Before ending her remarks, Gianturco told reporters that Caltrans "... continues to emphasize the importance of highways by devoting 93% of the total program expenditures to this mode (of transportation) ... while continuing our commitment to the protection of the existing system by increasing maintenance and holding the line on rehabilitation and operational and safety improvements."

The 1982 funding proposal will now be forwarded to the California Transportation Commission and various local agencies for review and comment. Local agencies will have an opportunity to submit suggested changes to the CTC next Spring.

Dues Schedule 10/1/81-9/30/82

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

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

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

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ELECTION COMMITTEE NOTICE

James "Red" Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct the election of Officers and Executive Board Members in the month of August 1982.

Article XII, Section 3, Elections:

(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected; and, in the event he is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

Meetings to Elect Election Committee:

MARCH

- 3rd Salt Lake City: Engineers Building, 1958 W.N. Temple
- 4th Reno: Musicians Hall, 124 West Taylor
- 11th Santa Rosa: Veterans Bldg., 1351 Maple Street
- 18th San Jose: Labor Temple, 2102 Almaden Road

APRIL

- 6th Eureka: Engineers Bldg., 2806 Broadway
- 7th Redding: Engineers Bldg., 100 Lake Blvd.
- 8th Yuba City: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Rd.
- 15th San Mateo: Electricians Hall, 300-8th Avenue
- 21st Honolulu: Washington Intermediate School, 1633 So. King Street.
- 22nd Hilo: Kapiolani School, 966 Kilauea Avenue
- 23rd Maui: Kahului Elementary School 410 So. Hina Avenue, Kahului,

MAY

- 4th Stockton: Engineers Bldg., 1916 North Broadway
- 6th Richmond: Point Marina Inn, 915 W. Cutting Blvd.
- 11th Fresno: Laborer's Hall, 5431 East Hedges
- 18th Auburn: Auburn Recreation Center, 123 Recreation Drive