

# Foran gas tax bill gains additional support

A bill by State Senator John Foran designed to pull the highway fund out of its financial crisis appears to be making headway through the Senate. SB 215, which would increase the state's 7¢ gas tax by 2¢ and increase other drivers license and truck user fees, received the enthusiastic support of the state building and construction trades when the bill was introduced two months ago.

On March 17, the Senate Transportation Committee gave the bill a "do pass" recommendation, clearing the way for submission to the

Senate Finance Committee. SB 215 received only minor amendments from the Transportation Committee.

The bill continues to provide for increases in the tax on gas, driver license fees, registration fees and truck weight fees. Foran accepted a recommendation from the committee that he do everything possible to include intent language in the bill stipulating that the money raised would be used for highways and certain other transportation purposes currently provided for by law.

As SB 215 makes progress through the Senate, it continues to gather support from other sectors besides labor. The Aggregates and Concrete Assn. of Northern California gave its formal endorsement to SB 215 last month at its 47th annual meeting in San Francisco.

Last month the California Transportation Commission also gave its formal support to Foran's bill in its biennial report, which stated that unless new revenues are provided, Californians will find each and every one of their state and local transportation services

cut. In addition, the Commission stated, California will be unable to match federal road aid grants, and beginning next year stands to lose about \$400 million a year in construction funds that would otherwise be earmarked for the state.

"It's not a question of being able to afford new freeways," stated commission chairman Dean Meyer. "The message is that we cannot manage upkeep on what we now have and that will hurt everybody."

Some counties have already

begun changing paved rural roads into gravel to save on maintenance. This trend will increase the wear and tear on trucks carrying produce over these roads, which will in turn increase the costs of the goods in the market place.

The Commission's report charges that the main culprits in the state's deteriorating road system are inflation and the gasoline tax frozen at 7¢ a gallon since 1963. It sees Foran's bill as a reasonable and fair way to restore revenues to the highway fund.

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## ENGINEERS NEWS

VOL. 32, NO. 4

SAN FRANCISCO, CA

APRIL 1981

### Important Notice

Turn to page 16 for an important notice dealing with a new restriction on the rights of members to resign from Local Union membership.

## Labor Roundup

### Prevailing Wage Attack Spreads

Conservative majorities in several state legislatures continue to promote "Little Davis-Bacon" repeal bills. Repeal campaigns are currently active in at least nine states, including New Mexico, Idaho, Colorado, Texas, and a recently introduced bill in Pennsylvania.

The New Mexico repealer has already passed the legislature. Gov. Bruce King must veto the legislation by mid-April to save the law.

The Idaho House approved a repeal bill on March 19 by a sweeping 49-18 margin. The bill was rushed to the Senate State Affairs Committee, where labor hopes it will remain until the session ends. A strong grassroots lobbying campaign stymied a right-to-work bill in Idaho this session.

In Pennsylvania, the chair of the Senate Labor and Industry Committee, Sen. Robert Kusse (R-Warren), co-sponsored a repeal bill, S.B. 337. Since the bill has been referred to his committee, it will be difficult to block. The entire state government is controlled by Republicans, but party line votes are not anticipated.

In Colorado, the repeal bill has cleared one house so far. But the opposition has plenty of time, since the session will probably last until June. The Texas repealers have not yet reached the floor in either house.

### Oil PACs Spend Record Amounts

Energy industry PACs gave over \$6 million to House and Senate candidates in the 1980 election, according to a study just released by the National Committee for an Effective Congress (NCEC). That's more than the National Democratic Party spent.

The oil and gas companies spent particularly huge sums to defeat key progressive Senators and Congressmen who voted consistently in the best interests of consumers. The NCEC study found that oil and gas PACs contributed \$177,880 to defeat Senator John Culver of Iowa, \$167,700 to defeat Senator Frank Church of Idaho, \$152,509 to defeat Sen. George McGovern of North Dakota, \$134,000 to defeat Sen. Birch Bayh of Indiana, and \$102,911 to defeat Representative Bob Eckhardt of Texas. Each of these men were allies of the Building Trades.

The energy industry's contributions helped increase the gap between corporate/right-wing and labor spending in 1980.

### IUOE General President Turner blasts conservative Democrats

The 40 conservative Democrats who jumped on President Reagan's budget cutting bandwagon this month were criticized heavily by labor leadership in the Democratic National Committee.

The 40 congressmen went to breakfast at the White House and cozied up to President Reagan by proposing an additional \$11.2 billion in specific budget cuts, including the repeal of the Davis-Bacon Act, as reported in last week's *Builders*. Most of the 15-member labor component of the DNC convened with

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## NTS contract dispute drags on

# Anatomy of a strike

By James Earp  
Managing Editor

IT IS ST. PATRICK'S DAY in the small Sacramento Valley town of Williams, CA. This has not been the normal run-of-the-mill month for Williams. The talk of the town for the past six weeks has been the bitter strike between the Operating Engineers Local 3

and Northern Truck Service, a locally owned company that transports drilling rigs.

At about 6 p.m., Bob Rohmoeller and Jerry Babb—striking employees of NTS—gather up their picket signs and head over to the Stage Stop Motel. Tomorrow morning will start early at 5 a.m. on the picket line, so they decide it will be a lot easier to just stay in the motel that

night, rather than make the 1½-hour drive home and back again.

At the motel they meet up with several other striking employees and Local 3 business agents who have been working the picket lines since the strike began. The group decides to walk down to Sullivan's Tavern a couple of blocks away to shoot some pool and have a few beers before eating dinner.

"As we entered the bar, I noticed about 15 people along with about three that I recognized as NTS strikebreakers," Rohmoeller recalls. One of them, upon seeing the striking employees, immediately got up and left the bar. "I proceeded to the rear of the bar where the restroom was located," Rohmoeller continues. "On the way, Jim Sandridge (one of the strikebreakers) stopped me and asked what we were doing there. I told him I came in to play pool and have a few beers."

Rohmoeller explains that Sandridge then told him to "put a quarter on the table" to reserve a spot, which he did. After a while he took his turn on the table. Some of the other strikers and Local 3 business agents sat around to watch while others walked over to the other side of the bar to another table.

While Rohmoeller played, NTS owner Herb Bales, his wife Shirley and several other NTS strikebreakers entered the bar. Herb Bales began buying drinks for his people while the bartender kept track of the tab. More people kept coming through the door. As they entered the establishment, Shirley Bales would point out the strikers and Local 3 people to them. More drinks were passed around to the NTS people. Someone from the NTS group got on the pay phone and began making calls, and shortly thereafter more people arrived.

The tension began to mount. There was a lot of bad mouthing about Local 3 accusations and before you know it, the union would bring in Cesar Chavez. A member of the Local 3 group observed that things were getting pretty nasty and

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Striking NTS employees Jeff Yates and Bing Pennington.





By DALE MARR, Business Manager

# LOOKING AT LABOR

## Local 3 members take part in 'Media Watch'

### ENGINEERS NEWS

WIPA

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

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Engineers News is published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia Street, San Francisco, CA 94103. It is sent free to the approximately 35,000 Local 3 members in good standing throughout the union's jurisdiction (N. California, N. Nevada, Utah, Hawaii, Guam). Subscription price \$30 per year. Second Class postage paid at San Francisco, CA.

(USPS 176-560)

Remember when the television industry was a new and glamorous business that mystified and enthralled America? Those were the days, of Walt Disney and Milton Berle, of Ed Sullivan and Dr. Kildare, of Bonanza and Matt Dillon. When American families first started congregating in the living room to spend an evening being entertained by television in the early 1950's, it was seen as another example of American ingenuity creating an industry to satisfy our needs for increased leisure time activities.

Taking a look at the state of the art now, over thirty years into its existence, we find that television is a multi-billion dollar industry. The prime concern of the networks now seems to be locating corporate sponsors willing to spend in excess of \$250,000 per minute for commercials during prime time viewing.

Television viewing has also changed over the years. The average television set is now turned on for seven hours each day. Two out of three Americans rely totally on television for all their news. Instead of an opportunity to get the family together for an evening's entertainment, the "boob-tube" is used as a baby sitter, occupying the kids, or as an excuse to sit in silence in an hypnotic trance, afraid to speak for fear of disturbing someone else's television viewing.

Television has become a big-bucks industry. Those with the big-bucks—the multi-national corporations, the oil companies—control the industry that has such a strong influence on our daily lives.

With all the millions and millions of dollars being spent on television advertising, it is no wonder that most of the programming and news coverage begins to take on a corporate slant.

That is why network programming almost totally ignores building tradesmen and

other blue collar workers, or portrays them as bumbling idiots with little or no common sense. Occupational prevalence on television is grossly disproportionate to reality. For want of dramatic and comedic stories which are simple to understand and easy to portray, the networks skew viewers' sense of reality and distorts the importance of production jobs to the nation's needs. Butlers outnumber government office workers by two to one, and miners by eight to one. There are twice as many witch doctors as welfare workers, and private detectives outnumber production line workers by twelve to one.

Whenever a union or the labor movement is mentioned on network news it is to report a strike or an alleged criminal act. When covering the story of a strike, the news broadcasters rarely explain the issues behind the strike. Issues of concern to unions like labor law reform or the Davis-Bacon Prevailing Wage Act are cited as examples of "power grabs by big labor that contribute to the inflationary cycle hampering business."

What can be done to improve the image that network television gives the labor movement? How can we see that labor's position is reported as fairly as that of the corporate board rooms? Although the Ladies Garment Workers Union has taught America through televised advertising to "look for the union label" it is obvious that we cannot compete with big business in the purchase of expensive television time to get our message across.

Because the airwaves, over which corporate philosophy is broadcast, are publicly owned and regulated by the Federal Communications Commission, we can help decide which type of program goes on the air. The networks have licenses granting them

the right to use the public airwaves and that license requires them to do so fairly.

The law under which television stations function requires that they serve the "public interest, convenience and necessity" and that they follow a "strict adherence to objectivity and balance" within programs dealing with controversial issues of public importance.

To help us obtain the facts on the impact that today's programming has on America's workers, the International Union of Operating Engineers have joined with the International Association of Machinists in a "Media Watch Project." Volunteers from Local 3 in the Bay Area and from Local 18 in Cleveland are monitoring television's prime time broadcasting during the month of April.

After a month of close monitoring and recording observations on a specially developed set of forms, the results will be tabulated and computer analyzed. With this information in hand, representatives from the International Union will be well armed as they attempt to prove to the network executives that their programming represents a very biased viewpoint.

The IUOE Media Watch Project puts our union out front in this important battle for fairness over the public's airwaves. Leaders of the television industry, one of the most powerful influences over people's lives that we have known, must be convinced that there is another side to the story of America's workers.

They must be convinced that the trade union movement is a permanent institution that has a right to exist in this country. Along with that right to exist, we also have a right to be portrayed fairly and honestly when broadcast into the living rooms of our great country.

## 'Media Watch' to monitor anti-labor bias on TV

By John McMahon

What is television doing for workers in America? Or, perhaps a better question might be what is television doing TO workers in America?

To find out the answers, mem-

bers of Local 3 from throughout the Bay Area have volunteered to act as television monitors during the International Union of Operating Engineers Media Watch Project. The monitoring project, taking place during the month of April, is being con-

ducted as a result of a belief on the part of the labor movement leadership that the television industry is biased against labor unions.

The 60 plus volunteers have agreed to monitor one of the major television networks' programming one night each week during the month of April.

A similar project was conducted by members of the Machinists union in February, 1980. After they closely watched the programming during the month, their observations were tabulated by the educational consulting firm of William M. Young and Associates of Chicago.

Their conclusions found that, among other things:

- unions are almost invisible on television;
- television depicts unions as violent, degrading and obstructive;
- television continues to portray workers in unionized occupations as clumsy, uneducated fools who drink, smoke and have no leadership ability;
- occupational prevalence on television is grossly disproportionate to reality.

The IUOE Media Watch Project began for Local 3 volunteers

on a rainy day in February when over 60 members met in the Union's main office in San Francisco for an all-day training session.

During the session, they received instructions on how to watch television programs and evaluate the messages sent to American workers. They received information on how to understand the industry, how it operates, and how it sways the attitudes and opinions of viewers.

In announcing the beginning of the project, Local 3 Business Manager Dale Marr said that "the goal of this project is to promote and assure fair and honest television coverage of American labor. The IUOE Media Project places our union out front in demanding adequate and unbiased coverage of the concerns of workers by the media."

Following the end of the monitoring period, the results will be tabulated and made public. Armed with statistics which are sure to prove their point, IUOE representatives will be calling on the leaders of the television industry in an effort to change the programming direction of what has become known as the "idiot box."



'Media Watch' participants sit in training session.



## **EBMUD considers hydroelectric**

East Bay Municipal Utility District will go after federal permission to build two hydroelectric dams in the Sierra foothills as a plan for reaping big energy profits to hold down its customers' water bills. By a 6-0 vote last month, the water board voted to begin the planning and permit process on a \$140 million project to build two dams on the Mokelumne River in Amador and Calaveras counties. EBMUD directors cautioned they haven't yet given the final go-ahead on the dams project, which still faces lengthy environmental and economic reviews. But the action enables the district to start feasibility studies and get an edge on competitors eyeing the same project.

Initial estimates indicate that the district would reap large profits by selling the electricity the dams would produce, said Orrin Harder, EBMUD's chief of water resources planning, but he added he would not have specific figures until further studies are done. The energy profits would help the water district hold down bills for its 1.1 million customers in Contra Costa and Alameda counties, EBMUD staff said. Harder estimated the two dams could increase EBMUD's hydroelectric power sales by 50 to 100 million kilowatt hours a year. One of the dams is proposed for Middle Bar on the upper reaches of EBMUD's Pardee Reservoir. The other dam would be built at Railroad Flat on the South Fork of the Mokelumne River.

EBMUD first considered the two dams more than 30 years ago but they are much more practical today because of skyrocketing electricity prices, water district staff said. The water district already has built or approved plans for turbines to produce 145 million kilowatt hours annually at Comanche and Pardee Reservoirs on the Mokelumne.

## **US aid urged to build canal for brackish water**

Assemblyman John Thurman has introduced a resolution requesting the federal government to build a 290-mile, \$1.2 billion canal to carry used, brackish irrigation water out of the San Joaquin Valley and into Suisun Bay. Thurman, a Modesto Democrat, said that although his Assembly Joint Resolution 12 asks the federal government to do the actual construction, the state would assist through purchase of right of way, marshlands and wetlands. The state and federal governments tied to work out a joint construction effort for a San Joaquin Master Drain in the 1960s but the state finally dropped out because it could not find enough farmers who would agree to pay part of the construction costs. State law requires that water construction projects cannot be commenced until sufficient contracts have been signed to assure reimbursement of state costs. Federal law has no such requirement and the federal government initiated construction of a limited drainage canal to serve only farmers who receive irrigation water from federal projects.

Thurman's AJR 12 asks the federal government also to serve farmers who get water from the State Water Project. Thurman said he has not talked directly with officials of the new Reagan administration but "there have been indirect talks... and they seem to have a very sympathetic ear" toward requests to include farmers in the state service area. Thurman said he is preparing legislation that would assure adequate environmental controls over the dumping of water from the drainage canal into Suisun Bay because "obviously we don't want to do anything to damage the bay and the (Sacramento-San Joaquin) delta... I'm convinced the drain can be constructed and maintained in such a way as to protect the environment." Thurman said that unless the drainage canal is constructed, "California stands to lose over 1.2 million acres of prime farm land over the next 20 years."

## **Bridge study Ok'd**

The Sacramento Area Council of Governments (SACOG) has voted to begin planning for a study of the possibility of constructing a third river crossing between Marysville and Yuba City. Sutter county Supervisor Richard Withrow, who is the county's representative on the council, said the board voted 10-0 to "schedule for study" the possibility of a third bridge. The move came after a request by the Intergovernmental Relations Advisory Council

(IRAC), consisting of various Yuba-Sutter government agencies, for a feasibility study on the proposal. Withrow said no specific amount of funding was discussed in connection with the proposed study. He said actual funding for the study will be discussed and voted on in a future SACOG meeting.

## **Water extension Ok'd**

The Contra Costa County Water District board, despite vocal opposition from residents, voted 4-0 last month to move ahead with plans to extend treated water service to the Castle Rock and North Gate area. Sixty residents turned out to object to the proposed water system that would bring treated water to their area, charging that the system would encourage development and could be extremely costly for current homeowners. Board vice president Craig Randall told the residents that the district planned to sponsor an assessment district to generate funding to build the multi-million water project.

Many speakers protested that the new system would spur development of the primarily rural, hilly area just east of Walnut Creek and argued that future density and population estimates by the consultants were not in line with current zoning. Residents of the area, estimated at about 950, currently are provided with untreated canal water through two private distribution systems. About half of the households individually treat that water for drinking; the others use well water.

## **Flood control job approved**

A \$2.4 million contract for a project intended to alleviate flooding in Pine Creek southeast of Walnut Creek and further upstream in downtown Concord was approved by the Board of Supervisors last month. The contract was awarded to contractor Roy E. Ladd of Redding. The company's bid of \$2,438,501 was the lowest of 26 bids received for the project, said county officials. The project will entail the excavation of almost one million cubic yards of earth to widen the basin of Pine Creek in the Castle Rock-Northgate area of Walnut Creek near Mt. Diablo. Work is expected to begin in mid-March and take approximately 10 months to complete, county officials said. The project is a cooperative effort between the City of Walnut Creek, the county, the state Department of Water Resources and the U.S. Department of Agriculture, which is expected will provide 90 percent of the funding. Concurrently, the U.S. Army Corps of Engineers is inviting bids on a contract for a much larger flood prevention project on Pine Creek in downtown Concord. Property next to the creek has been flooded periodically in past years when the waterway ran over.

## **Overpass funds fade**

Oroville's promised \$7.5 million for the Oro Dam Boulevard overpass project may be more a case of muffled communications than hard cash. Al Wrenn, chief of the design branch of the state Department of Transportation (Caltrans), says it is "unlikely" that Oroville would receive the entire \$7.5 million promised to it for the widening of Oro Dam and the construction of a new railroad bridge. Oroville Mayor Clayton D'Arcy, however, said that the city is confident that it would receive the \$7.5 million promised by the federal government and former Congressman Harold T. "Bizz" Johnson. "If they estimate that the project will cost \$7.5 million, then we'll take it," the mayor said.

The money had been promised by the U.S. Department of Transportation last October and had been confirmed by a regional representative of the department. Now, however, Wrenn claims that the project in Oroville has not been approved by the Federal Highway Administration and that no funds have been designated for any project in the Oroville area. Instead the \$7.5 million, which is the entire amount of Economic Growth Center funds for California this year, will be spread out among the three communities designated as centers, Crescent City, Nevada City-Grass Valley, and Oroville, he said.

## **SF Outfall bid call due April**

Bids for San Francisco's \$200 million Southwest Ocean Outfall project are expected to be advertised in April—the largest of eight over-\$1-million jobs which public works agencies have scheduled for advertising during the month, according to the Dept. of Labor Bay Area Construc-

tion Committee's new 1981 "Bid Calendar." The project is the major contributing factor to the \$243,576,000 worth of jobs, 86 in number, which gives April the largest total monthly valuation of bid calls scheduled in the calendar (DPB, Jan. 23 et al.)

The seven other big April projects are:

- Another State Water Resources Control Board project, a sewage treatment plant for San Mateo County, \$3,150,000.
- Cal/Trans. earthquake restrainers, China Basin Unit 1 Viaduct and bridges, San Francisco 280, \$3.1 million.
- Cal/Trans, modify interchange and roads, east of Castro Valley Blvd., Alameda County 580, \$6,136,000.
- Cal/Trans, install corrosion protection system, Richmond-San Rafael Bridge, Marin County, \$1,020,000.
- Contra Costa County Dept. of Public Works, Oakley-Bethel Island subregional wastewater treatment plant and reclamation facility, \$3.5 million.
- San Mateo County Dept. of Public Works, reconstruction of Bay Road, Phase II, \$1 million.
- U.S. Navy, P-752 jet engine test cell, Naval Air Rework Facility, Alameda, \$3 million to \$5 million.

## **Bid packages for convention center project**

Bid packages for the \$33.3 million Oakland Convention Center project became available at Oakland City Hall's Contract Administration office this month. On March 19th, the bids will be opened in the city clerk's office. Last November, the contract for structural steel and metal decking was awarded to Flint Steel Construction Co., Tulsa, Okla., for \$6.3 million. Now nearing completion is excavation and filling work on the site under a contract awarded earlier to Abdo S. Allen, Oakland, for \$145,940. Construction is expected to begin in April or May on the contemporary-designed structure with a 57,000 sq. ft. exhibit hall, and an additional 7400 sq. ft. of meeting space on the second level and an 870-car parking garage.

The Convention Center is expected to be the only one of its size to be built near a Class-A convention hotel, the \$44 million Hyatt Regency-Oakland with 500 rooms, restaurant, cocktail lounges, coffee shop and gift shops. ELS Design Group, Berkeley, is the architect for the center-hotel project, to be located in an area bounded by Broadway, 10th, 11th and Clay Sts. Surrounding are planned projects of Hong Kong/USA, Victorian Row and Preservation Park. Some 1400 are expected to be available during construction and nearly 600 permanent jobs are expected to be open at the project's completion.

## **Oakland Hilton Extension OK'd**

Board of Port Commissioners have approved a conceptual design plan for a \$3.5 million extension to the Oakland Hilton Inn, located near Oakland International Airport. Ted Connolly, president of the Oakland Board of Port Commissioners, said that the Hilton Hotels Corp. plans to construct a three-story addition with 73 rooms, just south of one of the three existing three-story buildings included in the present Hilton Hotel Complex. Parking facilities will also be increased, he said. The ground floor of the new hotel building will contain an elevator lobby, meeting rooms totalling 7,300 square feet, and nine guest rooms. The second and third floors will contain 64 guest rooms.

## **Highway gas tax "trade off?"**

The Reagan administration is considering a proposal to raise the federal road fuel tax from four to six cents a gallon for two years in order to keep the diminishing Highway Trust Fund solvent. At the end of that period, it is expected that states would increase their own taxes and take over responsibility for some road programs primarily funded by the federal government, such as the urban and secondary systems, Office of Management and Budget Director David Stockman told the National Governors Association meeting in Washington, D.C., early this week. At the same time Department of Transportation Secretary Andrew Lewis indicated that the trust fund would continue, with some other increased user fees, such as higher truck taxes, phased in.





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

We just concluded the round of District Meetings in Utah, Nevada and Northern California and appreciated the good attendance at all of the meetings. Also want to again express my personal congratulations to the Grievance Committee members elected at each of these meetings. The Grievance Committee members are really dedicated to helping the sister and brother members and get very little "Thank You's" for a job well done!

California's top legislative leaders have been invited to address the three-day Joint Legislative Conference to be held in Sacramento April 6-8 by the California Labor Federation, AFL-CIO, the State Building & Construction Trades Council of California and the California State Council of Carpenters.

Featured speakers expected to address the conference include: Governor Edmund G. Brown, Jr.; Assembly Speaker Willie Brown, Jr.; Senate president Pro Tem David Roberti; Assembly Minority Floor Leader Carol Hallett; and Senate Minority Floor Leader William Campbell.

At this conference your officers and Delegates will review labor's position on scores of measures affecting workers rights and consult with state legislators on a wide range of issues of importance to workers both as trade unionists and as consumers.

U.S. Senator Orrin Hatch (R-Utah), the new chairman of the Senate Labor Committee has introduced legislation to let employers pay workers under the age of 20 just 75 percent of the minimum wage.

With the current federal minimum pegged at \$3.35 an hour, this would mean that all workers under age 20 could be paid just \$2.51 1/4 an hour.

Hatch, a conservative Republican whose cumulative AFL-CIO voting record is seven "Right" and 66 "Wrong" votes indicating that he voted against worker-

oriented issues 90 percent of the time, contends that a sub-minimum wage would help reduce unemployment among teenagers, a contention that has been sharply challenged by the AFL-CIO.

AFL-CIO Research Director Rudy Oswald said recently that a sub-minimum wage for teenagers is a simplistic idea that would not create more jobs but would mean hardships for the lowest paid adult workers.

"Transferring jobs from one person to another at a lower wage rate" would produce "bigger profits for employers" but would provide no incentive for them to put more people to work, he said.

Making an exception for workers under 20 years old because their unemployment rate is high could open the door to similar exceptions for other groups with higher than average unemployment, he noted.

Pay rates, Oswald said, should be based on the job that is done, not on age, sex, color or unemployment rates among particular groups.

He also pointed out that the minimum wage has fallen substantially behind the inflation rate, including the January 1, 1981 increase to \$3.35 an hour. This represents an improvement of only 8.1 percent while inflation is running at 13 percent, he pointed out.

Late last month a lead editorial in the *Oakland Tribune/East Bay Today* voiced similar concerns in announcing its opposition to a proposal by Republican Senator S.I. Hayakawa for a 75 percent sub-minimum for workers 16 to 20 years old.

The Hayakawa proposal, the editorial said, "would encourage employers to favor teenagers over adults, signalling a return to the days of "free enterprise" which gave employers the freedom to exploit whatever group was most convenient, be it children or women or minorities or immigrants."

"The reason the minimum wage laws were enacted during the worst depression this country has ever known," the editorial concluded, "was to prevent such exploitation. That reason is still valid today."

We appreciate so much the many calls and kind letters we receive from the retirees and their lovely wives. The following letter I received from Brother Jimmie "Cotton" Dorris who lives at Paradise, California is a perfect example:

Paradise, California  
December 30, 1980

OPERATING ENGINEERS LOCAL UNION NO. 3  
474 VALENCIA STREET  
SAN FRANCISCO, CALIFORNIA 94103

Mr. Huston, (Brother Harold)

We received our check for January and it was so nice to get the much needed raise.

We do appreciate our Union and the officers that are in there now. We hate to see the officers getting close to retirement age because we like the great jobs you do for the Union.

(Fishing isn't any good any how.)

Thanks a lot for the great job you are all doing.

Sincerely,  
Jimmie W. Dorris  
"Cotton"

## Morgan Equipment works into new shop

If you are a mechanic for Morgan Equipment, you better keep your bags packed. That according to Homer Holmes, Vice President and General Manager of Morgan Equipment.

The reason for the necessary preparedness is Morgan's worldwide market place. With service stores located in such faraway places as Papua New Guinea, Saudi Arabia and Australia, Morgan's mechanics are constantly being sent overseas to service the huge earthmoving equipment that is a trademark of operating engineers.

In addition to the 10 established service centers located across the United States and on foreign soil, Morgan mechanics are currently on assignment in Israel, the Philippines, Venezuela, Okinawa and Indonesia, to name a few.

Closer to home, Morgan Equipment employs some 24 members in their new service center located adjacent to the Port of Sacramento. Although they are not newcomers to the Sacramento area, having first come to California's state capitol some 20 years ago, Morgan recently moved onto the new property just west of the city.

The new building, occupying 28,000 square feet, opened for business in October, 1980. The structure includes a 15,000 square foot shop, a 9,000 square foot parts department and 4,000 square feet of office space.

Bobby Garrett, a 1968 graduate of the Operating Engineers

Apprenticeship program, is the manager of Morgan's service department. His 20 mechanics are spread throughout the shop which has 12 service bays, each 20 feet wide by 45 feet long. The shop has 3 central lube stations and is serviced by two five ton P&H overhead cranes.

The Sacramento shop special-

izes in repairing and rebuilding P&H cranes, Euclid front and rear end dump trucks, Clark-Michigan loaders and scrapers and Komatsu tractors. In addition to a huge loading ramp, the service center also has 200 feet of rail line of its property for shipping and receiving.

Garrett says that he currently

is in the process of rebuilding six Euclid R50 trucks being used on the Sugar Pine Dam job in the Sierras. He is expecting another six to eight 85-ton Euclids to arrive soon.

Worldwide, Morgan's repair work for 1980 amounted to over \$150 million worth of business.



Pictured above at Morgan Equipment's shop in Sacramento are (left to right): Lorenzo Montoya, Al Canet, Ambrosio Franco, Arine Ellis, Buzz Lardis, Ted Kalis, Lee Haas, Tom

Ewing, Leonard Simmons (shop steward), Regi Bacoccini, Ed Husmann and Geoff McMurray.

## Warm Springs Dam going once again

Work in the Santa Rosa area is starting to move along quite well with the Warm Springs project putting a number of men back to work, reports District Representative Bob Wagon. The contractor, Auburn Constructors, has most of the problems solved on the belt situation. Last year there were a number of breakdowns on the belt causing some lost time to the employees but repairs and upgrading were done through the winter months and the outlook is very optimistic for the 1981 season.

Up at Leggett, Stimpel-Baker & Assoc. are due to start their Highway 101 project, weather permitting, employing several brothers for the season.

There are several highway jobs due to start any day in the Clear Lake area, the largest being \$1.2 million on Highway 20 with Syar & Harms doing the work.

The Geysers Project Agreement has finally been settled after about a year of negotiating resulting in the brothers continuing to receive subsistence and a bus ride to the various job sites covered under the project agreement. This was a very important agreement for Local 3 as not only P.G.&E., but several more employers are now working under the agreement.

As of now there is over \$20 million in work to be done, either going on at the present or to start soon and several more contracts to be bid this year. It's hard to say just exactly how much work there will be at The Geysers area but it would be safe to say there will be \$750 million in the years to come.



By BOB MAYFIELD  
Vice-President

## Rigging Lines

I most recently attended a so called public hearing on Tract '53 (five separate drilling lease sites located off the Northern California coastline), at Skyline College in San Bruno. In my opinion, this so called public hearing may have just as well been called a public farce (or fleecing), because that is the way it appeared to me in all ways, for the most part. The setting at this Junior College was on campus in the main theatre, with a stage in front and about 500 seats available for the public. On stage was the Congressional Subcommittee, headed by Congressman Toby Moffett, from Connecticut, who was Chairman, and he was flanked by Tom Lantos, Congressman for San Mateo County, who along with the Chairman, was very much opposed to any form of government leasing for drilling and construction purposes.

From the opening bell the public was set up with a stacked deck, by having every environmentalist group in the country attending (Friends of the Earth, Sierra Club, plus many others). On the other flank was Assemblyman Deckard from Indiana and Pete McCloskey of California, who were either pro-offshore drilling or at least as yet undecided. Allegedly, the point of the whole hearing was for this great committee to hear public testimony, and then report back to Washington, D.C., with the opinions of what the public has to say about all of this.

The reason I say this procedure might be called a sham is because for starters, hardly anyone that would be considered the public (including us, the Union, and the independent drillers whose employees we represent as members) even heard about the affair until three working days before it was scheduled. Even then, both of us (the Union & the drillers) found out in a left handed manner, when a public relations firm from Chevron called me asking me some questions about it, and I in turn notified the signatory drilling contractors so that we might jointly or separately attend. Doesn't it seem strange that such a big thing would be kept so quiet from us, the public, unless somebody didn't want us, the public, to be there with plenty of supporting bodies and be prepared with qualified speakers? Further, a 9 A.M. meeting, mid-week makes it a little difficult for the average construction worker to go anywhere, because he is working, hopefully.

Now what else would be more perfect than a college campus setting where some of the greatest environmentalists of all times (college professors) are located! This scene, I hope, is starting to make itself clear as far as being set up with a stacked deck, because these college professors filled up every one of those seats, by turning their students loose from their regular classes and in all likelihood granted them academic credits as well. I can only say that almost all, with a little prodding, were opposed to the idea, even though many parents were probably putting these same students through school by way of a construction occupation.

At this public hearing there was not even one floor microphone, where anyone from the audience could ask a question of any panelist, or an invited participant. This invited participant list is the caper of the whole scene, because the so called public hearing's "participants" were invited and approved by the Congressional Committee's Chairman. These participants, by invitation only, including those in the stacked deck, begins with Governor Brown and others that followed to the end of the day—averaged at least 7 to 1, opposed to the leases with Brown, being at the forefront of non-construction and nongrowth, which is in keeping with his philosophical pattern throughout his career as governor.

I'm certain, because of this farce, that no Congressional Panelist had his so called "open mind" changed, in any manner one way or the other since no audience participation was allowed and the invited speakers allowed in advance at the discretion of the Chairman, were already set in their views and testimony. So what was accomplished by the whole thing, except that once again, the taxpayers' dollars were not used efficiently. To add to this waste, the Chairman, after traveling a great distance at the taxpayers' expense, couldn't even finish the session and left very early in the afternoon—the same for Congressman McClosky, who had to hurry off to the airport to catch a plane for more important business elsewhere.

Finally, by pulling a few strings, we were able to get a Local No. 3 speaker (Mark Stechbart), who in my opinion, delivered a concise, factual and interesting version favoring leases. He highlighted the truth by saying that no person, company nor country knows what quantities of oil & gas lay offshore unless such exploratory & testing drilling takes place. Even here on dry land where drilling is readily accessible, we are finding new large energy fields every year. So how can anyone, such as Governor Brown, come along and claim as he did, that all the facts point out that only six days supply of oil for this country are in these tracts and whereas there is thousands of square miles offshore where no appreciable exploration, by anyone, has ever been done.

I'm not anymore anxious than any environmentalist, nor average citizen anywhere, to see the shores polluted with wastes, spillages and accidents. With today's technology, the entire public awareness of the needs for clean water, air and environment which has been developed in the last 10 years alone, there is no logical reason why these leases cannot be explored without any major problems. Our dependency on the amount of oil & gas we import from OPEC and

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## Walker Boudwin gets S&L project in Reno

Nevada Business Agent Dave Young reports that Walker Boudwin Construction was low bidder for construction of a Nevada Saving and Loan branch office in Sparks, NV at \$328,000.00. Walker Boudwin is currently constructing an eight million dollar building on Kuenzli Street in Reno for Nevada State Journal. Earl Games Construction and Western Crane and Rigging have been the subcontractors.

S.J. Amoroso Construction of Reno is currently working on schools in Fernley and Dayton and the Nevada Department of Highways in Carson City. On February 17, 1981, they were awarded construction of a dairy facility at the University of Nevada Reno for \$965,000.00. Local No. 3 was notified that R.E. Ferretto is the subcontractor for excavation.

Gerhardt & Berry was the successful bidder on construction of a landing pad at Washoe Medical Center for a helicopter landing. Low bid was \$12,850.00.

Contract for the construction of multi-lane McCarran Blvd. from Mira Loma Dr., north to Mill St., includes asphalt concrete or Portland concrete paving and drains. Low bid was \$1,998,315.00 from Robert L. Helms Construction Co. with second lowest bid coming from Granite Construction at \$2,103,537.00.

Robert L. Helms is also currently constructing a portion of McCarran Blvd. from Pyramids Way to 395 North, and portions of 180 at two locations in Lovelock and one in Winnemucca, NV.

Bids are due March 5th for an estimated \$800,000.00 worth of overlaying on existing streets in Washoe County. Parsons Construction is currently battling weather in Wells and Wendover on 180.

Granite Construction has been near totally idle due to weather and job complications, working only a small patch crew and periodic

crews at their Rock, Sand and Gravel operation.

Corrao Construction is currently employing four operators at Harveys Hotel Casino at South Lake Tahoe, reconstructing after the shocking bomb attack by unknown assailants.

"We are currently involved in a tug of war with Incline Village General Improvement District at Incline Village," Young reports. "The trustees have received contract bids to contract the grooming of the golf course by a non-union firm, but Local No. 3 is standing tight and will not give up representation of these employees who are approximately 20 in number."

Local No. 3 just completed successful picketing of Truckee Meadows Construction Inc., at the Peppermill Hotel and Casino on South Virginia St. Truckee Meadows was subcontractor to A.D. Seeno Construction of California.

The Reno office is also currently preparing for shop agreement negotiations at Mentzer Detroit and Wells Cargo Inc., as well as for

Ormsby Landfill in Carson City, Nevada.

Local No. 3, along with the Nevada Building and Trades were successful in defeating a bill at the 61st session of the Nevada State legislature in Carson City. "This bill would tend to reduce unemployment benefits and give us a mandatory waiting week," Young said. "We are currently trying to face down Senate Bill #280 by Senator Neal which amends provision on eligibility for unemployment compensation after discharge or misconduct. We would like to see this act not only be amended but abolished."

Basic Inc. at Gabbs, NV, reports that their production is expanding to include a cattle feed additive. The new product, called Mag Ox, is expected to boost chemical production sales back up. It has lagged due to current market conditions. A contract with Basic Inc. was reached earlier this year which will run for three years. There were many language changes and wage and health adjustments and continuance of the existing C.O.L.A. language.



Local 3 member Jack Carson operates CAT 631 scraper on the Humboldt River Relocation Project—part of the two-year long railroad relocation project near Elko, Nevada.

## San Jose kept busy during winter rains

Most of the grading and paving contractors in the San Jose area were able to work through January and February due to the light rain for that period, reports District Representative Tom Carter. At the present time there are about 475 A men, oilers and apprentices on the out-of-work list which is not bad for this time of year.

"If you are called back to work, please call in and take your name off the out-of-work list," Carter urged. "This makes it easier for the dispatchers to fill the jobs when they aren't having to call someone who is already working."

Raisch Construction was the successful bidder on the new section of Tully Road from Capitol Expressway to White Road and widening a portion of White Road.

The amount of the bid was about \$3.5 million and should be awarded about the first week in April with work starting shortly after that.

This job includes about 50 thousand yards of import material plus 40 thousand tons of paving and a large amount of underground work.

It will provide quite a few hours of work to several brother engineers.

One job that hasn't been affected by either weather or high interest rates is the 40' x 80' wind tunnel located at Moffett Field (NASA), reports business Rep.

Bob Delany. Most of the work is under cover and protected from the bad weather. This has been a good job for some of the crane rental companies. Peninsula Crane & Rigging has had as high as four rigs working out there and 2 cranes working on a pretty steady basis. Bigge Crane & Rigging has a 4100 rig setting a lot of red iron for part of the new tunnel.

After a couple years of work and a lot of problems the Kaiser Cement plant is ready to go on line. Bob Delaney, Tom Carter, and Jack Bullard have had several meetings with Kaiser Corp. Labor Relations Dept. in regard to the changeover and how to fill the jobs and set the wages for the different classifications.

This plant is going to be fired by coal instead of natural gas, which requires them to bring in 55 cars a week to the plant. Most of the coal is coming out of Utah.

All the shops and plants in the area have been holding their own and working fairly steady through this wet period, without having a cutback of personnel.

Business Rep. Don Luba reports that the 680-280 Freeway Interchange project of Groves-Francis Co. has kept approximately 20 brothers and sisters steadily employed with the exception of the days of actual rain downpours. This same job also employs approximately 12 additional bro-

thers and sisters through various subcontractors.

Jim Gaither, Project Manager, for Granite Construction Co. on the Blood Alley Bypass says he will probably start moving the big yardage in March. Of course, the recent heavy rains have probably set that scheduled date back a couple of weeks.

Commercial construction in the area is going very good, contrary to the sluggish pace in housing construction. It would appear that the high cost of borrowed monies doesn't affect the commercial construction market at all.

For example, in the Milpitas area, huge and elaborate warehouses are being built on speculation. This, of course, is a great help and most probably commercial construction is now becoming the mainstay of the work opportunities in our industry. Certainly public works projects are no longer the greatest provider of work opportunities, and housing projects are down to a snail's pace as compared to recent years.

"We here in the San Jose District have experienced some new wrinkles in the format of public works projects in recent weeks," Luba comments. It would appear that now various public agencies are engaging in *LAWFUL* but devious methods of issuing public works contracts to nonunion contractors.

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## Reagan's budget proposal

# A threat to American jobs

### Jobs and Training

The most direct and greatest impact of the Reagan Administration Budget in creating unemployment would occur in the jobs and training programs. Terminations of various programs under the Comprehensive Employment & Training Act (CETA), youth employment and training programs, and National Endowments for the Arts and the Humanities would abolish opportunities for the training and entry experience employment for hundreds of thousands of people who would be added to the numbers of unemployed.

#### COMPREHENSIVE EMPLOYMENT & TRAINING ACT (CETA)

**Budget Cut: \$3,600 million**

**Job Loss: 340,000**

CETA Titles II D and VI would be terminated. These programs provide training and public service jobs in state and local government agencies for workers on welfare or who have been unemployed at least 10 weeks and whose family income was below \$10,000. About 340,000 workers are currently employed in such programs. These jobs would be terminated by the Reagan Administration proposal and the workers would not be eligible for unemployment benefits because of recent changes in the law. Many would be forced on welfare. A sizable part of the budget cut would be transferred to state and local budgets. This is on top of cuts in the '81 CETA budget which will cost many more jobs.

#### LABOR ENFORCEMENT PROGRAMS

The Administration is proposing that there be reductions of from 6 to 9 percent in the full-time permanent employment levels of agencies that regulate labor standards and workers health and safety. These cuts would reduce employment levels for Fiscal Years 1981 and 1982 from Dec. 31, 1980 levels. The inspectors of the Occupational Safety & Health Administration would be reduced by 250 or 9 percent over two years. The Mine Safety & Health Administration would be reduced by 6.6 percent. The Employment Standards Administration would be reduced by 300 employees of 6.1 percent.

The Administration also proposes reduction of 10 percent in the Equal Employment Opportunities Commission, 7 percent in the Federal Mediation & Conciliation Service and 2 percent in the National Labor Relations Board.

#### STATE EMPLOYMENT SECURITY AGENCIES

**Budget Cut: \$150 million**

**Job Loss: 5,000**

Grants to states to help unemployed workers find jobs will be reduced by \$150 million in 1982 and further reductions made in subsequent years. The aim is to reduce staffing levels from the present 30,000 to less than 25,000 in the state agencies, a cut of 17 percent.

### Transportation

Transportation—by road, rail, air, and water—is of central importance to the nation's "infrastructure." Federal government programs—mainly centered in the Dept. of Transportation—supply money to the states to help build highways and promote highway safety; provide assistance to railroads; provide grants and subsidies for urban mass transit systems, and assist the construction of airports and ocean-going merchant ships. The National Railroad Passenger Corp. (Amtrak), supported mainly through federal financing, is the nation's most important supplier of intercity rail passenger service. Consolidated Rail Corp. (CONRAIL) receives federal subsidies for operating freight and commuter trains in the northeast and midwest. The total reduction in outlays for transportation is \$1.7 billion, about 8 percent. Job losses probably exceed 100,000.

**Editor's Note:** This special report, compiled by the AFL-CIO Economic Research Department, provides a detailed analysis of how the Reagan administration's budget will affect the jobs of millions of American workers. Few Americans understand the complicated process used in deriving the annual federal budget, nor do they always realize how the federal budget will affect their livelihoods directly.

With a stroke of the pen, the President is capable of providing or destroying millions of jobs for American workers. Construction workers are particularly vulnerable to the budget process. Billions of dollars are spent annually by the government on highways, water development projects, sewer systems, defense projects, urban renewal and energy development. At least a third of all construction work performed in the nation receives some form of government funding.

Reagan's budget proposal will slash deeply into these programs. The jobs of many Local 3 members will be directly affected. That is why it is important to be informed on exactly where these budget cuts are being proposed.

It is the responsibility of our elected Congressmen to represent us. If you disagree with some of these budget cuts, if you think they will put you out of a job, now is the time to let your Congressman know.

#### FEDERAL HIGHWAY CONSTRUCTION

**Budget Cut: \$421 million**

**Job Loss: 44,000**

Current outlays would be reduced by 5 percent, and the Reagan Administration proposal would cut 20 percent from budget authority for federal highways. This would result in a \$2 billion reduction in highway construction. Ten percent of the Interstate system needs resurfacing, many bridges require rehabilitation and new area developments demand increased road capacity. Shifting responsibility to state and local governments would require about a 2-cent per gallon increase in state gasoline taxes. If highway construction is curtailed by \$2 billion, 44,000 many-years of work would be lost.

#### MASS TRANSIT

**Budget Cut: \$420 million**

**Job Loss: 33,000**

A 15-percent cutback (\$420 million) is proposed in mass transit capital outlays, accompanied by a 35-percent (\$1.3 billion) reduction in budget authority. Grants for new construction would be discontinued entirely after 1982. A \$1.3-billion cut for construction would mean a loss of about 33,000 man years of work. Operating subsidies would not be reduced in 1982 but would be entirely phased out by 1985.

#### AMTRAK

**Budget Cut: \$304 million**

**Job Loss: 10,000**

Amtrak train subsidies would be reduced by nearly one-third in 1982. Fares would be increased and the financial burden shifted to passengers or state governments. Certain trains will be eliminated, hurting the economies in less populated areas. As Amtrak equipment has been improved on some routes, a greater capacity ratio has been achieved. This cut would allow the deterioration of the most efficient long-distance transportation, and the fixed and rolling capital that is already invested.

#### AIRPORT CONSTRUCTION

**Budget Cut: \$50 million**

**Job Loss: 6,000**

A reduction of 8 percent is proposed in 1982 outlays for the airport construction program. There would also be a \$300-million cut in budget authority for airport expansion and improved safety.

#### MARITIME SHIP CONSTRUCTION

Reduced levels of subsidy of construction of new privately-owned commercial vessels in ocean foreign commerce would result in a \$40 million cut in 1982. Budget authority is reduced by \$107 million leading to continued low-level of support for modernization and expansion of the U.S. merchant fleet.

### Education

Major federal education support programs would be sharply reduced. Through proposed consolidations and cutbacks of programs, there would be reduced outlays for Elementary & Secondary Education Grants, Vocational Education, School Assistance in Federally Affected Areas and Student Loan Assistance programs. Education activities at all levels, from elementary through higher levels, would suffer serious financial setbacks.

#### ELEMENTARY & SECONDARY EDUCATION GRANTS

**Budget Cut: \$1.1 Billion**

Consolidation would cut the total funds by \$1.1 billion in 1982 and \$1.7 billion in 1983, or 27 percent of the projected budget. All or part of 44 federal elementary and secondary education assistance programs would be reduced to two block grant programs. Localities would no longer have to provide specific educational activities and services, such as special education for the handicapped and adult education. The requirements for matching funds by localities would be eliminated. This proposal would reverse hard-won laws to gain educational equity for the nation's young people, permitting state and local agencies to ignore the needs of minorities and disadvantaged. Budget authority would be cut by \$1.5 billion in 1982, and states and localities forced to assume increased education costs in their budgets.

#### STUDENT ASSISTANCE

**Budget Cut: \$944 million**

A \$230 million reduction is proposed in 1982 for higher education assistance to students and parents. The amount of discretionary income for Pell Grants that families must contribute to the support of a student has been increased and a \$750 self-help contribution from students going to college is now required. The new parental loan subsidy will be eliminated.

Guaranteed student loan changes would push out of college an estimated one million

students, or 50 percent of those currently benefitting. This program has been frozen until final details of the cuts are worked out. The total cost of attending public colleges in 1981 was \$2,500 for residents and \$3,800 for non-residents.

#### STUDENT LOAN MARKETING ASSOCIATION

**Off-budget Cut: \$1,400 million**

The Reagan Administration proposes to eliminate access of the Student Loan Marketing Association ("Sallie Mae") to the Federal Financing Bank. This would bring about a drastic curtailment in Sallie Mae's efforts to assist student loans. "Sallie Mae" provides a market in which banks and other commercial lenders can sell their guaranteed loans and helps to free private capital for further student loans.

#### SCHOOL ASSISTANCE IN FEDERALLY AFFECTED AREAS (IMPACT AID)

**Budget Cut: \$450 million**

The number of districts receiving impact aid in 1982 will be reduced from approximately 3,900 to 330. Funds will be reduced by 45 percent. This money is vital to support schools in communities with large federal installations which do not pay property taxes.

#### VOCATIONAL EDUCATION

**Budget Cut: \$200 million**

The \$200 million cut in 1982 outlays is nearly one-fourth of the funds available for vocational education which is designed to improve the job skills and employability of young people. The vocational education program dates back to 1917 and needs expansion, technology and modern equipment.

### Commerce, Credit And Housing

Hundreds of millions of dollars in outlays as well as billions of dollars in budget authority would be cut from programs in these activity areas. Major programs involve housing finance, rehabilitation and new construction, Small Business Administration and National Consumer Cooperative Bank lending, economic development and rural electrification.

#### ECONOMIC DEVELOPMENT ADMINISTRATION (EDA) AND REGIONAL DEVELOPMENT COMMISSIONS

**Budget Cut: \$481 million**

**Job Loss: 116,000**

Programs of EDA, regional commissions and the Appalachian Commission programs would be terminated. This would greatly reduce economic development in some of the most depressed areas. Recent EDA program experience suggests that its loans and grants result in the creation of about 116,000 jobs in eligible areas by triggering private capital investment. Total investment is several times the EDA contribution as private funds are induced in building plants and starting new businesses.

#### GOVERNMENT NATIONAL MORTGAGE ASSOCIATION

There is no significant change in GNMA (below market interest rate) housing finance outlays for 1982. However, it is proposed that after making mortgage purchase commitments in 1982 to purchase eligible low-income housing mortgages for projects already under development, the "tandem plan" program for such mortgages would be discontinued. If market interest rates remain at high levels, the absence of tandem plan financing would mean a phase-out of federally subsidized low-income rental housing, which would leave many families ill-housed and add to construction unemployment.

#### SMALL BUSINESS ADMINISTRATION

**Budget Cut: \$98 million**

Outlays by the Small Business Administration in 1982 would be reduced about \$100 million for business loans and \$16 million for technical assistance. More significant would be a reduction of \$1.5 billion in loan guarantee commitment authority. SBA makes and guarantees business loans and

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provides technical assistance for newly developing small business, giving special attention to minority-owned business. The proposed cutbacks would decrease job creation for which small business is a major source, and minority-owned businesses would be particularly affected.

#### NATIONAL CONSUMER COOPERATIVE BANK

**Budget Cut: \$133 million**

The entire \$133 million of outlays proposed for 1982 for the National Consumer Cooperative Bank would be eliminated. This action would close a source of financing for cooperatives that was established about a year ago and is just getting started. Many areas in which consumers could benefit from formation of cooperatives, such as in housing, day care centers for working mothers, and prepaid medical care, would not be supported.

#### HUD REHABILITATION LOAN FUND

**Budget Cut: \$199 million**

**Job Loss: 4,000**

The HUD rehabilitation loan fund would be terminated, 1981 budget authority rescinded, and no funds authorized for future years. Providing below-market interest rate federal loans to rehabilitate older housing and some commercial properties is vital to urban areas. The loans are used mostly to help low-income homeowners, conserve older properties and neighborhoods and thus reduce the need for new construction expenditures. Termination of this program would lead to a net reduction of rehabilitation activity, a net loss of housing and more inflationary pressures on home prices and rents. It would also mean about 4,000 man-years less of construction employment.

#### SUBSIDIZED HOUSING

**Budget Cut: \$138 million**

**Job Loss: 51,000**

The Administration proposes to cut outlays for 1982 rent subsidies by \$119 million, increasing rental costs of low-income tenants. In addition, cuts of \$8.7 billion are proposed in program level authorization, which would reduce support of new units and the leasing of additional existing units. Instead of supporting a total of 260,000 units in fiscal 1982, as under the Carter Budget, there would be budget authority for only 175,000 subsidized units. Instead of authorizing 130,000 new units, there would be only about 79,000 new units. This reduction of 51,000 new units would mean the loss of about 51,000 man-years of work.

#### PUBLIC HOUSING MODERNIZATION

**Budget Cut: \$500 million**

**Job Loss: 13,000**

The program authority to modernize and conserve the stock of low-income public housing would be reduced one fourth or by \$500 million in 1982. This is justified by the Administration on an assumption that there will be a reduction of inflation-caused increases in operating costs for public housing. For the longer run, it will mean further deterioration of a valuable publicly-owned asset. For 1982, the \$500 million cutback in the program level will mean a loss of approximately 13,000 jobs.

## Natural Resources And Environment

Fiscal 1982 outlays for the natural resources and environment function would be reduced by about \$2 billion or 14 percent from the level of the budget proposed in January through a variety of reductions, including water resource construction and municipal waste treatment grants. The budget revisions propose a moratorium on Federal land purchases and elimination of major grant programs for recreation land acquisition and development and historic preservation.

#### WATER RESOURCE DEVELOPMENT

**Budget Cut: \$230 million**

**Job Loss: 2,000**

The Administration proposes a 15 percent reduction in planned construction for water resources programs, primarily involving recreation area, flood control and irrigation deliveries. About one-fourth of all projects would be delayed. Funding would be elimi-

nated for the Water Resources Council and the Office of Water Research & Technology.

#### WATER PURIFICATION

**Budget Cut: \$290 million**

**Job Loss: 91,000**

The Administration proposes to reduce funds for the municipal waste treatment grant program at a time when water supply problems are becoming critical in many regions of the country. This would cut budget outlays \$290 million and budget authority \$3.7 billion in 1982, severely crippling the program for years to come.

## Energy

Energy research and development programs outside the nuclear area and conservation programs would be sharply cut back by the Administration. These cuts would seriously retard the nation's efforts to reduce reliance on imported oil and to deal with hardships due to price increases and supply disruptions.

#### SYNTHETIC FUELS SUBSIDIES

**Budget Cut: \$789 million**

**Job Loss: 91,000**

Outlays of \$263 million for fiscal 1981 would be rescinded and \$789 million for fiscal 1982 would be cut. The Administration would eliminate nearly all direct subsidies for a half-dozen major synthetic fuels projects supported by Dept. of Energy, transferring them to the Synthetic Fuels Corp., which may or may not provide loan guarantees. This would rescind Synthetic Fuels Corp. funding support for a proposed TVA coal gasification plant, and other demonstration projects that have been approved. The cuts would set back the construction of large-scale synfuels production capacity by several years and would discourage a number of investments in large-scale synfuels production. These subsidies would have assisted at least \$4.2 billion in plant construction in 1982 and 91,000 man-years of work.

#### OTHER ENERGY SUPPLY PROGRAMS

**Budget Cut: \$196 million**

A one-fourth reduction in outlays is proposed. There would be significant reductions in funds for research and development for geothermal, hydropower, electric energy systems and energy storage systems. The geothermal loan guarantee program would be terminated. Funds would be slashed for research and demonstration projects to analyze health and environment effects of different energy policies and programs. Energy impact assistance, badly needed by coal and oil shale development "boomtowns," would be eliminated. Uranium resource evaluation field work needed to assess the availability of domestic uranium reserves would be phased out.

#### SOLAR ENERGY & ENERGY CONSERVATION BANK

**Budget Cut: \$134 million**

**Job Loss: 2,700**

The Solar Energy and Energy Conservation Bank program, administered by HUD, would be terminated. It promotes the use of passive solar design features in new residences and active solar systems for new and existing homes and buildings. The energy conservation subsidies are primarily for low-to moderate-income households.

#### ENERGY REGULATION

**Budget Cut: \$179 million**

Scheduled for elimination are the coal conversion program requiring utilities to shift to coal; programs that help state public utility commissions review utility rate reforms and conservation investments; state grants for emergency preparedness planning; and emergency gasoline rationing.

#### LOW INCOME-ENERGY ASSISTANCE

**Budget Cut: \$390 million**

The Administration would fold this program in with several others and cut total funding by about 27 percent. The low-income assistance program was funded at \$1,850 million in 1981. A 27-percent cut would amount to \$390 million. The program helps poor people pay their heating bills, using a portion of the windfall profits tax to alleviate the impact of oil deregulation.

#### SOLAR ENERGY

**Budget Cut: \$380 million**

**Job Loss: 2,500**

A 69-percent cut would be made in solar research, development, and demonstration projects. This, combined with the cut of the solar bank, would cripple an important alternative energy source.

#### NUCLEAR RESEARCH AND DEVELOPMENT

The Energy budget contains an additional \$200 million for nuclear research and development to get the Clinch River Breeder reactor program underway.

#### FOSSIL ENERGY PROGRAMS

**Budget Cut: \$321 million**

**Job Loss: 4,600**

Research and development in fossil fuels would be cut in half, including projects in coal liquefaction and gasification, oil shale and tar sands. An estimated 4,600 jobs could be affected.

#### ALCOHOL FUELS/BIOMASS ASSISTANCE

(Dept. of the Treasury Administrators)

**Budget Cut: \$122 million**

Support for alcohol fuels and biomass energy would be terminated.

#### ENERGY CONSERVATION

**Budget Cut: \$442 million**

**Job Loss: 17,000**

Energy conservation programs would be cut by 59 percent. The Administration would rely on accelerated oil and gas price decontrol to induce conservation. Programs affected include technology development for energy from urban waste, more efficient consumer products and improved automotive engines and industrial processes. Funding would also be eliminated for low-income home weatherization assistance, which alone would cost 12,000 jobs.

#### MEDICAID

**Budget Cut: \$944 million**

A cut of 8 percent would be imposed on Medicaid, the health program most directly targeted to the needy. More than half those eligible for its health services have incomes below the poverty level of about \$3,600 for a single person and \$7,400 for a family of four. If Medicaid is slashed, the inability of the poor to pay for health care could increase chronic illness, mortality and disability, particularly of children. This could affect 22 million persons now receiving Medicaid.

#### NATIONAL INSTITUTE OF OCCUPATIONAL SAFETY & HEALTH

**Budget Cut: \$27 million**

A \$27-million cutback would constitute a one-third reduction in the funds available to the national Institute of Occupational Safety & Health in 1982. All NIOSH training of professionals for evaluation of health hazards at the workplace would be brought to a halt, and evaluation would be curtailed along with research on toxic substances to which workers are exposed. These fund reductions would be reflected in reductions in the health, safety and lives of workers.

#### PUBLIC HEALTH SERVICE HOSPITALS

**Budget Cut: \$82 million**

Since 1978, merchant seamen and their dependents have received medical care by the Public Health Service. Such services have been provided by a network of public service hospitals and clinics. During recent years this program has been curtailed from 23 to 8 hospitals. The Administration proposes to close down the remaining hospitals and clinics, which also provide care for low-income people in their areas.

#### UNEMPLOYMENT INSURANCE

**Budget Cut: \$238 million**

The Administration proposes a 60-percent slash in extended unemployment insurance benefits (EB), imposing a severe hardship on 1.2 million long-term jobless workers with long and firm attachment to the labor force.

The proposed cutbacks include: (1) eliminating the national "trigger" requiring payment of extended benefits all over the country when the insured unemployment rate reaches 4.5 percent (the equivalent of a

total unemployment rate of 7.5 percent or more); (2) removing EB recipients from national and state unemployment figures used to trigger EB benefits; (3) increasing the optional state trigger from 5 percent to 6 percent; and (4) denying extended benefits to anyone with less than 20 weeks of qualifying unemployment.

In addition, the Administration has proposed that all recipients of unemployment insurance benefits, regardless of their skills or experience, be forced to accept any job paying as much as the minimum wage or the unemployment benefits, whichever is higher.

Finally, ex-service members who leave the military service voluntarily after July 1, 1981 would no longer be eligible for unemployment compensation. Those who choose not to re-enlist would have no protection while they are seeking jobs.

While the official budget reduction is estimated at \$238 million, official Labor Dept. estimates are that \$1,456 million is more realistic.

## Construction faces big budget cuts

Despite heavy criticism from the building and construction trades, President Reagan is forging ahead with a budget plan that would create unprecedented cuts in federal construction programs.

In his address to the Congress last month, the President proposed a federal budget for a fiscal year 1982 that is \$41.4 billion lower than former President Carter's. Included in Reagan's plan are billion-dollar cuts in each of three federal construction accounts—highways, municipal wastewater treatment facilities and synthetic fuel plants. He also called for substantial reductions in mass transit capital spending, economic and regional development and community development programs. Reagan's plan would slash non-nuclear energy research and development to the bone, especially synthetic fuels and solar energy programs.

Robert A. Georgine, president of the AFL-CIO Building and Construction Trades Department, says it is "ludicrous" to consider public works spending wasteful and that Reagan's cutbacks and stretchouts in key federal construction programs will hurt productivity.

"For an administration that promised to 'get the country back to work,' it is ironic that its first budget will throw over 100,000 construction workers out of work," he adds. Georgine says that the trades "cannot afford" Reagan's economic program, although some trades leaders say privately that they think Reagan's tax-cut proposals will spur industrial construction.

Many of the new cuts will be aimed at reducing personnel and administrative budgets of regulatory agencies, with the Environmental Protection Agency and the Internal Revenue Service likely to be special targets. Reagan proposes a \$1-billion cut from EPA's construction grants program's \$3.3-billion budget for this fiscal year and wants to cancel all of the next year's authorization until a new formula for allocating the funds has been drawn up.

A program that does have its friends in Congress—the synthetic fuels demonstration projects—would also be trimmed under the Reagan plan by \$2.7 billion over a number of years. But the cut is not as large as the administration first indicated it would be.

While the new budget takes a meat ax to most housing and community development efforts, the impact will be slow in coming. Only \$10 million will show up as savings in fiscal 1982, yet the cuts will rise to a cumulative total of \$739 million by 1986. The politically popular urban development action grants program was not eliminated, as once proposed, but slashed to \$675 million. It will, however, be folded into the community development block grant program.



# Northern Truck strike drags on

(Continued from Page 1)

that maybe they ought to leave. At that point three of them got up and left the bar. As they exited, they were accompanied by hoots and jeers from the NTS people.

A few minutes passed and then Herb and Shirley Bales walked over to the pool table. Shirley started using very abusive language. Then she took her beer mug and poured the contents over Rohmoeller's head. Herb Bales quickly ushered her away but a few minutes later Jim Sandridge came over.

"I could tell he was drunk," Rohmoeller recalls. "He got rank and turned over two glasses of coke in my lap. Rohmoeller quickly stood up to exit, but Sandridge stood in his way. 'You must be proud to associate with extortionists,' he sneered.

Rohmoeller asked him what he meant by that. Sandridge said that some Local 3 member had threatened his family. About that time, several Local 3 members supporting the strike came through the door. Sandridge said one of them was the one who had made threats.

Sandridge walked over to the man. An argument followed, which quickly turned into a scuffle as Sandridge tried to shove his beer mug into the Local 3 member's face. He caught the mug and slammed it back into Sandridge's face and then made for the door.

At that point all hell broke loose. Shirley Bales, who at that moment was standing behind Local 3 member Frank Herrera, struck him just above the eye with a beer bottle. As it shattered and the blood poured out, Herrera struck out in self defense, landing a punch on Shirley Bales which knocked her to the floor.

Someone else grabbed a pool cue and made a lunge for a Local 3 business agent. From there the fight poured out into the street. The Local 3 people and strikers were outnumbered by at least 40 people.

"I tried to help as many of my friends as I could," Rohmoeller recalls, "and then get back to the motel." Some of the men were going crazy, swinging out at anybody within reach. Others were screaming at the top of their lungs to "get the union people."

In a few moments police converged on the scene and ordered the crowd to disperse. One NTS strikebreaker refused to obey the order and was arrested for interfering with an officer. The rest of the mob dispersed. Four injured people—including Frank Herrera, who was hit with the beer bottle, and Herb and Shirley Bales—were taken to the hospital for stitches and treatment of minor injuries.

The "St. Patrick's Day Riot" has already gained a place of distinction in the annals of Williams' history. Never before can anyone recall a brawl of such magnitude in this small farming community. One enterprising entrepreneur even silk screened a batch of T-shirts emblazoned with the words: "I participated in the St. Patrick's Day Riot."

This account of that evening's event was taken from written statements and interviews of striking NTS employees and Local 3 representatives. The NTS people offer a different version, saying that they were struck by Local 3 members "without provocation." However, they give no explanation in written statements as to how the whole altercation began.

In any event, the brawl epitomizes the feelings that have been brewing in Williams over the NTS strike. Many of the local people are afraid of the union. They have been mistakenly led to believe that if Local 3 succeeds in getting a contract negotiated with NTS, other unions

will swarm in and organize the farms and businesses.

What they don't realize is that Local 3 has already been in the community for years. Northern Crane, Inc. another company owned by Herb Bales has had a contract with Local 3 since 1977. "We've never had any problem with them nor they with us," says Business Representative George Morgan.

Northern Truck Service, together with its companion firm, Northern Truck Inc., employ about 40 to 45 drivers and mechanics. It has yards in Rio Vista, Yolo, The Geysers and Williams. It's not a large company, but that has not diminished the rivalry that has erupted over the strike. Nor has it diminished the significance of the issues involved.

NTS has become a focal point for everything that is going on in the drilling industry today. The trends of an entire industry are being reflected in the struggle that these employees are experiencing in their efforts to negotiate a contract they can live with.

And what are those trends? To begin with, the drilling industry in California is booming. Deregulation and the escalation of the energy war have created a frenzied search for oil and gas in California. With that search has come an increase in business for drilling companies, as well as transport firms like NTS.

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**To the NTS employees, this labor dispute is not something out of a history book. It is very real. They have put their jobs and their livelihoods on the line for better wages, fringes and working conditions.**

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Most of the drilling firms are represented by Local 3, but up until now, the transport companies have remained nonunion. The outcome of contract negotiations at NTS will undoubtedly ripple throughout Northern California.

Secondly, NTS is not carrying this fight alone. They have retained the services of a Santa Rosa law firm well known for its union-busting activities to negotiate for them. The fact that anti-union consultants are spreading out into even rural areas to represent relatively small companies like NTS provides ample evidence that the open shop movement is spreading like an infectious disease.

Thirdly, small rural communities like Williams aren't used to union activity. Local 3's efforts to organize and represent NTS employees have put many local people on edge. They don't know much about the complexities of NLRB elections and labor relations. It is not difficult to agitate them into believing anything bad about unions.

**T**HE NTS STORY BEGINS in October 1980. A few NTS employees as early as a year and a half before that had approached Local 3 representatives about the possibility of the company going union. A rapport was maintained with these employees and by last October, it appeared that a majority of the company's drivers might be interested in union representation.

One reason the employees were becoming disgruntled, said an employee, is that the company promised improvements in their fringe benefits but had never delivered. There were also complaints that the method of dispatching put an employee at the whim of manage-

ment. "You could always tell when they weren't happy with you," says one striking employee, "because you would find yourself going for a week without any work."

On October 14, Local 3 representatives held a meeting with several NTS employees to discuss the benefits of union representation. As so often happens, company management got wind of the meeting and began to retaliate.

Those suspected of being "union instigators" suddenly found their work hours cut drastically. Threats were allegedly made that if the union lost the election at least two of the "leaders" would be fired. Other employees were told that the company would shut down rather than go union, or that Union Oil whose contracts NTS exclusively covers at The Geysers, "would run us off the hill."

After October 17 when Local 3 made a formal demand for recognition and began actively obtaining authorization cards, these anti-union tactics were stepped up. One employee was fired and unfair labor practices were filed by Local 3 alleging the firing was because of his union support. On another occasion an employee went in to discuss a matter with owner Herb Bales and found a list of 10 or 15 names on his desk. At the top of the list were the words: "Union Activists."

By December, the company's anti-union tactics became so obvious that their attorney advised them to post a notice to all employees, repudiating the unfair labor practices they had already committed. They also promised they would no longer "restrain or coerce employees in the exercise of their right to engage in union organizing activities."

On December 19, the NLRB election was held. Northern Truck Service employees voted 17-15 in favor of joining the union and Northern Truck, Inc. employees voted 4 to 3 in favor of the union.

After the election was won, Local 3 dropped all its unfair labor charges against NTS and NTI except one, in exchange for the employer's agreement not to file any objections to the elections and to commence bargaining in good faith. The one charge that was not dropped involved the employee that the union maintains was fired because of union activity.

On January 15, the first negotiating session was held in Local 3's Fairfield office. Representing the union were Vice President Bob Mayfield, Special Representative Paul Wise, Business Representatives Frank Townley and Ray Morgan, and rank and file members Eugene "Bing" Pennington, Robert Rohmoeller and Ken Leuzinger.

Co-owner George Cain, Operations Manager Bill Able and a management attorney from San Francisco, represented NTS.

As negotiations commenced on the first day, everyone shook hands and introduced themselves to one another, except George Cain, who sat off by himself. Vice President Bob Mayfield finally had to walk over to him and remark: "Well, are you going to stand up and shake my hand like a man or are you

going to just sit there and look mean?" Cain got up and shook his hand.

Negotiations which began that day continued in several subsequent sessions for the next three weeks. Both parties appeared to be making slow but steady progress towards an agreement—that is until Feb. 5.

The only people representing NTS that day were the management attorney and Bill Able. Just before lunch, Able left the negotiations, saying he would not be back for two weeks. He gave no reasons why. Despite Able's departure, the union continued to negotiate with Skonberg until about 3:20 p.m. at which time the parties appeared to be fairly close to an agreement.

At that time, Skonberg left to get George Cain's approval of the agreement. About an hour later, he returned, stating he had talked to both Cain and Bales and that they still insisted on an open shop agreement. Negotiations resumed. This time, Local 3 provided written proposals which were taken to Cain that night. Later that evening, the management attorney notified the union that Cain would not make a decision and refused to meet again for another two weeks. Attempts the next day by Local 3 to resolve the impasse failed.

Since it was obvious that NTS had ceased to bargain in good faith, Local 3 set up pickets the following week at all four yards. The next formal communication did not come from the company until Feb. 18, when someone from a newly retained management association sent a letter requesting a meeting with Local 3. NTS had fired their San Francisco attorney.

It was clear on the first meeting with the new management consultant on Feb. 19 that the negotiations had taken a turn for the worse. The company submitted a new list of counterproposals on all issues that had not already received a tentative agreement, which in effect put everything back to square one. It looked like a classic union-busting effort was underway.

With the striking employees on the picket line, the labor dispute began to get tense. In Rio Vista, NTS dispatcher Robert Sickmiller was arrested by police for running down a picket with the company pickup he was driving. In Yolo,



**IUOE General President Jay Turner, who participated in a special AFL-CIO regional conference in San Francisco this month, held a luncheon meeting with the Business Managers of the Western Conference to discuss the importance of greater political**



# Kapiloff puts twist in Peripheral Canal issue

By Mary Kelly

After 15 years of tortuous maneuvering through the legislative process, the peripheral canal received yet another twist last month. Assemblyman Larry Kapiloff (D-San Diego), who spearheaded one successful passage of SB 200 last year has submitted four new "alternative" bills in an effort to get environmentalists to back off from their opposition to the project. The bills submitted are:

- AB 1481 which would build dams in the San Francisco Bay;
- AB 1482 authorizing a barrier plan in the Carquinez Straits;
- AB 1483 for construction of a series of flow diverters in the Delta channels; and

It is Kapiloff's intent with these bills to "smoke out" the true concern of the canal's opponents and show them that the alternatives are far less desirable than construction of the Peripheral Canal.

This latest move could influence

the decision by Governor Brown who must determine when to hold an election to ratify SB 200, the Water Facilities Bill passed in the legislature and approved by the governor last year. Enough signatures were collected this past winter by a group which wants the general electorate to have the final say on whether to build the Peripheral Canal or not. The governor, however, must decide on the date for voting on this initiative.

If SB 200 is ratified by the state's voters, it would mean that construction could begin on the Canal, reservoirs and power plants, a multi-billion dollar project that would complete the State Water Project to provide a reliable source of water for all Californians under any conditions. The project is regulated by the bill made into law by the voters last November, Proposition 8. Under Prop. 8, legal actions to block construction of the Canal would have to be brought to court within one year, and these cases

would be given priority during the appeals process.

A no vote could also mean serious consideration of the bills proposed by Assemblyman Kapiloff as alternatives to the Canal, although none of his bills seem to be viable alternatives. In any event, it doesn't seem likely that the water supply controversy will end if SB 200 is not ratified.

The State Water Plan was conceived in 1957 as a comprehensive solution for the state's water supply problems, and was approved by voters in 1960. The Peripheral Canal would be the last link in a series of dams and canals, a 43-mile long man-made river delivering water from the Sacramento River to the California Aqueduct for the San Joaquin Valley farms, homes and businesses, and for all of southern California.

The final linkage has been opposed on the grounds that it would cause serious degradation of the quality of the Delta area by in-

creased salinity, and that the Canal is not needed. Northerners fear that southerners would raid their water supplies in a severe drought, since the Canal would be an easy funnel for water from north to south. Proposition 8 provides safeguards against such raids, requiring a two-thirds vote of the legislature or a majority vote of the people to authorize extraction of water from the Wild and Scenic Rivers in the north. Northerners say that this would not be enough protection. Fears of the people of southern California are deepened by the knowledge that in the mid-1980's their supply of water from the Colorado River will cease.

Planners and developers have been a toothy ingredient in this 15-year old issue, as a predictable water supply in the south is vital to long-range population and building forecasts. Farmers, both small and corporate have been active in the developing water project. The state's water commission, and the

Department of Fish and Game have a stake in the outcome of the project. Facts and figures, some good guesswork, others coming from serious studies have proliferated during these years, but they do not appear to be reliable enough.

Federal agencies have been involved, as the Department of Interior weighed the request of Governor Brown to include portions of some northern rivers in the wild and scenic rivers act. Water suppliers have added to the potpourri, as have the concerns of produce merchants all across the country.

Legislators have had to stay alert to all elements, including their backers and constituents, and do their best to act for the good of the state and its people.

The voters have had to think about the water project again and again, with yet another election coming up—perhaps within the year—the ballot initiative election when they will say yes or no to the Peripheral Canal project.

company men drove through the picket lines brandishing firearms in a threatening manner.

The tension came to a head with the St. Patrick's Day riot. Following that incident, Local 3 House Counsel Larry Miller pressed for and obtained a joint restraining order enjoining both parties from assault and battery, carrying or displaying of weapons, damage to personal property and threatening or harassment.

The intent of the restraining order, says Miller, was to give our members and striking employees some extra legal protection against any further violence by the strikebreakers. In order to insure its gaining approval, the restraining order was directed at both sides.

On April 6, the TRO was lifted in Colusa County Superior Court when the company failed to provide compelling evidence that the striking employees had engaged in any illegal activities.

On April 10, separate preliminary injunctions were signed by a Superior Court judge in Lakeport against both the company and the union restraining illegal

activity at the Geysers, though both sides denied that any illegal activity had occurred.

**A**PRIL 16 IS A WARM, BALMY DAY in Williams. The strike is in its 10th week. Bing Pennington sits in his truck across the street from the NTS gate with picket signs attached to his bumpers. There isn't much going on at NTS. Trucks normally used in moving drilling rigs sit idly in the yard.

Herb Bales' company is losing a lot of business because of the strike. The unionized drilling companies in the area will not use his trucks to transport their rigs as long as the strike is in effect, so NTS is having to rely on a smattering of nonunion work to keep it going. Today there are three rigs being moved in the area—rigs that would normally be moved by NTS. But they are not moving any of them.

It hasn't been easy for the striking employees, either. Manning the picket lines day after day for 10 weeks is drudgery, and it sure doesn't pay as well as a full day's work. But the striking employees aren't about to give in now. They've fought too long and come too far to give up the improvements in wages and working conditions that they seek. They were promised these things when there was no union and they never got them.

Reason dictates that everyone would like for this dispute to end and get back to work. Strikes are a hardship for everyone involved—the company, the employees, the community. But somewhere along the line rationality and common sense seem to have been thrown out the window.

Somewhere along the line, NTS made the conscious decision to draw a hard line. Maybe that decision came when the employees began signing authorization cards and a union election became imminent. Maybe it came when a majority of the employees voted to go union. Or perhaps it came when NTS fired its San Francisco attorney and hired on a union-busting firm to do its negotiating.

Regardless of when that decision was made, the effect has been very damaging. Negotiations have come to a standstill. The trucks aren't moving. Some of the company's best hands are out on the picket lines instead of working.

"Local 3 handles thousands of agreements with employers and contractors associations throughout our jurisdiction," Vice President Bob Mayfield comments. "Rarely have we encountered the hostility we have with Northern Truck."

The NTS story is a familiar one. It has

been repeated thousands of times throughout the history of American trade unionism. The names of the company, the number of employees and the location may vary, but the plot remains the same. The methods used by employers to bust the union have also changed. Pinkerton detectives and company goons armed with clubs and rifles have been replaced by lawyers in three-piece suits, but their ultimate objective to bust the union has not changed.

For the employees at NTS, however,

this is only so much history that they may or may not be familiar with. To them, this labor dispute is not something out of a history book. It is very real. They have put their jobs and their livelihoods on the line for better wages, fringes and working conditions. We call it trade unionism. It sounds like some abstract principle which has little bearing on our daily lives. That is, of course, unless you are the one on strike, out of work and holding a picket sign in your hands.

## Labor Roundup

(Continued from Page 1)

Operating Engineers President J. C. Turner to deliver a heated response to the 40 Democrats.

"A group of Congressmen who call themselves Democrats recently spurned the heritage of the party under whose banner they have earned recognition and election and denied the party's platform and purpose," Turner said. "We believe the leaders of the Democratic Party within Congress and throughout the country must speak out now in behalf of the would-be victims of the Reagan economic program, the workers, the minorities, the elderly and the poor."

Turner added that there is an urgent need to "revitalize" the Democratic (and Republican) party, to make it strong enough to determine whether a candidate has the right to carry its flag in future election campaigns. "The trade union movement should take an active part in this revitalization program," he concluded.

### ABC Sets Davis-Bacon as Target

At its annual convention of more than 2,000 non-union contractors last month in New Orleans, the Associated Builders and Contractors launched an "all-out" campaign to force the total repeal of the Davis-Bacon Act.

Newly installed ABC President Franz E. June unveiled a detailed strategy to "end the nonsense of government-imposed prevailing wages for the construction industry." June proclaimed that nothing short of repeal would do.

June alleged that the annual cost of Davis-Bacon to American taxpayers is at least \$2 billion per year, and he urged President Reagan to recognize the inflationary impact of the law when considering program cuts.

The anti-union ABC vows to spend as much as a half-million dollars on the repeal effort. They are currently campaigning to enlist other supporters as part of a repeal coalition.

In other convention actions, the ABC Board resolved to call on Congress to amend the Hobbs Act and to call for a change in the National Labor Relations Act to make it illegal for a government agency to make contract awards on a union-only basis.

The Building Trades will strongly oppose any and all of these legislative efforts.

### Report Out on Union-Busting

A new report has just been issued detailing the activities of union-busting consultants.

The report, entitled "Pressures in Today's Workplace," was released last Monday by the House Subcommittee on Labor-Management Relations. Signed by all 12 Democrats on the subcommittee during the 96th Congress, the report focuses primarily on the role of management consultants during union organizing campaigns and includes sharp criticisms of the role played by some consultants.

Consultants are often retained by employers to "improve" labor-management relations. However, according to the report, evidence indicates that in fact the role of these consultants is to provide expert direction to management's efforts to prevent employees from organizing. Furthermore, employers and consultants have ignored requirements that their activities be reported to the Department of Labor.

In addition to documenting the anti-union activities of labor-management consultants, the report examines privacy issues as they relate to the workplace. The issues studied in the report include the collection, maintenance and sharing of personal information about employees, the use of "lie detectors" in the workplace, and sexual harassment of employees. The report contains several recommendations relating to both employee privacy and the activities of management consultants.

Copies of the report are available through the subcommittee, 2451 Rayburn HOB, Washington, D.C. 20515.



involvement. In an era when Big Business has made tremendous political gains, it is extremely important for the trade unions to increase their political awareness and involvement, he stressed.



# Fringe Benefits Forum

By Art Garofalo,  
Fringe Benefits Director



This month we want to talk with our Retirees who are covered under the Pensioned Operating Engineers Health and Welfare Trust Fund. It has been brought to our attention that some Retirees and their wives may be having difficulty filing claims and receiving payment. The problem seems to be with *paperwork*.

Apparently, some Retirees are not quite sure how to file their Health & Welfare claims. Some members complain about their doctors who won't fill out claims forms, and others are bothered by Medicare delays. Here is a step-by-step guide for our Retirees and wives to follow in submitting your Health and Welfare claims for payment.

## MEDICARE

If you are eligible for Medicare benefits you must

file your claims first with them. Any portion not paid can then be submitted to the Trust Fund Office for payment under our Retiree Welfare Plan. *This includes the Medicare Deductibles.*

**Hospitals** will usually bill Medicare for you and in turn, Medicare will pay the hospital directly. You will then receive a Medicare advise of payment notice that will show the charges submitted by the hospital, what was covered under Medicare and what they paid.

**Doctors** and other health care providers usually will not bill Medicare for you. In this case, ask the doctor for an itemized bill of his services and fees, along with a diagnosis.

Attach a copy to a completed Medicare claim form and submit for payment. Medicare will issue payment to you or the doctor as you specify. They will also send you an advise of payment form again showing the charges billed, what was covered and what was paid.

**Hospitals and Doctors** charges that are not covered or not paid by Medicare should be submitted to the Trust Fund Office. Attach a copy of Medicare's advise of payment notice to a completed Retiree Welfare medical claim form and submit for payment.

## NON-MEDICARE

If you are not eligible for Medicare benefits file all claims with the Trust Fund Office.

**Hospitals and Doctors** charges should be submitted by attaching an itemized billing to a completed claim form. Remember, the Trust Fund Office will need

a diagnosis of the illness or condition before they can process the claim. You will receive an Explanation of Benefits from the Trust Fund Office when they issue payment.

**Vision Care** claims are filed with Vision Service Plan using their Request for Benefits form.

**Prescription Drugs and Hearing Aid** claims are filed directly with the Trust Fund Office using their prescribed claims forms.

## NEED ASSISTANCE?

We realize that many doctors and other health care providers refuse to complete claim forms for either Medicare or the Retiree Welfare Trust Fund. In these cases, demand itemized statements of their services and charges at the time you are seen. This should eliminate problems and delays.

Medicare claims service varies from community to community. For the most part their service will seem slow, however, you can avoid delay by filing your claims with Medicare promptly and properly.

There will undoubtedly be some instances where claims do get fouled up. The *paperwork* can get to be too much or too confusing and complicated. By all means please contact the Fringe Benefit Center for help. We will assist you whenever and wherever possible.

Next month we look at how to file claims in Utah, Nevada and Hawaii.

# Trust Fund devises new medical form

The Trust Fund Office has developed and is now using a new form to advise Operating Engineers in the Northern California and Retiree Welfare Plans about their claims payments. The new Explanation of Benefits (EOB) form is sent to a member whenever the Trust Fund Office completes a hospital, surgical or medical claim submitted for payment. The new form has been applauded for containing much more detailed information about the claims and how they were processed. Operating Engineers and their families will now receive a complete itemized record of all claims activity.

The new EOB form is part of a fully computerized claims payment system in use at the Trust Fund Office. Under this system, the computer controls the claims processing operation by checking claims for completeness and accuracy. If additional claimant or medical information is needed to process the claim, the computer automatically generates a letter requesting the necessary data. Hospital, surgical and medical claims are processed on-line by the computer assuring accuracy and timely payment. The EOB form is sent out at the same time payment is made.

The Operating Engineers and their families will now find it much easier to keep track of their medical claims. The

**OPERATING ENGINEERS HEALTH & WELFARE TRUST FUND**  
30 FRANCISCO STREET SAN FRANCISCO, CA 94133 PHONE (415) 397-4440  
FUND OPERATING ENGINEERS FUND 0010 80013 001

EMPLOYEE: GARY OLSON  
PATIENT: SELF

GARY OLSON  
4676 PARK  
Oakland, CA 94616

TYPE OF CHARGES	DATE OF SERVICE FROM	DATE OF SERVICE THROUGH	PROVIDER OF SERVICE	CHARGES BILLED	CHARGES NOT COVERED	COVERED AMOUNT/AMOUNT PAID
PHYSICIAN'S VISITS	11/04/80	12/04/80	DAVID MORGAN M	95.00		95.00
HEAD X-RAY/LAB	12/04/80	12/04/80	DAVID MORGAN M	51.00		51.00
DIAG. X-RAY/LAB	12/04/80	12/04/80	PATHOLOG. LAB.	34.50		34.50
<b>TOTALS</b>				<b>180.50</b>		<b>180.50</b>

EMPLOYEE: GARY OLSON  
KEEP THIS COPY FOR FUTURE REFERENCE AND INCOME TAX PURPOSES

**SUMMARY OF CHARGES AND PAYMENTS**

PROVIDER	CHECK NO.	AMOUNT	PAYMENT
DAVID MORGAN MD	553642	146.00	146.00
PATHOLOG. LABORATORY	752643	34.50	29.33

**TOTAL PAYMENTS THIS WORKSHEET: 153.43**

REMARKS: 318 345-47-0912

previous form was a bit confusing whenever the Trust Fund issued a payment for more than one charge. Now, an itemized accounting of all charges submitted and processed is shown, removing any doubt.

The new automated claims system and its Explanation of Benefits form is another step in providing continuing first-rate service to Operating Engineers and their families.

**IDENTIFICATION INFORMATION** contains the name of the eligible Operating Engineer, the name of the patient, the date the claims were processed the adjuster's ID code and the computer claim number. Whenever you have a question on a particular claim that has been processed, you will need to have this information.

**CLAIMS DATA** now itemizes all claims submitted showing type of charges, the dates of service, who provided the service, the charges billed, any charges not covered under the Plan and the charges that are payable.

**PAYMENT DATA** computes and shows the amount of charges payable and totals the payments being made.

**SUMMARY OF CHARGES AND PAYMENTS** lists all payments made by payee showing the check number, total charges covered and amount paid.

# Marriott Hotel on schedule in Salt Lake

Christiansen Brothers are running ahead of schedule on the construction of the Marriott Hotel in downtown Salt Lake City, reports Asst. District Rep. Don Strate. The structure will contain 518 rooms.

There is also a mammoth project scheduled to get underway this year in downtown Salt Lake City, which the city has designated as Block 58. This development is to have a price tag of approximately \$80 million and will consist of a large hotel, residential condominiums, and a commercial complex. The project will be located

between 2nd South and 3rd South, Main Street and West Temple.

The Church of Latter Day Saints is planning to build a genealogical library and a museum of church history and art on West Temple, west of the Temple Grounds. The library will be a five-story structure and the museum, four stories.

## Hensel-Phelps job

Business Rep. Bill Markus reports that the Hensel-Phelps job near Cove Fort has been going well, thanks to a mild winter. This job has provided good, steady work for the Brothers employed there.

According to the Project Manager, Lee Jones, the two bridge structures should be completed by mid-September of this year. The last beam was set in place on the upper structure on February 25th and the carpenters are now setting the decking. They will start pump-

ing concrete for this span about the first of April. Workers began setting the huge steel beam sections for the lower canyon structure the first week of March.

W. W. Clyde Company is well underway on the I-15 project between Mills Junction and the Sevier River Bridge, south of Levan. This is a two-year project with construction of the northbound lanes during 1981 and completion of the southbound lanes in the fall of 1982.

Thirty-six Engineers are working the day shift at the present time and the contractor expects to have a full crew working a swing shift by the second week of March.

## New coal plant?

Deseret Generation and Transmission Corporation has called for bids to construct two 400-megawatt coal fired electric generating units northwest of Bonanza, Utah,

reports Business Rep. Kay Leishman. Bids for site preparation were let March 10 and for the raw water supply on March 17.

Deseret has requested an area of 1,840 acres for their proposed plant site. The power plant will need up to 17,470 acre feet of water annually, which is proposed to be piped approximately 19 miles from a collector well system located by the Green River. The proposed project will require up to 2.7 million tons of coal annually. Coal would be delivered to the site by a 35-mile-long electric railroad from a proposed underground coal mine northeast of Rangely, Colorado.

The first unit is scheduled to go into commercial operation in December 1984 if construction of Unit #2 starts 18 months after initiation of Unit #1.

The projected peak construction

force for the two units, mine and railroad would be 1,613 and would occur in the fourth quarter of 1985. Total cost of the project is approximately \$700 million.

## Central Utah

Business Rep. Murray Stevens reports that the busy spots around Utah County at the present time are W. W. Clyde's shop and Valley Asphalt's shop and Salem Pit. Valley Asphalt also has a crew at Helper getting their hot plant in shape for the coming season.

H-E Lowdermilk Company is still crushing at Helper but they will be moving their crusher to Colorado in the near future. This contractor has had a few small jobs in the area, including the Price Bridge south of Price. The rip-rap for this job came from Cat Canyon.

(Continued on Page 14)



# Statistics indicate 1980 not good year for Hawaii

Signs indicate that 1980 was not a blockbuster year for the Construction Industry, reports Hawaii District Representative Wallace Lean. Although final statistics are expected to show that the value of completed construction in 1980 increased about 13% over 1979 to an estimated \$1.5 billion, this increase is only about half the gain realized during 1979.

Cement consumption is a major indicator of construction activity. In 1980, monthly cement consumption fell below the previous year's levels in eight months of the first three quarters. In the early months of 1980, a combination of unfavorable weather conditions, a six-week strike at a major cement manufacturing plant, and a wildcat work stoppage at another, delayed construction work across the state.

Although the weather improved and cement companies were back in full production by mid-year, a subsequent strike by the Carpenters Union idled several thousand Carpenters and brought construction to a halt at most major project sites for almost a month in September. A similar dip in both cement consumption and construction employment occurred during the Ironworker strike in late 1977 and early 1978.

Although the cutback in employment was more severe in 1980, the 1977-1978 period was more prolonged. Not until nine months after the Ironworker strike began did employment return to pre-strike levels. One month after the 1980 carpenters strike was settled, construction employment had returned to normal. With the exception of the strike in September, the level of construction employment has remained virtually constant since mid-1979. This relatively stable level of employment is another indication that the increase in the value of construction last year was, in large part, the result of inflation rather than evidence of real growth.

Hawaii's unemployment rate slipped to its lowest level in six months during December, thanks to improved conditions in other sectors of the economy.

The State Labor Department said the jobless rate during December was 5% compared to 5.6% in November and 5.1% in June. The national unemployment rate for December was 7.4%, and was 7.7% in June. The county-by-county unemployment rate during December showed Oahu's was down from 5.4% in November last month. The Big Island of Hawaii rate fell from 7.4% to 6.7%. In Kauai and Maui it remained the same as in November, 5.1% and 6.7% respectively.

## Enchanted Lake OK'd

By a 7-2 vote, the State Land Use Commission has approved the application of Lone Star Hawaii to build a 409-unit residential development in Enchanted Lake. A condition of the approval is that Lone Star is to build 10% of the homes—or about 41 units—for low and moderate income families. Jim Pearson, head of the architectural firm designing the proposed development, said Lone Star has accepted the condition, but the low and moderate income homes may have to be sold for "Less than Cost."

With state approval of the project, Lone Star is preparing for a long series of applications to city agencies, and public hearings are

required for every step along the way.

The next step will be to ask the city to approve a realignment of one part of the development to include one additional acre of land. Pearson said this step ordinarily would be "a clean step two," but it is complicated by the fact that the land is in preservation. The same land in existing plans is designated residential. If the city department of General Planning approves the new alignment and addition of one acre, Lone Star must then go before the city Department of Land Utilization for the actual rezoning of the land from preservation to residential use. Lone Star has said that it may be two to three years before ground will be broken for the multi-million dollar project, even if all governmental hurdles are overcome.

The project on land owned by Lone Star near the intersection of Kalaniana'ole Highway and Keolu Drive is planned for construction in increments over a 10-year period. Besides the 191 single-family homes and 218 duplex units, Lone Star would build into the project open spaces, playgrounds, park



Brother Tommy Rapoza unloads crates on the HGP-A Geothermal Project.

lands, and waterways. Pearson said the project received many favorable comments from land use commissioners. The project also received high marks for its aesthetic qualities from the Kailua neighborhood.

## On the Island of Kauai

The development of a major resort at Nukolii can continue in spite of a referendum in which the

people voted 2-11 to downzone the site, Kauai Judge Kei Hirano ruled.

The circuit judge said the developers acquired vested rights to complete their project months before the referendum went to the voters. Project architect Michael Davis said he was ecstatic about the ruling. It will allow the resort development, which has been proceeding tentatively, to move ahead full steam. A representative of

Save Nukolii Committee said, after a meeting, that the group would appeal Hirano's ruling. Despite what happens in court, the Save Nukolii Committee will seek to prove that the people really do have control over zoning on their island.

The Committee is determined to see that the Nukolii project doesn't survive. That means, for instance, boycotts of the resort, not doing business with the developers and their financiers, and convincing people not to buy units in the project. Judge Hirano ruled there were no real questions of the facts in the case. The question was therefore subject to a summary judgment; a decision by the judge based on the legal arguments and without a trial. The Committee challenged the way the county issued building permits for the project, but Hirano said the county did properly and legally issue the various permits.

Mayor Malapit of Kauai said he is gratified by the decision which vindicates the position this county has taken from the outset.

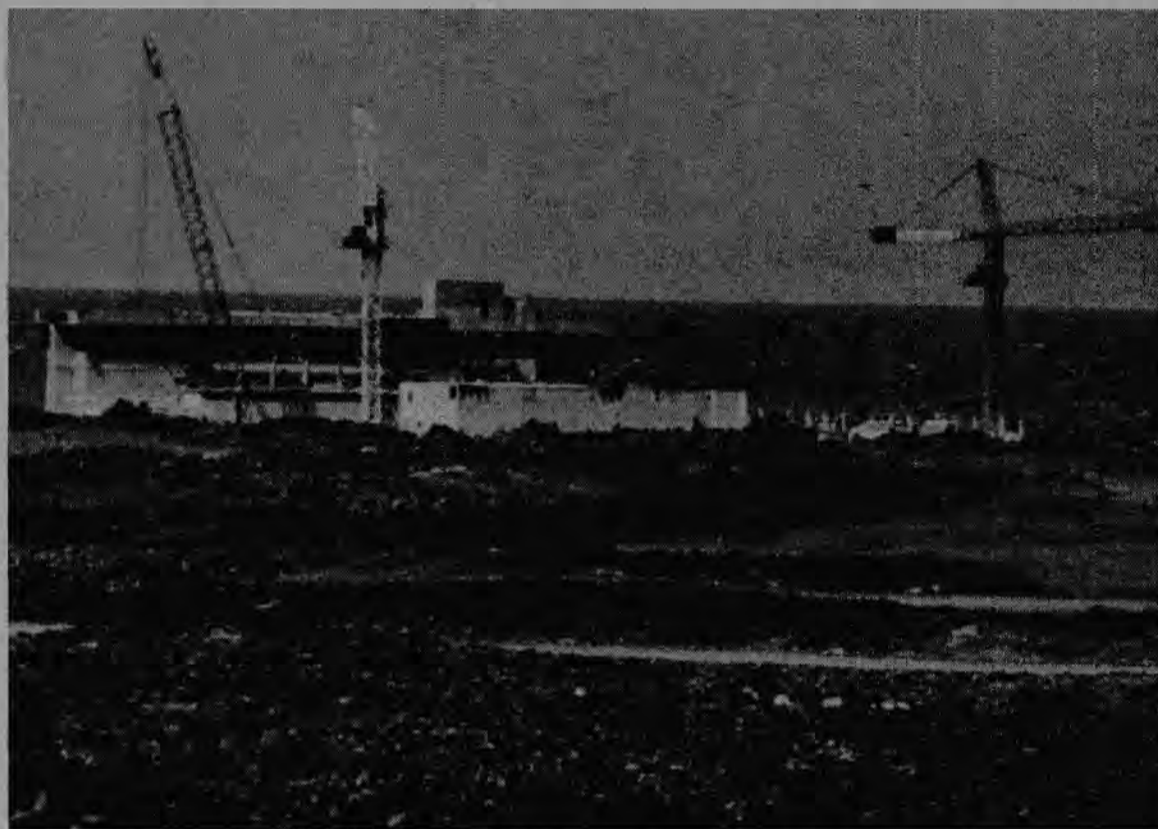
The key question was the vesting of rights. The charter says that a referendum shall not affect vested rights or expenditures made up to the date of the referendum. The developer's position was cleared. But the committee said much of the money the developers spent before the referendum went to subsidiaries of the developers, or was money that could be refunded.

The Committee argued that valid expenditures amounted to not much more than 1% of the 43 million project construction cost. This was hardly enough. The committee argued, to be considered substantial. Hirano ruled that the developers incurred substantial expenditures in reliance upon existing zoning and did acquire vested rights to complete the project at Nukolii.

The Committee argued that building permits were issued on questionable grounds, but Hirano ruled that vesting had occurred even before the building permits were issued. The project consists of a 150 apartment luxury condominium and 350 room hotel.

Site work has started on the hotel, and public bids for construction will go out soon. The hotel will take 22 to 24 months to complete.

The Nukolii issue has raised a major controversy and led to several confrontations on the Garden Isle. In December, police arrested 32 demonstrators in front of the development. Protesters marched during the inauguration of the island's elected officials on January 2, an inauguration almost called off due to assassination threats received by the mayor.



Sheraton Royal Hotel gets its start in Waikoloa.

# Work finally begins on Sheraton Royal

Work has finally started in earnest, after many years of hopes and promises, on some hotel projects. The first of the major projects to get started is the Sheraton Royal Waikoloan Hotel. This hotel is located in Waikoloa, on the west side of the island. The initial phase of this project started almost a decade ago. Now, nearly 10 years since the initial groundbreaking, the first hotel is actually under construction. The Sheraton Royal Waikoloan Hotel will not be a single large building. It will consist of three wings, with each wing being six stories high. There will be over 548 rooms in the hotel.

A few miles away, to the north, the Mauna Lani Hotel will be starting up. Both of the hotels are being built in the middle of old lava flows. One of the interesting things about the projects is that no piles are being driven to support the weight of the building. Holes are drilled into the lava to locate hol-

low spots and empty lava tubes. Those voids are then pumped full of concrete to create a solid base upon which the buildings are to be built.

A part of Hawaii's new electrical generator plant is to be powered by geothermal energy. This project is known as the HGP-A well and was drilled in April, 1976. The 10 million project was launched two and a half years ago, with grants from the Federal Department of Energy, in a search for alternative energy resources to reduce America's dependency on imported fuel. Originally designed as a demonstration for a two and a half year period, the experimentation period has been extended to ten years. Installation of the generator and turbines is expected to be completed by April, 1981. After about a month of testing, the first Geothermal Power Plant in the State of Hawaii should begin operating and producing electricity. Construction of the

power plant building has been completed and a mechanical system which will hook up with Hilo Light Company powerlines is being installed.

Although estimates have indicated the well has potential to generate more power, the plant is designed for a three-megawatt plant. Hilo Electric Light Company will operate the power plant and purchase the electricity from the geothermal well for fourteen months under an agreement with the Research Corporation of the University of Hawaii. Besides the experiment to use hot volcanic steam to produce power, a study is under way to explore industrial use of waste hot water from the power plant.

Although there is no data on how much power is stored underground, one University of Hawaii estimate says the reservoir might contain enough steam to generate 50 megawatts for 100 years.





## WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

## Local 3 presses Cal/OSHA to require environmental cabs

### Local 3 fights force account violation

(Continued from Page 5)

At the present time there are three such jobs in the hands of Local 3 attorneys.

"If the description 'devious' can be proven, then certainly the issuance of the contracts was in fact unlawful. State law spells out that any job let by a public agency utilizing public funds in excess of \$5,000.00 will be put out to public competitive bid. There is an exception to that rule, whereby an emergency situation will exempt the public agency such as a city, county, township, flood control district, irrigation district, etc., from putting the work out to competitive bid."

One such example of recent weeks involves the City of Morgan Hill. The City issued a work contract of approximately \$79,000 to Grounds Stability Construction, Inc. of San Jose for the repair of a slide on Dunne Ave. in Morgan Hill. This was done without the benefit of advertising for competitive bids. The contract was given to Grounds Stability Construction, Inc. in January.

"Six weeks later, after we called their hand on it at the City Council meeting of February 18, the council passed an Emergency Resolution to make what was then an illegal job legal," Luba explained.

"In Court our position was and still is, that an emergency situation never existed then or now, and offered to put up a half million dollar bond as a show of good intent to cover any liabilities that might occur as a result of further slide activity," Luba continued.

"We had presented photos showing where no additional erosion had occurred since the slide took place in October, 1980, and reminded them that three earthquakes had shaken the area since then; two of which were of considerable magnitude on the Richter scale. We pointed out that this was the third time this same slide had occurred since the early seventies, and never before had it been declared an emergency job to repair." In Court the geologist for the City testified that the top of the existing shear point of the slide is at least 15 feet into the hill from the point of the top of the original slope. Bear in mind that the toe of the original and existing slope is at the edge of the pavement of Dunne Ave.; therefore, if the geologist's statement was correct, the original slope would have had to lay at a one to one angle. "The fact is, the original was never any steeper than a two to one, and the last time it was repaired, it was laid in with a D-6 at a two to one," Luba said. "Nevertheless, the Court ruled against us in the issuance of a preliminary injunction to stop the work."

To those of you brothers and sisters who are tax paying residents of Morgan Hill, Councilman Dan Bertelli cast the only NO vote to that emergency resolution of February 18. He apparently wanted no part of voting yes on what appeared to be a "COVER UP" resolution. A stand up guy who certainly deserves support in the future.

A request has been made to the Cal/OSHA Standards Board to adopt a standard for the construction industry which would require environmental cabs on all earth moving equipment manufactured after January 1, 1982. Such cabs would be designed to be compatible with the rollover protective structures already required by Cal/OSHA Standards and to protect the equipment operator against the harmful effects of noise, heat, dust, and exhaust products.

There is a clear line of evidence from both the environmental and medical point of view to support a standard of this type. In 1964, the U.S. Public Health Service measured heat stress among the equipment operators in California and showed both extreme heat levels on the equipment and reversible daily physiological deterioration due to operator dehydration which was of sufficient magnitude to interfere with operator coordination and awareness.



Another study by the California Department of Health in 1965 showed equipment noise levels in excess of the standard for noise at that time and significant hearing loss among operators. In a number of cases, operator dust exposures were in excess of the safe level for silica-bearing dust. This study recommended air conditioned, filtered air cabs as a solution.

In 1936 Schmelzer and Tabershaw studied the prevalence of coccidiomycosis (Valley Fever) in California and concluded that air conditioned cabs on heavy equipment would reduce the incidence and reduce the severity of this disease.

After a great deal of study, we have concluded that the simplest, most cost-effective solution to these problems is to require that equipment manufacturers be required to provide factory installed environmental cabs which will protect operators against heat, noise, dust, and exhaust products. Because such cabs are currently available as an optional item from major equipment manufacturers, we feel that all of the necessary technology is readily available at low cost. In fact, environmental cabs have been available on farm machinery for many years.

While the option of requiring each em-

ployer to comply with specific noise, heat, dust and exhaust product standards is available, we do not feel that it is practical for the construction industry. Such an approach would require every employer, large and small, to conduct industrial hygiene tests on his/her equipment and then follow up by developing and installing solutions to the problems discovered.

On the subject of a proposed occupational noise standard, we feel that the best and lowest cost solution is to impose the requirement of a safe machine on the manufacturer who is equipped to develop and build control systems rather than on the construction employer. This viewpoint is shared in a report recently prepared for the U.S. Department of Labor by the Advisory Committee on Construction Safety and Health. This Committee report found that the construction industry did not always lend itself to the process of monitoring and then developing control systems to fit specific conditions. Instead, the Committee recommended that OSHA accept reliable work practices in lieu of monitoring (an environmental cab would fit this category) which would assure that permissible exposure limits were not exceeded.



Pictured above is a 150-ton American truck crane which suffered a collapsed boom on a modular condominium development complex in San Jose. The boom was completely



destroyed while the crane cab suffered moderate damage. The cause of the mishap is still under investigation, according to Safety Director Jack Short.

### Work picture for Contra Costa looks good for coming season

Business Representative Chuck Ivie reports that the outlook for 1981 in Eastern Contra Costa County as far as work goes, looks fairly good. There are some good jobs in progress right now in the refineries and plants.

Tasco Refinery has a few jobs going with Research Cottrell doing a good-sized job. Pullman Power is building a 300-ft-tall stack and is moving right along. Jacobs Construction is doing a small job at Shell Chemical with C.B.I. building a large tank.

At P.G.&E. in Pittsburg, Combustion Engineering is doing a shutdown on one of their units. There are approximately 13 operators and oilers on this job running two shifts, six days a week, 10 hours a day. This job should run until June or July.

A. D. Seeno Construction Company says they are going to try to break open eight new tracts this year. This will create a lot of work. Oliver DeSilva is in Oakley now moving dirt on one of these tracts. A & S Underground is due to move in the first part of March and start the underground. "I under-

stand there will be approximately 240 homes on this tract," Ivie commented.

Rumor has it that the Hoffman Company will build the golf course at Discovery Bay, plus another deep water bay for homes. Walnut Creek has a highrise started. Wagner & Levine is moving the dirt on this job at this writing.

In the City of Concord, a lot of work is coming up. The developers have a new name for the following projects. They call them "mid-rises," which are buildings taller than 10 stories.

One project is called Pillon/Davey Towers. This is a \$40 million project that will include twin towers housing a combination of shops, offices, and condominiums, with parking underground. This project is slated to begin this summer and to be completed within 18 months.

The second project is called Concord Airport Plaza, a \$25 million project that includes four office buildings, ranging from four to six stories high. Wagner &

(Continued on Page 14)

### More from 'Rigging Lines'

(Continued from Page 5)

others, leaves us a very vulnerable country for a complete catastrophe, such as Congressman McCloskey aptly pointed out. An embargo of any length of time could cause a severe shortage, which in a very short period of time would cause mass unemployment, because of industries closing down.

A very real result of this situation lends to the possibility under this kind of severe strain would be this country being forced to go to war to survive. When I hear of this kind of situation (being a very real and live situation), then my decision would be to achieve better oil & energy independence with, of course, the safeguards and technology to protect the environment that we already have knowledge about. In Tract '53 off the California Coast, I have a relatively easy decision in voting "yes" for proceeding as soon as possible. To me, I think a majority of Californians, as well as Americans in general, regarding the topic of energy independence vs. war of any type with any country, which, of course, means our sons and grandsons, might be called then all of us would be forever and perhaps tragically impacted by such a decision. Let's go ahead cautiously, with all safeguards and develop and explore what we have already, including those areas offshore. Maybe this will keep this country from any future wars and buy the time to continue development of the exotic sources of energy such as; solar, wind, water and geothermal, which are all possibilities, but not yet the answer to real and cheap, dependable energy.

In conclusion, this month Spring is breaking at last, and some new jobs and work will begin with some opportunities for those on top of the list. As I stated earlier this year, if you have a decent job, or get called on one, this is not the year to be jumping around. Hang on and guard the job you have, because plentiful job opportunities in 1981 are just not going to happen very often, because several Federal Funds have been severely cut by the Reagan Administration, plus mortgage rates are still over the moon, and therefore, little or no new housing is going to be constructed in most areas of Local No. 3.



# INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

## Teaching Techs

Many Local No. 3 members and employers are acquainted with Ed Millstead, the Administrator of the Southern California Surveyors Joint Apprenticeship Committee.



Mr. Millstead is retiring from that position after over 20 years of service to apprenticeship. During that time the Administrator North and Administrator South made certain to find a bit of time at Statewide Apprenticeship meetings to discuss our individual programs. Generally those discussions were conducted as an adjunct to the regular quarterly meetings of the California Apprenticeship Council.

By taking advantage of the meetings every three months the two individual programs have remained pointed at the same goal. Each utilizes its own curricula material and operates in its own fashion but the differences are only those of procedure and not content.

The importance of regularly communicating over the years is that apprentices can be transferred between the two JAC's without losing credit for accomplishment. More importantly a Certified Chief of Party can be recognized and demand the extra pay anywhere in the State of California.

Ed plagiarized some of our ideas and we plagiarized some of his. We like to think that both Training Programs are stronger because of our personal associations.

The Tech Engineers in Local No. 3 thank Ed Millstead for his involvement in building the two training programs that produce the finest Surveyors anywhere. California Operating Engineer trained Surveyors have become the goal of excellence wherever a good days work is required for a good days pay.

Ed has worked hard. We hope that he enjoys his retirement and we wish him well.

\* \* \*

Dick Ganon has replaced Ed as the Administrator of the SCSJAC Training Program. Dick is a Certified Chief of Party with many years of experience in the field—an ex-Marine, college background, involvement with management and Union, a desire to produce the best—we look forward to a continuing successful relationship with the Southern California Surveyors Training Program.

\* \* \*

We recently had a visitation from the State of Washington. The business Representative for Surveyor members of the Local and the Administrator of Apprenticeship were here to look over the training offered by the Local No. 3 program.

They appeared to be impressed with Joe Sanders operation at the Job Corps Center in Sacramento and after several hours of non-stop discussions concerning the whole Surveyors Training operations headed back to Washington with enough information and material to start up a competent training program tomorrow.

The Union Local in Washington State and their Apprenticeship Program have been interested in training Surveyors for several years but only recently have they convinced the employer that a trained employee can produce more profits to offset increased wages.

We freely take the time and share experience with persons outside the limits of the NCSJAC. The dollar involvement is very small. The small investment comes back in two ways: When one of the persons they trained transfers to this area, that is a person that we do not have to expend money on to train and when we can print a greater amount of curricula material at one time then the per copy cost is reduced and is a saving to our apprentices who purchase the material.

We encourage the training of Surveyors whenever anyone is interested. Here in Local Union No. 3 the Employer and the Union understand the dollar value of education. In many areas of the United States that Union-Employer rapport does not exist.

\* \* \*

It has been about a year now since Gene Machado came on board as the Administrator's Assistant. For the most part Gene has been assigned to monitor Public Works and where applicable insist that monies due the NCS Training Fund are paid.

Up and down the greater Sacramento and San Joaquin Valley Area, firms that contract for Public Works have been remiss in meeting their obligations to the training fund. Part of the problem is simply lack of knowledge that contributions were to be made, sometimes an attitude of why pay until I get caught and sometimes just plain overt defiance of the law.

A section of the California State Labor Code has been on the books for many years but for some reason never utilized. For the first time in all those years it is being tried and it works.

It has been a rather heavy job for Gene. There is much antagonism in the valley area because the Surveyors classifications have been determined to be covered by sections of the California State Labor Code. In many communities a chairman with many years of experience is paid \$5.00 an hour and no fringes and no training program as a way to move up the ladder to a higher level of learning. Our experience indicates that apparently certain employers that claim to be furnishing Professional Services are ripping off the consumer with cheaply paid and untrained employees.

Important reasons that Section 1777.5 of the Labor Code came into effect were to furnish a method by which employees could take advantage of training opportunities, to mandate that under certain circumstances employees must be provided training and to require employers to make contributions to the ongoing Training Fund whether or not they took advantage of the training opportunities.

It is these contributions that Big Gene is pursuing with increased success. Reluctance of the employer, antagonism of the Public Agencies that let contracts, horrendous bureaucracy and just plain obstinance on the part of some individuals with responsibility for Labor Standards Enforcement, complex the effort of enforcing compliance.

Some Civil Servants with responsibility toward monitoring and enforcing the law are performing in an excellent manner and should be applauded for their extra effort and insistence on fair application of the law—others are apparently disgruntled because they now have to move out of a cozy, lethargic position and perform the job that the taxpayer pays them to do.

The project that Gene has taken on is not an easy one. Court Orders ever here, litigation over there, antagonism, bureaucracy, obstinance, lack of knowledge, laziness, ego trips, philosophical differences, political pressures, etc., etc., etc., are all everyday experiences that Gene confronts.

In spite of all the road blocks, we are winning.

## Talking to Techs

### Work Outlook

The work outlook for Northern California is about the same in most areas. Our involvement in the public works area takes us to many cities and counties. In conversations with various city engineers and public works directors, they all agree that the work picture for public works projects will be improving within the next few months.

With the cost of home financing starting to decline, home buying appears to be on the increase. Many developers that we have talked to feel that subdivisions will be increasing in the latter part of 1981 and they are anticipating 1982 as a very good year in the housing industry. We hope that their predictions are accurate.

As we have mentioned, there is substantial work in the public works areas, which brings to mind one noteworthy job in the Stanislaus County. In particular, we are talking about the Oakdale Irrigation District. It is currently applying for a \$15 million dollar Federal loan to extend and rehabilitate their water system. As a direct result of a two-year study, the engineering consultants feel that if an added sixty miles of pipeline would be constructed, it would save 16,000 acre feet of water resulting from evaporation and seepage.

This is just one of the many public works projects that are being considered for federal grants. Be assured that all the representatives of Local #3 will be attending various Planning Commission Hearings, Public Works Hearings, etc., etc., to fight for these necessary public works projects that are both environmentally necessary and economically feasible.

### AB Senate Bill #206

On March 6, 1981 your Tech Engineers representatives met with Local #3 union legislative advocate Ron Wood at the State Capitol in Sacramento to attend a hearing and to restate Local 3's position on Senate Bill 206. As you are aware, in past articles of Engineers News we have reported on the activities of the Board of Registered Construction Inspectors. This is an update of their most recent activities.

Through the Board's Legislative lobbyist, Senate Bill 206 was to be introduced to the Senate on March 9, 1981. This bill, in effect, would have extended the July 1, 1981 Sunset date for another 6 years. Several public hearings were held prior to March 6, 1981 to hear the pros and cons of extending the life of the Registered Construction Inspectors Licensing Bd. Operating Engineers Local #3 and Local #12, plus Employers from the Testing labs were there to present our opposition to the extension of this organization.

On March 9th, SB 206 was not introduced to the Sen-

ate, but instead was held over to be introduced on March 23, 1981. It seems the Board of R.C.I. Lobbyist felt there was not enough support in the Senate at this time for the Bill to be successfully passed into law. We will be present again at the State Capitol on March 23 to keep abreast of SB 206. We will keep you informed of any further developments.

### Politics

For the first time in history, Contra Costa County has a Congressman who has risen high enough in the congressional power structure to gain a committee chairmanship. George Miller of Martinez, a Democrat, was named as Chairman of the House Subcommittee on Labor Standards.

This Committee's primary function is concerned with enforcement of the Labor Standards Act. This will put Miller in the middle of most of the major controversies over labor and unemployment and working conditions.

Miller has always been interested in the worker and his problems. As a labor committee chairman, this should enhance his position among rank and file workers.

### Organizing

The Tech Department would like to report on our recent organizing activities. In the Sacramento area, a newly organized firm is Sturgis and Associates located in Lincoln, California. In the Vacaville area we effectively organized Evans Land Surveyors. Moving a little closer to the immediate Bay Area, Trans World Testing Laboratories Inc. recently signed a Non-Destructive Testing Agreement, but only after an extensive organizing effort.

Moving south to Monterey, we would like to report that after a lengthy organizing drive, we won an N.L.R.B. election with Bestor Engineers. Negotiations have been scheduled to commence in the latter part of March.

### Negotiations

Negotiations for the Council of Engineers and Laboratory Employers Associates Inc. has been completed. The contract was presented to the membership on February 26, 1981 at the Holiday Inn on Hegenberger Road in Oakland. This meeting was by far the largest turnout yet for Testing and Inspection members. The contract was presented to the members and ratified by a 2 to 1 margin. Below is the breakdown of the newly negotiated wage and fringe benefit package. These new hourly rates are effective March 1, 1981:

Trainee	\$ 6.43
Tech I	7.94
Tech II	9.47
E.T.	10.99
S.E.T. I	12.08
S.E.T. II	13.05
Health and Welfare	\$1.45
Pension	1.60
Pensioned Health & Welfare	.15



Pictured above is the ratification meeting for the Council Engineers and Laboratory Employers Assn. Inc., recently held in Oakland. Bottom photo: Les Saddler, Tech Engineers Director Paul Schissler and Larry Tavares discuss newly ratified agreement.



## DEPARTED BROTHERS

Business Manager Dale Marr and the Officers of Local 3 extend their sympathy and condolences to the family and friends of the following deceased:

NAME/ADDRESS	DECEASED
Brusnahan, Lawrence R. (La Von—Wife) P.O. Box 256, Oakley, Utah	2-21-81
Carney, Joseph R. (Carol Gomes—Daughter) 364 N. Whisman Rd., Mountain View, California	2-13-81
Carney, Wetzel (Rita Mathieson—Daughter) 16115 Mays Avenue, Los Gatos, California	2-8-81
Furgerson, Golda (Alice—Wife) P.O. Box 219, Pioneer, California	2-27-81
Jackson, Cleon (Mildred—Wife) P.O. Box 66, Glendale, Utah	2-7-81
Jenkins, James A. (Margaret—Wife) 707 W. Matson #7, Truth or Consequences, New Mexico	2-28-81
Luck, Stephen G. (Leon—Son) 219 S. Shasta St., Willows, California	2-1-81

McMains, George (Alice—Wife) 13401 San Pablo #67, San Pablo, California	2-28-81
Moore, Donald (Diane Neff—Daughter) 1625 Richland #8, Ceres, California	2-22-81
Morris, Willard (Grace—Wife) 945 Hazel St., Chico, California	2-1-81
Nichols, George (Sue—Wife) 5913 York Glen Way, Sacramento, California	2-4-81
Rives, Charles (Jacqueline—Wife) 427 Seaview Drive, Benicia, California	1-15-81
Soiseth, Gary (Janet—Wife) 1072 Topaz, Manteca, California	2-8-81
Stockton, Allen (Beatrice—Wife) 803 San Juan, Vallejo, California	1-12-81
Strable, Myron (Glenn—Son) 4700 Hilltop Drive, El Sobrante, California	2-14-81
Strandberg, Nels O. (Dorothy—Wife) 20 Poincetta #132, Daly City, California	2-22-81
Sweet, Meredith (Charlotte—Wife) 392 Roundtree, Escondido, California	2-5-81
Thiel, William J. (Margaret—Wife) 961 Acacia Way, Livermore, California	2-10-81

Torbert, Grady A. (Elizabeth—Wife) P.O. Box 3267, Redding, California	2-18-81
Veith, Thomas W. (Virginia—Wife) 1058 Cadiz Court, Seaside, California	1-30-81
Voss, Sidney (Doris—Wife) 550 Santa Clara Ave., Alameda, California	2-5-81
Winfred, Royal (Lucille—Wife) 1745 Lincoln #20, Napa, California	2-4-81

87 Deceased Members December 1, 1980 through February 28, 1981  
1 Industrial Accident December 1, 1980 through February 28, 1981

### DECEASED DEPENDENTS February 1981

Brown, Jennifer Lynn—Dtr. of James Brown	2-24-81
Calhoun, Lorraine—Wife of William Calhoun	1-30-81
Gonzales, Rudy—Son of Cecil Gonzales	2-1-81
Hammersmith, Muriel M.—Wife of Walter	2-6-81
Laughlin, Ruth—Wife of Ray Laughlin	2-4-81
Turley, Lora L.—Wife of Cloyce Turley	2-12-81
Valverde, Florentino, Jr.—Son of F. Valverde, Sr.	2-15-81

## Plans move ahead on Crescent City plant

Plans are moving ahead for construction of a \$250 million nickel processing plant 17 miles northeast of Crescent City, reports District Representative Gene Lake.

A contract for a feasibility study of the project, which would provide 450 new jobs for the economically depressed fishing and lumbering community just south of the Oregon border, was awarded to Kaiser Engineers of Oakland by California Nickel Corp., a subsidiary of Ni-Cal Developments Ltd. of Vancouver, Canada.

The facility would process ore from the company's 800-acre Gasquet Mountain nickel-cobalt-chrome laterite deposit in the Six Rivers National Forest. Company officials believe there is sufficient surface tonnage for a 5,000 ton a day processing facility.

### More Utah

(Continued from Page 10)

Jelco has four Engineers on the shutdown at the Huntington Power Plant, which should last until the end of March. Bumstead & Wolford has the contract for the water line at the Huntington Power Plant.

Seventy to eighty brother engineers are currently employed by M-K Power at the Hunter Power Plant at Castle Dale. The job is approximately 8.5 percent complete. M-K representatives say the Engineering Department for the project (Brown & Root) is three to six months behind in getting plans to them. These representatives feel that this is a deliberate attempt by Brown & Root to delay the project.

W. W. Clyde Company has picked up another 25,000 yards of excavation at the Hunter Plant and will, therefore, remain at the project for another two or three months. This contractor is still working at Green River but they laid off the night shift the end of February. They expect to finish the job about the first of April.

Comarco's contract at the Utah Launch Complex at Green River expired the end of February and Cortez "3" took over the contract on March 1st. "We will be meeting with the new company in the near future on contract negotiations," Stevens said.

L. A. Young Sons' Company has a sewer pond job for the City of Monticello and they should be starting construction this month, weather permitting.

Rio Algom is still working three shifts. As long as there is a demand for uranium, this plant will probably continue to operate at full production.

If the environmental applications are approved and all else is favorable it will take about 2½ years to build the plant.

This would certainly be a much needed shot in the arm for economy of the North Coast.

"As we all know the Mattole Road is a disaster again," Lake commented. "Last summer a \$3.4 million repair project was completed by Stimpel-Baker & Associates Inc. of Redding to repair damages caused by a violent 1977 storm. In spite of the relatively mild winter we have had this year the project failed to pass the test."

The Mattole Road has had a history of disasters which was thought to be ended when Stimpel-Baker finished its contract. Construction bids were originally accepted with alternate proposals permitting use of soft rock and or crib wall. The Board of Supervisors was advised that hard rock was superior, but decided to allow the use of the less expensive alternate.

Restoration of the road could begin this summer if the \$1.6 million request for funds comes through. Currently the road is open to one way traffic.

This summer in the City of Eureka we should see extension of First Street (Waterfront Drive) from C Street to Washington Street and the construction of additional roads connecting Waterfront Drive with other city streets. The project also will include replacement of tide gates adjacent to the small boat basin and dredging of a drainage immediately south of the small boat basin.

So far no word on repairs to the Hiway 101 overpass near College of the Redwoods, which collapsed during the earthquake last winter. Traffic is rerouted over the north bound portion of the freeway

overcrossing.

"Most of the highways in the District are in desperate need of overlay work," Lake said. "Hopefully this season we will see these long overdue improvements materialize."

Business Representative Jim Johnson reports that the two bridges C.K. Moseman Co. had on the South Fork of the Smith River are now about completed. Most of the hands that worked on this project have been offered continuing jobs with Moseman at various locations including San Francisco, Los Angeles, Georgia and Alaska. "It is nice to know the employer was satisfied with the quality of work our Brothers do to keep them on the payroll," Johnson said.

J & W Pipelines of San Jose is putting the finishing touches on their three year sewer project in Crescent City. At the peak of construction, this project employed approximately 30 of the brothers.

With the combined efforts of Nally Enterprises of Rio Dell and Coast Marine of Coos Bay, Oregon there is now a new small boat marina to accommodate the local fishing fleet. These two contractors have been able to work most of the

winter due to the nature of the project. All that remains on this job is the paving of the marina area and access road.

Coast Marine is still keeping some of their hands busy with the building of a new boat repair facility in Fields Landing. This company also will resume work on a bridge project on the North Fork of the Smith River as soon as the weather permits.

Art Tonkin was recently the low bidder on a good road improvement job north of Orleans, for the sum of \$2.5 million. Once again weather will determine how soon this project will start.

Other new projects waiting for the weather to clear is a culvert and realignment job near Hydsville by Hardrock Cons't. of Redding.

John Petersen Inc. was low bidder on a sewer interceptor and water pollution project in Fortuna. Nally Enterprises of Rio Dell has a realignment job on Hiway 36 near Carlotta.

Redwood Empire Aggregates has nearly a half a million dollar street maintenance project here in Eureka. The local Equipment Dealers are quite busy and have had a good winter.

## Construction to begin next month on \$250 million development

Construction is expected to begin in May on the first phase of a \$250 million six-village community near Woodward Park that will be Fresno's largest residential development, reports District Representative Claude Odum.

Plans call for Park Fort Washington to be built over an eight to ten year period on 528 acres east of

the Park and the San Joaquin River. Up to 2275 units for 6,000 people are planned.

The development will be built on the rolling terrain bounded by Fort Washington Road and Plymouth Way to the north, Cedar Avenue to the east, Sheppard Avenue and the Southern Pacific Railroad to the south, and Friant Road to the west.

The State Department of Water Resource hopes to have Governor Brown fire up a wind-powered test generator it will use to determine whether wind-generated electricity is feasible. At this time there has been no confirmation from the Governor for the March 27 ceremony.

The generator which resembles a 50 foot egg beater turned upside down is a 50-kilowatt unit manufactured in Canada. It is the first to be put up by the Company, DAF Indal Ltd. of Canada, in the United States.

The State has a policy that 70% of its energy requirements will come from renewable energy form, including wind, by 1983.

The generator will be turned on automatically when the wind

(Continued on Page 16)

## More from Oakland

(Continued from Page 12)

Levine is moving dirt on this job now. This job will be complete in 12 to 14 months.

The last one to start this year is the Hilton Hotel, a 10-story \$17 million project. This project is scheduled to start around April of 81 and be completed 16 months later. Oliver DeSilva has already moved a lot of the dirt, with Foundation Constructors putting in some piles.

There are two other projects on the drawing board to start at a later date in Concord, also called mid-rises.

Chevron Oil is building a four-story office building in Concord now. This job has been in process for approximately one year. This building is not that high—four stories, but it is long. If this building was stood up on end it would stand 30 stories high.

There is a lot of underground work in Concord, coming up and going on. The Highway 4 job being done by Peter Kiewit is ahead of schedule. The new extension should be completed this summer and in operation.

Gene Alves cut a pad in Walnut Creek for a water tank. The tank has been built and Alves is back on the job putting dirt back around and on top of the tank. "The job will look nice when they finish," Ivie said. "It will look like a natural hill instead of a big tank stuck on the side of it."

"We had a good year in 1980 Sisters and Brothers as far as safety," he added. "So let's try to make 1981 even better. Keep your eyes and ears open and stay alert."

Business Representative Bill Dorresteyn reports that crane work is fair to good all over the state. There is work going on up at The Geysers, Nevada, San Diego, and as far north as Redding. Most are rental, but some are bare lease.

Sheedy is busy in San Francisco. Most of the work is in town. San Jose Crane, Winton Jones, Husky, Bigge, Peninsula, Bay Cities, Able, and Hill are all doing fairly well. Reinholm is doing very good with mostly rental and some bare lease.

Crane work is not going as good in the rental. Bare lease and jobsite work is faring much better with the refinery work going.

"Accidents are at a bare minimum right now, and we hope that will continue," Dorresteyn commented. "Good pre-start checkups of your rig is a very good practice because most of the companies are not keeping the same crews on one crane as in the past."



Members and guests get their fill of crab at the recent annual Eureka Crab Feed.



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: LAPIDARY UNIT.** Saw, 2 grinders, sander, etc. Highland Pk. Model E10. \$250. 209/266-6692. Art Lance, 1272 Villa, Sp. #27, Clovis, Ca 93612. Reg. #0698389. 2/81.

**FOR SALE: 1978 INVADER** travel trailer, fully self-contained, air cond. Minimum use, like new. \$4850. 916/645-1318. Ken Armstrong, 160 Nelson Lane, Lincoln, Ca. 95648. Reg. #1059571. 1/81.

**FOR SALE OR TRADE (Concord):** New Case Backhoe boom w/claw hook. Used radial drill, 4 ft. arm, 4 in. hole capacity. Night 415/672-2137, day 415/689-0250. Stan Gaunt, 5912 Herriman Drive, Clayton, Ca 94517. Reg. #0865431. 2/81.

**FOR SALE: STREAMLINE TRAILER** with all living equipment, perfect condition, dirt cheap. Phone 408/251-4440. Milton Henderson, 454 Giannotta Way, San Jose, Ca 95133. Reg. #0622564. 2/81.

**FOR SALE: ONE TRACK & SPROCKET "CAT"** Press. 1000 lbs. assorted welding rod. 700 lbs. assorted bolts & nuts, flat washers, locks, cotterpins. Box trailer, all steel, 750 tire, 1 spare. New SC781-A high capacity 3-hose machine cutting torch, never used. Bill LaGasa, 22353 Main St., Hayward, Ca 94541. Reg. #0738753. 2/81.

**FOR SALE: THREE BEDROOM HOME** in better part of Hobart, Okla. Near hospital, schools & churches. Best climate in Okla. \$34,000 or will trade. Mel Gragg, 604 N. Lowe, Hobart, Ok. 73651. Reg. #0795988. 2/81.

**FOR SALE: HEAVY DUTY REPAIR-MANS** tool kit, 1 in. drives to 1/4 in. plyers, etc. \$400. 209/266-6692. Art Lance, 1272 Villa, Sp. #27, Clovis, Ca. 93612. Reg. #0698389. 2/81.

**FOR SALE: 75 RANCHERO,** 15" Goodyear Ariva complete steel belted tires. RH air, all power R&H. Tilt wheel spare never on. One 24 lb. sledge. Bill LaGasa, 22353 Main St., Hayward, Ca 94541. Reg. #0738753. 2/81.

**FOR SALE: OLIVER OC4 GAS DOZER,** wide gage tilt blade, good cond. \$4,000; 20' flatbed trailer, tandem wheels \$800. Frank Cava, 37265 Greenpoint St., Newark, Ca. 94560 415/791-5822 Reg. #1832904. 12/80.

**FOR SALE: 1978 CASE 580 C BACKHOE** w/24" bucket, 1700 hrs. \$19,000. 1979 Wolverine Equip. trailer 20,000 lb. 3 axles \$4000. Call 916/241-8821. Stan Green, 1553 McElroy Lane-Buckeye, Redding, Ca. 96003. Reg. #1764330. 2/81.

**FOR SALE: VERY SHARP HOME,** 2 bd. 2 ba., on waterfront, Clearlake Keys, w/lg. covered deck, dock, fireplace, custom drapes, 2 car garage. Assume loan of 28,500 @ 10.20% int., bal. cash. Asking \$89,900. Call 707/998-3775, write James E. Vestal, Box 1354, Clearlake Oaks, Ca. 95423. Reg. #0388565. 3/81.

**FOR SALE: 1974 FORD 4500** diesel tractor, 3 cyl. w/one cu yd bucket & 80" gannon scraper pan. Full hyd., new tires front & rear, low hours, \$10,000. Call 415/366-5020, Robert Bauman. Reg. #0574256. 3/81.

**FOR SALE: 5 KW GENERATOR PLANT,** new hercules 4 cyl. short block,

new radiator core. \$1,000 or best offer considered. H. L. Moretti, 561 Garden St., Sacramento, Ca 95815. 916/925-3343. Reg. #265332. 3/81.

**FOR SALE: TD 24 INTERNATIONAL** for parts. Engine gd. cond. Tracks 50%. Gd. winch, radiator, fuel tank, etc. \$500. Ask for Arnold, 415/458-2987. Reg. #1123505. 3/81.

**WANTED TO BUY: CAT BELT BUCKLE.** Also blade cat buckle late 40's or early 50's. In mint cond., must be made by Caterpillar co. cash. Don L. West, P.O. Box 1494, Auburn, Ca. 95603. Reg. #0535806. 3/81.

**FOR SALE: 1977 25 1/2" WELLCRAFT** Sunranger w/26" Ex-load trailer w/electric winch. Engine in excellent cond. Boat has many extras. Live aboard for wonderful vacation. George Schneider, 2769 Crater Rd., Livermore, Ca. 415/455-8429. Reg. #1666538. 3/81.

**FOR SALE: 1966 TWO TON GMC** truck 478 V6 diesel, in storage 10 yrs. 9,000 original miles. 241 hours, like new. 12 ft. steel bed. \$8,000. James R. Scagliola, 8746 Lords Manor Way, Rohnert Park, Ca. 707/795-9227. Reg. #1504656. 3/81.

**FOR SALE: 40 ACRES** w/2 bd, 1 bath older home nr proposed IPP plant, Delta, Utah. Own/agt. \$65,000. Owner financing. Norman Clemens, 14346 E. Collier Rd., Acampo, Ca 95220. 209/369-1397. Reg. #1238702. 3/81.

**WILL TRADE EVEN: MY 73 TRAILER** 33 ft 5th wheel for 26' or 28' 5th wheel. Has forced air heat, in gd cond., low mileage. This lg. trl. not necessary for retiree owner. Wesley A. Hixson, 5421 Mill St., Fortuna, Ca. 95540. Call 707/725-3624. Reg. #0868721. 3/81.

**FOR SALE: JD 550 DOZER,** lights, ROPS canopy, tilt & angle blade, rippers. JD 500C Backhoe, 3 bkts 1976. 3-wheel scoop m/mobile s/n H1006T. 75 GMC flatbed w/wat. tank & cem. mixer. Pkg \$72,000. Chip E. Warren, 520 E. Hwy. 20, Upper Lake, Ca. 707/275-2447. Reg. #1312819. 3/81.

**FOR SALE: NO. CAL. EQUIP.** rental & landscaping supply bus. Incl. inventory, equip., land & improvements. \$95,000. w/favorable terms. 520 E. Hwy. 20, Upper Lake, Ca. 707/275-2447. Reg. #1312819. 3/81.

**FOR SALE: RETIREMENT TWO ACRES,** 14x64 custom blt mobil home, barn, outbldgs, fenced, grass, fruit, well, walnuts. Paul L. Indermuehle, Rt. 2, Box 195AA, Buffalo, Mo. 65622. Phone 417/354-7772. Reg. #0844685. 3/81.

**FOR SALE: THREE DENTAL CHAIRS,** old style, complete. Three drs. examination tables like new. Bill LaGasa, 22353 Main St., Hayward, Ca. 94541. Reg. #0738753. 3/81.

**FOR SALE: BACKHOE 580 B** with extendhoe. Low hours. For information call 415/574-3172. William Hagan. Reg. #1196346. 3/81.

**FOR SALE: CHOICE BLDG. SITE** 1/4 acre in Pahrump Valley, Nev. nr M.X. site. Util. incl. tv underground. Nr. schools, golf crse, bowling lns, stores. Small equity + take over payments. E. Hardman, 2117 San Vito Circle, Monterey, Ca. 93940. Reg. #0811411. 3/81.

**FOR SALE: 18 FT CATAMARAN** power cat fish & ski boat. Twin 40 hp Evinrudes tandem. Good cond. \$2,495 or trade for equal value. Benjamin F. Edelman, 104 Elder Drive, Pacheco, Ca. 94553. 415/685-7969. Reg. #0689209. 3/81.

**FOR SALE: 18 FT INBOARD V8,** mahogany deck, exc. cond. \$1,450 or trade. W. E. Dixon, P.O. Box 52, Vacaville, Ca. 95696. 707/448-6394. Reg. #0557469. 3/81.

**FOR SALE: TWO LODE CLAIMS** on paved roads, old cabin, 25 mi. E. of Oroville. \$450 ea. W. Dixon, P.O. Box 52, Vacaville, Ca. 95696. 707/448-6394. Reg. #0557469. 3/81.

**FOR SALE: 454 INTERNATIONAL** w/loader & scraper \$4,750. 1951 Chev. trk w/20 ft dump trailer \$5,250. W. L. Maddox, 17311 S. Mercy Springs, Los Banos, Ca. 93635. 209/826-0684. Reg. #1043556. 3/81.

**FOR SALE: 1976 750cc BMW** motorcycle gd running cond. \$1550 13667 mi. white \$135 Fairing BMW black luggage carriers, lots chrome. Kenneth Mahoney, 455-41st Ave., San Francisco, Ca. 94121. Reg. #883769. 3/81.

**FOR SALE: 7 CAST IRON 451 LB** elevator weights, used on radio tower. Tilt-Over ham radio tower bottom section, all-bank trapped vert. HR 18AVT ant., 3 sections of 4" alum. tubing 10' long. Will sell cheap, make offer, or will trade. Kenneth Mahoney, 455-41st Ave., San Francisco, Ca. 94121. Reg. #883769. 3/81.

**FOR SALE: 5 ACRES** in Mother Lode, Burke Ranch subdiv. Amador Co. Oak covered land grad. rises to fantastic view of valleys & mntns. Quiet, private, Robert Gormley, P.O. Box 205, Drytown, Ca. 95699. 209/245-6272. Reg. #1058412. 3/81.

**FOR SALE: NEW CONSTRUCTION -27** Ft. flying bridge sports fisherman. New engine single lever controls. Moving, must sell. \$3,600. Dan Smalling, Rt. 1, Box 198, Oakley, Ca. 94561. 415/625-0416. Reg. #0758424. 3/81.

**FOR SALE: 1971 INTL. 2-TON** flatbed truck \$3,000. 1969 Intl. 10 yd. dump trk \$10,000. 1972 Intl. 10 yd. dump trk \$14,000. Ditchwitch J-20 trencher w/trailer \$3,000. Stan Green, 1553 McElroy Ln., Redding, Ca. 96003. Call 916/243-8821. Reg. #1764330. 3/81.

**FOR SALE: 3" PORTABLE GOLD** dredge. Pump, motor, floats, complete unit. A-1 cond. Phone 1-209/274-4174. Reg. #0888742. 4/81.

**FOR SALE: ONE+ ACRE** trout stream in back yard. 42 mi. from Reno. \$10,000 full price 1,000 down 100 per mo. Bill Evans, P.O. Box 707, Loyalton, Ca 96118 Ph. 916/993-4975. Reg. #0598664. 4/81.

**FOR SALE: 1965 FORD CABOVER** C-700 5th wheel good cond. \$2,000. Bill Evans, P.O. Box 707, Loyalton, Ca 96118. Ph. 916/993-4975. Reg. #0598664. 4/81.

**FOR SALE: MAYTAG GAS DRYER,** like new, used 4 mo, \$100. Bill Evans, P.O. Box 707, Loyalton, Ca 96118 Ph. 916/993-4975. Reg. #0598664. 4/81.

**FOR SALE: OIL DISTRIBUTING TRUCK** 1961 Chevy, 1200 gal. tank, exc. cond. John Corbett, 2606 Carpenter Rd.,

Stockton, Ca 95205. 209/463-7305. Reg. #1208766. 4/81.

**FOR SALE: OIL DISTRIBUTING POT.** 200 gal. on trailer w/20" tires, heater. John Corbett, 2606 Carpenter Rd., Stockton, Ca 95205. 209/463-7305. Reg. #1208766. 4/81.

**FOR SALE: VIOLIN 266** years old made by Antonius Stradivarius in 1713 in good shape. Asking \$10,000, probably worth \$40,000. John C. Smith, Box 341, 950 14th St., Montague, Ca 96044. Ph. 459-3742. Reg. #1022342. 4/81.

**FOR SALE OR TRADE: 10 AC.** in Northern Nevada. 916/372-5932. Broderick, CA Reg. #1128323. 4/81.

**FOR SALE: AIR COMPRESSOR,** Jeager 125 cfm, on trailer. \$1,250. John Corbett, 2606 Carpenter Rd., Stockton, Ca 95205. 209/463-7305. Reg. #1208766. 4/81.

**FOR SALE: PAIR OF RAILS FOR D6-B** Serial 44A3201 50% wear left good for leav land work. 40 links each. John Silveira, phone 837-2194 Danville, CA Reg. #0828730. 4/81.

**FOR SALE: JOHNSON SIDE DELIV-**ERY RAKE good cond. Engine parts for 2-ton Holt Cat. John M. Silveira, phone 837-2194 Danville, CA Reg. #0828730. 4/81.

**WANTED TO BUY: HYD. RIPPER FOR D6-B** Serial 44A3201. John Silveira, phone 837-2194 Danville, CA Reg. #0828730. 4/81.

**FOR SALE: '78 TRANS AM AUTOMA-**TIC, air cond., pow. steering, brakes, windows & door locks, T top, tilt wheel, 53,000 mi., immaculate. \$6,800. Call evenings 415/656-0184. Reg. #1768889. 4/81.

**FOR SALE: 73 FORD FLAT BED,** 73 feree lowbed tandem axle & JD510 hoe, digmore. 4 buckets ready for work, combination \$42,500 complete. "Jonesy", 4125 San Juan Ave., Fair Oaks, Ca 95628 916/944-1362. Reg. #1411246. 4/81.

**FOR SALE: D8-14A, Ser. 3613,** straight blade #30 lo. profile unit, 25 cat dbl. drum on rear, FP carryall 15-18 yds. Woolridge carryall 30 yds. Joshua Bassi, P.O. Box 732, Placerville, Ca 916/622-0723. Reg. #0346961. 4/81.

**FOR SALE: LG. AIR COMPRESSOR** Rotary 105 on tires. Exchange your equity for mine, beau. 79 Park trailer 40' Traveleze dbl tip outs, lg. bath, bed. Sleeper sofa. Exc. cond. used very little, can be towed w/pickup. For lg. Class A motor home w/rear Br. 415/439-9056 eves. & wkdays, 209/786-2242 wkends. Reg. #0413422. 4/81.

**FOR SALE: NEW 20x48 MOBILE** HOME 2 bedrm 1 bath. Adult park. Mtn. View, corner Middlefield & Moffett Blvd. Call Morley McCauley after 4 p.m. 964-2531. Reg. #1609980. 4/81.

**FOR SALE: CEMETERY LOT** in Skylawn Memorial Park, Space 3, Sect. D of Lot 16 Pacific View. Reg. price \$895, will sell \$795. Robert Buck, Box 1, Augusta, Montana 59410. Ph. 406/562-3400. Reg. #0374043. 4/81.

**FOR SALE: 5-ACRE PARCEL,** adjacent Fish Lake Nat'l Forest, Utah. 1 mi. to black top road. Deer, elk, fishing at your door. \$12,500 or assume contract at 12%. Lawrence R. Johnson, 5393 High Rock Ct., Oroville, Ca 95965. 916/589-1033. Reg. #0660970. 4/81.

**FOR SALE OR TRADE: 1972 FORD** COURIER, mag whls, new tires, AM/FM cassette, air shocks \$2,195. Call Jerry 916/241-0158. 7 am to 5 pm, 916/347-4320 eves, wkends. Reg. #1499932. 4/81.

**FOR SALE OR TRADE: 1972** CHEVY Kingswood wagon, p/s, P/b, a/c, 8 track tape \$995. Call Jerry 7 am to 5 pm 916/241-0158, eves, wkends 916/347-4320. Reg. #1499932. 4/81.

**FOR SALE: MUSTANG 68 (289)** original owner. Very clean. Best offer. Manuel Romero, 1885 E. Bayshore Rd., Palo Alto, CA Ph. 415/326-4218 aft. 5 pm. Reg. #0310699. 4/81.

**FOR SALE OR TRADE: 3300 GAL** WATER TRK '57 white, twin screw, 220 Cummins, 5x3 trns. PTO pump, air in cab controls, frt. rear, side sprays, exc. no leaks. Trade for diesel back hoe loader. Sell \$10,500. Irv Crone, 6508 Hickory Ave., Orangevale, Ca 95662. Ph. 916/988-2821. Reg. #0965047. 4/81.

**FOR SALE OR TRADE: PUREBRED** ARABIAN stallion: IBN Jaguar out of Jaguar. Beau. conformation, well trained, quiet disposition. \$7,500. Trade/pick up, tractor, travel trailer, ? Carlton E. Shaw, 9371 Shaffer Rd., Winton, CA 95388. Reg. #0760647. 4/81.

**FOR SALE: 1977 GLASTRON 22'** full canvas & galley w/refrig. Sleeps 5, superior cond., extras, walk-thru bow. 302 Ford/280 Volvo, new towing cover, Vanson trailer. Ph. 408/274-7595. Reg. #1137643. 4-81.

**FOR SALE: CORVETTE '71 ROAD-**STER, silver blk, both tops, 350 automatic, stock w/new factory seat covers, AM/FM cassette w/4 new spkrs. Low miles, superior cond. w/extras. 408/274-7595. Reg. #1137643. 4/81.

**FOR SALE: '78 DBLEWIDE SUNNY-**BROOK in adult pk, Yreka, Ca 2BR, bth, compl. kitchen & laundry, firepl., AC, carpets, drapes, lg storage shed, deck w/view. \$38,000. owner financing. John E. Pole, Rt. 1, Box 275E, Montague, Ca 96064. Ph. 916/459-5135. Reg. #1079772. 4/81.

**FOR SALE: D-2 CAT HYDRAULIC** dozer serial #401688. Low hours. Marvin L. Neal, 1111 Melody Ln, Roseville, Ca 95678. Call 783-8242. Reg. #408105. 4/81.

**FOR SALE: APPROX. 1800 SQ FT** HOME w/basement on 9/10 ac. w/yr around creek. In Anderson Spgs. Resort area, 21 mi. from Clear Lake Hghlnds. Harry Clark, P.O. Box 374, Middletown, Ca 95461. Reg. #1677542. 4/81.

**FOR SALE: 1877 SAFE,** needs work \$75. 1957 Chevy p/u \$2,500 firm. 10x50 Angelus MH, skirt, awning, redwood deck & steps, drapes, gd cond. \$5,500 firm. 4 Dick Cepek fun countries 15x36 gd. cond., little used. \$300/set only. Harry Clark, P.O. Box 374, Middletown, Ca 95461. Reg. #1677542. 4/81.

**FOR SALE: CAT 22 TRACTOR** excellent. Disc Kilfer, J.D. #5 mower tilt trailer. Walnut shaker attachmnt. \$3,000. Ron Casalegio, 1336 Jackson Gate Rd., Jackson, Ca 209/223-0621. Reg. #1128272. 4/81.

**FOR SALE: AUSTIN HEALEY** Bugeye Sprite, 1960. 948 CC engine, four speed trans, 43 mpg. Car has been restored to 95% of factory condition and is in excellent mechanical condition. \$2,700. Mark Stechbart 415/626-4480 days, 415/359-5437 evenings. Reg. #1737773. 4/81.

**FOR SALE OR TRADE: DW-20.** Sell, or trade for boat w/trailer, r.v. equip. or guns. Sam G. Roper, Rt. 1, Box 1412, Butte City, Ca 95920. Ph. 916/982-2024. Reg. #1113080. 4/81.

## 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.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- 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 Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif 94103. Be sure to include your register number. No ad will be published without this information.

## EBMUD announces two new hydro plants

Plans for construction of two new hydroelectric plants on the Mokelumne River at Middle Bar and Rail Road Flat have been announced by East Bay Municipal Utility District, reports Business Representative Bob Blagg.

Applications will soon be filed with State and Federal agencies for licenses that will allow the East Bay Municipal Utility District to proceed.

The Middle Bar project would be on the main Mokelumne River at the upper end of the present Pardee Reservoir water impoundment, and would back water upstream to a point near the present Highway 40 bridge across the river.

The Rail Road Flat development would be located on the South Fork of the Mokelumne River a short distance downstream from its confluence with the Licking Fork of the Mokelumne. The site would be approximately at the point where Calaveras Public Utility District now has its Jeff Davis Reservoir

Pumping Plant.

The sizes of the water impoundments and the hydroelectric power generators have not been determined. The projects would not involve any water diversions and would be only for power generation purposes.

More than 20 years ago, East Bay filed applications for construction of both projects, so the idea of reservoirs and power generation plants at those two points is not new.

Members of the Central Amador Districts Association have applied for a state grant of \$800,000 to complete the water system for the ten districts.

If the funds are approved by the Department of Water Resources the districts will be able to install 20,000 feet of ten-inch pipe from the district's treatment plant down to Red Corral Road. The funds will also be used to construct a storage tank with 200,000 gallons capacity. Currently CADA delivers

water to Ranch House Estates, Pine Acres, Pine Grove and Sunset Heights.

The state gave the ten upcountry districts a permit to operate the water system on the condition that the agency would install its own pipeline in that section.

The reason the state placed that condition on the permit was because Pioneer will eventually experience pressure problems under the present system. It was estimated

### LETS PLAY BALL!!!

The Operating Engineers District Offices throughout Northern California are now in the process of forming a slow-pitch soft-ball league. This is open to all members. Those members interested in participating on a team in your district, please contact for sign-up information your own District Office—or call Bruce Childers at the Oakland Office, 638-7273.



## Attend Your Union Meetings

All District Meetings convene at 8 p.m., with the exception of Honolulu, Hilo and Maui, which for the month of April only will begin at 6 p.m.

### April

**7th** Eureka: Engineers Bldg., 2806 Broadway  
**8th** Redding: Engineers Bldg., 100 Lake Blvd.  
**9th** Yuba City: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Road

**16th** San Mateo: Electricians Hall, 300 8th Ave.  
**20th** Honolulu: Washington Intermediate School, 1633 S. King St., Honolulu

**22nd** Hilo: Kapiolani School, 966 Kilauea Ave.  
**24th** Maui: Cameron Center Aud., Rm. 1 & 2, 95 Mahalani St., Wailuku

### May

**5th** Stockton: Engineers Bldg., 2626 N. California St.  
**7th** Richmond: Point Marina Inn, 915 W. Cutting Blvd.  
**12th** Fresno: Engineers Bldg., 3121 E. Olive St.  
**19th** Sacramento: Woodlake Quality Inn, Hwy. 160 & Canterbury Road

### Semi-annual Mtg.

Saturday, July 11, 1 p.m. Seafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA

## DUES SCHEDULE FOR PERIOD 10/1/80—9/30/81

Local 3	\$120.	(Per Qtr.)
Local 3A	\$117.	(Per Qtr.)
Local 3B	\$120.	(Per Qtr.)
Local 3C	\$117.	(Per Qtr.)
Local 3E	\$117.	(Per Qtr.)
Local 3R	\$117.	(Per Qtr.)
Local 3D	*Variable by Unit	

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

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

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## 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.

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

## Marysville work still lagging behind

Business Representative Dan Mostats reports that the work picture on the East Side of the Marysville District is still somewhat slow.

A. V. DeBrito is wrapping things up on their Oroville Project. The Oroville City Council approved, at its March meeting, to go ahead with replacement of the Bidge Street overcrossing and some realignment work.

Conco Engineering, Inc. from San Luis Obispo was low bidder on

the Highway 89, Little Truckee River Bridge Replacement Project, for \$809,420.00. Lamcon Construction from Yuba City is keeping busy in the Twin Cities Area. West Valley Construction is also working the Twin Cities.

Teichert & Son is back in full operation on the Highway 20 Road Project in the Hallwood area. Mitty-G.E.B. has started the Highway 70 Realignment Project. Page Construction Company of Novato was low bidder on the aircraft hangars and remodeling work at Beale Air Force Base, located just outside Marysville, for \$1.3 million.

C. C. Myers is moving along on their bridge job in Oroville. Dutra Construction from Rio Vista is operating three shifts out at the goldfields in Hammonton working for Yuba Placer Company.

Business Representative George Morgan reports that Local 3 is still engaged in a prolonged strike against Northern Truck Service, and Northern Crane, Incorporated. The employees have been on strike for the past 34 days, after having won an NLRB election against the company.

The representative of the em-

ployer, Redwood Employers Association, is very non-union oriented. Charges have been filed by both sides.

Northern Truck Service, Northern Crane, Incorporated, moves drilling rigs to drilling locations in various areas of California.

Construction of three pumping plants, three canal turnouts, three traveling water screens, two steel regulating tanks, two elevated steel tanks and other related structures was finally awarded to Underground Construction of San Leandro by the Orland-Artois Water District. This project should be completed in about one year, and will employ a few Local 3 Brothers. The amount of the contract was \$4,106,946. A pre-job was held on March 17.

A pre-job was held on March 16 for construction of the Gemco Store in Yuba City. The contractor will be Rudolph and Sletten, Incorporated of Mt. View, CA. The construction of the site and building will be \$3 million worth of work and involves construction of a 106,000 square foot masonry building at Butte House Road and East Onstott, Yuba City, CA.

## Fresno

(Continued from Page 14)

reaches 13 mph and shut off automatically when the wind reaches 35 mph. That range is where the generator is most efficient to start. However, the generator will function first as a motor, turning the two 14 inch blades clockwise at 80 rpm until the wind takes over.

Getty Oil Company has announced plans for a \$40 million expansion of its crude oil pipeline facilities linking Kern County oil fields to refineries in the San Francisco Bay area.

Getty spokesman Jack Leone, said contracts have not been awarded yet, but two-year project is scheduled to start this spring.

One phase is construction of a 16-inch heated pipeline alongside an existing, 70 mile-long line from McKittrick in western Kern County to Coalinga in western Fresno County. Leone said the existing 12 inch line has capacity of 50,000 barrels a day. The new lines capacity will be 95,000 barrels a day.

The other major phase will be construction of four booster pump stations on the 175 mile, 20 inch heated line from Coalinga to the Bay Area. By doubling the number of pump stations, Getty expects to increase that line's daily capacity from 145,000 to 220,000 barrels.

The 20-inch line runs along the western edge of Interstate 5. It carries heavy oil to refineries in the Richmond and Martinez areas.

Leone said the additional capacity will be needed to handle expected production increases.

"We are presently negotiating with Kovac equipment and hope to secure a contract in the near future," Odom said.

## Grievance Committee Elections

At its meeting on March 5th the District 11 membership elected Brother Glenn Lein and re-elected Brothers Robert Baldwin and Howard Luzier to serve on its Grievance Committee for the ensuing year.

At its meeting on March 4th the District 12 membership re-elected Brothers Lynn Reese, Earl Jolley and Norman McDonald to serve on its Grievance Committee for the ensuing year.

At its meeting on March 12th the District 10 membership re-elected Brothers Les Crane, Dean Harlan and Patrick O'Connor to serve on its Grievance Committee for the ensuing year.

At its meeting on March 19th the District 9 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Harold Batye, Richard Weigel and James Waldron.

## New support for Foran bill

(Continued from Page 1)

San Bernadino County provides a good example. Since 1974, labor costs in the area have increased 82 percent, gasoline costs 300 percent and road oils have jumped 600 percent. But revenues for transportation have increased only 21 percent.

State highway construction has already been cut 85 percent below 1970 levels. California now ranks at the very bottom of all the states in amount of money spent per capita to build and maintain its highways and roads.

Local 3 Business Manager Dale Marr emphasizes that now is the time to deal with the highway funding problem. "The politicians have

been shoving this problem back into a corner for years now because they were afraid to take the bull by the horns," he charges. "Fortunately Senator Foran has now taken the initiative and it is our responsibility to give him all the help we can to see that this bill becomes law.

"Every week the American public gets hit with new gasoline price hikes from the oil companies," Marr continued. "I cannot see why anyone would attack a 2¢ increase in the gas tax when it will once again bring financial stability to our highway fund and provide millions of dollars in construction employment that will ripple throughout the state's economy."

## IMPORTANT NOTICE

On April 15, 1980, the delegates to the 31st Convention of the International Union of Operating Engineers, passed a Resolution amending Article XXIV, subdivision 7 of the International Constitution. The amendment added a new Section (j) which added to the Constitution for the first time a restriction on the rights of members to resign from Local Union membership.

Because of the importance of this amendment, the new Section (j) is reprinted in its entirety.

"Section (j). Notwithstanding any other provision of this Constitution, members shall have the right to resign from membership subject to the following conditions:

Notice of the intent to resign must be given to the member's Local Union no less than thirty (30) days prior to the effective date of the resignation;

No resignation shall be accepted unless all of the member's financial obligations within this International Union are paid and all charges brought against that member have been heard and finally determined;

Locals have the right to delay the effective date of resignation of any member whose resignation is tendered within fifteen (15) days prior to the commencement of a strike by that Local or during the pendency of a strike, but in the event of such delay the resignation shall become effective immediately after the strike is ended.

No member who has resigned shall be reinstated to membership except upon his payment of the current initiation fee, the payment of all financial obligations owed to his Local at the time of his resignation and compliance with such other reasonable requirements imposed by his Local as a condition of reinstatement."