

Building Trades urge support for Clean Air legislation

A bill which accomplishes the twin objectives of removing roadblocks to industrial construction and preserving workable Clean Air pollution standard received strong support from Building and Construction Trades last week in testimony delivered to the House Energy and Commerce Subcommittee on Health and the Environment.

The Building and Construction Trades Department strongly supports the legislation, H.R. 5252, introduced by Rep. Thomas Luken and now under consideration by the subcommittee, because it

preserves strict health, air quality and pollution control standards, as well as the federal jurisdiction over such standards, at the same time, however, the bill removes many administrative hold-ups, such as the construction ban sanction, which prevent or delay planning for industrial construction.

Building tradesmen are urged by President Georgine to take prompt action by joining him in writing Rep. Luken and other members of the House Health and Environment Subcommittee, outlining important arguments for H.R. 5252 and

urging them to act now — before other important matters in the Congress put this vital issue on the back burner.

In testimony delivered before the Health and Environment Subcommittee, the building trades made a strong pitch for passage of H.R. 5252: "H.R. 5252 meets the standards which we have developed after careful examination of the Clean Air Act. Its reforms are aimed at the costly and confusing administrative practices which have, in our opinion, thrown up serious roadblocks in the path of economic growth. At the same

time, H.R. 5252 carefully preserves the potential benefits of the Clean Air Act."

Refuting allegations that H.R. 5252 "unnecessarily" extends the deadline on compliance with the Clean Air Act, the building trades testimony argued that the present Act contains mandatory sanctions which create the potential for "a paralysis of all economic development" in the more than 600 counties across the country where compliance would be impossible by the end of 1982. Furthermore, H.R. 5252 provides for

(Continued on Page 2)



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IMPORTANT NOTICE

Please turn to page 12 for an important notice regarding the schedule for the election of Election Committeemen for the upcoming Local 3 union election.

Building Trades seek pension fund money to stimulate jobs

The Building & Construction Trades Dept. has announced a program to place some \$500 million of union-negotiated pension funds in job-creating investments.

Dept. President Robert A. Georgine said the money would come from the various local, regional and national pension funds of the 15 building trades unions. There are about 10,000 building trades locals spread throughout the United States, and multi-employer pension plans in the construction industry have about \$50 billion in assets, Georgine estimated.

He said about \$4 to \$5 billion is being added to these funds each year.

The stimulation of construction activity, both residential and commercial, through the use of union pension funds is a self-help approach to an industry where the unemployment rate is 18 per cent or more nationally and even higher in many areas of the country.

The new program will try to achieve its objectives, Georgine said, by making available coordinated investment opportunities. These will be presented at a series of two-day pension investment expositions to be held regionally, bringing together management and union trustees and their legal counsel. They would hear presentations from the sponsors of job-creating investment vehicles.

Large local trust funds could undertake projects by themselves, Georgine noted, while the pooling of investments would be appropriate for smaller funds. He said the program would operate within the framework of federal regulations.

In addition, the department announced that it will undertake joint sponsorship with federal, state and local governments of a major cooperative pilot construction project, using capital from building trades pension funds. The development of a major coal port was cited as an example of the type of project being considered.

"Such cooperative ventures were contemplated by Congress when ERISA was enacted," Georgine said. "It is time for us to take the lead in bringing this on line."

The new investment program follows up on the department's educational seminars conducted in six cities in late 1980 and early 1981. These were designed to help local unions control their pension fund assets and prepare them for investment opportunities and pitfalls.

A year after that initial program, Georgine said, the pension community is experiencing a "renaissance" that is changing the course of pension investments.

S.F. building boom holds up through recession

The current recession—spurred on by Reaganomics—has managed to penetrate every facet of the construction industry. But for many Local 3 members working in the San Francisco area, the boom in commercial construction continues to provide a small ray of hope that the work will hold out.

For the past four years, the city has experienced the greatest expansion in commercial office space since the earthquake and fire of 1906. The recession has not managed to dampen the plans of the project developers who seem to be willing to pay high interest rates in return for the premium prices that the

completed office space will bring.

On the drawing boards or already completed are a score of high and low structures that will add over seven million square feet of office space to the downtown area. They include such projects as:

- 595 Market, a \$40 million, 31-story edifice at Market and Second Streets.
- 333 Market Street, between Fremont and Beale, a 32-story, \$40 million tower jointly owned by Metropolitan Life and Bechtel Corp.
- 444 Market between Front and Battery, a 38-story venture of Canadian developers.

•101 California, a 47-story monster currently being built by Swinerton and Walberg (see photo below).

•Redwood Tower at Sansome and Clay streets, a 19-story structure owned by Patrick Mahoney & Co.

Other projects that are filling up San Francisco's skyline include Levi Square at Battery and Union, the Federal Reserve Center at Market and Main, a 33-story Southern Pacific Gateway tower at Mission and Main (photos on page 8) and a number of new retail centers scattered throughout the downtown area.

More photos on page 8



Pictured above is the 101 California building, one of the many impressive skyscrapers currently going up in San Francisco's downtown area. Swinerton and Walberg is the general contractor, and although the project developers have not released an official cost of the entire project, Swinerton and Walberg's contract is

said to be in excess of \$100 million. The 48-story project, which is currently employing about six Local 3 members, is in its advanced stages of construction and is scheduled for completion in June 1983. Located to the right of the building is a Kodak tower crane operated by Local 3 member Marie "Gilt" Googlein.



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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Clean Air Bill

(Continued from Page 1)

the ability to deal with these "non-attainment" areas by providing for another extension to 1993 under very rigid requirements.

"The Clean Air Act embodies highly important goals and principles which are of value to all citizens of the country," the testimony continues. "For that reason, the Building and Construction Trades Department would not sit still for any attempt to seriously erode or weaken the goals of the Act or the means for accomplishing those goals.

"H.R. 5252 does not represent such a threat to the Clean Air Act. It is, instead, a moderate set of amendments which remove from the Act overreaching, complex and uncertain administrative requirements which cannot be demonstrated to aid in the search for improved air quality.

Write letters in support of H.R. 5252 to members of the House Subcommittee on Health and the Environment. Urge them to act now. **Democrats:** Henry Waxman, Chairman (Cal.); James Scheuer (N.Y.); Thomas Luken (Ohio); Doug Walgren (Pa.); Barbara Mikulski (Md.); Ron Wyden (Oreg.); James Florio (N.J.); Toby Moffet (Conn.); Richard Shelby (Ala.); Phil Gramm (Tex.), and Mickey Leland (Tex.). **Republicans:** Edward Medigan (Ill.); Clarence Brown (Ohio); William Dannemayer (Cal.); Bob Whittaker (Kans.); Don Ritter (Pa.); Cleve Benedict (W. Va.), and Thomas Bliley (Va.).

As the current recession—spurred on by Reagan's horrendous economic policies—deepens, more and more unemployed trade unionists are realizing that now is the time to act. Now is the time to reject Reagan's "anti-worker" economics with our own proposals. We can't wait another three years to vote him out of office. We may all be out of a job by then. We must work through Congress to push through legislation that will put us back to work.

In a determined response to the President's latest proposal for a "New Federalism," the AFL-CIO has drafted an alternative to Reaganomics, an alternative that would provide this nation once again with its most important economic resource—jobs. Here is the text of that statement:

The Reagan administration economic policies, which caused the current recession, must be reversed. This recession has rapidly become the worst since the Great Depression.

The Republican Administration cannot blame anyone else for this recession. This recession was started in July 1981 with Reagan's job-destroying, tight-money, budget-slashing policies. These policies must be stopped. Anti-recession, job-creating programs must be started immediately.

The unfair and excessive tax giveaways of 1981 must be changed to achieve greater equity, pay for the anti-recession program and reduce the runaway Reagan deficits. And the President's second-round budget cuts must be blocked.

The Administration has saddled monetary policy with an unbalanced fiscal policy resulting from President Reagan's huge tax giveaways to the wealthy. This abdication of fiscal responsibility by the Administration places excessive strain on the monetary system and leads to continued high interest rates that further worsen the recession.

The catastrophic economic problems the Administration has created are made even worse by a cruel and regressive ideology which rewards the rich, forgets the jobless, punishes the minorities, ignores the poor and destroys protections for working people, the elderly and the needy.

The President's 1982 State of the Union Message added up to a total disregard for human needs and for the economic and social costs of high unemployment and recession. Nothing in his proposals will help jobless workers or hasten economic recovery. The President's "new federalism" should not divert public attention from the Administration's blatant failure. The President would thrust basic national responsibilities upon the states, which have historically failed their responsibilities. He would undercut the Constitution and turn America back to the chaos of the Articles of Confederation.

In the year since the Reagan Administration has taken office, adult breadwinners and blacks and other minorities have suffered worse unemployment than at any time since the Great Depression of the 1930's.

Official statistics concede that some 9.3 million men and women are now without jobs. But the true dimensions of the economic crisis are worse than the unemployment statistics. In addition, another 1.2 million discouraged workers have stopped looking for non-existent jobs. These "hidden unemployed" don't show up in the government's unemployment rate. Another 5.4 million workers want full time jobs but can find only part time jobs. These men and women and their families are suffering from reduced workweeks and reduced income.

Today America has nearly 16 million men and women who are suffering serious job loss and income loss. The real unemployment rate is 12 per cent.

During 1982, one out of every three people in the labor force, more than 30 million Americans, will suffer some unemployment.

President Reagan tells us to wait. The Reagan Administration accepts the recession as unavoidable and engages in wishful thinking that a trickle-down investment boom will develop by itself in this depressed economy, even though the government's own statistics show that the business community has no such plans.

But millions of Americans are suffering and cannot afford to wait. Americans need jobs to put food on the table, pay the mortgage or rent and live in dignity.

Instead of acting to counter the deepening economic decline, the Reagan Administration has cut unemployment insurance benefits, reduced employment and training programs, and welfare assistance at the same time it has destroyed more than one million jobs putting more people on the streets in search of help that's not there. One has to look back 50 years to see such a heartless official reaction to the hardship and suffering of millions of unemployed Americans.

The AFL-CIO calls upon the Congress to reverse these economic policies and set the nation on a path to full employment and balanced economic growth.

Oppose Budget Cuts

We urge the Congress to reject the newly proposed budget cuts of \$41 billion which follow cuts of \$33 billion last year. The serious impact of this new budget on workers and the poor is evident in a partial listing:

- Job training programs would be slashed even further from last year's cuts.
- Trade adjustment assistance would be practically eliminated.
- Railroad workers' retirement, unemployment and sickness insurance would be eliminated as a separate program.
- Medicare benefits for the elderly and severely disabled would be scaled back.
- Federal employment would be cut by 75,000 over the next two years.
- Federal pay increases would be capped at 5 per cent, regardless of comparability with the private sector.
- Retirement benefits protections for federal workers would be lowered.
- Housing support for low and middle income families would be curtailed or eliminated.
- Maritime construction support (CDS and Title XI) would be eliminated and operating subsidies (ODS) phased out.
- Mass transit aid would be cut.
- Railroad transportation funds (Amtrak) would be reduced.
- Educational help to the disadvantaged would be lowered.
- Vocational education support would be trimmed.
- Student aid and student loans would be cut back even further than last year.
- Economic development aid to communities would be terminated.
- Sewer and water treatment support would be postponed.
- Energy programs would be curtailed.
- Energy assistance to low income families would be cut.
- Child nutrition would suffer further cuts.
- Welfare and food stamp programs would be sharply curtailed.
- Medicaid for the poor would be further reduced.
- Day care, foster care, adoption and child welfare would receive less.

Raise Revenues

In order to provide the funds for national priorities and basic protections to workers and the poor, as well as to provide funds for new job programs, the AFL-CIO calls upon Congress to undo the worst aspects of last year's tax giveaways to corporations and the wealthy. We also propose the closing of some long standing tax loopholes.

Specific changes in the 1981 tax law should:

- Cap the 1982 and 1983 individual tax cuts at \$700 per family.
 - Repeal the leasing of tax credits by corporations.
 - Repeal the new loopholes in the oil windfall profits tax.
 - Modify the widened estate and gift tax provisions.
 - Repeal the future indexing of tax rates.
- In addition, Congress should correct these tax loopholes:
- Change the foreign tax credit to a tax deduction.
 - Repeal the foreign tax deferral privileges.
 - Repeal the tax deferrals of the Domestic International Sales Corp.
 - Repeal the immediate write-off of oil and gas drilling costs and the special depletion allowances.
 - Reduce the investment tax credit to its former levels.
 - Apply the lower corporate income tax rates only to corporations with profits of less than \$100,000.
 - Phase out the special capital gains exclusions.

Defense expenditures should be scrutinized carefully, and any increases found necessary should be financed by a separate and equitable surtax on corporations and individuals.

Create Jobs

The Congress needs to enact a number of programs to provide jobs, alleviate the suffering of the unemployed, and turn around the worsening recession:

- Invest in public infrastructure for the nation's deteriorating communities, including sewer, highway, bridge, mass transit, railroad, and other needed facilities.
- Invest in human capital through effective training of the unemployed and provide public employment opportunities for those who still cannot find work after lengthy searches.
- Encourage low and moderate income housing.
- Establish a Reconstruction Finance Corp. to rebuild the nation's industrial base by aiding sectors of the economy and of the country that need special assistance through loans, grants or guarantees.
- Limit harmful imports that aggravate the impact of the recession and weaken key industries.
- Extend unemployment insurance benefits to protect the long term jobless.

The Congress should reject the Administration's call for "enterprise zones" that would create new subclasses of citizens and instead strengthen programs that directly address the problems of unemployment and deteriorating neighborhoods.

The President and the Federal Reserve should exercise their authority to control credit and channel funds to productive purposes, including housing, and to restrict unproductive credit flows for corporate mergers, speculative excesses and foreign investment.

The undue reliance on tight monetary policy, huge budget cuts in social programs, and big tax cuts for the wealthy must be reversed. Tax policy must provide sufficient funds for the nation to fulfill its responsibilities to its citizens, and to provide appropriate balance to the Administration's one-sided monetary economic policy. Budget cuts cannot become an end in themselves but should be evaluated in terms of justice and need.

The AFL-CIO is convinced that this alternative economic program will put the nation on a path to achieve full employment, stable economic growth, fairness in sharing burdens and a society with compassion for those who have too little.

PROJECT

BuRec presents sizeable bonus for rapid work on San Luis Dam

U. S. Bureau of Reclamation regional director Michael Catino has handed Peter Kiewit Sons Co. a \$100,000 bonus for beating an April 1 deadline on slide repair work at San Luis Dam. To receive the full \$100,000 bonus, the contractor was required to complete a stabilizing berm on the toe of the dam from elevation 327 to elevation 415 five or more days ahead of the April 1 schedule. The bonus provision was attached to the deadline as the most critical of the scheduled completion dates for maximum water storage in San Luis Reservoir this Spring.

In mid-January Kiewit crews began working two nine-hour shifts per day, six days a week. Over recent weeks Berm construction progressed at an average of 45,000 to 50,000 cubic yards of rock and earth put in place each day. Rapid progress on the berm allowed the Bureau of Reclamation and California Water Resources officials to begin reservoir refill in early February, a month ahead of the original plan. Expected San Luis water storage has been increased from 600,000 to 725,000 acre-feet by May. San Luis Reservoir supplies water to about 2 million acres of the state's most productive farm land as a joint use facility of the federal Central Valley Project and the State Water Project.

A slide was discovered on the upstream face of the dam embankment last September. By late December access road construction was complete and a quarry work contract was underway. Kiewit began moving in equipment on Christmas Eve for the \$6 million prime contract to construct the stabilizing berm and repair the slide damaged upper dam embankment.

Dumbarton Bonds Bill

A serious obstacle to financing the completion of the Dumbarton Bridge was eliminated this month when Governor Edmund G. Brown, Jr. signed into law SB 1347, by Senator John Holmdahl (D-Alameda Co.). The bill raises the interest rate ceiling for revenue bonds sold to raise funds for completion of the bridge. The 12 per cent limit will apply to the March 24, 1982, scheduled sale of \$25 million worth of revenue bonds earmarked for completion of the bridge approaches. The overwater span is substantially complete. The \$25 million expected to be raised will go towards the estimated \$50 million needed to complete the entire project. The Holmdahl bill will also apply to the subsequent bond sale which will raise the last \$25 million needed. Holmdahl is also the author of another bill pertaining to the Dumbarton Bridge. That measure would prohibit diamond lanes on the span and its approaches.

BuRec tries negotiated contract on tunnel job

To complete an 8-mile water tunnel on the Central Utah Project-blocked since 1979 by a stuck tunneling machine—the Bureau of Reclamation has awarded its first negotiated contract, with a special profit incentive, to two experienced tunneling firms. The joint venture firms, Traylor Brothers, Inc., Evansville, Ind., and Fruin-Colnon Contracting Co., St. Louis, won the \$34.5 million contract to finish the remaining six miles of Stillwater Tunnel. Work on the project stopped when pressure from shale trapped the mole about 1.4 miles into the outer portal of the tunnel.

Under the new contract, the contractors can choose the method of completing the tunnel and will split with the bureau any money saved by keeping project costs under the \$34.5 million target, according to Jose Roybal, BuRec spokesman. Should tunneling costs exceed \$34.5 million, the agreed upon target profit will be cut by 15% up to a \$41.9 million ceiling. If costs are greater than \$41.9 million, the contractor is allowed no profit. The original contract to excavate the 9-ft. 7-in. dia. tunnel, awarded to a joint venture of Harrison Western Corp., Lakewood, Colo., and John W. Cowper, Buffalo, N.Y., was for \$27.8 million. In 1981, BuRec purchased the \$1.3 million tunneling machine from the joint venture, but has not settled the balance of the contract.

The new contracting team will use the mole drive mechanism and cutting head from the stuck machine to complete the job. By shortening the support system behind the cutting head, the tunnel lining can be placed much closer to the drill head, thus preventing the shifting shale from moving in behind the mole,

according to Thomas Traylor, president of Traylor Brothers. The contractors also plan to use a second boring machine working from the inlet portal of the tunnel. About a mile of that portal has already been excavated. Work is expected to resume this month and be completed by 1985.

Utah lets asphalt recycling

With a \$1,963,333 low bid, L. A. Young Sons Construction, Richfield, Utah, captured a Utah Dept. of Highways contract to reconstruct a highway section in Garfield County. The second low bid, submitted by the Murray, Utah office of Peter Kiewit Sons, Inc., was about \$350,000 higher than Young's. None of the bids for the job came in under the engineer's \$1,905,270 estimate.

The contract calls for the resurfacing of a 9-mile section of U. S. Route 89. The 2-lane highway consists of a 24' roadbed with 6' shoulders. The firm will remove and crush 190,000 sq. yds of existing bituminous pavement at a cost of 65 cents per sq. yd., and will supply pavement priced at \$22 per cu. yd. The contract also calls for 20,000 tons of untreated base course priced at \$4.80 per ton.

Additional work includes installation of drainage structures and guardrail. Extension of three concrete box culverts will require about 93 cu. yd. of concrete totaling \$18,600 and 9,928 lb. of reinforcing steel totaling \$4,956. The firm will also furnish and install 1,200 lin. ft. of corrugated steel culvert totaling about \$29,000. The project is to be completed by August 31, 1982. Liquidated damages will be \$300 for each calendar day thereafter.

I-5 paving job draws six

The California Dept. of Transportation has awarded Ferrante Construction Co., Santa Rosa, CA, a \$1,797,330 contract to reconstruct a section of highway. To capture the award, Ferrante bid below six competitors and undercut the engineer's estimate by about \$314,000. The bid of the runner-up, Granite Construction Co., Watsonville, CA, was about 6% off the winning pace.

Ferrante will resurface a 6.1 mile section of route I-5, a four-lane divided highway. It will recycle 28,200 tons of asphalt concrete at \$15/ton and will supply 1,350 tons of paving asphalt at \$210/ton. The project also includes installation of over 50,000 lin. ft. of plastic subgrade drain totaling about \$142,000. Completion time for the job is 90 working days. Liquidated damages will be \$1,100 for each day thereafter.

Bridge width choice causes Caltrans flap

A California state legislative committee has subpoenaed the governor to explain why he has not fired the director of the California Department of Transportation (Caltrans). The apparently unprecedented action stems from a dispute over the design width of a 123' bridge. Caltrans Director Adriana Gianturco had overruled a recommendation by two Caltrans engineers that a bridge to replace a deteriorating 59-year old structure be 40' wide. She instead specified a 32' width. Cost of a 40' wide replacement structure is estimated at up to \$478,000. A 32' bridge would cost up to \$70,000 less.

As a result of Gianturco's decision, G. L. Russell resigned from his position as Caltrans' deputy director for project development and construction to take a lesser job in the agency. He claims a 32' wide bridge would compromise safety. But there have been no accidents on the existing 20' wide bridge in the past 15 years, according to a Caltrans spokesman.

The Caltrans controversy sparked an investigation by the state senate select committee on southern California transportation problems. State Senator Paul Carpenter, chairman of the committee, and Brown are potential rivals for California's Democratic nomination for the U. S. Senate. The committee feels Gianturco's decision undermined the morale of Caltrans engineers.

Japanese Win BuRec Job

The Bureau of Reclamation has awarded Ohbayashi-Gumi, Ltd., Japan, an \$11,204,190 contract to construct a water tunnel in Wasatch County, Utah. To capture the award, Ohbayashi bid below 11 competitors and undercut the engineer's estimate by about \$5.1 million. The bid of the runner-up, Harrison Western Corp., Lakewood, Colo., was only \$55,810 higher than Ohbayashi's.

The firm will construct a new inlet tunnel, gate shaft

and chamber, and connecting tunnel as part of BuRec's Strawberry Tunnel rehabilitation. Contractors were provided alternate bidding schedules for the job. One schedule allowed firms to bid unit prices for the work and materials required to complete the four major components of the project.

A second schedule allowed contractors to submit bids on a lin-fit basis to complete the same work. All firms were required to bid on a third schedule to complete additional work included in the contract.

The jobs call for 15,450 cu yd of tunnel excavation and for 4,015 cu yd of excavation for the gate chamber and shaft. The firm will furnish and install a total of 475,000 lb of structural steel tunnel and shaft supports with minimum yield strengths of 36,000 psi, and 696,000 lb of steel reinforcing bars for the tunnel, gate chamber and shaft, bypass exit reach and inlet portal reach. About 6,900 cu yd of concrete will be used to line the tunnel and an additional 1,550 cu yd will be used in the gate chamber and shaft.

Devil's Slide plan gets boost

A renewed push for a Devil's Slide bypass was boosted during a local delegation's session with state highway officials this month.

Jeanne McCune, founder of California Residents After Safe Highways, led a group of local leaders in presenting petitions containing between 6,000 and 7,000 signatures of people seeking the bypass and widening of Highway 92.

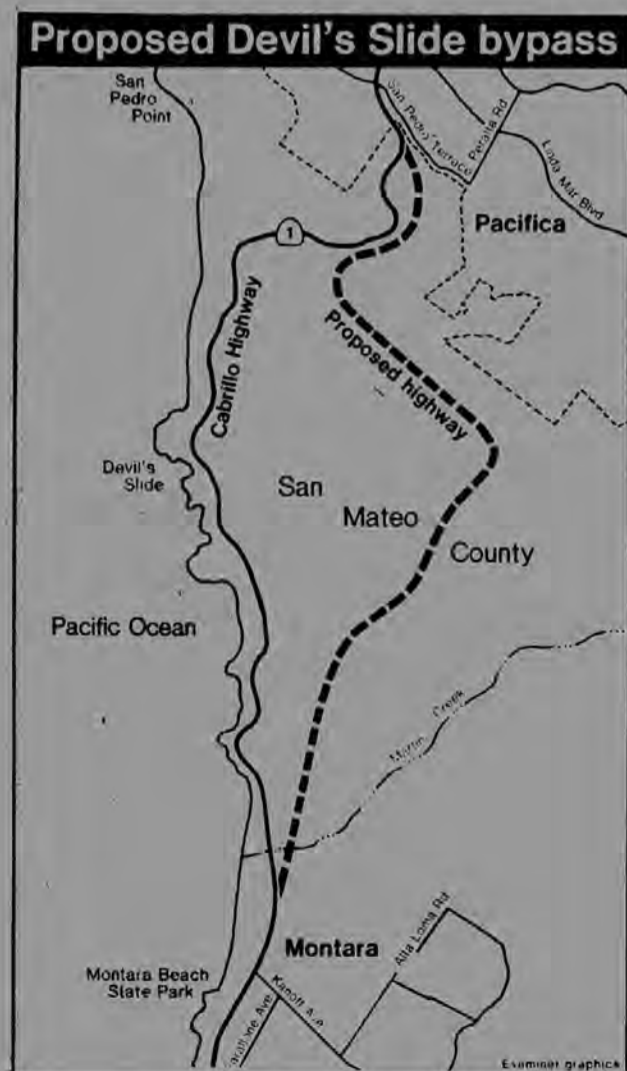
Officials from the Half Moon Bay Chamber of Commerce, local city officials and San Mateo County Supervisor William Schumacher accompanied McCune's group. They planned to meet with California Dept. of Transportation Director, Adriana Gianturco.

Gianturco last year turned down a request from local officials for an environmental impact study of the slide bypass route despite the county's promise to pay up to \$700,000 for the study. Rerouting the highway would cost at least \$20 million, it was estimated.

Gianturco's initial response was that highway projects elsewhere in the state had a much higher priority. Half Moon Bay and Pacifica officials renewed their drive for rerouting Highway 1 around the slide after last January's storm cut off traffic for several weeks.

McCune said her organization also wanted Highway 92 widened to four lanes to accommodate increasing truck traffic to the Ox Mountain dump.

"Adding just one lane to that highway, as had been suggested, would just make it another death trap for everyone" said McCune.



UPDATE

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Feasibility study approved for Shasta Dam enlargement

A seven-year joint Feasibility Study on Enlarging Shasta Lake is now officially underway by the U. S. Bureau of Reclamation (USBR) and the California Department of Water Resources (DWR).

Federal funding was allocated last month for Bureau participation in the study, authorized by Public Law 96-375. DWR is participating under State Water Project authorization and funding.

The existing Shasta Lake, major storage facility of the Federal Central Valley Project, uses only a portion of the average annual runoff. Preliminary estimates indicate Shasta Lake could potentially be tripled in size from its present capacity of 4.5 million acre-feet to 14 million acre-feet. The two agencies will be looking primarily at the possibility of enlarging the lake to increase water

supplies for the Central Valley Project (operated by the USBR) and the State Water Project (operated by DWR).

The potential for increasing hydroelectric power generation, improving fishery and recreation conditions, and providing additional flood control along the Sacramento River will also be looked at. Other aspects — the physical, ecological, and economic effects of fitting a larger reservoir into the Sacramento River system — will also require detailed studies.

Structural alternatives to be considered include enlarging the existing dam, constructing a new dam in the vicinity of the existing dam, and increased storage on the tributaries upstream from existing Shasta Lake and elsewhere in the Sacramento Valley Basin.

Nonstructural alternatives, also being evaluated in the study, include water conservation and reclamation, conjunctive use of surface and ground water, and potential water exchanges. Future growth, land use changes, and related impacts will be evaluated for alternative service areas.

The planning study will be conducted

to offer comments and suggestions. These groups will consist of private citizens and representatives of local, state and federal agencies that have a vital interest in the project.

Beginning with public meetings now being scheduled, public input will be requested at various planning stages and major decision points throughout the study.

over seven years and conclude with a joint USBR/DWR feasibility report and Draft Environmental Statement (DES)/Draft Environmental Impact Report (DEIR). The study is scheduled for completion in December 1988.

A major part of the study will be public involvement activities. Various groups and task forces will be set up to examine the work as it progresses, and

Dirt work is down in East Bay

Business Representative Norris Casey reports that, effective Jan. 4, he was reassigned to replace Chuck Ivie in the upper Contra Costa County area. Chuck, as was reported last month, has been reassigned to the Local 3 Safety Department to work for Jack Short as a Safety Representative.

"It has been some time since I have seen many of you, but I am happy to have the opportunity to represent you again," Casey stated.

"I have not had the opportunity to check out everything in the upper Contra Costa area. The dirt work, of course, is down because of the weather, and if

the housing does not pick up, it is doubtful there will be much this spring."

Babcok & Wilcox will be at Louisiana Pacific for one more year. There are four brothers working for them: George Jenkins on an American 9310, Bob Smith as his oiler, Stan Francisco is on a centermount, and Bob Nourse on an elevator. John Norris is also on the project with a Husky Crane rental. P.M.C. is also on the project with Bob Bufkin as operator on a centermount crane.

Parson's has a project at the Tosco Refinery at Avon. It will be a big one when it starts, but is now on hold, and we are not sure when it will start.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Brothers have you looked at your Pacific Gas & Electric bill lately? If you haven't, I would suggest you sit down before your wife shows you the bill. Although Pacific Gas and Electric customers were warned that the recent rate hike would boost their bills an average of 14 percent, thousands of customers are being stunned by arriving bills that are often five times that amount and more.

PG&E, the State Public Utilities Commission and consumer groups are being deluged by unprecedented numbers of complaints about the new bills, spokesmen for the groups have reported.

PG&E spokesmen have acknowledged that the company is getting thousands more complaints than normal about the bills.

The PUC, which approved the new rates last December 30, has received more than 1,000 letters in the last several weeks also complaining that the new bills are drastically higher than the customers had braced themselves for.

PG&E spokesman Dennis Pooler explained the surprisingly steep hike by pointing out the basic "Lifeline" rate that is applied to all residential bills took a bigger jump than the rest of the rate structure.

Although the PUC approved a PG&E request to boost power prices an overall 14 percent, the Lifeline rate for electricity - the first 240 kilowatt hours - went up more than 31.4 percent for most residential customers.

The Lifeline rate for gas increased 18.2 percent.

The increases in the price of electricity and gas beyond the Lifeline rate also went up - 14.2 percent for electric and 4.3 percent for gas.

Moreover the new rates include the \$1.75 service fee for electricity that was once a separate charge.

The price structure was built to discourage people from using more energy than the Lifeline allowance, but the new rates reversed that concept somewhat.

The new rates hiked the Lifeline allowances 31.4 percent for the first 240 KWH used - or 1,290 for all-electric homes - and 14.2 percent for the next 300 KWH used.

A flurry of protests - including rallies, blackouts, brownouts, letter writing campaigns, candlelight vigils and picketing have been held or scheduled in several Northern California counties, with the sharpest complaints coming from residents of all electric homes.

On Wednesday, February 17, the State Public Utilities Commission ordered PG&E to roll back electric

rates immediately, change its rate structure for all-electric homes and resume a conservation program it suddenly dropped.

The PUC also announced that it will reopen hearings on its December 30 decision giving PG&E a whopping \$909.4 million rate increase, which ignited a firestorm of protest throughout Northern California.

However, PUC Commissioner Richard Gravelle said that "people should not be optimistic that what is being done today is going to have a big impact on their bills.

Effective immediately, PG&E must cut rates \$100 million, or 86 cents for the average bill using 500 kilowatt hours, the Commission ruled. PG&E had asked that the rollback take effect April 1.

PUC President John Bryson added that further rate reductions due to the heavy storms may be forthcoming before summer. But commissioners cautioned that reductions probably won't be "substantial", although hearings will be held next month on changes in the rate structure.

This steep PG&E rate increase severely hurts the member who is working, but think of all the members who are not working and all the retired brothers on a fixed income; to them "this is a disaster".

All of us must become involved and attend the scheduled hearings and express our feelings! I see that more and more of the women are getting involved, "my hat goes off to you ladies". Together, I believe we can get the job done.

Not long ago the state Public Utilities Commission was largely unknown, and in the course of relatively obscure work it routinely approved most of the proposals made by Pacific Gas and Electric.

Commissioners were something like the state Board of Equalization - few people knew or cared what they did.

That's history now. The whopping PG&E bills arriving at Northern California homes have thrust the once low profile PUC into the public eye.

There are five members on the PUC, four Commissioners and one Executive Director. They are appointed by the Governor with the consent of the State Senate. Their term of office is six years, they cannot be removed from office except through the impeachment process. Vacancies are appointed to serve the remainder of the term.

There are many ideas being discussed in Sacra-

mento concerning revamping the PUC and its process, however, only one bill has been introduced thus far. Assemblyman Duffy has introduced a bill which would open up the process to more public input and participation. It would also add an additional layer of hearings to the approved process. An example of the type reform discussed by Duffy would be similar to the Environmental Impact Report process, in which the PUC would hold their initial hearings, both public and private, after which an administrative law judge would issue a report on the PUC's initial decision. The record would then be open for an additional period of time for public response before the PUC would issue their final report.

Senator John Garamendi and Assemblyman Doug Bosco are both preparing a number of bills which would concern the actions of the PUC, neither has introduced any such legislation however.

Maybe it's time we the people elect the commissioners and they serve at the pleasure of the people, and are responsible to the people. What do you think? Please let me know.

Please, let me take this opportunity to remind the brothers who are not working; jobless California workers who have exhausted their regular unemployment insurance benefits within the past six months should check immediately with the nearest state Employment Development Department office to see if they are eligible for extended benefits.

The extended benefit program, which had ended in California on March 21, 1981 was triggered on again effective Sunday, February 7, and provides up to 13 weeks of additional benefits.

I'm informed that members of congress passed a law that allows them to deduct all expenses connected with their work in the Capitol - just like businessmen on the road. This includes housing, food, taxis, auto travel, laundry, utilities, home maintenance and other goodies. They can choose one of three ways to compute the deductions. Choosing the best way to suit their particular situation - as most surely will - virtually exempts them from personal income tax.

On behalf of my mother and all the rest of the Huston family, we want to express our appreciation to everyone who expressed their kindness to us by calling, sending flowers, and sympathy cards, during the recent loss of my dad, Brother George P. Huston. "Thank you" from the bottom of our hearts and may God richly bless you and your families.



Rigging Lines

By Bob Mayfield
Asst. Business Manager & Vice President

Very recently I was sent to Denver, Colorado by Business Manager, Dale Marr. The purpose of this meeting was to try to draft a single agreement for new excavation for a railroad from about Rangely, Colorado to the property line of the Moon Lake Coal-fired Power Plant, now under construction with the nearest town being Vernal, Utah.

What makes this project different than the Moon Lake project (which is covered by a project agreement) is that, this job involving the coal mine itself being 100% in Colorado, and in fact, at least 13 to 15 miles outside of Local No. 3's jurisdiction into the jurisdiction of Local No. 9. Also, it is outside the project agreement completely and further, is owned by a private consortium.

Therefore, it is not covered at all by Federal funds and for that reason, no prevailing wage and fringe benefit package. The railroad has a length of about 33 miles, of which 13 is located in the jurisdiction of Local No. 3 in Utah. However, in terms of construction and dollars required for the construction of this very large—rough terrain project requiring a great deal of rock and dirt excavation, about 80% of this job in terms of real work, will be performed in Colorado.

Therefore, to have a project agreement covering this entire job irrespective of which state the work is being performed, a mutual agreement had to be made, not only with the employers bidding the project, but certainly with our sister local, Local No. 9 who has jurisdiction of Colorado. The relationship between these two locals over the past 8 to 10 years that I have known about and have been involved with has always been most cooperative and with a spirit of progress.

We were the first two locals to sign a Key Man Transfer Agreement, that not only allows the transfer of key men (one for one up to a total of 5 key men), but also to allow the payment of fringe benefits back to the person's respective local union where, of course, it does the most good, irrespective of which local union he happens to physically be working in. Since that time we now, of course, have done a similar turn by signing near-

like agreements with all but four of the Western Conferences' portable & hoisting locals.

At the offices of Regional Director, Tom Bills and Sandy Sandridge of Local No. 9, myself and a Teamster representative met with 7 Union Construction Companies headed by Marty Brennan of the Morrison-Knudsen Company.

All people concerned wanted to see if common agreement could be reached by the parties irrespective of where any work was being performed. After all, it made little sense to completely change work crews just because the progress of the job carried into another state. From the beginning of the talks, it was obvious that some serious problems were in front of all of us.

For starters, the difference of the Colorado Wages & Benefits VS. the Utah Wages & Benefits' total package were miles apart. The Utah total package exceeded the Colorado package by more than \$6 per hour in the Heavy Duty Repair classification. Since 80% of the total work was in Colorado, the employers naturally wanted the Colorado Contract in total because it was so much lower. At any rate, the bottom line is one of compromise.

The Local No. 3, Area II rate of pay was instituted, and the Colorado Contract booklet is to apply for the job which will be according to those involved the last 12 to 15 months. The Colorado Fringe Benefit Package will apply after an additional \$0.38 of new money was added. Further, a common hiring hall for the two locals will be at a single place in Grand Junction, Colorado, which is the nearest place to the actual jobsite.

From the outset, if any of these contractors are the successful low bidders, they will hire the Local No. 9 & No. 3 hands according to the designated ratio and all fringe benefits will be paid to the respective member's home local regardless of which state he might be working in. This job should be a super old-fashioned dirt & rock spread and should have a \$25 to \$50 Million dollar price tag on it.

It really is different from any job I have been connected with, and I think shows

what can be done with mutual cooperation between competing unions and management for a sensible solution to a very difficult job for the betterment of all. The job was to be let on March 15, but a low bidder was not expected to be announced until two or three weeks after that date.

The I.P.P. (Inter-Mountain Power Plant) has now officially been signed. In talking to Bechtel Power Officials most recently, besides being extremely happy about the signed contract, they relayed to me that a heavy bidding schedule would almost immediately be taking place, which, of course, should mean a lot of quality jobs on this the world's biggest construction job in somewhat of a short time frame.

As these bids take place and opportunity for work progresses, I'll try to inform the rank & file of work opportunities on I.P.P. However, the snow and rain still persist in this state and in my opinion this great opportunity is still some 30 to 60 days away. The Moon Lake project is still quite active with a great many engineers keeping busy. Just this past week, a contract of nearly \$50 Million was let and Centric Corporation was the successful bidder.

This is the second segment this same corporation has been successful on. This whole project, the roads and other related construction jobs, will make this area one of the most saturated construction areas in the entire country, with the town of Vernal, Utah actually being similar to Fairbanks, Alaska during the pipeline boom years.

This past week, along with several Utah Business Representatives and mine stewards, we saw a successful completion of a new two year agreement with the Officials of the Rio Algom Corporation. This Uranium Mine is located some 30 miles south of Moab, Utah.

Over 5 of the bargaining unit employees last October, 1981, were laid off permanently due to the fact that the customer (Duke Power) did not renew the contract with Rio Algom. To this day, the only thing to be done is to stock pile the product and continue to search for a new customer. Needless to say, this atmosphere wasn't one lending itself for big bargaining strength.

In light of settlements in many other industries we read about where cut backs and take aways are almost the rule, I guess our settlement is okay. At any rate, we will all hope for better economic times everywhere, which will hopefully make this industry come back to life once more. The contract was ratified unanimously.

A special thanks to the Business Agents

(Continued on Page 9)

Lousy weather, economy keep Reno unemployment high

Business Representative Ed Jones says, with the District 11 out of work list at about 45% unemployed and the rest only working part time due to weather or lack of work, this should be a good time to register to vote in the September 14th primary election and the November 2nd general election. Nevada law says you must be registered thirty days prior to the election day.

The state of Nevada has a voting age population of more than 533,000 and only 264,915 of these persons are registered to vote, which means that about 51% of Nevada adults do not take part in the election process. Past records indicate that 40% or more of those who are registered often do not vote, which is not a good record. This lack of participation threatens democracy itself.

Nevada is not the only state in which people have dropped out of the electoral process. It is a problem all across the nation. But now is the time to do something about it in Nevada where approximately 278,000 persons have not registered to vote. This means that every other adult you meet has abandoned this simple act of registering to vote and punching a ballot.

The only work coming up for bid in the near future is a few underground jobs such as a portion of Lawton sewer interceptor line. The third phase of Sun Valley Sanitation District's installation of approximately eleven miles of eight inch sewer lines will go to bid this month. H.M. Byars was low bidder on phase two to install 26 miles of eight inch sewer interceptor and service line for the Sun Valley sanitation district and should be starting to work on it this month.

The City of Sparks is planning to go to bid for another phase of downtown redevelopment which will consist of storm drain and sewer line project on C Street, from 15th Street to Pyramid Way.

The City of Sparks also has tentative plans to widen Prater Way from Parlanti Lane to Donati Lane to four lanes.

Also expected to go to bid in early April is the Lovelock I-80 bypass viaduct for an estimated \$20,000,000 plus. This job is mostly concrete and not much operator work.

In Elko, G.P. Construction is sub contractor for \$2,000,000 plus for underground work, base rock and paving and crushing of ballast rock for phase two of the Elko railroad relocation project, which will make a few operator jobs.

HONORARY MEMBERSHIPS

At its meeting on January 9th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.
Thomas A. Byars	386663
Carl DeBrum	314085
Charles H. Dory	459116
P.F. Ekberg	382020
Glenn Gallaven	284316
Henry P. Gondola	322436
Glenn A. Heimsoth	481901
James E. Henthorn	313295
James S. Howe	515926
Frank S. Mizer	509701
Raymond Ochs	307962
Elmer L. Pike	519908
Monroe Worley	529320

Nevada JAC graduates eight

The Nevada Joint Apprenticeship Committee this month graduated eight apprentices. Pictured to the right following graduation ceremonies are (back row) Jim Atkinson, Apprenticeship Administrator; Jamie Aranda, graduate; Dale Beach, District Representative; Richard Walker, graduate; Otis Tipton III, graduate and Mike Bailey, Asst. Nevada JAC Administrator. Pictured in the front row are graduates James Tuccori and Ted Pardick. Graduates not pictured are Thomas Ardagna, Alton Cannon and James Naveron.





Treasurer's Report to the Members

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

Sitting here in my office, looking out the window and writing for the newspaper. The sky is black and looks like it's going to rain "cats and dogs". Cheer up, the rain will stop.....someday. I hope you noticed I said 'someday'. I'm not a weather forecaster, usually when the forecaster says rain, the sun shines and when he says the sun is going to shine for the next few days, we have floods, slides, you name it and we get it.

Here is what Reagan says and forgets. Here is what the U. S. Republican Senators are doing to you. It's cruel, mean, dirty, contemptible and inhuman to throw words of elected and appointed officials back at them. But it's fun. So, without further ado, THE SAGA OF THE BALANCED BUDGET.

PHASE I: NO WAY WE CAN MISS... "We must balance the budget, I know we can do (it) and I know we will." Candidate Ronald Reagan 9/9/80

"I believe the budget can be balanced by 1982 or 1983" Candidate Reagan 9/2/80

"I have submitted an economic plan ...and believe that it can provide for a balanced budget by 1983, if not earlier." Candidate Reagan 10/28/80

"One of the things I have not retreated from is the 1983 target" (of a balanced budget). President Reagan 2/3/81

PHASE II: WHO SAID '83? WE MEANT '84.....

"By fiscal 1984 - under the policy recommendations presented in this document - the Federal budget should be in balance." White House document 9/2/81

"This administration is committed to a balanced budget, and we will fight to the last blow to achieve it by 1984." President Reagan 9/2/81

PHASE III: IT WAS ALL CARTER'S FAULT

"Maybe you'll remember that we were told in the spring of 1980 by President Carter that the 1981 budget, the one we have now, would be balanced. Well, that

budget, like so many in the past, hemorrhaged badly and wound up in a sea of red ink. I have pledged that we will not stand idly by and see that same thing happen again." President Reagan 9/24/81

PHASE IV: OOPS!

"I don't think anybody's talking about literal accounting balance or making a fetish of a balanced budget." Budget Director David Stockman 10/26/81

PHASE V: SO MUCH FOR DAVE

"The president is sticking firmly to the idea of a balanced budget in 1984" White House aide David Gergen 10/29/81

PHASE VI: OOPS AGAIN!

"Testifying before the Senate Budget Committee, Mr. (Treasury Secretary Donald) Regan said it is 'possible, but not probable' that the goal of a balanced budget will be reached." Baltimore Sun 10/30/81

"We will not be able to achieve a balanced budget by 1984, but we will be on a path leading to a balanced budget." Treasury Secretary Regan 11/6/81

PHASE VII: YOU MISUNDERSTOOD FROM THE START

"I've never said anything but that it (balanced budget) was a goal." President Reagan 11/6/81

PHASE VIII: STICK THAT IN YOUR PIPE AND SMOKE IT

"I did not come here to balance the budget - not at the expense of my tax-cutting program and my defense program. If we can't do it in 1984, we'll have to do it later." President Reagan quoted in Newsweek 11/16/81

VOTING RECORDS TELL GRIM STORY....Recently, the official AFL-CIO voting record of members of Congress in 1981 was published. (You can get copies by writing to COPE.)

No document better illustrates the grim story of the Reagan Administration's piece-by-piece dismantling of key people-helping programs and Congress's role as accomplice in swinging the wreck-

ing ball.

Jobless benefits cut and/or delayed; job safety laws rolled back, big tax bonanzas for the rich and the corporations and pathetic dribbles for working people; lavish give-aways to Big Oil; programs to help feed the needy and provide them medical care sliced drastically; vitally needed aid to help workers' children pay for college education pulled back—it's all there, a record of retreat from responsibility, spear-headed by President Reagan and a Republican-controlled Congress but acquiesced in by a large number of so-called "Boll Weevil" Democrats from southern and Sun Belt states.

One lesson that comes through stark and clear—for workers and their unions — is the tremendous price paid for the presence of a large group of U.S. senators elected with the help of "new right" and corporate PAC money in the past three elections, 1976-78-80.

There are 20 of them, all Republicans. They march in lock-step. They form a hard core of anti-worker, anti-people helping ultra-conservation unlike anything since Dixiecrats controlled the Senate.

Their aggregate AFL-CIO voting record is 72 "right" votes, 961 "wrong" votes for an over-all 93 percent "wrong."

AFL-CIO defends Davis-Bacon against small business attack

The Davis-Bacon Act protects small contractors as well as their employees, the AFL-CIO Building & Construction Trades Dept. testified at Senate hearings this month.

Legislative Director Dan Mundy took issue with an opening statement by Subcommittee Chairman Don Nickles (R.-Okla.) that "small business and the Davis-Bacon Act just don't mix."

Mundy said the prevailing wage law gives well-managed small construction firms a chance to win government contracts on the basis of efficiency and productivity. Otherwise, he said, the competitive advantage would lie with "fly by night contractors" who base low bids on paying substandard wages to less competent workers.

Nickles is chairman of the Senate Labor subcommittee that has jurisdiction over the Davis-Bacon Act. But he presided in his role as chairman of a

(Continued on Page 11)

Workers endangered by Reagan's slashing of OSHA program

American workers are not as safe on the job today as they were one year ago, and the probability is they will be even less safe a year from now. OSHA, the agency charged with protecting worker health and safety on the job has, in the words of AFL-CIO job safety expert Peggy Seminario, lost sight of the "fact that the worker is its client."

Thus, fears raised about candidate Ronald Reagan's stance on job safety and health enforcement have been justified by the performance of President Reagan's Occupational Safety and Health Administration. Some statistical evidence for this claim:

- Total OSHA job site inspections are down 21 percent
- compliance inspections are down 32 percent
- Follow-up inspections are down 72 percent
- Serious citations are down 33 percent
- Willful citations are down 75 percent
- Repeat citations are down 48 percent
- Total penalties are down 48 percent
- Failure to abate penalties is down 78 percent
- Proportion of backlogged complaints is up 189 percent.

Two key reasons for this downward trend in OSHA protection of workers: 1. It's part of an over-all Reagan Administration effort to "get government off the backs" of business, notwithstanding the threat that might come to workers in this instance, or to consumers in other cases;

2. It's a function of funding. OSHA's budget from \$242 million to \$192 million. There's no way OSHA can do as was chopped 20 percent by the administration, much as it's supposed to do with \$192 million as with \$242 million, any more than you could stretch \$192 as far as \$242.

Hardest hit by the budget cutbacks are the enforcement program, the setting of standards for hazardous materials, and worker training and education programs. The number of safety and health compliance officers is down from 1,683 in 1980 to just about 1,000, a cut of almost 50 percent. Inspections will drop from 63,363 in 1980 to 53,425 in Fiscal Year 1982.

A number of OSHA directives have gone into effect, or are proposed, which severely reduce enforcement. One exempts three-fourths of all manufacturing firms from OSHA general schedule safety inspections, effectively removing protection from 13 million workers in 280,000 work sites.

The Reagan Administration is doing nothing to OSHA that the President himself didn't tip off during his candidacy. On June 5, 1980 he told the WASHINGTON POST: "My idea of an OSHA would be if government set up an agency that would do research and study how things could be improved and industry could go to it and say, we have a problem here and seem to lose more people by accidents in this particular function. Would you look at our plant, and then come back and give us a survey." In other words, nothing mandatory, nothing binding.

Labor, business launch program to cut health costs

National representatives of labor, business, health care providers and insurers have agreed to cooperate at the local level in efforts to bring health costs under control.

Citing a "new climate" in which the federal government is withdrawing its functions and funding, participating organizations — including the AFL-CIO — underlined the urgency in launching the program for some 70 communities.

The diverse group was brought together by John Dunlop, former Secretary of Labor, who disclosed at a press conference that representatives of the six national organizations have been discussing the local coalition approach for six months.

Participating organizations, in addition to the AFL-CIO are the American Hospital Association, American Medical Association, Blue Cross and Blue Shield Associations, the Business Roundtable and the Health Insurance Association of America.

While endorsing the objectives of the

local coalition approach, Federation Social Security Director Bert Seidman pointed out at the press conference that organized labor will continue to pursue its goals of national health insurance or federal legislation to contain hospital costs.

Dunlop, who is coordinating the coalition effort, said the organizations came together "out of a deep concern with the rate of increase in health care costs and the effects of public and private policies on the quality and access to health care."

He said the coalition members recognize their strong differences over national policies and legislation, yet agreed to cooperate locally in today's new circumstances.

Seidman agreed. "The chances of achieving legislation are much less" at the present time, he said, and so labor is responding in a "pragmatic way" as it has done in other fields.

Seidman noted that the federal government is "pulling back from its responsibilities" and unions would be encour-

aged to work with other groups at the local level.

Labor's aim, he said, will be not only to restrain costs but to seek broader access to quality care for working people, the unemployed and those now lacking health care.

In a common statement, the six organizations endorsed "coalitions" on a local, state or regional basis. They urged first, an inventory of local resources and problems.

They advised local groups to focus on a few priorities, such as decreasing the emphasis on expensive in-patient technology and stressing alternative care such as ambulatory and home care.

They also urged efforts to finance and provide care for the unemployed and others without it and efforts to offset federal, state and local budget cuts.

Labor representatives participating in the discussions in addition to Seidman were President John J. Sweeney of the Service Employees and Melvin Glasser, health specialists with the Auto Workers.

Kiewit gets bonus for work on San Luis Dam

District Representative Claude Odom reports that the U.S. Bureau of Reclamation is pleased with the work of Peter Kiewit Sons Co. of Concord. The firm is rebuilding a section of the three and one-half mile long San Luis Dam damaged by a slide last September.

The speed with which they completed the job will be rewarded by a \$100,000 payment from the Bureau. The \$100,000 is part of a contractual arrangement agreed to last December when the Bureau and State Department of Water Resources, partners in the San Luis unit of the Central Valley Project, were hard pressed to repair the dam to meet water deliveries.

Moving an average of 40,000 cubic yards of earth and rock per day, six days a week since December 30th, Kiewit is three weeks ahead of schedule on completing a 1,900 foot long buttressing berm, a major feature of the dam's rehabilitation. The slide occurred when clay

material from ancient stream drainage became saturated and gave way. That material has been removed and replaced with stable earth and rock. The entire project should be completed by July 1982.

Good news for fishermen:

By the time this goes to print, the Dinosaur Point area of the San Luis Reservoir State Recreation area in Merced County will be open for fishing, car-top boat launching and picnicking. The area is south of Pacheco Pass on Highway 152, eighteen miles east of Los Banos. New launch ramps have been constructed but due to the slide, launching will be restricted to car-top boats until the reservoir water level rises. The Dinosaur Point area will be the only launching facility open at the reservoir until repairs to the dam are completed.

Guy F. Atkinson has finished the concrete paving on their Freeway 41 job. The shoulder paving and cleanup will

last through June. This job has kept quite a few of the brothers working for the past two years.

Fred J. Early has finished the excavation and started pouring concrete on the Pine Flat Powerhouse Project. This job has also kept a few brothers busy over the past year with a couple of years to go.

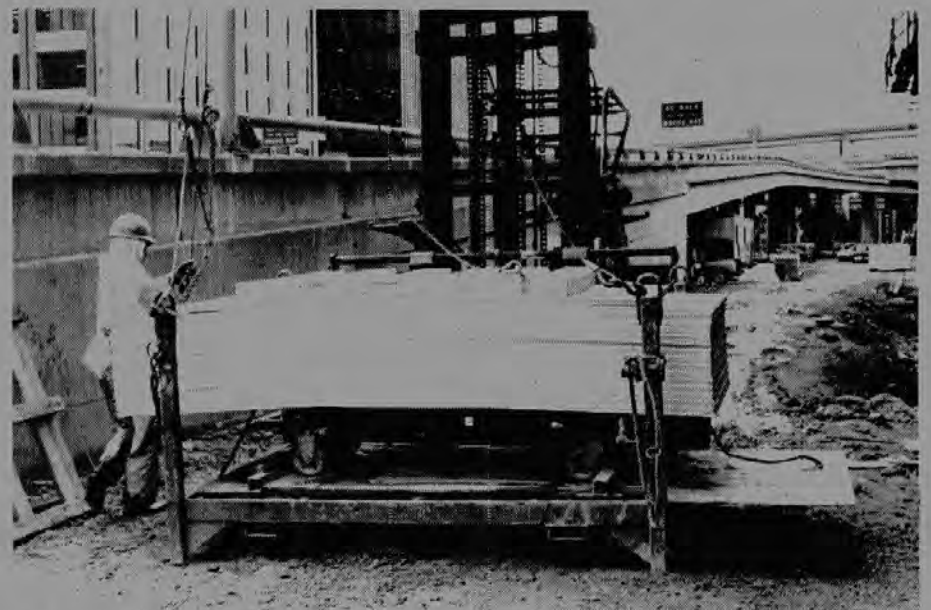
A pre-job conference was held with Gentz Construction Co. for their \$4 million sewer plant job in Corcoran. The project should start around May 1st and provide work for several brother engineers. The contract calls for a one year completion date.

Aqueduct repairs due

The U.S. Bureau of Reclamation plans to spend approximately \$9 million this summer to raise the lining along three major sections of the California Aqueduct-San Luis Canal between Los Banos and Kettleman City.

The San Luis Canal is a 101.5 mile section of the 444 mile aqueduct. It runs from O'Neil Reservoir to Kettleman City. A spokesman for the Bureau's Fresno office said twenty miles of the canal's concrete lining will be raised on both sides from one to four and one-half feet. An additional seven miles of the canal's operation and maintenance road will be raised three feet.

The major sections to be raised are from the Dos Amigos Pump Plant, ten miles south of Los Banos, to the Fresno-Merced County line. Another section to be raised is fifteen miles west of Mendota to Highway 33 near Three Rocks and the other section is near Kettleman City. The lining has settled because of pumping of groundwater. From 1969 to 1971, the Bureau spent \$2 million raising the lining as much as four feet along parts of the same sections. The work is scheduled to begin in May.



S.F. building boom keeps some members working

The recession has caused a virtual standstill in home construction throughout California, but Business Representative Ray Helmick says it does not seem to have slowed commercial building in San Francisco yet. Although work is still slow, the downtown building boom has managed to keep some of the brothers working. Pictured left is a Chicago Boom being operated by Mike Mannix (lower right) on the Pacific Gateway building on the corner of Mission and Main. Sal Flores (pictured right) is the elevator operator on this job. Pictured above are ironworkers loading up the boom with wallboard.



FRINGE BENEFITS FORUM

By Art Garofalo
Director of
Fringe Benefits



About this time each year many Operating Engineers find themselves running low on hours for Health & Welfare eligibility. This year the problem is compounded due to the sagging economy and the terrible winter weather we are going through. Many more Operating Engineers than usual have had to rely on their hour banks or even make self payments to keep their health coverage in force. Misunderstanding about the Health & Welfare eligibility rules can cause additional and unnecessary problems. Here is a look at how your Health & Welfare eligibility rules work.

Initial Eligibility

Operating-Engineers and their dependents first become eligible for all Health & Welfare benefits the first of the month following the month they have worked a total of 270 hours over a 3 month period. A total of 90 hours are needed for each month of eligibility, therefore these 270 hours will provide the first 3 months of coverage.

Continued Eligibility

Operating Engineers must work at least 90 hours each month to have continuing coverage. All hours worked and reported are deposited into the member's hour bank and each month the required 90 hours are withdrawn to provide eligibility for the upcoming month. Hours worked and reported in excess of 90 remain in the bank to provide extended coverage for months when 90 hours were not worked.

Operating Engineers can "bank" up to 1080 hours to provide extended Health & Welfare eligibility during months they have low or no employment. Eligibility continues automatically so long as there is at least 90 hours remaining in the bank. When the hour bank falls below 90 hours, the member and his dependents no longer are eligible for Health & Welfare benefits.

Self Payments

Whenever an Engineer's bank falls below the required 90 hours and he will lose his continued eligibility, he can keep his Health & Welfare coverage in force by making payments directly to the Trust Fund. Self payments can be made for up to 3 consecutive months for full benefits (currently \$185 per month) and for up to nine consecutive months for the Hospital, Medical, Surgical and Burial benefits (currently \$140 per month).

Self payments must be made immediately following continued eligibility from the hour bank and they must be made continuously. Selecting only specific months for self payments is not allowed. A gap in payments results in a loss of coverage and the right to make further payments until you requalify for eligibility by working. Payments are made through the Trust Fund Office and must reach them no later than the 15th of the month for that month's coverage.

Operating Engineers must keep track of their hour banks and monthly eligibility when they are unemployed

(Continued on Page 9)

High hospital bills making patients sick

Hospitals used to be the place that they would take the victim for treatment after he was mugged. Today, patients are being victimized when they come out of the hospital and get their bill. Hospital charges have doubled twice in the last ten years and their costs continue to rise a staggering 18% per year. What's worse is the fact that the situation shows no sign of improving in the near future. It looks like hospitals may continue to operate like hold-up artists for some time to come.

Perhaps the best analogy available is to compare hospitals to hotels. After all, their primary function is providing a bed and board. Like hotels, hospitals do perform a wide variety of other services for their captive guests, and again just like hotels, they tack on a charge for each item and service.

Too often the itemized hospital statement is several pages long. There might be an admission charge, an admission physical examination charge, admission testing charges, blood test charges, laboratory charges, x-ray charges, personal hygiene kit charge and miscellaneous diagnostic testing charges. Once the patient is in the bed, the hospital can really run the meter.

There would be the daily room charge, the daily meal charges or special diet charges, prescription drug charges, special equipment and testing charges, intern or resident physician patient visit charges, operating room charges, recovery room charges, nursing charges, follow-up visit charges, special care charges, clinic and therapy charges. It's very easy to run up hospital charges in excess of \$600 per day and extremely difficult to keep daily charges below \$400. And these charges are exclusive of what the doctors receive.

Most urban hospitals are unique and specialize in an area of medicine and treatment. Large teaching hospitals, such as Stanford Medical Center, specialize in a wide variety of areas.

Smaller city hospitals and those in outlying rural communities, usually provide general care and will refer severe or complex cases to hospitals that provide specialty treatment. As a result hospital charges are nowhere near standard and vary as much as 100% from hospital to hospital. For example, one Bay Area community hospital charges just under \$200 per day for a semi-private room compared to \$325 per day in the center of San Francisco.

Because hospital charges vary so much, it is extremely difficult to determine what is reasonable and what is not. For example, within the Bay Area hospital emergency room basic charges run between \$20 and \$60. Operating Room charges are between \$300 and \$600 for the first hour. Even the small items, such as prescription drugs, will vary as much as 150% from hospital to hospital. There is no real basis for these kinds of variances within one geographic area.

The average number of days a patient stays in a hospital varies from one institution to the next. This is due to hospital specialization causing patients with similar conditions or illnesses to be interned in a hospital equipped to handle their treatment. However, what hospitals do is to load up their charges on their own particular specialty while providing routine services at competitive prices.

For example, 3 days of maternity care costs about \$1,000 compared to 3 days of cardiac testing costing \$2,000 or more. Maternity patients can select almost any hospital, while heart patients are referred, by their doctor, to a particu-

lar hospital for treatment.

There is no immediate relief in sight. A multitude of factors almost ensure that hospital costs are expected to climb unchecked for the next several years. A variety of social and economic problems will have to be solved before hospital charges ever stabilize.

Every patient wants the very best health care. Price is usually no object because the majority of Americans have hospital coverage from their health insurance so they aren't concerned. Health insurance companies simply increase their premiums to stay abreast of rising costs and still make their profit.

Another factor is that hospitals are extremely expensive to build and operate. Construction costs for expansion and remodeling are high and long term financing is outrageous. High technology medical equipment is a major necessary investment that costs a hospital millions for diagnostic testing, operating and health monitoring devices, and labor costs about 60% of the hospital's operating budget. These are all fixed costs and must be met daily regardless. So, if a hospital's occupancy rate drops they are

Beneficiaries express thanks

Supplemental check issued to retirees

On March 10, a Supplemental Benefit check in the full amount, was issued to all Local 3 Retirees, or their beneficiary, whose pension award dates were prior to January 1, 1982, and who were eligible for monthly benefits on March 1st.

This marks the 11th extra check issued to Local 3 members since January, 1975, and came as a result of favorable Pension Plan investments.

The response by Retirees and Beneficiaries who received the check has been overwhelming. Retirees have always appreciated the extra income and never failed to express their thanks. This year their letters seem to carry a single theme of gratitude and understanding during difficult economic times:

"Sure was a welcomed surprise. It came to the right place at the right time."

forced to charge more to the remaining patients to keep afloat.

National economic conditions never favor a reduction in hospital costs and quite often contribute to the increases. When the economy expands, hospitals go through their expansion cycle, financing new facilities, adding new equipment and remodeling. When the economy turns down hospitals stop expanding and depend on patient charges to meet their costs. In either situation the public pays the bill.

Finally, the general public rightly fears the financial catastrophe of a hospital stay and so they are eager to meet higher health insurance premiums to avoid financial exposure.

Consumers must reverse their attitude about health care and insurance before there is any break in hospital charges. They must adopt a preventative approach to health, monitor public health costs, seek second surgical opinions and pre-hospital admission testing, and openly voice their concerns to responsible parties of the medical community. If the public is being held up by hospitals, only the public can do something about it.

"We want you to know it came at a time that it was really needed and appreciated."

"We want to say thank you and we appreciate this supplemental payment authorized by the Board of Trustees."

"We are indeed proud and grateful to belong to this dependable and generous Union. Thank you again for this additional check and it's timely arrival."

"We received this check at a time that couldn't have been better..."

"...express my thanks and appreciation to all of the Board of Trustees for the supplemental payment check which came at the right time."

Local 3 and the Board of Trustees are always pleased to do what they can for Retirees and as a follow up to their many cards and letters—you are very welcome.

Work in Sacramento still slow

District Representative Clem A. Hoover reports that work in the Sacramento area has not picked up yet due to the wet weather. "We don't have a lot of work to look forward to, but we can't start what we have until the weather settles down," Hoover said.

There is quite a bit of work in the Lake Tahoe-Truckee area. Nielsen-Nickles was awarded a \$7 million plus contract for an expansion of the Truckee Sewage Treatment Plant. Several smaller jobs will be starting up as soon as weather permits, reports Business Representative Ken Allen. There is in excess of \$100 million of work to start in that area. This is very encouraging as the work in the valley is not a very rosy picture.

Fruin-Colnon Corporation of St. Louis, Missouri, has been awarded a \$20 million remodeling and also new additions to the Procter and Gamble plant on Fruitridge Road in Sacramento. This will keep a few Brothers busy for about a year and a half.

The SOFAR Project is now going through the water rights hearings before the State Water Resources Control Board, reports Business Representative Ernie Louis. "The hearings are progress-

ing smoothly, so we are very optimistic that the water rights will be granted. We would then expect to see some work started on this project sometime this year."

There are several high rise buildings under construction in the downtown area, with others to be put out for bid later on. These projects keep a few of the Brothers on hoisting equipment busy.

Granite Construction Company will finish their pipe job at Dunnigan in a few weeks. This has been a good job for several of the Brothers in the underground classifications.

"We would like to thank the Brothers that attended the District Meeting on February 23, 1982, and elected Billy Burns, Jim Wood, and Greg Villegas to the Grievance Committee," Hoover added. "We also would like to thank the three brothers for serving on the Grievance Committee. We will dearly miss Brother Jack Misener who had to resign for health reasons. Brother Misener was a good, reliable person have on the Grievance Committee. It is a thankless job, so it is always a real loss to lose someone who was as dedicated as Brother Misener."

TRIAL RESULTS

Pursuant to charges filed in accordance with the International Constitution, trials in accordance with the By-Laws were held before the membership at regular quarterly district meetings. The following are the results of those trials.

HAROLD WATEGA, Register No. 1231384, tried in absentia before the District #6 membership on October 8, 1981, on charges filed by the Local Union alleging that Brother Watega crossed a legal Operating Engineers Local Union No. 3 picket line on 4/6/81, 5/11/81, 5/26/81 and 5/27/81, which was placed on Kirkwood-Bly, Inc., at a job located at Sly Creek Reservoir in Butte County in violation of the Local Union By-Laws Article III, Section 1 (c) and (j), and the Constitution of the International Union of Operating Engineers, Article XXIV, Sub-division 7, Section (e). Brother Watega was found guilty by vote of the members present and was fined One Thousand Dollars (\$1,000.00).

EARL WOOD, Register No. 1761484, tried in absentia before the District #6 membership on October 8, 1981, on charges filed by the Local Union alleging that Brother Wood crossed a legal Operating Engineers Local Union No. 3 picket line on 4/22/81, 5/8/81, 5/11/81 and 5/28/81, which was placed on Kirkwood Bly, Inc., at a job located at Sly Creek Reservoir in Butte County in violation of the Local Union By-Laws Article III, Section 1 (c) and (j), and the Constitution of the International Union of Operating Engineers, Article XXIV, Sub-division 7, Section (e). Brother Wood was found guilty by vote of the members present and was fined One Thousand Dollars (\$1,000.00).

JOHN HARTY, Register No. 182 0617, tried before the District #1 membership on October 15, 1981, on charges filed by the Local Union alleging that Brother Hartly operated a backhoe without an Oiler on June 16 and 17, 1981, for the Pat Kennelly Construction project at Teresita Blvd., San Francisco, CA, in violation of the Local Union By-Laws Article III, Section 1 (a) and (m), and the Constitution of the International Union of Operating Engineers, Article XXIV, Sub-division 7, Section (e). Brother Hartly was found guilty by vote of the members present and was fined Five Hundred Dollars (\$500.00), Three Hundred Dollars (\$300.00).

(Continued on Page 11)

Fringe Benefits Forum

(Continued from Page 8)

to determine when continued coverage would end and when to make self payments. Members who need assistance or information about their hour bank should contact their District Office or the Fringe Benefit Center.

Reinstatement

Engineers whose coverage has terminated will again become eligible on the first day of the calendar month after the hour bank shows at least 90 hours, if this occurs within the 12 calendar month period immediately following the loss of coverage. If a member fails to work and accumulate the required 90 hours within those 12 months, the hour bank is voided and he must meet the initial eligibility requirements. All benefit programs must have eligibility rules to operate effectively and fairly. Local 3 recognizes that responsibility and has designed these rules to protect Operating Engineers actively engaged in the trade from losing valuable health care coverages. These rules are deliberately liberal because our trade is seasonal and affected sharply by the state of the economy.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Are you 'safety lazy?'

As Operating Engineers, we must give consideration to a characteristic, trait, or habit that some persons have, and one that is of utmost importance to us in our work. This particular characteristic is with all of us, in varying degrees fortunately, and we must be aware of its presence and not let it get the better of us. We are referring to the constant urge within



many of us to shortcut our jobs. Impatience with ourselves and our jobs can add to this urge and produce disastrous results. "Safety lazy" might be another way of referring to this attitude. "Safety

lazy" is, of course, quite different from trying to avoid work.

When you will not take enough time to do a job in the safe way, you are safety lazy—too lazy to take the safe way.

You may have heard of the expression, "a lazy man's load." What do we mean when we make this remark? The person of whom we speak is carrying more in one load than is safe, to avoid an additional trip. This is a form of safety laziness and is responsible for many back injuries.

Safety laziness can be found in each of your duties. Any time you take a shortcut on any job and fail to follow established customs and safety procedures, you are being safety lazy.

The mistaken notion that you can get away with breaking rules is dangerous thinking. Everything that we do is either

building up or tearing down habits. If you do something in one way for a few times, soon you will be doing it that way even when you want to do it some other way. Efficient and safe methods have been formulated by time and experience. Use them.

When is a safety rule not a safety rule?

- When it is seen.....but not read.
- When it is read.....but not applied.
- When it is deliberately violated.
- When it is winked at, sneered at, and finally ignored.
- When it is not accepted in a spirit of cooperation.
- And when, after it has been found important enough to be placed in the rule book, it is not strictly enforced.

Jobs ready in Santa Rosa, but weather isn't

"The jobs are ready, but our weather just won't cooperate," reports Santa Rosa District Representative Paul Wise. "This is par for the course for this time of year in our area. The sun shines long enough to get things drying out nicely and just when you decide it won't rain anymore, here comes another good groundsoaker of a rain."

Good material at the Warm Springs Project will allow for a quick start soon after the rain stops, reports Business Representative Pat O'Connell. Lots of Brothers will be busy on the finishing stages of this large project, and the major earthwork will be completed this year.

Auburn's management team has indicated they are anxious to crank up as soon as there is a break in the weather.

The Army Corps of Engineers has also stated that approximately \$10,000,000 would be allocated this year for roads to service the area around Lake Sonoma. This is good news, since the Corps had not originally planned to do the work this year.

Another job that wasn't figured on this year is also coming out to bid. The long awaited Cloverdale Bypass project is actually going to start. The first stage, which has an engineer's estimate of \$4,000,000 will be bid in July.

Pat O'Connell will be the agent on the job and is pleased to report it will be done in stages over the next three to five years and will mean at least another \$30 million worth of work for Local 3 members.

Another bright spot this year is in The Geysers area. Already this year over \$40 million worth of work has gone to good union contractors and there is at least that much more soon to be bid. There is also a good road job coming up on Bottle Rock Road which is the northernmost road servicing the Geysers area.

"Our local contractors have begun to get some work on the books, but because of the soggy old adobe, only a few key men have been recalled," Wise added. "Quite a few jobs have been bid and we are hoping for the interest rates to keep dropping. Lower interest rates would spur commercial and residential development. Let's keep our fingers crossed that the interest rates continue on the down trend."

Since we are in a depressed economy, it is especially frustrating that a group of people are attempting to halt the Hewlett-Packard project in Rohnert Park. This project has financing and a start this year would mean lots of man hours for our Brothers. However, the

no-growthers have gathered enough signatures to bring this issue before the voters of Rohnert Park. These no-growthers are organized and dedicated. They should not be taken lightly.

Pru Draker (585-3330) who is heading the committee for Hewlett-Packard development, needs volunteers to help. The main thing you need to do, if you are a resident of Rohnert Park, is get to the polls on April 13, 1982 and vote YES on A. Let's help ourselves to a better local economy and more jobs this summer.

The fact that the members of District 10 are able and willing to get involved was illustrated on March 11th when over 200 members attended the District Meeting in Santa Rosa. Our congratulations to Les Crane, Paul Heater and Jim Killean who were unanimously supported in their bid for re-election to the Grievance Committee. These dedicated Brothers have worked hard. Bro. Les Crane was also elected as District 10's delegate to the Election Committee.

We had a good meeting with an underlying theme which is worth repeating: as union members we need to be responsible by supporting and voting for candidates and causes which will provide us with a strong economy and a prosperous job market in the future. By getting together and supporting the winners, we can make the difference.

More from Bob Mayfield

(Continued from Page 5)

whose help was essential, plus a very special thanks to Stewards, Manuel Barela and Floyd Alvey is owed, in what has to be a most difficult role in the face of such adverse conditions in a town (Moab, Utah) that has really been over the years quite non-union by nature.

The last negotiation through spring and early summer that I will be involved in will be the contract covering the blue collar unit of the Duval Gold Mine located near Battle Mountain, Nevada. In the entire floundering of our economy and that of the World, even gold and oil prices are softening somewhat. Therefore, a stabilization of prices of gold will help in contract negotiations and an upswing would be a bonus.



A series of ratification meetings was held recently in the Stockton, Marysville and Clear Lake areas for Local 3 members working under the 1982 Oilfield Drilling Master Agreement. Pictured above following the Kelseyville ratification meeting are (shown stand-

ing left to right) Hubert Krumslock, Harry McDonald and Chuck Youngblood. Seated left to right are Dan Brazil, Skip Kazas, Frank Townley (Oilfield Rep.), Carl Kopatz, John Self, Ray Morgan (Bus. Rep.) and Red Tanner, negotiating committee member.

INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

One of the great American pastimes is to sit around and gripe about the jobs that politicians are doing in Washington and Sacramento. If you listen long enough it seems that even the good guys are bad guys.



It doesn't make any difference if you approve or disapprove of a voting record. It does matter that you do what you can to defeat or support the political representative that is serving your best interest or is not.

We exist in a representative form of government. In most matters, large and small, the elected official speaks and acts in your name, decides the amount of your tax bill, how much unemployment is good for the economy, manipulates the inflation rate and in some way touches the lives of us all on a day to day basis.

These are pretty important people that literally regulate our lifestyles but in every election there are many persons who never make it to the polling place. They leave the selection of the person, who will effect their lives in major ways, to all those dumb voters who do take the time to cast a ballot.

There is a surprising number of otherwise intelligent persons who don't know the names of the persons who speak and act in their names as a representative on school boards, city councils, boards of supervisors, State Legislators, the United States Congress or the Local Union.

A has been actor was elected State Governor of California and now holds the highest office in the nation because he can read a script well and looks good on T.V. He is your personal voice to the rest of the world and takes credit for destroying the job market in the housing industry - in your name.

It is a heck of a lot less complicated to open a can of beer and watch the news on T.V. or more fun to read the sports pages than it is to dig into the background of political candidates. Digging in is the only way to select a representative that speaks and acts in you best interest.

Make a special effort from now till the June primaries and on into the November General Election. Tell the governmental officials that you expect them to provide you the opportunity to work hard, earn your own living and make enough money to pay the taxes that pay their wages.

Register - Vote

Thirty days after the first dispatch of an Apprentice there is an obligation to apply for membership in Operating Engineers, Local Union No. 3.

Here again, a representative form of government prevails. A large number of persons are elected to represent all of the affairs of the Union in the name of the members. There are the normal group of officers, Executive Board members, Grievance Committee members, Election Committeemen, etc.

During the summer months the regular Union election process will be happening. Just as in the partisan political races, candidates should be examined for indications that they will represent your best interest. Now is the time to get involved.

Do NOT look to the J.A.C. or it's employees for opinions about individual candidates for Union office. This is a matter between the Union Members who care to be involved. The J.A.C. DOES encourage involvement in the Union election from both a civic duty standpoint and just plain common sense.

Good citizenship demands involvement in the selection if sane decisions are to be made that vitally effect the citizen. It doesn't matter at what level of representative government, if you, yourself, don't participate then you have no right to bitch and moan when your elected representatives aren't doing what you think they ought to.

Be Informed - Vote

From time to time the Administration Office checks the Journeymen Out of Work List in order to get a handle on the need for Apprenticeship input. Needless to say, the need for input has been less the spectacular for a good many months.

In fact, Apprentices striving to become Journeymen

Chainmen/Rodman accumulated only 465 hours of work in January. That is not for each Apprentice -that is for all of them in the 46 county jurisdiction.

The mandatory ratio that normally operates between March 1 and November 30 each year has been suspended month by month until the work picture improves.

The J.A.C. is losing many of the potentially fine apprentice Technical Engineers who simply have to find another way to survive. This will mean virtually starting from scratch again sometime down the road as far as new entrants are concerned.

The Apprenticeship program is, however, still intact and functioning. As in each of the 21 years of it's existence the J.A.C. enrollment has ranged from 2/3 to 3/4 Journeymen upgrading their skills.

As the occupation becomes more competitive more Journeymen should be enrolling. Many Journeymen, who are out of work, now have the time to increase and broaden their skills.

Why not take a crack at it - just takes a little time - you have a little time - it is an excellent program - why not be the job market competitor that is working?

Just say "Send an Application!". Address it to NCSJAC - 3620 Happy Valley Road, Suite #202, Lafayette, CA 94549.

But also
be Informed - Register - Vote

Talking to Techs

Union-busting and high unemployment have always gone hand in hand. Businesses bent on the highest possible profits no matter what the cost in human terms always seek to keep wages as low as possible. American history is replete with examples of businesses using the poverty and fear that comes with unemployment as a tactic to break up worker organizations.

We consider full employment as both achievable and practical. We think that a job opportunity for every American able and willing to work is an essential human right.

Similarly, the human and legal right of workers to form their own unions free from employer interference and coercion must be strengthened and protected.

Until 1935, when Congress passed the National Labor Relations Act, workers had no legal right to organize and bargain collectively. With passage of the Wagner Act, however, the government of the United States gave workers that legal right - a legal framework to match the human rights and natural law rights workers have always had to form their own organizations to represent their needs and interests.

Today, the labor movement - once hated, despised and opposed by employers in their often violent and desperate struggle to maintain total control over the lives of workers - has become fully integrated into American society. The practice of collective bargaining has brought order, justice and dignity to thousands of workplaces and provided millions of workers and their families with an improved standard of living.

But there are many employers who still refuse to recognize their employees' rights, and who repeatedly and willfully violate the laws protecting those rights.

When a law - any law - is violated with virtual impunity and official orders to obey the law ignored, all Americans are affected. Every student who has ever studied civics knows that the United States is a government of laws, not men.

But certain employers have placed themselves above the law, setting a precedent and pattern for corporate lawbreaking that severely damages the legal underpinning of this society. They regularly and repeatedly engage in economic terrorism and we believe the time has come to put a halt to these practices, once and for all.

This nation's basic labor law has been amended twice in the past 42 years to meet employer objections and to strengthen penalties for union violations. The result is that the law governing labor/management affairs,

instead of being neutral, now leans heavily toward the employer's side.

Most Americans, we believe, support the view that the nation's labor law should not take sides, but rather should provide a reasonable framework and code of conduct under which labor and management can resolve their differences.

Workers have told congressional committees that their employers said, "If you want a union, then we'll fire you and hire someone who is unemployed." Such a threat is illegal, but employers get away with it day after day, year after year. Imagine that - workers threatened with their livelihood and well-being for taking the government at its word when it says workers have the right to form a union and cannot be penalized for exercising that right.

We say employers should not be able to use the misery, poverty and desperation of the unemployed to deny their workers the rights guaranteed them by God, the Constitution and the laws of the United States.

This nation cannot afford a system that offers justice to some, freedom to some, and hope of a better future to some - but not all. - From AFL-CIO President George Meany's 1977 Labor Day Message.

TESTING AND INSPECTION WAGE/FRINGE INCREASES

Pursuant to Section 17.02.05 through and including 17.02.15 MINIMUM INCREASE AND COST OF LIVING ADJUSTMENT of the existing Agreement, the following allocations have been made to wages and/or fringes, effective and retroactive to March 1, 1982.

17.00.00 WAGES AND FRINGE BENEFITS

CLASSIFICATIONS	Increase	WAGE RATE EFF 3/1/82
Trainee	\$1.05	\$7.48
Technician 1 (T1)	1.05	8.99
Technician 2 (T2)	1.05	10.52
Engineering Tech. ET	1.05	12.04
Senior Engineering Tech. 1 (SET 1)	1.13	13.21
Senior Engineering Tech. 2 (SET 2)	1.21	14.26

17.03.02 Health and Welfare: \$.10 cent increase
\$1.55 per hour - Effective 3/1/82

17.03.03 Pensions: \$.10 cent increase
\$1.70 per hour - Effective 3/1/82

EFFECTIVE MARCH 1, 1982

Field work performed in excess of eight (8) hours in any one work day or forty (40) hours in any one work week shall be paid for at two (2) times the regular rate of pay. Premium shall be reckoned by hour and half-hour.

SATURDAY AND SUNDAY WORK

Effective March 1, 1982 field work performed on Saturday, as defined below, shall be paid for at two (2) times the regular rate of pay. Field work performed on Sunday, as defined below, shall be paid for at three (3) times the regular rate of pay. A shift which commences on or after 1:00 a.m. on Saturday morning shall be deemed Saturday work for the entire shift.

A shift which commences on or after 1:00 a.m. on Sunday morning and before 1:00 a.m. on Monday morning shall be deemed Sunday work for the entire shift.

MEMBERSHIP CORRESPONDENCE

The Tech Department received this letter from one of our members and we would like to share it with you:

"Operating Engineers, 675 Hegenberger Road, Oakland, California 94621. Attention: Mr. Paul Schissler. Gentlemen: I would like to express my sincere thanks to the JCSJAC for providing a thorough, comprehensive and up to date related training program for its surveyors and apprentices.

Having recently passed the L.S.I.T., I can attest to the value of our union's training program and the course material contained therein.

With the economy in its present state, all Technical Engineers should consider the program as a means of increasing not only their basic skills, but their employability as well. Ken Morrison, March 2, 1982."



Swap Shop: Free Want Ads for Engineers

FOR SALE: BUDGER, 17x53 CUSTOM Deluxe, 1 BR, A/C-FH, storm windows, many extras, well care for unit. Exc. cond. K. Medearis, 20692 Rd. 19-1/2, Chowchilla, Ca. 93610. Ph. 209/673-3132. Reg. #1011174. 1/82.

FOR SALE: '76 CHEVY PICKUP, 3/4 Ton, big bed, 454 c.i. engine, 411 Positraction rear end, clean. \$3,000. Call Harvey Pahel, 707/778-0860 eves. Reg. #1208552. 1/82.

FOR SALE: MOBILEHOME LOT at Melones Lake. Trees, view of lake to west & view of mts. to east. Water & sewer in. \$15,000 or will talk terms. Ken Downing, ph. 415/581-2482. Reg. #0387121. 1/82.

FOR SALE: NINE ACRES, irrigated pasture and older house & barn off Hiway 120 between Oakdale & Escalante on Pioneer. \$125,000. Ph. 209/847-2835. Reg. #0529252. 1/82.

FOR SALE: 1977, 25 FT. TERRY Travel Trailer, self contained, awning, air condition & other extras. 12' Alum. boat with trailer, 18 HP motor. Ph. 916/269-0684. Reg. #0921440. 1/82.

FOR SALE: 10x54 DOUBLE EXPANDO, 2 Bedroom, mobile, additional room. Shed, fenced corner space, car port, adult park. Weekdays & evenings call Jim Whitman, 707/642-0391, Vallejo. Reg. #1053883. 1/82.

FOR SALE: 72 CJ5, one owner, \$2,500. Two new gas tanks off 80 GMC, skid plates, electric switchover \$250. 70 10-1/2 Aristo cabover, s/c, no jacks, \$1,200. D. R. Fellion, 1501 Harper St., Santa Cruz, Ca. Ph. 475-8011. Reg. #1461545. 1/82.

WANTED: U. S. & FOREIGN COINS, world currency & stamps. G. Lambert, P. O. Box 21427, San Jose, Ca. 95151, or call 408/226-0729. Reg. #1225584. 1/82.

FOR SALE: 1978 TRAVEL-EZE 5TH WHEEL, 38 feet w/ tipout living room. Comp. self contained, furnished, built in microwave, air cond., awning plus much more. Dwight Homestead, 103 Shipley Dr., Yerington, Nv. 89447. Phone 702/463-4689. Reg. #1768875. 1/82.

WANTED: A CAT BELT BUCKLE years from 1948 to 1955. Also, watch bobs. Will trade for what you want. Don L. Wrest, P. O. Box 1494, Auburn, Ca. 95603. Reg. #0535806. 1/82.

FOR SALE: 15 ACRES IN OROVILLE area. Rolling hills w/oak & pine trees, nr. town, \$3,000 per acre. Owner will finance. Bob Rodrigues, 6656 Lwr. Wyandotte, Oroville, Ca. 95965. Ph. 916/533-1854. Reg. #106711. 1/82.

FOR SALE: TWO 4x50 MOBILE HOME, 3 BR, 2 BA, many extras. 3 metal bldgs. fully landscaped w/grapestake fence for privacy. All on 1/4 acre lot. Will consider trade

for Arizona property. 3964 W. Gentry Ln., West Jordan Utah 84084. Ph. 801/255-2051. Reg. #0603811. 1/82.

FOR SALE: 35 ACRE RANCH in Trinity County, CA. Part under gravity irrigation. 4 BR ranch house, 2 barns, hay equipment. \$210,000. Gilbert Edgerton, 2681 N. Bonnyview Road, Redding, Ca. 96001. Ph. 916/241-8441. Reg. #1025237. 1/82.

FOR SALE: NOVATO, CA. 3 BED., 2 BA. fam. room, A.E.K., 2 car garage, automatic opener, lovely yard w/brick planters. Exc. location, \$143,500. Ph. 503/484-7396 or write Robert W. Grant, 2827 City View, Eugene, Oregon 97405. Reg. #0716361. 1/82.

FOR SALE: 10 ACRES, ELKO COUNTY, Nevada. \$30,000. Call after 6 p.m., 415/686-1600. Archie Headley. Reg. #1373022. 2/82.

FOR SALE: 1980 KAWASAKI 1000 LTD Motorcycle. Low mileage, mint condition, many extras. Pls. contact James M. Conway, P. O. Box 879, Clearlake Oaks, Ca. 95423. Asking \$3,500 or best offer. Ph. 707/998-9219. Reg. #1861964. 2/82.

WANTED: USED METAL LATHE in good condition. 12-inch Swing 36 inch between centers, or could be a little larger. Bert Felstead, Box 23, Parowan, Utah 84761. Reg. #0630689. 2/82.

FOR SALE: MOTOR GRADER, 503 Gallion, hyd. moul-bournd, scarifier, cab, heater, 6 cyl. diesel eng. Everything in good condition. \$13,000. Jerold W. Bailey, 3425 Pine Ridge Ln., Auburn, Ca. 95603. Ph. 916/823-1054. Reg. #0783148. 2/82.

FOR SALE: MARQUETTE INFARED ANALYZER, Model 42-076. Bought new in Mar. 81 used very little. Shop closed in Sept. Incl. stand. Sold new at \$3,695, asking \$3,000 or best offer. James A. Smith, Box 176, Fernley, NV 89408. Ph. 789-1125 or 575-4267. Reg. #0745116. 2/82.

FOR SALE: 75 INT. TRUCK, Low mileage, equipped with 1800 gal. water tank w/3 in. pump. \$8,500. Ewell Paxton, 1169 Sonuca Ave., Campbell, Ca. Ph. 408/378-0856. Reg. #1043707. 2/82.

FOR SALE: 1942 WILLYS JEEP, MP model, new tires, full cage roll bar, good cond. \$2,000 firm. Earl Moore, 4542 McMurtry Ln., Vacaville, Ca. 95688. Ph. 707/446-1287. Reg. #0750512. 2/82.

FOR SALE: FIVE ACRES in Christmas Valley, Oregon. Good close in location. \$3,000. Robert Henning, Mountain City Highway, Elko, NV 89801. Ph. 702/738-4283. Reg. #1121786. 2/82.

FOR SALE OR TRADE: 17-1/2 FT. ROADLINER travel trailer, 1969 model, self contained, shower, sleeps 6. \$2,400 or trade for horse trailer. John Meyer, P. O. Box 308, Valley Springs, Ca. 95252. Ph. 209/786-2224. Reg. #0409005. 2/82.

FOR SALE: 73 JEEP COMANDO 304 V8 engine, 43,000 miles. \$3,000. Roscoe M. Searcy, 2010 W. Sunnyside, Visalia, Ca. Ph. 734-4758. Reg. #0702402. 2/82.

Davis-Bacon

(Continued from Page 6)

Small Business subcommittee that has no legislative powers.

The only government witness was the "advocacy counsel" of the Small Business Administration. Frank S. Swain, who told the panel that his testimony reflected only the view of the agency, and not the position of the Administration.

Swain termed the Davis-Bacon Act an example of "over-regulation" by government and suggested that contracts under \$100,000 be exempt. The present coverage threshold is \$2,000.

Mundy told the panel that virtually all of the record-keeping involved in compliance with the Davis-Bacon Act is also required by other federal laws, including the Fair Labor Standards Act and the Copeland Anti-Kickback Act. Thus, exclusion from Davis-Bacon would not eliminate burdensome paper work.

He challenged the argument that minority workers would benefit if contractors didn't have to pay prevailing wages.

Mundy termed that a "cynical argument" that "would permanently relegate such workers to the lower rungs of the economic ladder and undermine much of the gains they have made."

Excluding a large number of construction contracts from the law's coverage would set up "a double standard" for government construction and would induce artificial fragmentation of contracts to evade the intent of the law, he warned.

FOR SALE OR TRADE: 1961 CHEVY, 1200 ga. oil distributing trk. 12' spray bars. Make offer. John Corbett, 2606 Carpenter Rd., Stockton, Ca. 95205. Ph. 209/463-7305 or 477-7366. Reg. #1208766. 2/82.

FOR SALE: 190 GAL. OIL distributing pot, 8 ply rubber good shape. \$1,200. John Corbett, 2606 Carpenter Rd., Stockton, Ca. 95205. Ph. 463-7305. Reg. #1208766. 2/82.

FOR SALE: FIRE WOOD, CEDAR/PINE, \$140/cord. \$75 1/2 slab wood. \$120 cord \$65 1/2. Free del. Ph. 408/736-0596. Ask for Bob. Reg. #0928229. 2/82.

FOR SALE: IN BEAUTIFUL WILSEYVILLE, Calaveras Co. 2 BR home, county water/sewer. Nr. store & post office. \$42,500. Also 5-10-15-20 acre lots. Marvin Collins, P. O. Box 147, Wilseyville, Ca. 95257. Ph. 209/293-7920. Reg. #496057. 2/82.

FOR SALE OR TRADE: RETIREMENT TWO ACRES, 14x65 custom made mobile home, gd. barn, sheds, hog fenced, garden, fruit, take vacation trailer as part. Paul L. Indermuehle, Rt. 2, Box 195AA, Buffalo, Mo. 65622. Reg. #0844685. 2/82.

FOR SALE: ENERGY EFFICIENT HOME at Lake Almanor in scenic Plumas County. 3 BR, 2-1/2 bath, 2 car garage, 10x24 deck, Fisher wood stove. 10,000 under appraisal at 79,500. Ph. 916/596-3570 after 5:30 except weekends. Reg. #1870433. 2/82.

WANTED: SKI & FISHING BOAT reasonably priced. Also metal working tools for home work shop. R. Gray, 6053 Campanula Ct., Newark, CA 94560. Ph. 415/792-8187 eves. Reg. #1677704. 3/82.

FOR SALE: DUMP TRUCKS, 10 wheelers. Intl. Red Diamond motor. \$850. Intl. 450, Garwood box & hoist \$1,750, Mack 401 Heil box & hoist \$3,900 & \$5,775. Leslie Mulhair, 97 Southridge Wy, Daly City, CA 94014. Ph. 415/333-9006. Reg. #154371. 3/82.

FOR SALE: POWER TAKEOFFS \$25 ea. & pumps \$50 ea. for 4-5 yd. dump, 10 wheelers & semi-dmp trks. Walking beams for 1974 Eaton-Hendrickson \$62.50 ea. L. E. Mulhair, 97 Southridge Wy, Daly City, CA 94014. Ph. 415/333-9006. Reg. #154371. 3/82.

FOR SALE: 1979 PARK TRAILER, beautiful 40' dbl tip-outs, dual king bd. lg mirrored closet, lg bathrm, qn size sofa sleeper, used very little. Nr. Hogan Dam, Calaveras Co. Tow w/pu. \$14,500. Ph. 415/439-9056 w/days. 209/786-2242 w/ends. Reg. #0413422. 3/82.

FOR SALE: 75-76 CHEV. C-65, 2-1/2T hvy duty, steel flatbd w/loading ramps for tractor/backhoe, etc. Michelin tires, 35,000 mi. exc. cond. Ph. 916/786-6519. Reg. #1171873. 3/82.

FOR SALE: 580-C CASE BACKHOE w/extendahoe, 6 buckets, 1300 hrs, exc. cond. Ph. 916/687-6519. Reg. #1171873. 3/82.

FOR SALE: SK-WAYNE. Set No 1714, 14 pc set in durable tool roll. 14 comb. wrenches 3/8" thru 1-1/4". Never used. \$60. Lloyd R. Moore, 36 N. Oak Ave., Oakdale, CA 95361. Ph. 209/847-1325. Reg. #0652592. 3/82.

FOR SALE: 12 PLUS ACRES SATSUMA mandarin oranges located n.e. Orland. Complete w/mobile, shop, tractor & packing equip. Exc. terms available. Emmor Little, 2591 So. Waverly Ave., Redding, CA 96001. Ph. 916/243-2379. Reg. #1014476. 3/82.

FOR SALE: ITHACA SKB 600 skeet 20 ga. \$650. 65 silver dollars or \$95 silver coins. Browning BAR 30.06. Belgium \$500. 50 slvr dol. \$75 slvr coins. Sm&Wesson model 17, extras \$300. 30 slvr dol. \$45 silver coins. All guns like new. Franklin Callahan, 9380 Woodleaf Star Rt., Oroville, Ca. 95965. Ph. 916/589-3663. Reg. #1092551. 3/82.

FOR SALE: 1979 10' DOUGLAS utility bed. No dents, no rust, used only for 10,000 mi. Keys & locks. \$1,100. Rod Westbery, 6305 Westwood Dr., Rocklin, CA 95677. Ph. 652-5973. Reg. #1712700. 3/82.

FOR SALE OR TRADE: 1956 FORD BUS converted, self-contained, sleep six, many extras, perfect for jobs, see to appreciate. \$6,200. Pete Perez, 2819 Lerwick Rd., Sacramento, CA 95821. Ph. 916/482-9280. Reg. #1225597. 3/82.

FOR SALE: DELI/CATERING BUSINESS super potential, Fremont. 45,000. Ph. 415/489-4624. Eves. 796-7909. Reg. #1142983. 3/82.

FOR SALE: CONDO, 2 BDRM, 1 BA, covered garage, one blk to bus. BART & shopping. 12,000 dn. Pay as low as 386/mo. Ph. 415/489-4624. Eves. 796-7909. Reg. #1142983. 3/82.

FOR SALE: '79 DBL-WIDE MOBILE HOME. Like new. Deck, awnings, etc. 1 mi. from Crescent City Boat Harbor. \$23,000, \$9,000 dn. Bal. @12%. Fred Barber, 161 Lakeview Dr., Crescent City, CA 95531. Ph. 707/464-6040. Reg. #1152603. 3/82.

FOR SALE: 1970 DATSUN automatic 510 wgn, red/3 oil filters, 63,580 mi. Needs tires. Quick sale \$895, orig. owner. Ken Mahoney, 455-41st Ave., San Francisco, CA 94121. Reg. #883769. 3/82.

FOR SALE: LARGE HOME and small rental house on two lots in heart of shale oil country. Largest mule deer herd in the world. 75,000 terms. Warren J. Wallers, 970 6th St., Meeker, CO 81641. Ph. 303/878-3169. Reg. #0848982. 3/82.

FOR SALE: LINCOLN WELDER, air cooled, 2 cyl. Recent work, runs good. 75' leads. 950. Bud Wells, 124 Hermosa Ave., Oakland, CA 94618. Ph. 547-0553. Reg. #0557433. 3/82.

FOR SALE: BOOM TRUCK, 1964 Chev 1-1/2T utility with 60 du air compressor H.D. winch & boom, vise clean, painted. 2,250. 1969 Ford 350 utility trk lg tires, vise painted. 950. Bud Wells, 124 Hermosa Ave., Oakland, CA 94618. Ph. 547-0553. Reg. #0557433. 3/82.

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to Engineers News Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Ca. 94103. Be sure to include your register number. No ad will be published without this information.

GRIEVANCE COMMITTEE ELECTION RESULTS

At its meeting on January 12, 1982, the District 4 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Joseph Biasca, Jay Powers and Darrell Robinson.

At its meeting on January 13, 1982, the District 7 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Lawrence Sackett, Danvil Hilbert and Harvey Brown.

At its meeting on January 14, 1982, the District 6 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers James Melton, Cy Shephard and Richard Bagley.

At its meeting on January 21, 1982, the District 1 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Harold Cooper, Frank Accetola and Gerald Russell;

At its meeting on February 11, 1982 the District 2 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Ray R. Royer, John Roderick and Eugene Schaufler.

At its meeting in February 9, 1982 the District 3 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Billy Barrett, Lee DuBois and Noah L. Howard.

At its meeting on February 16, 1982 the District #5 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Robert Daniel, Francis Rocha and Bob Sheffield.

At its meeting on January 27, 1982 the District 17 (Honolulu) membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers John Hoopi, Jr., William Kapiko and Richar Lacar.

At its meeting on January 28, 1982 the District 17 (Hilo) membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Charles Paclab, Ichiro Matsui and Clifford Britto.

At its meeting on January 29, 1982, the District 17 (Maui) membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Kit Carson, Albert Napoleon II and Clive Brown.

TRIAL RESULTS

(Continued from Page 6)

dred Dollars (\$300.00) payable immediately and Two Hundred Dollars (\$200.00) was suspended provided that there are no further violations of the International Constitution, Local Union By-Laws, and/or Collective Bargaining Agreements for a period one (1) year.

ARNOLD ETCHEBERRY, Register No. 1199094, tried in absentia before the District #11 membership on December 3, 1981, on charges filed by the Local Union alleging that Brother Etcheberry crossed a legal Operating Engineers Local Union No. 3 picket line on August 11, 1981, which was placed at the Sparks Nugget Hotel/Casino, "B" Street, Sparks, Nevada, and continued to cross the picket line on various dates thereafter during the following 30 days, in violation of the Local Union By-Laws Article III, Section 1 (c) and (j), and the Constitution of the International Union of Operating Engineers Article XXIV, Sub-division 7, Section (e). Brother Etcheberry was found guilty by vote of the members present and was fined One Thousand Dollars (\$1,000.00).

JOHN PISCOVICH, Register No. 1892431, tried in absentia before the District #11 membership on December 3, 1981, on charges filed by the Local Union alleging that Brother Piscovich crossed a legal Operating Engineers Local Union No. 3 picket line on August 31, 1981, which was placed on A. C. Shaw job located at Bearing Boulevard, Sparks, Nevada, and continued to cross the picket line on various dates thereafter during the following 30 days, in violation of the Local Union By-Laws Article III, Section 1 (c) and (j), and the Constitution of the International Union of Operating Engineers Article XXIV, Sub-division 7, Section (e). Brother Piscovich was found guilty by vote of the members present and was fined One Thousand Dollars (\$1,000.00).

ATTEND YOUR UNION MEETINGS

- 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.

- July**
 13th **Eureka:** Engineers Bldg., 2806 Broadway
 14th **Redding:** Engineers Bldg., 100 Lake Blvd.
 14th **Oroville:** Village Inn, Oroville Dam Blvd.
 22nd **Fairfield:** Holiday Inn, 1350 Holiday Lane
 28th **Honolulu:** United Public Wrker Union Mtg. Hall, 1426 No. School St.
 29th **Hilo:** Kapiolani School, 966 Kilauea Ave.
 30th **Maui:** Cameron Center Aud. Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

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.

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

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

My name is: _____
 (PLEASE PRINT ALL INFORMATION)

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

City, State & Zip Code _____ Social Security Number _____

CREDIT UNION INFORMATION

Dear Credit Union:
 Send me the following brochures, kits or applications.

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

IMPORTANT

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

REG. NO. _____

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



Will close final gap

Utah lets two I-15 sections

The Utah Department of Transportation has let two sections on the 41-mile stretch of Interstate 15 between Nephi and Scipio, reports Business Representative Bill Markus.

Gibbons & Reed Company of Salt Lake City was low bidder at \$2,883,963 for grading and drainage facilities on a 5-1/2 mile section from the Juab County Line to the Sevier River. The engineer's estimate was \$3,532,809.

Owl Constructors of Irvine, California submitted the low bid of \$7,404,960 for grading and drainage work on a 13-mile section from Mills junction north to a point a few miles south of Nephi. The engineer's estimate was \$9,836,962.

These two sections of Interstate are located at the north and south ends of the section still to be completed by W. W. Clyde Co. Before the winter weather set in, W.W. Clyde had approximately 45 Operators on the job and the crew size will probably return to that number when the job starts up again in the spring. W. W. Clyde Co. expects to have this section completed by the fall of '82.

Completion of the 41-mile stretch from Nephi to Scipio will close the gap in Interstate 15 and provide four lanes of freeway from Tremonton to the Arizona state line. Within two years, approximately 88 percent of the last 41-mile stretch of Interstate will be graded. Separate contracts will be let for the paving on these sections.

Murray Stevens reports that the Grand County Commission approved a request for up to \$10 million in industrial bonds for development of a tar sands processing plant. The request was submitted last

October by C & A Companies, Inc. of Scottsdale, Arizona. C & A has proposed construction of a modular processing plant in the P. R. Springs area of the Book Cliffs in northern Grand County.

Proceeds from the bonds will be used to fund the plant which is designed to produce 200 barrels of oil per day. A solvent process will be used to remove the oil from the tar-bearing sand. Construction of the plant is expected to begin as soon as air and water quality permits are issued, which could take 60 to 90 days. Ninety-five percent of the nation's tar sands are located in Utah, eighty-five percent of which are on Federal lands.

L. A. Young Sons' Company is presently working on the Price Bypass job when weather permits. The contractor is keeping two shifts busy on the scrapers at Price and two shifts on the crushers at Welling and Price. L. A. Young also has a job at Utah Power & Light Company's Hunter Plant to extend the water cooling towers on Units 1 & 2. M-K Power is employing approximately 100 operators on Unit 3 and expects to start on Unit 4 about the first of May.

H-E Lowdermilk Company has been awarded a job by Utah Power & Light Company to raise the diversion dam at the Huntington Canyon Plant. The proposed Recapture Dam, to be located near Blanding, is scheduled to be bid around the end of March.

W. W. Clyde Company has the contract for the grade and oil on I-70 at Green River.

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 Engi-

neers 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:

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