

FEATURE ON S.F. SEWER PROJECT (PG. 8-9)



ENGINEERS NEWS

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SEMI-ANNUAL MEETING

Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, July 11, 1981, at 1:00 p.m., at Seafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA.

CREDIT UNION MEETING

The annual meeting of the Credit Union membership will be held immediately following the General Membership Meeting at the Seafarers International Union Auditorium, 350 Fremont Street, San Francisco.

Support from the GOP

Attack on Davis-Bacon renews

by James Earp
Managing Editor

The continued attack on the Davis-Bacon prevailing wage laws hit close to home again this month when two anti-prevailing wage bills were introduced by members of the California Legislature. The action follows closely on the heels of a campaign by right-wing forces in Utah last March that was successful in dumping the state's prevailing wage law for construction workers. With Nevada considering its own prevailing wage repeal, that makes three out of four states in Local 3's jurisdiction suffering from prevailing wage attacks by anti-union forces.

State Senator H.L. Bill Richardson—kingpin of the "Gunowners of California" political action committee—has submitted a bill (SB 814) that calls for the payment of prevailing wages only on those state funded construction projects in excess of \$3 million. This would effectively dismantle the existing law which provides for prevailing wages on all contracts in excess of \$500.

A separate bill introduced by Assemblyman Sebastiani (R-Santa Rosa) would make the prevailing wage requirement exempt on any government funded projects undertaken in counties with a population of less than 500,000.

These bills characterize the attack that is underway on the Davis-Bacon law throughout the country. Inspired by a Republican administration and a majority in the U.S. Senate, construction employers throughout the nation are rekindling the fight they have carried on for the past three years. The results are startling:

- State prevailing wage laws—sometimes called "Little Davis-Bacon Acts"—are currently under attack in at least 14 different states. A repeal bill passed both houses in New Mexico before the Governor finally vetoed it. In Colorado a repeal bill has passed the House and is now before the Senate. Bills to weaken or repeal the prevailing wage law are also being considered in Illinois, Kansas, Nevada, Oklahoma and Texas.

- In Washington, D.C., Senate oversight hearings this month called by Senator Don Nickles (R-Okla.) attrac-

ted a swarm of anti-union contractors from the Associated Builders and Contractors, which happened to be having its annual legislative conference the same time that the hearings were in progress.

- Responding to pressure from contractor associations, Labor Secretary Raymond Donovan hinted this month that major policy changes are forthcoming in the federal Davis-Bacon Act. "Five and a half million man-hours of paperwork are generated by the requirements of the Davis-Bacon Act," he stated. "None of it is read—none of it—and we're going to have to do something about that."

- Subtle changes in the administration of the law are already taking place. This month Federal Highway Administrator Raymond Barnhart issued a notice stating that federal highway jobs in the 3R category—resurfacing, restoration and rehabilitation—are not considered "initial construction" and so are not subject to the Davis-Bacon Act.

This groundswell of new opposition
(Continued on Back Page)



State Senate passes Foran gas tax bill

State Senator John Foran's bill to save the state's highway account from bankruptcy by establishing a two-cent gas tax increase and raising drivers' license and automobile registration fees was approved by the Senate this month.

In a 28 to 5 vote—one more than the two-thirds majority needed—the Senate sent the bill on to the Assembly where its future is still somewhat cloudy at this point. The bill has received support from the Building and Construction Trades unions and business groups who argue that the \$2.6 billion the bill would raise over the next five years is needed to restore the state's vast highways and roads system.

Foran warns that without the new funds, the state will face a deficit of more than \$2.4 billion in its five year transportation program, a loss of hundreds of millions of dollars in federal highway aid, which will result in poorly maintained roads.

He estimates that his proposal would cost the average motorist about \$25 a year by 1983, when all provisions of the bill would be in effect. "This is a very responsible approach to a very unpleasant task of raising taxes," Foran says.

Although there was little verbal opposition to the bill, its approval came only after several hours of bickering over a minor amendment. The change requires that highway funds be spent first for maintenance, second for new construction and third for the erection of sound barriers where residential neighbor-

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Local 3 hosts annual IUOE safety conference

By John McMahon

The International Union of Operating Engineers held its Seventh Annual

Safety, Accident Prevention and Health Conference last month at the San Francisco Airport Hilton Hotel. The Conference drew 132 delegates

from 34 local unions throughout the country.

The three day program included an opening statement from J. C. Turner, General President of the IUOE, a speech by Timothy F. Cleary, former chairman and current Commissioner of the Occupational Safety and Health Review Commission, and a luncheon address by Don Vial, Director of the California Department of Industrial Relations. The keynote address was given by Local 3 Business Manager Dale Marr.

A number of workshops on various aspects of safety and accident prevention were also held.

Of major concern to the safety representatives attending the conference was an address by Thorne G. Auchter, Assistant Secretary of Labor for the Occupational Safety and Health Administration (OSHA). Appointed as head of OSHA by President Ronald Reagan on March 9, Auchter is responsible for developing, promulgating and enforcing job safety and health programs. He is also re-

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Local 3 Business Manager Dale Marr receives award from OSHA Director Thorne G. Auchter in recognition for his many accomplishments in the field of safety.



By DALE MARR, Business Manager

LOOKING AT LABOR

ENGINEERS NEWS

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

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State Senate passes Foran gas tax bill

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hoods are affected by freeway noise.

The amendment was offered after several senators said too much money is being spent on picking up highway litter and landscaping roads, and not enough on building and repairing streets.

While he has yet to take a public stand, there is some indication that Governor Brown may support the bill and sign it if it reaches his desk. "There is no question in our minds that additional revenues are needed for the highway program," stated Gray Davis, the Governor's chief of staff.

In a major departure from the position taken by Caltrans Director Adriana Gianturco, Davis said generating the cash needed to avoid deep deficits in the highway program "is going to require a substantial increase in fees or a tax increase of some sort. There is no way of getting around that."

Davis conceded that "we can't just wish away close to a \$2 billion shortfall."

Someone once stated that a corporation is an "ingenious device for obtaining individual profit without individual responsibility." This is the thought that comes to my mind as the building trades once again experience another all-out assault on federal and state Davis-Bacon prevailing wage laws. The obsession of the construction industry's open shop sector to dismantle the prevailing wage concept is prime evidence of management's willingness to stab itself in the back while it tramples on the rank and file worker.

If this statement appears contradictory, you only have to look at the facts: For 50 years prevailing wage laws have given stability and fairness to employers and workers alike in the construction industry. In passing these laws, the government was forced to make surveys to determine what the "prevailing wage"—i.e. wage paid to a majority of construction workers—was for each craft in a given area. These determined wage rates were then written into bid specifications for all government contracts.

The concept was beneficial to everyone in the industry. It put all contractors on an equal footing when making bids on government construction projects and it protected the wage rates of construction workers. Because of this, the federal

Davis-Bacon and state "Little Davis Bacon" laws have enjoyed strong support among workers and fair union contractors alike.

Today, however, there is a growing movement of scab contractors who seek their "individual profit" while ignoring their "individual responsibility." They look upon the huge sector of public works construction as a juicy apple that they cannot have unless they first get rid of the Davis-Bacon Act.

They also ignore the fact that there are many fair union contractors throughout the industry who still support this vital law and resent having a group of anti-union employers undermining the entire industry.

It is alarming to me to see a growing number of employers who truly believe that the trade union movement and many of the laws we helped to establish are becoming "obsolete." Workers no longer need trade unions, they say, and laws like the Davis-Bacon Act and the Occupational Safety and Health Act are cumbersome regulations that only fuel our inflationary economy.

My advice to these people is that they had better take a look at the history books and listen to the employees that work for them. No good trade unionist will voluntarily forsake his union membership to

take a job with lower wages and lousy working conditions.

Walter Lippman, a great journalist and philosopher, once warned that if business fights labor's demands "to the last ditch, there will come a time when labor seizes the whole of power, makes itself sovereign and takes what it used to ask." Our great American democracy and free enterprise system has flourished only because a majority of our nation's businessmen finally realized that the labor movement was here to stay and that the only way to prosper was to avoid fighting labor's demands "to the last ditch."

For over a century we have struggled and bargained, negotiated and compromised. As a result, we have become the greatest nation on earth. We didn't get that way by having anti-union forces working night and day to put us back into the 19th century.

My suggestion to the anti-union people is this: If you are not intelligent enough to realize that the repeal of the Davis-Bacon Act will work to your own demise, then go ahead and give it your best shot. We will fight you every step of the way—in the legislative halls, in public hearings and in the courts—and when it's all over, I think you'll find you lost a lot more than you gained.

Local 3 hosts annual IUOE safety conference

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responsible for assisting other federal agencies in conducting job safety and health programs for federal employees.

Prior to his appointment, Auchter was the Executive Vice President of a major construction firm located in Florida. He is also a past director of the Northeastern Florida chapter of the Associated General Contractors.

Auchter, in his first trip ever to the west coast, expressed the Reagan Administration's commitment to the goals of OSHA, saying "we will enforce this law fairly and efficiently." However, he did foresee Reagan Administration attempts to change the law. "OSHA needs some change and it needs improvements, because if we don't improve OSHA and improve it soon, we can very well lose it."

He pointed out that since the agency went into effect in 1971, there have been nearly 1,000 amendments introduced in Congress to change the law, several of which have called for total elimination of the Act.

Among the changes being proposed by Auchter and the Reagan Administration is the elimination of the adversary climate OSHA has created. He believes that OSHA drove labor and management apart on the safety issue. He believes that more can be accomplished through cooperation in the private sector.

One way of improved cooperation would include additional labor-management safety committees, similar to that set up on the San Onofre nuclear power project. These committees, Auch-

ter believes, would help take the burden off state and federal OSHA through additional self-inspection of the job sites. "OSHA will never have the resources to do the job alone," he maintains. We must begin to use private sector expertise and initiative more effectively."

Voicing a philosophy common in the Reagan Administration, Auchter thinks that OSHA is another example of good government gone bad. "OSHA reform is long overdue, but changing OSHA does not mean weakening it."

Although they "will not remove regulations necessary to protect your lives and the lives of your members," he pointed out

that "the President has told OSHA . . . to issue regulations only when the potential benefits to society outweigh the costs."

He promised that the Administration "will reduce unnecessary federal regulations—that labor and management are finding out are really strangulation."

Auchter sees a need for his agency to reorganize its priorities in the current political climate of less government spending. OSHA will establish a procedure for better targeting of inspections to the more dangerous work sites. "OSHA cannot do everything, we must balance program activities instead of emphasizing any one function."

Auchter closed by saying that

even though he has been in the construction industry all of his adult life, "I don't know everything about construction safety. I come to OSHA with an open mind, I will listen to anyone who can improve this agency. We can have healthy workers and a healthy economy."

In a surprise ending to his speech, Auchter presented Local 3 Business Manager Dale Marr with an engraved plaque in recognition of his many years of service dedicated to improved safety in the work place. The award was made in the name of the Occupational Health and Safety Administration and signed by Secretary Auchter.



IUOE General President Jay Turner addresses delegates at safety conference.

Highway project halted again

A federal judge has again halted engineering work on a long-stalled Hawaii expressway. The route, Interstate H3, would run 16 miles east from Honolulu through Oahu Island's rugged Koolau Range. It has been in planning since the 1960s. In 1969 the Honolulu office of Parsons Brinckerhoff Quade & Douglas in association with local consultant Sam O. Hirota established an alignment through Maunalua Valley. It was then planned as a six-lane route estimated at \$155 million. Opponents objected that the expressway would violate the untouched valley and threaten the island's water supply.

The state transportation department subsequently swung the route through the less pristine adjacent Halawa Valley and reduced it to four lanes. That plan recently won federal approval, with stringent conditions. A noncontroversial 6 miles of the route has been completed, including its interchange with Interstate H1 near Honolulu. The remainder is now estimated at \$400 million. A suit was still pending in federal district court, but after Judge Samuel P. King said in court that the two routes might be considered different projects, the state ordered preliminary engineering to proceed by Parsons Brinckerhoff Hirota Associates. Now, however, King has ruled that a 1976 federal court of appeals injunction halting work on the Maunalua Valley route also applies to the new alignment. "It does seem to me it's the same project," he said, because both highways "have the same name and connect at both ends at the same place."

Engineering work has stopped again and another court hearing is slated for June 8.

East Bay overpass scrapped

PINOLE—Although some state officials say there is still hope, a long-awaited second freeway overpass to relieve traffic congestion at Appian Way has been canceled due to lack of state money. But city officials say the project is so important they might be willing to pay the state's share with city redevelopment funds rather than see it die. Those same city officials say they have been presented with a confusing web of conflicting information from various state transportation agencies about the fate of the \$2.7 million overpass project that would build a separate three-lane bridge to relieve traffic tie-ups on the present two-lane bridge.

The Appian overpass received its apparent death notice Feb. 11, when a report from the Metropolitan Transportation Commission put the project among those that could not be funded under the state's five year projected transportation budget. The MTC projection was based upon a dire prediction by its parent CTC that declining gas tax revenues would produce a \$2.4 billion state transportation deficit if any projects beyond those already planned for construction in 1982 were built. The Appian project is scheduled for 1983-84. Meanwhile, the overpass has assumed greater importance with the upcoming opening of Pinole Vista Shopping Center this spring just east of Interstate 80. Traffic generated by the center is expected to aggravate the already severe delays experienced by motorists entering, exiting or crossing the freeway.

Topping out ceremonies for 'Boomerang' building

SAN FRANCISCO—Construction of Civic Center Plaza by Turner Construction Co. forces is moving right along, with topping out ceremonies signalling delivery to the site of the first of the precast concrete exterior panels which will cover the "boomerang"-shaped building. Civic Center Plaza, the new \$16 million office building being developed at 7th and Market Sts. by Home Savings & Loan Assn., was planned to make its curved concrete facade compatible with surrounding architecture.

Located at 10 United Nations Plaza, the 76,000 sq. ft. building faces the U.N. plaza foundation.

Construction on the project began in September 1980 and occupancy is expected next October 1981. The building, which has an exterior of precast concrete panels, has been designed to

provide natural light through solar gray tinted glass windows. Each upper floor contains 12,000 square feet of leasable office space, while the first floor will house 11,000 square feet of retail tenants. The ground floor lobby is paved with granite and brick.

Bank, San Jose developer plan \$25 million complex

SAN JOSE—Pacific Valley Bank and Macanan Investments, San Jose, have announced plans to build a \$25 million, 12-story building to serve as the bank's administrative headquarters and main office. Space will also be leased out. Called the Pacific Valley Building, the financial-commercial complex and office tower will be located at 333 W. Santa Clara St. adjacent to the Guadalupe Freeway and Julian St. off-ramp. The design makes use of a broad triangular four-story financial-commercial base incorporating a 750-vehicle parking structure, the largest of its kind in San Jose. Topping that will be an eight-story office tower, with an asymmetrical roof line and bronze solar-glass windows. The ground floor will have 20-foot-high windows shaded by a row of blue canopies. The lobby uses a "see through" concept with glass-enclosed walls and bridges at the mezzanine level, to be complemented by special water-scapes and a collection of light sculptures and wall hangings.

\$40 million center planned to research synthetic fuels

RICHMOND—Standard Oil of California officials have unveiled plans here for a \$40 million research center that will serve as the cornerstone of the company's exploration of synthetic fuel and oil shale research and will employ about 2,000 people. Chevron Research, a subsidiary of Standard Oil of California, is in the process of building a \$40 million administration and laboratory facility near the intersection of Standard Avenue and Castro Street to develop new fuel sources. The facility will concentrate on developing liquid fuels and synthetic gases from coal, recovering oil from oil shale, and finding ways to make solar energy technology more affordable.

The Richmond facility is the only facility operated by Standard Oil of California that is researching synthetic fuels. A Southern California facility is concentrating its efforts on new methods of extracting oil from the earth.

Designed by MBT Associates of San Francisco, the 174,000 square foot facility will include three connecting six-story towers housing 40 laboratories, 240 offices and other services. The site will also include a landscaped parking lot and a 100-seat auditorium. Nearby, a second building is already under construction and should be completed this summer. A \$10 million five-story structure that will be used for testing fuel-efficient lubricants for vehicles, as well as for an employee parking garage.

Warm Springs work faces delay

Federal budget cuts may delay work on recreational facilities at Warm Springs Dam for at least a year, the Sonoma County Board of Supervisors learned this month.

Col. Paul Basilwicz of the Army Corps of Engineers said the recommended appropriation for work on the dam north of Healdsburg has been cut from \$24.4 million to \$20.8 million for 1981-82. The \$240 million dam is expected to provide water to both Sonoma and Marin counties. He said work on the dam embankment can continue under the funding but recreational facilities will be delayed. Basilwicz said a boat launching ramp in an area set for inundation may be the only recreational facility finished initially. The dam—to be known as Lake Sonoma—is supposed to include beaches, boating, camping, hiking and equestrian trails and nature interpretive areas. Basilwicz said work on the dam embankment is 53 percent complete and will be finished in late 1982. He said filling is expected to begin in 1983 and will take two to three years so as to ensure the safety of the structure.

He said the Visitor center at the dam is already operating along with a fish hatchery. An overlook view site will open June 1.

John O. Nelson, manager of the North Marine Water District which serves Novato and West Marin, said area water agencies had hoped for

earlier filling of the dam as added insurance against a drought.

"I hope we can come up with some kind of contingency plan . . . so we can save some of the economic damage we suffer in Marin and Sonoma during a drought," Nelson said.

He said agencies in late January were getting drought contingency plans ready. "We are in a period of risk," Nelson said.

He added that agencies fully realize the dam structure must be filled carefully and tested properly to ensure its safety.

\$1 million Stevinson Bridge

A bridge costing over \$1 million will be built across the Merced River on Highway 165 near Stevinson. Merced County will bear about 20 percent of the cost, while federal and state funds pay the remaining 80 percent. The bid opening was held last month before the Board of Supervisors with the apparent low bid for the county's portion coming from MCM Construction Co. of North Highlands, Calif. Their bid was \$693,543.00. Some \$258,300 coming from the federal general revenue sharing funds was placed in an account for the Merced River bridge, as the money had to be allocated before the other funding could proceed and the contract for construction approved.

\$1.5 billion mining bonanza



Homestake Mining Co.'s Napa county gold discovery is at least three times bigger than was originally estimated when the find was announced last August and is now valued at over \$1.5 billion, Homestake president Harry M. Conger has announced. The discovery, near Knoxville, about 20 miles north of Lake Berryessa, was initially believed to contain one million ounces

of gold, which, with gold then selling for \$633 an ounce, was worth \$633 million.

New "conservative" estimates, based on the drilling of over 200 exploratory holes, Conger said, now put the size of the deposit at a minimum of 3.2 million ounces, which gives the project a current market value of \$1.54 billion. Conger made the disclosure to 175 shareholders attending the company's annual meeting in San Francisco on May 11.

He said drilling is continuing to determine the full extent of the discovery which has been named the McLaughlin Mine, after Homestake's retired board chairman, 89-year-old Donald H. McLaughlin, who was present at the meeting. The gold is in miniscule particles, not visible to the naked eye, and will be mined mostly by surface methods. Production is expected to begin in 1984 and should be "considerably" larger than the 100,000 ounces a year that had been anticipated. The operation will require a workforce of about 200, but it is too early to specify the size or cost of the mill that will be needed, Conger said. Homestake "controls" roughly 40 square miles of property in the three-county area where the Napa, Lake and Yolo county lines meet.

Recapture dam, road authorized

The proposed Recapture Dam and Reservoir, to be located on Recapture Creek north of Blanding, Utah, was authorized for \$5.3 million in construction funds by the Board of Water Resources at a recent meeting in Salt Lake City, Utah. The funds, when committed, will come from the Board's Conservation and Development Program. The proposed 9,000 acre-foot reservoir, estimated to cost a total of \$7.8 million, will provide water for about 1,300 acres of farmland, and municipal and industrial uses in Blanding.

Master Drain canal issue heats up

A battle between agribusiness and environmentalists over agriculture wastewater discharge into Suisun Bay is open before the State Water Resources Control Board, reports Fresno District Representative Claude Odom. Farmers, soil experts and government officials have called for construction of a "Master Drain" to carry used irrigation water out of the San Joaquin Valley.

If the drain is not built, thousands of acres of valuable farmland will be ruined. The brackish water

has virtually wiped out at least one tomato crop.

Officials say the brackish water currently causes crop damage estimated at \$31.2 million a year and damage could increase tenfold by the year 2000 if nothing is done. William R. Johnston of the Westlands Water District said 100,000 of the District's 600,000 acres have a "severe agricultural drainage problem" and up to half the district acreage will be effected eventually if the drainage canal is not completed.

The Federal Water and Power Resources Services is in the middle of constructing the drainage canal from Kettleman City to Chipps Island near Pittsburg. To date, seventy-two miles have been built from Five Points to Kesterson where the water is placed in reservoirs covering 1,300 acres. Eventually, the Kesterson reservoirs will

cover 4,300 acres.

The City of Dos Palos will receive \$1.8 million from the U.S. Department of Housing to rehabilitate the Norton area between Little League and O'Banion Parks. The project will benefit three hundred families and has been selected for funding based on a pre-application by the City. The grant will be for housing rehabilitation and replacement of sewer lines and water lines. There will be approximately 4,500 feet of sewer lines and 4,600 feet of water line. Some street and alley paving will be done also.

The Granite, Ball, Groves Helms Pumped Storage Project is presently working three shifts, six days a week with about one year to completion. This has been one of the best money jobs in Local 3 for the last four years. At the present time there are approximately 193 Local 3 Members on this project.

Auburn Constructors is on schedule on their Kerckhoff # job. The tunnel mole boring machine is being assembled and should be boring in a couple of months. Auburn employs close to 75 Local 3 operators and mechanics.

A proposal has been presented to the City of Corcoran for their Police and Miscellaneous Units. A negotiation meeting will be set after the City Negotiator meets with the City Council.

Negotiations are in process for the Professional Unit in Madera County. "We have presented our demands and the County negotiators have generalized the County's financial position," Odom reports.

Pre-negotiation meetings have been held with Gray Lift, Inc., Edward R. Bacon Co. and Stuart Radiator Manufacturing Co. for their forthcoming contracts.

DISTRICT 11 ELECTION

On June 4, 1981, at 8:00 p.m., at the regular quarterly District 11 membership meeting there will be an election for a District 11 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Musicians Hall, 124 West Taylor, Reno, Nevada.

DISTRICT 10 ELECTION

On June 11, 1981, at 8:00 p.m., at the regular quarterly District 10 membership meeting there will be an election for a District 10 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Grange Hall, 740 State Street, Ukiah, CA.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Greetings, on this beautiful sun-shiny day! We hope the mini-drought that was forecast for last winter is over after all the heavy rains we have received. Most of the reservoirs, lakes and dams, are nearly full of water which we are very thankful for.

The most important order of business new is to get the jobs rolling again as soon as possible, so our brother and sister engineers won't lose any more time than they have to. We know that many families will be facing serious hardships if they are not called to work in the very near future.

Hundreds of representatives of California's 1.7 million AFL-CIO union members along with your officers attended the annual three day Joint Legislative Conference, April 6 through 8th in Sacramento, sponsored by the California Labor Federation, the State Building and Construction Trades Council of California and the California State Council of Carpenters.

Key legislative leaders that addressed the conference included: Assembly Speaker Willie L. Brown, Jr. (D-S.F.); Senate President Pro Tem David Roberti (D-L.A.); Assembly Minority Floor Leader Carol Hallet (R-San Luis Obispo); and Senate Minority Floor Leader, William Campbell (R-Whittier).

We also heard reports on the status of a number of bills that directly affect the health, wages, benefits and working conditions of millions of California workers.

All members of the California State Legislature were informed prior to the conference that representatives of local unions and central bodies from their own district would be visiting them in their Sacramento offices during the conference. Our aim was to seek support for the broad range of legislation directed at improving the social and economic conditions of the California Labor Force. The visits with legislators are an integral part of the legislative conference.

Here is a brief description of some of the major California AFL-CIO bills pending action during the 1981 legislative session:

Unemployment Insurance

AB 619, carried by Assemblyman Wadie Deddeh (D-Chula Vista) would provide that the one-week waiting period for unemployment insurance benefits be waived after 49 days. This bill was referred to the Assembly Finance, Insurance and Commerce Committee's sub-committee on unemployment insurance and is scheduled for hearing on April 22.

AB 968, carried by Assemblyman Robert J. Campbell (D-Richmond) would provide unemployment insurance benefits to workers victimized by a lockout. It has been referred to the Assembly Finance, Insurance and Commerce Committee's sub-committee on unemployment insurance; is scheduled for hearing on April 22.

AB 1232, carried by Assemblyman Richard Alatorre (D-L.A.) would provide that workers would not be disqualified from unemployment insurance benefits when they leave work because an employer is operating in violation of the law. It has also been referred to the F, I & C Committee.

AB 1515, carried by Assemblyman Art Torres (D-

L.A.) would provide for an annual cost-of-living adjustment in the maximum level of unemployment insurance benefits. It is also pending action by F, I & C Committee's subcommittee on unemployment insurance on April 22.

AB 1573, also carried by Alatorre, would direct the Unemployment Insurance Appeals Board, in interpreting the Unemployment Insurance Code, not to ignore, alter or rewrite existing collective bargaining agreements. It is also before the F, I & C Committee.

AB 1582, carried by Assemblyman Lawrence Kapiloff (D-San Diego) would provide that tips and gratuities of over \$20 a month be considered wages for unemployment insurance purposes. It is also pending action by the F, I & C Committee.

AB 1780, carried by Assemblyman Matthew Martinez (D-Montebello) would raise the maximum duration of unemployment insurance benefits from 26 to 29 weeks. It is also before the F, I & C Committee.

SB 413, carried by Senator Bill Greene (D-L.A.) would reduce the state trigger for extended unemployment insurance benefits from 6 per cent to 5 per cent unemployment in the state. It has been referred to the Senate Industrial Relations Committee.

Workers' Compensation

SB 367, also carried by Senator Greene, would increase permanent total disability benefits under the state's workers' compensation program to 100 percent of the state's average weekly wage. It has been referred to the Senate Industrial Relations Committee.

SB 369, also by Senator Greene, would eliminate time limitations on the maximum duration a disabled worker may receive temporary disability benefits. It is pending action before the Senate Industrial Relations Committee.

SB 436, also by Greene, would increase the benefit level for permanent partial disability. It is before the Senate Industrial Relations Committee.

SB 829, introduced by Senator Ralph Dills (D-Gardena) would remove time limitations with respect to providing medical care and treatment for physical rehabilitation. It's also before the Senate Industrial Relations Committee.

SB 423 (Greene) and AB 751 carried by Assemblyman Chet Wray (D-Garden Grove) would prohibit an employer from offsetting or reducing a worker's pension or retirement benefit in any manner from any workers' compensation benefits payable by the employer.

AB 1351, carried by Assemblyman Richard Robinson (D-Garden Grove) would require that two of the seven members of the Workers' Compensation Appeals Board be representatives of organized labor. It is before the Assembly F, I & C Committee.

Disability Insurance

AB 1270, carried by Assemblyman Leo McCarthy would raise maximum benefit levels payable for unemployment disability benefits from \$154 to \$175 a week, thereby making them consistent with workers' compensation temporary total disability levels. This bill is set for hearing by the Assembly Finance, Insurance & Com-

merce Committee's subcommittee on unemployment insurance on April 22.

Public Employment

AB 129, carried by Assemblyman Bill Lockyer (D-San Leandro) would implement the principle of comparable value in determining the wages of state employees. It is aimed at reducing discrimination in wages against women workers. It is pending action by the Assembly Ways and Means Committee.

AB 206, carried by Assemblyman Curtis Tucker (D-Inglewood) would provide for state funding of a dental plan for state employees. It has been referred to the Assembly Public Employment and Retirement Committee.

AB 1721, also carried by Assemblyman Lockyer, would expand collective bargaining rights for local government employees and includes an agency shop provision. It is pending action before the Assembly Public Employment and Retirement Committee.

SB 22, introduced by Senator Milton Marks (D-S.F.) would require school districts to replace or encapsulate asbestos materials in public schools, thereby eliminating significant health hazards to children and school employees. It is before the Senate Finance Committee.

SB 92, by Senator Greene and AB 177 by Assemblyman Torres, would require state agencies to give reasonable preference to U.S. manufactured steel products in public works. These bills are pending action respectively before the Senate Finance and Assembly Governmental Organization Committees.

SB 314 by Senator Dills would allow local government bodies to submit a binding arbitration proposal for voter approval with respect to coverage of firefighters and police officers. It is before the Senate Public Employment and Retirement Committee.

Worker Rights & Protection

AB 440, carried by Assemblyman Lockyer, would regulate the activities of independent contractors who seek to recruit or solicit professional athletes. It is before the Assembly Ways and Means Committee.

AB 997, carried by Assemblyman Alatorre, would provide that an employer's failure to inform employees of their rights to refuse a polygraph test would be a misdemeanor. It is before the Assembly Labor and Employment Committee on April 22.

AB 1558, carried by Assemblyman Campbell, would assert legislative intent as to the need for adequate child care facilities. It is before the Assembly Human Services Committee.

AB 1822, carried by Assemblyman Richard E. Floyd (D-Hawthorne) would require all culinary employers to post a bond for two weeks wages for each employee. It is before the Assembly Labor and Employment Committee.

"Your Officers will be watching very closely to see how each politician votes on these Bills. We are not interested in what they say, only how they vote."



By BOB MAYFIELD
Vice-President

Rigging Lines

Whether the industry is ready or not Spring is here upon us. What a beautiful Spring indeed it has been here in Northern California, Hawaii, Nevada and Utah, which makes up our entire jurisdiction. The only problem because of the industry's indecision and money institutions (Banking, Prime interest at 19%, at this writing, and mortgage rates 16%, at this writing) and the new Reagan's Administration still trying to get untracked is still leaving a whole lot of Operating Engineers (who are 100% ready to get back to a decent job) still unemployed or listed on the out of work list. This, of course, is sad and frustrating for any such people, in such a predicament. They are no doubt thoroughly mad and upset and blame all of the above names and even the Union, because of the pressures of unemployment and high cost of living to maintain just a medium standard of living.

I, along with all of the others in full time positions with the Union, share a frustration to a large degree. We as Union Officials can see that new and decent contracts are negotiated and that such contracts are enforced and any number of other Union functions including organizing and lobbying for jobs and attending hearings regarding construction projects. However, we have absolutely no control over the money rates, the government, or any other agencies that would be funding new construction work. The costs of running the Union itself is not unlike running a home or a business. Office expenses are on the rise monthly, office staff themselves belong to other Unions, where wage & benefit increases are a fact, cars cost double almost what they did only 5 years ago, gasoline has doubled in the last two years (as every member well knows), so has electricity, and the list goes on.

We are now preparing proposals to present to the Utah AGC (Associated General Contractors), as that contract expires in total the last day of June this year. Likewise the Sand & Gravel Industry expires at the same time as does the Custom Agreement for the entire State of Utah.

All such negotiations are difficult and lengthy. To each person working under their own agreement, to them, the actions we take and the results of such negotiations are probably the most important single function that the Union will perform on their behalf. The actual work in progress is the stage that makes negotiations to some degree, either difficult, or when actual work is going on the stage becomes very difficult. The fact will show, that the above open contracts, as well as the work picture at present, range from fairly good in the construction industry, to rather poor in the sand & gravel.

I'm for the moment going to talk about the Sand & Gravel Industry in this paragraph, as to why I think their situation is poor, and therefore, a difficult contract to negotiate. The answer lays almost totally as I mentioned in the previous paragraph, whereas high mortgage rates are a chief culprit. These rates are so high that almost anyone who actually needs a home, cannot qualify if he can afford to actually purchase one, even though this is almost every family's highest priority item.

When you have a private sector such as the Home Building Industry stopped dead in its tracks, as exists now, not only in Utah, but everywhere in our jurisdiction and the rest of America, the chief product of Sand & Gravel is exactly as the name applies. When housing is stopped, the need for asphalt, cement, road basing materials, backfill materials and others, then the wheels of the Sand & Gravel Industry virtually grind to a halt. (Such is the case now.) Unless the situation changes soon, I only hope some of the same culprits I mentioned earlier find a way to make this product good to eat or something, because it isn't a very healthy situation.

The construction picture in Utah is somewhat better, as the huge mineral deposits and energy sources are beginning to be tapped by private resources in a big way. To supply power needs for the remote Northeast Corner of Utah, near Vernal, where much oil shale, tar sands, coal, phosphates, uranium, as well as gas & oil is located at *Moon Lake Project* (Coal Fired Power Plant), that I have previously mentioned is now starting to take shape and a great deal of construction work will soon begin. For openers, the Site Preparation contract went to the old line and good Utah Contractor by the name of W.W. Clyde Co., with a bid of near \$35 million. In the same vein, a separate contract was let for what is to be largely underground utilities, and I'm told this section was also in the dollar volume of between \$30 to \$35 million.

A third segment, was let which features a major structure and related work and had a price tag of between \$25 to \$30 million. We have been told the latter two bids were submitted by the Martin K. Eby Co., whose home base, I found out, was Wichita, Kansas. I had never heard of this company prior to these bids and naturally, because of the unknown name, the Union has the fear that the company could be non-union. In checking with our sister Local from Kansas, it was a very nice surprise to hear that this was a large and successful union contractor. Further, in checking through the *Engineering News Record* very recently, they were listed as being the 251st biggest contractor in America, as to dollar volume of work, they performed in 1980.

At any rate, as one can see by what I have written, that these three jobs on this project agreement total almost 100 million of new construction work, and these types of jobs are almost always the

(Continued on Page 15)

Nevada out-of-work list still high

The Nevada out of work list continues to grow as Spring nears, reports Business Representative Mike Lassiter. "As all of the carry-over contracts on 180 begin to start back for the summer, we are still getting more registrations on the out of work list than we are getting dispatches and recalls."

Helms Const. has a good start on the new jobs they picked up over the winter. They are moving operators between Lovelock, 20 Mile and Winnemucca and are waiting sound wall installation before they can do the dirt on McCarren Blvd.

"After three years of boom times, it looks like the approval and start of the MX system is the only thing we can look for to make a winner out of 1981," Lassiter added.

Golden West Paving has a \$661,000 contract to overlay some streets for Washoe County and Helms Construction has yet to start on the southeast section of McCarren Blvd. which they just picked up for a little over \$2 million.

C.E. Roen Construction Company has been awarded a contract for \$2,154,000 to work on the Douglas County Sewer Project to construct treatment plant modifications. The prejob conference was held on April 3, 1981. To date, no subcontracting has been let out.

Carlton Gold Mine will start their new leaching plant at Maggie Creek. There will be approximately 25 men working between the mine and mill at the new location. They have started crushing

the leaching ore and with the new crusher, they hope to be able to crush 200 tons per hour.

Cortez Gold has started their mill after modifications to the system. According to the mill superintendent, there are still a few bugs, but production is on schedule and they are currently building access roads to a new pit.

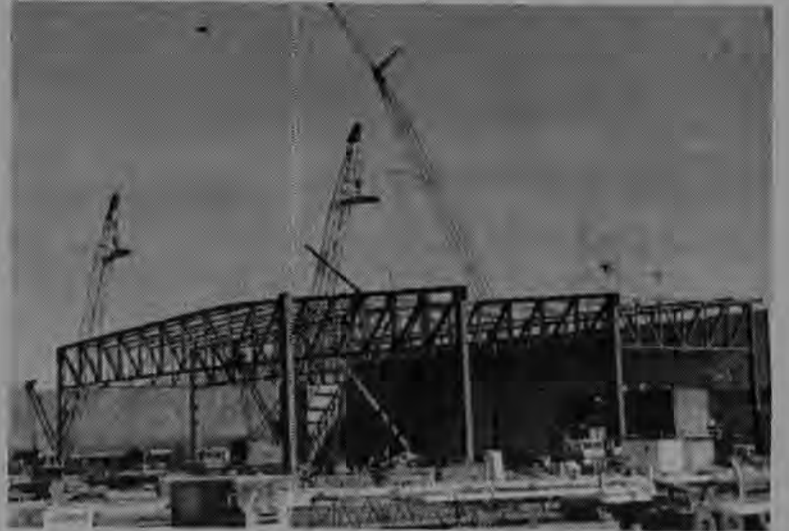
The district has two shop agreements open at this time. One is Mentzer Detroit Diesel that has shops in Sparks, NV., and Battle Mountain, NV., with a total of 35 engineers. The other is Wells Cargo shop in Reno with about 15 engineers.

Nonunion contractors are beginning to infiltrate Nevada, Lassiter comments. "We have had a little

luck by pressuring prime contractors with pickets." The Peppermill Inn was forced to abandon Truckee Meadows Construction and use Seaberry-Depaoli, a good union contractor. Sierra Steel withdrew Shaw Crane Service at the new D.M.V. building in Carson City, after about 15 minutes because of an ambitious Business Agent and about 20 iron workers who refused to work with a scab outfit.

Craig Canepa has resigned as a Business Agent from Local 3 for personal reasons and long-time Nevada member Howard Luzier has been hired to replace him.

The annual Reno picnic is scheduled for August 1, 1981, at Deer Park. Please mark the date and plan to attend.



Local 3 members working for Reliable Crane Service of Sacramento and Western Crane and Rigging of Reno set steel beam in place on the Centennial Coliseum in Reno.

Coast Marine begins pile driving

Coast Marine of Coos Bay, Oregon has begun driving piles for the new boat repair facility at Fields Landing, south of Eureka, reports Business Representative Jim Johnson. At the present time, they can only drive on the high tide due to lack of water to float their barge.

Coast Marine has recently picked up a couple of other small dock repair projects in Humboldt Bay, so it looks as if the brothers working for this company have a good start for the new work season.

H. M. Byars has returned to the area to finish their cross-town sewer interceptor project. There will only be about two weeks work left on this job.

Roy Ladd is still waiting to make sure the winter rains are over before they attempt to re-start their bridge project on the Eel River near Garberville. They started on the approaches last fall.

Stimpel-Baker and Assoc. of Redding is in the same position with the two jobs they have in our district. One new dirt job to start on Highway 36 and the completion of a dirt job on the South Fork of the Smith River near Crescent City.

Of the local contractors, it seems as if Nally Enterprises of Rio Dell has the most work ahead of them. Recently Nally just added a \$700,000 street job in Eureka to his dirt job on Highway 36 near Carlotta and his underground job at the boat repair facility at Fields Landing.

Mendocino Paving just recently picked up two jobs in the area. One is a bridge and road project on Redwood Creek, and the other is a road repair project at Benbow State Park near Garberville.

In the Crescent City area, North Coast Paving of Smith River is beginning to pick up a few small projects to get their paving crews started. The plant at Smith River is going back to a full crew the first of next week. North Coast is also waiting for the weather to warm up so they can begin an overlay project at the Crescent City airport because theirs is a temperature requirement on this job.

There is a good street repair job in Crescent City to be bid in May amounting to \$2 million. Another good project being advertised in Crescent City is an \$8 million storm drain replacement to be bid in the near future. Other jobs coming up are timber access roads near

Orleans, water system projects in Crescent City and Hoopa, sewer plant construction in McKinleyville, a timber access road at Patricks Creek north of Crescent City, and reconstruction of secondary road between Eureka and Arcata.

"We very recently won an N.L.R.B. election to represent the employees of a local scrap metal firm here in Eureka," Johnson reports. "We won the election with 95% of the employees wanting representation, and will begin negotiating an agreement with this company in the very near future."

The equipment dealers have had a good winter and are still quite busy.

HONORARY MEMBERSHIPS

At its meeting on April 12th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by	Local No.
R. E. Archibald	369519	7/42	3A
A. J. Baker	506356	4/46	3
Allard Brown	342529	2/42	3
Clay D. Coffman	500924	2/46	3
George Curtis	506472	4/46	3A
Fremont M. Douglass	314272	8/41	3A
Henry Fernandes	234915	7/36	59
Ernest F. Hoffman	395062	11/42	3A
Louis Katen	506395	4/46	3
Homer H. Kelley	506564	4/46	3D
Ed McDonald	506407	4/46	3
Jess H. Parsons	503292	3/46	3D
Ovner Pickartz	496026	12/45	3
Walton Reed	506510	4/46	3A
Paul Skaggs	506579	4/46	3D
Swen Swenson	503210	3/46	3
Harvey Wiens	506524	4/46	3A
Oran Cobb	461087	10/44	3

Work picking up in Salt Lake

Work in the Salt Lake area is slowly picking up, reports Utah Asst. District Representative Don Strate. Peter Kiewit Sons' Company was awarded a contract in the amount of \$2,777,000 at the Salt Lake City Municipal Airport replacing one of the aprons. The job calls for 36,000 sq. yds. of concrete.

It is expected to start on April 27th with a completion date of November 15, 1981. No doubt the job will have some odd-ball shifts in order to accommodate the airport traffic. Gary Stanton is Project Manager and Dick Jensen, Superintendent.

The Salt Lake City Airport has a tremendous master plan for the future, which calls for a third terminal and a 2000 space parking garage. The planners predict that by the year 2000, passengers using the airport will increase from the present 4 million a year to over 7 million.

The planners recommend that between now and 1985, a third terminal should be built west of the existing second terminal which was just completed a year ago. All three terminals would be linked together by an elevated moving sidewalk.

A multi-level parking garage would be built in front of the terminals, connecting it with elevated bridges to the terminal. This garage would handle all the short-term parking as well as the bulk of the long-term. A large over-flow lot would be behind the garage.

The project will cost about \$72 million and the money would be raised through bonds. The bonds would be repaid through airport revenue with no cost to the taxpayer.

They are just completing an \$80 million five-year expansion program which involved renovating the main terminal, building the second terminal and revising the

road system in and out of the terminal. The long term plan calls for a total of five terminals and a second runway. At this time it looks as if there will have to be a limit on the number of private planes of 700 to 800. There is some discussion of acquiring the Tooele County Airport and developing it for private planes.

Rick Jensen Construction has started the Van Winkle Expressway improvement project. This job runs from 4500 South and 7th East to 6200 South and includes three inches of overlay. All intersections will be widened to accommodate right and left turn lanes.

Business Representative Kay Leishman reports that the bid opening for work on the Jensen Unit, Tyzack Aqueduct of the Central Utah Project is set for this month. Engineer's estimates for the project are \$20 million. Bids include work on the Tyzack Pumping Plant and Aqueduct and in-



Pictured above is the Utah District Grievance Committee which was re-elected on March 4. Left to right are: Norman MacDonald, Lynn Barlow, Chairman and Executive Board Member, "Les" Lassiter, Secretary; Earl Jolley and Lynn Reese.

clude some 10 miles of 39-inch pipe, a five-unit pumping station, access roads, fencing and electrical requirements for the pumping station. Construction will center in the Vernal and Red Fleet Reservoir area and construction time is set at 610 days.

The Water and Power Resources

Board of the Central Utah Project has also called for bids the latter part of April for foundation excavation on the Upper Stillwater Dam. The work will be the first stage of construction for the Upper Stillwater Dam and will include diversion of Rock Creek, clearing dam and

(Continued on Page 13)

Physical Exam claims forms available at Hawaii district office

Physical Examination Benefits

Effective January 1, 1980 Routine Physical Examinations were offered to the Brother Members and spouses who are covered under the Hawaii Health and Welfare, reports District Representative Wallace Lean. However, we've had problems in this area. Physical Examination Claim Forms are available at the LOCAL UNION OFFICE. You should complete Part A of the claim form. Have your physician complete Part B of the form at the time of examination, when completed mail it to:

Trust Fund
Administration Office
50 Francisco Street
San Francisco, CA 94133

The completed claim form should be mailed not later than 30 days from the date the physical examination is completed. (You may substitute an itemized bill from the examining physician for the physician's portion (Part B) of the form.)

Temporary Disability Insurance (TDI)

Benefits are payable when you become disabled off the job by an accidental bodily injury or by a bodily mental illness which prevents you from performing your regular work. Claim forms are available at the LOCAL UNION OFFICE. You should complete Part A of the claim form, have your employer complete Part B of the form and your physician to complete Part C. When Claim Form has been completed, mail it to:

Operating Engineers
Local Union No. 3
1432 Middle Street
Honolulu, Hawaii 96819
Attn.: Fringe Benefits
Department

The completed claim form should be filed not later than 30 days after you become sick or disabled.

Remember Brother and Sister Members that it is your responsibility to contact your Fringe Benefits Office Regarding eligibility coverage.

Hawaiian Crane and Rigging, Ltd. has become the largest crane and rigging company in the Pacific. It started operations in the early 60's with a handful of cranes. Today, it has more than 39 cranes which range in size from 15 tons to 300 tons. Their manpower

consists of highly trained and skilled operators who can be rated among the best in the world.

To name a few of the oldtimers that have over 15 years are: Brothers: Albert MacKeague, Frank Recania, Henry Kalawe, Larry Castro, Daniel Nelson, Ronald Mestrovich, Paul Perreira, and Leonard Hoapili. Brother Allen Watson is the steward for this company and is respected by his Brother Engineers. He is also very active in resolving grievances as they occur. Hawaiian Crane and Rigging employs over 35 Engineers throughout the year. They have made some very difficult lifts, including most of the girders for the interstate freeways and Honolulu's new 50,000-seat Aloha Stadium.

"We look forward for a continued expansion of this company which would mean more work and jobs for our Brothers," Lean commented.

Widening of Kuhio Ave.

The long awaited Kuhio Ave.

widening project was recently awarded to Delta Construction Corporation, for \$1.8 million. Work has begun and will last about one year. Although it will start at \$1.8 million, the entire Kuhio Avenue Widening project could cost as much as \$5 million before it ends.

This particular project will be using a lot of dirt equipment which could mean employment for many Brother Engineers. Also starting up is the 409-unit residential development in the Enchanted Lakes Sub-Division. Lonestar Hawaii Co., Inc. is doing the entire project.

This project will also require a lot of dirt moving equipment. Lonestar Hawaii within the last decade has been the driving force in developing this entire area. Work has been slow for them and with this additional job, it will keep our 30 Engineers who are now employed.

H-3 Faces New Problem

Several persons this month have

called for a study on whether there will be any health hazards to workers and motorists if the proposed H-3 Highway is built near the Coast Guard's Omega Navigational Station in Haiku, but the State Department of Transportation says its consultant has concluded that putting H-3 near the facility would pose no hazards, based on real life experience and previous studies.

Opponents of the Trans-Koolau highway through Halawa Valley contend electromagnetic radiation emitted by the Omega Station may pose a health and safety hazard. The issue will be raised by H-3 foes in a suit pending in federal district court. State Representative Brian Taniguchi has introduced a resolution calling for a state study on the issue.

The State Transportation Department stated in testimony that there have been workers in Haiku Valley, including Coast Guard personnel under the Omega Antenna for years without any reported bio-

logical side affects. The two house committees sent the resolution on to the finance committee for future review.

On the Island of Kauai

Some of Kauai's small building contractors spoke up at a County Council public hearing this month in favor of the first increments of Grove Farm Company's big urban development planned to ultimately fill up the makai land between Lihue and Puhi. Grove Farm is asking the Council for the rezoning of 86 acres of agriculture land; 41 acres on Nawiliwili Road across from Ulu Mahi, and 46 acres in Puhi near the Grove Farm office. R-4 zoning is sought for the Lihue parcel and various residential, commercial and light industrial zonings for the Puhi parcel.

The Grove Farm master plan for the area shows about 700 acres of homes, golf courses, commercial centers, parks, schools to be developed over a 20-year span.

The small contractors are interested because Grove Farm is selling just lots in the Lihue development. This means plenty of work for individual contractors and small companies since no one giant construction company will be contracted to build all the homes, the contractors said. Under R-4 zoning, up to 164 houses could be built.

Grove Farm will develop the Puhi site itself, with most of the housing reserved for retired and former Grove Farm employees. The warehousing is mostly spoken for by prospective tenants of Grove Farm's Kukui Grove Shopping Center.



Brother Ronald Mestrovich operates a 200-ton Linkbelt on the Pearl Harbor Interchange.

Grievance Committee Elections

At its meeting on April 22, 1981 the District 17 (Hilo) membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Charles Pacleb, Ichiro Matsui and Clifford Britto.

At its meeting on April 24, 1981 the District 17 (Maui) membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Kit Carson, James P. Rust and Isaac Nakooka.

Drilling apprenticeship program undergoes validation process

Article & Photos
by James Earp

Out of the dry sagebrush north of Vegas, a lone drilling rig pierces the drab monotony of the desert in midday. It makes the usual sounds of a drilling rig at work: the steady roar of powerful diesel engines, the clatter of metal chains and tongs slamming against drill pipe and the intermittent shouts of crew members striving to be heard above the noise of machines.

But if you stick around a while, you'll notice that something is different about this operation. The crew seems to be constantly making trips in and out of the ground with very little actual drilling taking place. Every couple of hours, an entirely new driller comes on deck to man the controls, while the rest of the crew stays on. There are a number of men standing around on deck, notepads in hand observing everything that is going on.

This certainly doesn't look like a normal drilling operation, and as you might guess, it isn't. For the first time in the history of the industry, a union sponsored drilling apprenticeship program is taking shape.

Designed for oil, gas and geothermal drillers, this Drillers Apprenticeship Project is being conducted by Locals 3 and 12 of the International Union of Operating Engineers. It is designed to teach a "roughneck" how to become a driller—the top man in a drilling crew. Funded by CETA grant money from the U.S. Department of Labor, the program is also receiving support from the Department of Energy, which rented out one of its drilling rigs from the Nevada Test Site.

The contract for the current developmental phase of the program began last summer when, following the awarding of a CETA grant, an advisory crew from Locals 3 and 12 was formed to devise a draft training program.

The advisory crew consisted of Mike Holt, a veteran Local 3 driller, who was called on to be a subject matter expert; Jim Cutchall, Local 12 subject matter expert; Mike Duval, project director and Lynn Nevel as administrative assistant. Overseeing the project is an advisory committee

consisting of Local 3 vice president Bob Mayfield, Local 12 treasurer Freeman Roberts and IUOE training director Reese Hammond.

The crew's first task was to devise a "task bank," or a list of individual tasks that were considered to be essential in the day-to-day operations of a driller. "It took about 3½ months to write the first draft of this report," Mike Duval recalls. This draft was then submitted for review to the International and minor revisions were made.

Basically the task bank divides the work of a driller into five areas: drilling, tripping in and out, casing, maintenance and flanging up. Each of these areas is then composed of a number of individual tasks. In this case, the complete task bank has over 180 individual items.

After the task bank was drafted came the crucial phase of the program development. In March, the two Operating Engineers locals "tested the test," that is, they observed how well the test bank stood up under the scrutiny of actual work conditions.

It was done like this: A crew of experienced roughnecks from Local 3 was selected as the control group. The responsibility of this crew—minus a driller—would be to perform a set of tasks that would encompass all the phases of a drilling operation. This crew would work with approximately 30 different drillers selected from throughout the two local unions.

This validation process would determine if the standards developed on paper were an actual measurement of the driller's performance. Three experts in the industry—Sid "Mutt" Cheatham, Ed Thomson and Max Beasley—were chosen to act as observers. Their job was to observe each driller go through his list of assigned tasks.

It took approximately two weeks to complete the validation part of the program. The Local 12 apprenticeship training facility near Las Vegas was used as the drilling site. An Ideco 37 drilling rig used at the Nevada Test Site was provided by the Reynolds Electrical and Engineering Co.

"By observing these drillers going through the test, we can see that there is a tremendous need for better training in the industry," comments Mike Holt. "There is a very high turnover rate in the industry. Some of these hands don't get a clear idea of what drilling is all about until they get out on the rig."



Local 3 drilling crew used to validate the drilling apprenticeship program are (left to right): Jim Morris, Motorman; Earl Gillian, Derrick man; Kenny Taylor, Pipewracker, Chuck Touman, Tong Hand and Mike Holt, driller and subject matter expert.

A recent boom in the drilling industry created by an escalated search for new gas and oil reserves has aggravated the problem. In the press for more and more production, roughnecks are being turned into drillers earlier and earlier—frequently before they are ready and able to take on the added responsibility. It used to take 10 to 12 years before a roughneck could become a driller, Holt commented. Some of the drillers nowadays have only been in the industry three or four years.

The intent ultimately of the drilling apprenticeship program is to alleviate some of these problems. It will give green hands a better idea of what to expect on the job, it will provide more effective safety training and it will improve the level of training in the industry.

The statistically data gathered during the testing in Las Vegas is currently being processed by the ARRO Corporation, and modifications, if needed, will be implemented into a revised test.

Local 3 Vice President Bob Mayfield points out that the future of the training program is still up in the air at this point. "There's some interest and some opposition to a drilling apprenticeship program in the industry right now," he observes.

"But I think everyone recognizes there is a tremendous need for better training," he says. Up to now, training in the industry has consisted strictly of coming off the street and onto the drilling rig. Never before has a proposed apprenticeship program progressed as far in the validation stage as the Operating Engineers program



Mike Holt instructs test driller on operation of controls.

"Hopefully," Mayfield stresses, "with drilling negotiations coming up in a few months, we will be able to negotiate for the money that will be necessary to turn what I feel is an excellent potential training program into a fully operational one."



Pictured above and right is Local 3 drilling crew performing the various tasks in the draft training program.



Ideco 37 drilling rig rented from the Nevada Test site was set up at the Local 12 training facility near Las Vegas for the testing phase.

Long awaited sewer



Pictured above is the drilling crew for Subgrade Construction with Local 3 Business Agent Nate Davidson (far left).

While the Reagan budget proposal casts some doubt on future funding for San Francisco's massive \$1.5 billion sewer project, work on the project's Westside phase is entering high gear.

A joint venture of Olsen, Ohbayashi, Zaketa and J.V. was awarded the largest of two contracts, a \$50 million job calling for clearing, excavation and construction of a concrete box sewer line from Sloat Blvd. near the San Francisco Zoo to Lincoln at the Golden Gate Park.

Approximately 34 Local 3 members are currently working on the job, which includes a crew of Buzz Haskins' men working on a manned rental basis clearing the sand dunes off the site, and a surveying crew. Construction got under way in early March and is expected to reach peak in August of this year with about 103 Operating Engineers. The entire project is slated for completion in March 1983.

Also working on the northern most section of the job is Moseman Construction Company's \$4.6 million contract. Moseman's job, currently employing three Operating Engineers, has been under way since early February and is scheduled for comple-

tion in March 1982.

Also working on the job is Subgrade Construction Company, which has a contract for boring approximately 53 deep water well holes for lowering the water table. Spaced approximately 150 ft. apart, each hole measures 36 inches in diameter and 126 ft. deep.

The 3-mile sewer line, which will vary from 17 ft. to 25 ft. in width is being built directly under the Great Highway paralleling the beach. Two 100-ft. long storage sections will be built at points intersecting the main line so that during storm periods, the excess flow can be decanted to hold back solids and floating material.

For a long time there were serious questions as to whether this phase of the City's sewer project would ever be built. Because of its location next to the San Francisco Beach, many environmentalists and citizens groups opposed the project, saying it would destroy the beauty and ecology of the area.

They ignored the fact that this phase comprised a key portion of the project. The Westside sewer line, together with a \$479 million southwest sewage treatment plant and a \$162 million outfall jutting four miles into the Pacific



Pictured top left are operator Rich Risso and oiler Don Leake. Operating a C-225 backhoe for Olson-Ohbayashi (above right) are operator Lloyd Haskins and oiler Joe Oholini.



Local 3 member Bill Daugherty operates Pettibone crane for Olsen-Ohbayashi (above). Pictured right is a bird's eye view of the old Fleishhacker pool near the San Francisco Zoo. Before being closed down, it was the largest public pool in the world; however, for years it has remained closed due to lack of operating funds. It is currently being filled with overburden from the project site in preparation for the construction of a parking lot.



Pictured left is Ralph Lakes operating Pettibone hydraulic crane equipped with a demolition ball, which is being used to break down concrete blocks at Fleishhacker Pool. Blade operator Jim Coleman (above) is a 15-year member working for Buzz Haskins. Al Tubb, operating loader, clears sand dunes off of project site.



r project gears up

Ocean, would yield the most positive by-products of the system—beach beautification, vast water quality improvements and a bonus for the city zoo.

Once the sewer line is completed, a separate contract will reconstruct a curving roadway where the Great Highway now stands. Views of the ocean will be created through sculptured dunes planted with coastal trees, grasses and wildflowers. There will also be trails for horses and bicycling, as well as pedestrians. The cost of the beautification project is estimated at \$12 million.

Despite an initial rejection of the project by the Regional Coastal Commission two and one-half years ago, the project was eventually approved by the statewide commission and funding problems were finally resolved.

So today, while the sewer line is rapidly gearing up, preparations are also being made to begin work on the outfall line. A joint venture managed by Morrison-Knudsen Co. of Boise, Idaho last month was low bidder at \$152 million on the project—\$10 million below project estimate.

City officials believe the low winning bid was a result of the City's investment "in taking out the unknowns." As part of the \$13-million design process, about \$6 million was spent on geotechnical, oceanographic and seismic investigations to provide bidders with data on alignment and design of the outfall. As part of that work, two test trenches were dredged to explore ocean bottom conditions, and then monitored them to see how well they would stand up under ocean conditions.

The data apparently allowed bidders to minimize contingency allowances, says a City official.

Design of the 12-ft-dia, single-barrel outfall was scaled down from the original plan for a three-barrel line to bring skyrocketing costs back into the budget. The line will carry a blend of dry and wet weather flows during winter storms.

The shift makes for a cost saving of about \$150 million over the former scheme, estimates Donald J. Birrer, executive director of the City program. Construction is scheduled to start in June and be completed in late 1984.



The extreme top photo is a view of the dump site for much of the beach sand that must be cleared of the project site before excavation can begin. Pat Carlin, operating a C-980 Loader for Buzz Haskins is pictured in the next photograph down. Rich Rizzo operates an FMC Linbelt backhoe (above photo), one of the largest backhoes in use on the coast. Pictured left are compactor operator Jerry Percy and dozer operator Ed Farwell in the process of filling Fleishhacker Pool.

Fringe Benefits Forum

By Art Garofalo,
Fringe Benefits Director



The question I get most asked most often is "Art, which is the *best* Pension payment option for me to take when I retire?"

Truthfully, I have to answer that I have no idea. The *best option* for you will depend on your own personal circumstances. There are many factors like your age, your health, your family and your overall financial status that you must consider in order to select the *best option*.

There are two very important items to remember about the payment options available in your Pension Plan. First, each is very different in monthly benefit amount and guarantee. Second, each option is calculated to be equivalent—or equal in benefits everything else the same.

Remember, monthly Pension benefits are always guaranteed for the entire lifetime of the Retiree. Aside

from that, the Plan offers a choice of three payment options which provide additional guarantees to beneficiaries. They are the Sixty-Month Guarantee, the Ten-Year Guarantee and the Husband & Wife Option.

Under the Sixty-Month Guarantee a Retiree receives the full amount of monthly benefits for his lifetime. In the event of his death before a full 60 payments have been made, the balance of the 60 payments will be made to his beneficiary. There is no cost for this option.

Under the Ten-Year Guarantee a Retiree receives the full amount of monthly benefits for the first 24 months and a slightly reduced monthly amount for remainder of his lifetime. In the event of his death before a full 120 payments have been made the balance of the 120 payments are made to his beneficiary. The cost of this option varies depending on the Retiree's age and type of retirement.

TEN YEAR GUARANTEE AMOUNT

AGE	REGULAR/EARLY	DISABILITY
65	93.4%	
64	94.2	82.7%
63	94.7	83.0
62	95.3	83.3
61	95.9	83.5
60	96.4	83.8
59	96.7	84.1
58	97.1	84.4
57	97.4	84.8
56	97.6	85.1

Under the Husband and Wife option the Retiree receives a reduced monthly benefit for his lifetime and in the event of his death one half of that monthly benefit continues to his spouse for her lifetime.

HUSBAND AND WIFE AMOUNT

Spouse	Normal/Early	Disability
10 years younger	80%	66%
5 years younger	83%	69%
Same Age	86%	73%
5 years older	89%	75%

Each Operating Engineer elects one of these payment options before monthly Pension benefits actually start up. The Trust Fund Office sends the Retiree a calculation of the actual amounts payable under of the options. It's up to the Retiree and his wife to consider their circumstances, financial position, health, age and need for death benefit protection. They should select the one that comes closest to filling their needs.

All three of the options are calculated to be equivalent, that is about the same, all other things being equal. The monthly benefit payable under each is reduced only as much as necessary to provide the guarantee. This means that a *typical* Operating Engineer retiring would receive about the same amount in lifetime payments from any of the options elected.

The most important thing to remember about your Pension Plan is that you have a choice in selecting the form of payment best suited for you and your family. You must decide which option is the one that closest fits your needs.

A look at the future cost of health care

Where is the cost of health care headed? During the past 10 years health care industries have experienced phenomenal growth. The cost of providing health care services have soared at such a rate that it remains one of the leading components in the Consumer Price Index year after year. Hospital costs continue to

climb and physicians' fees seem more unreasonable than ever. Can there be any relief in sight?

The answer to the future of health care costs may well lie with the old principles of supply and demand. If the demand for health care services remains relatively stable and the suppliers of those services are increased, the cost should drop because of competition.

During the past few years, the health care game has attracted a large number of new players all hoping to corner a piece of the action and cash in on the high stakes. Medical schools are completely filled up with aspiring young med students. Hospitals are re-tooling with latest

advanced medical equipment in order to specialize in particular fields of research and treatments.

Insurance companies are offering a smorgasbord of health insurance policies and benefit programs.

Along with this increase in health care providers, there has not been a corresponding increase in the number of potential patients. In fact, the reverse is true. There are less hospital bed patients today than there were ten years ago. There are also less hospitals, and the survivors must compete to get their share of the dwindling number of bed patients.

Medical schools are flooded with applicants and filled with eager students all

hoping to become qualified physicians. The American Medical Association recently reported that there will be an abundance of doctors in this country by 1990. In fact, we may even be facing an overage of qualified physicians by that time. This would undoubtedly raise physicians' standards, promote competition among doctors and halt spiraling professional fees.

The 7,000 plus hospitals in this country have changed their approach to health care in the 70's. Most hospitals now specialize in an area of study and treatment such as neurology, cardiology or cancer. The day of the *full service* general hospital is fading. Sophisticated testing and laboratory equipment are a major investment. Therefore, hospitals have become more frugal in order to stay within their budgets. As a result, patients receive more concentrated and effective treatments and care.

Out patient surgical clinics and medical cooperatives are largely responsible for the reduction seen in the number of hospital bed patients. Out-patient surgery is a low cost alternative to a more expensive hospital stay. Many medical cooperatives and clinics provide pre-admission testing on an out-patient basis, again reducing the number of days of confinement, thereby, trimming health care costs. The smaller clinics are a much less expensive facility and have lower overheads than the larger mega-buck hospitals. As a result, patients are favoring their facilities in order to save cash.

Competition in the field of health insurance is also extremely keen. Most carriers offer a wide variety of health plans at a variety of prices. The old principal of "take it or leave it" no longer applies. Insurance companies must now compete for their portion of the market. Even the giants in the industry are aggressively involved in soliciting every possible new client. America's population boom is over. With no new markets, insurance companies must take to raiding one another and this should drive costs down.

All of the signs are right for a slow-down in escalating health care costs. It certainly will not happen overnight, in fact, it may take several years to really come about. However, consider the fact that health care factors of the Consumer Price Index rose under 11% during 1980 compared to about a 16% increase of the total Consumer Price Index for the same year. We may be seeing only an aberration or it could be the beginning of some long awaited relief in health care costs.

FRINGE BENEFIT CENTER NOTE: THE GREAT STATES OF NEVADA, UTAH AND HAWAII HAVE DEMANDED EQUAL TIME ON OUTLOOK FOR THEIR "ACTIVE" HEALTH AND WELFARE PLANS. MOST OF THE ADMINISTRATIVE SERVICES ARE PROVIDED LOCALLY. BELOW IS A LISTING OF EACH TYPE OF CLAIM AND THERE TO FILE. SEPARATE CLAIMS FORMS ARE REQUIRED FOR EACH PLAN AND EACH TYPE OF CLAIM. CLAIM FORMS ARE AVAILABLE AT YOUR DISTRICT OFFICE.

ACTIVE HEALTH AND WELFARE CLAIMS WHERE TO FILE

Type of Claim	Nevada	Utah	Hawaii
Life Insurance/ Burial Expense	District Office for forwarding	District Office for forwarding	District Office for forwarding
Comprehensive Hospital/Medical	Nevada Operating Engineers Trust Fund 1745 Vassar St. Reno, Nevada 89502	Operating Engineers Trust Funds Blue Cross/Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Hawaii Medical Service Association P.O. Box 860 Honolulu, HI. 96808
Dental Benefits	Nevada Operating Engineers Trust Fund 1745 Vassar St. Reno, Nevada 89502	Operating Engineers Trust Funds Blue Cross/Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Hawaii Dental Service 700 Bishop St., Rm. 700 Honolulu HI. 96813
Vision Care	Vision Service Plan P.O. Box 254500 Sacramento, CA 95825	Operating Engineers Trust Funds Blue Cross/Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Vision Service Plan P.O. Box 254500 Sacramento, CA 95825
Prescription Drug	Nevada Operating Engineers Trust Fund 1745 Vassar St. Reno, Nevada 89502	Operating Engineers Trust Funds 50 Francisco St., Suite 100 San Francisco, CA 94133	Hawaii Medical Service Association P.O. Box 860 Honolulu, HI 96808
Physical Exams	Operating Engineers Trust Funds 50 Francisco St., Suite 100 San Francisco, CA 94133	Operating Engineers Trust Funds 50 Francisco St., Suite 100 San Francisco, CA 94133	Operating Engineers Trust Funds 50 Francisco St., Suite 100 San Francisco, CA 94133

AFL-CIO reforms labor/management group

WASHINGTON—Key leaders of organized labor and American business have announced the formation of a reconstituted Labor-Management Group outside the government to seek solutions to the major economic problems facing the country.

"The United States faces a period in its history when non-inflationary economic growth and full employment are essential to the maintenance of a free and healthy society," the group said in a statement of purpose at a Washington press conference.

"American labor and business see these as necessary mutual goals to provide our society with new and expanded job opportunities, increased living standards, international competitiveness in an interdependent world, and the capacity to meet social commitments."

AFL-CIO President Lane Kirkland will serve as chairman of the labor group and Clifton C. Garvin, Jr., chairman of the Exxon Corp., will head the management group. The joint panel will meet on a voluntary basis to seek a consensus approach toward economic policy.

Former Labor Sec. John T. Dunlop, who will serve as coordinator of the group, observed that every major Western country has a forum in which labor and management leaders come together in an attempt to reach a meeting of the minds on major economic matters.

"It seems to me that the spirit of the times and the practice of other countries dictate such a forum here," said Dunlop, a Harvard University professor. The committee

will deal principally with issues that are affected by public policy.

In the statement of purpose, which amounts to a formal charter under which the panel will operate, the two sides agreed that "the legitimacy of our respective institutions is demonstrated in the process of free collective bargaining," and added:

"We believe that both the democratic right of employees to determine the issue of representation and the process of collective bargaining must not be threatened by occasions of excessive behavior by employers or unions."

The group intends to "explore a wide range of issues with particular emphasis on revitalizing the nation's economic base, rebuilding the private and public infrastructure on which our productive capacity as a nation depends, and stimulating safe and efficient means for meeting the nation's energy needs," the statement of purpose said.

"The group will use the wider relationships its individual members have in the business and labor communities to broaden its knowledge of issues, to improve the overall labor-management climate, and to communicate the results of its deliberations to its respective associates."

Besides Kirkland, the group's labor members include Sec.-Treas. Thomas R. Donahue, Iron Workers President John H. Lyons, Plumbers & Pipefitters President Martin J. Ward, Steelworkers President Lloyd McBride, and President William H. Wynn of the Food & Commercial Workers. Other union

leaders are expected to join the panel soon.


Management members include Chairman James H. Evans of the Union Pacific Corp.; President Philip M. Hawley of Carter, Hawley, Hale Stores, Inc.; Chairman Ruben F. Mettler of TRW, Inc.; President George B. Schultz of the Bechtel Group, Inc.; the former Secretary of the Treasury and director of the Office of Management & Budget; General Motors chairman Roger B. Smith; Chairman-elect John F. Welch of the General Electric Co.; and CitiCorp Chairman Walter B. Wriston.

The panel has its antecedents in a formal advisory group established in January 1973 to consult with then-Treasury Sec. Schultz and Dunlop, who was chairman of the government's Cost of Living Council at the time. Since then, the committee has reemerged in basically the same shape under the Ford and Carter Administrations, but for its status. From early 1976 through 1978, it was a private organization with no ties to the government, which is the character of the new group.


An effort to reconstitute the unit began about a year ago. Kirkland attributed its successful revival in large part to the commitment shown to it by two management members of the most recently dissolved group, Irving Shapiro and Reginald Jones, chief executive officers of DuPont and General Electric, respectively, who retire this year.

Kirkland told reporters that he expects the new group to invite individuals from government and academic circles from time to time to share their views on issues, but stressed the committee's non-governmental charter. Predecessor groups delved into international trade, inflation, housing, escalating medical care costs, illegal aliens, taxes, and other issues.

The process of joint exploration of these issues served to "sharpen our thinking and increase our understanding of the problems," Kirkland observed.



Credit Union



OPERATING ENGINEERS
LOCAL UNION NO. 3
CREDIT UNION 6300 Village Parkway
Dublin, California 94566
415/829-4400

DALE HANAN
General Manager

THE CAR BOOK—Full of information about rating, buying and maintaining new and used cars, this book is free. Write for "The Car Book," Consumer Information Center, Pueblo, Colorado 81009.

BUYING A NEW CAR—It's getting more like buying a home. With prices and interest rates, it's now a major expenditure. That means you should be more careful than ever when you buy. Don't just shop with one dealer. Check out consumer and auto magazines for good value, fuel economy and low maintenance records. You might have to make your next new car last longer than three or four years.

FINANCING—What you pay for financing your new car is as important as the cost of the car. Take time to find the lowest interest rate available. You'll have more dollars in your pocket for your efforts.

Your CU's rate is 15% ANNUAL PERCENTAGE RATE on most cars. Some cars qualify for a 13.5% ANNUAL PERCENTAGE RATE. Call, write or visit your CU for more details.

SAVE FOR GOLD—If it's gold you want but you lack the money to buy it, start saving paper. Paper money. You need the money before the gold. Your CU can help you build up your savings with an excellent return and easy ways to save. So, if you want gold or some other investment in 1982, start saving paper in 1981.

TAX BREAK—Don't forget... the first \$200 dividends (\$400 on a joint return) your CU pays you in 1981 and 1982 is free from federal income taxes.

That means you could keep \$2,500 in your CU share savings account all year long at the rate we're currently paying and pay no federal taxes on your earnings; if you file jointly, you could have \$5,000 on deposit and pay no federal income taxes on your dividends. Moreover, those dividends you're paid, because of the tax exemptions, will have less tendency to force you into a higher tax bracket.

MORE TAX BREAKS—They're probably on the way. There's bills in the U.S. Congress calling for more tax incentives to savers. If you're not saving now, start. It will be good for your personal finances and bring you tax rewards.

CHANGE IN MARITAL STATUS?—If you've divorced or married, you may want to change or add a joint owner on your Credit Union share savings account. Call or write the Credit Union for a membership card. On your death, your joint owner as signed on your current membership card would have immediate access to the money in the account. If you don't have a joint owner, then your savings may be subject to probate proceedings.

Joint owners are also beneficiary of any life insurance you may earn on your share savings account.

More from Utah District

(Continued from Page 6)

work sites, excavating overburden material above the foundation rock for the dam, cleaning the exposed foundation rock surface and contractor work area within the reservoir. The excavation has a length of 2,700 feet and a maximum width and depth of 200 feet. Estimated price range is \$15 to \$23 million.

Recent contract negotiations with Cortez III Service Corporation has resulted in a good contract over the next three years, reports Business Representative Murray Stevens. Wages for watchmen will increase from \$5.43 to \$7.87 and Mechanics' wages from \$7.24 to \$9.77. This is an average increase of \$2.50 over the next three years.

"The Negotiating Committee believes it is a good contract and that we obtained all the money the company had to offer," Stevens commented. Also, the pension contribution will increase from 12¢ to 24¢ per hour over the next three years and we also negotiated a contribution to the Pensioned Operating Engineers Health & Welfare.

Cortez III Service Corporation has the contract from the U.S. Government for the test firing of the Pershing II Missiles at the Utah Launch Complex at Green River, Utah. Four, of a total of 26 missiles, will be launched from the Utah Launch Complex; the rest from new facilities located in southern Idaho. Impact zone for the missiles will be the White Sands Missile Range in New Mexico.

According to information from the Utah Department of Transportation, I-70, east of Green River, will have highest priority for construction when funds become

available. Other projects mentioned when funds become available are Utah Highway 10, Ferron to Muddy Creek; U.S. Highway #6, an eight-mile stretch north of I-70, and U.S. #163, Monticello to Devils Canyon.

Local 3 members aid disabled

SOFAR (South Fork American River) Project proponents, frustrated with Bureaucratic roadblocks, are helping themselves while helping others in this, the International Year of the Disabled. As a symbolic gesture, a group of citizens recently spent 10 cords of firewood to the White House.

Local 3 Business Agent and SOFAR Council Spokesman Ernie Louis said, "We understand the needs and support local community programs such as the M.O.R.E. Sheltered Workshop, an employment center for the disabled. The workshop is sponsoring this 3,000-mile message, funded solely through local donations."

Local Operating Engineers Gordan Vicini,



Jack Greenhaugh, and Joe Klein were major contributors to the project along with local loggers who cut the wood; cattlemen who donated the wood; contractors who

donated the equipment; high school students who loaded the wood; a local business who donated signs; and residents who are still contributing money.

While a Sacramento TV crew looks on (pictured left), El Dorado County Sheriff Richard Pacilio hands a shotgun to driver Carl Greenhalgh.



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Use proper safety methods when dismantling booms

Underground starts up on canal jobs

Business Representative George Morgan reports that the work on the Marysville west side is starting to pick up. Underground construction is getting started on the three canal turnouts and pumping stations for the Orland-Artois Water District. This will keep a few brothers busy for the season.

Ernest E. Pestana, Inc., of San Jose, was low bidder on the 40 miles of water line for the Orland-Artois Water District job. This job should break sometime in May.

Robinson Construction of Oroville was the lower bidder, approximately \$2.5 million for the job at Highway 20, west of Williams at the Highway 16 turnoff. This project should start right away.

Burdick Construction of Sacramento is trying to get started AGAIN on their Sacramento Avenue job in Chico. With all the "delays," this has been a hard job to get off the ground. Brother Jerry Davern is the job steward on this project.

Operators and riggers continue to be crushed every year by boom sections that fall when being dismantled from the boom. All such accidents could be prevented by blocking under each side of every joint and observing the proper procedure.



When it is necessary to remove a boom section, the operator must never be positioned under the boom in an attempt to knock out the retaining pins. The following sequence, unless a sequence is specified by the manufacturer, should be followed:

(a) Move the rig onto a level area that is well clear of personnel.

- (b) Set the outriggers and level the machine.
- (c) Check that the counterweight is correct.
- (d) Set the swing lock.
- (e) Lower over the rear of the carrier.
- (f) Lower the boom until it is almost horizontal.
- (g) Place blocking under the boom peak and under both sides of every joint on the boom if possible.
- (h) Lower the boom onto this blocking until the pendants go slack.
- (i) Move the pendants back by removing a length and re-anchoring them at a lower boom section.
- (j) Elevate the boom slightly, just enough to put strain on the pendants but not enough to lift the boom peak off its blocking.
- (k) Drive out the LOWER pins on the section AHEAD of the pendants.
- (l) Lower the boom back down onto the blocking. Ensure that every section is supported.
- (m) Drive out the UPPER pins on the sec-

tions AHEAD of the pendants.
(n) Repeat this procedure until the boom is dismantled.

In some instances the float that is being used to haul the boom sections can be used as a substitute for the blocking, but regardless of the procedure used, never walk under or work under any crane boom. Stay on the outside.

Because this accident occurs so frequently to well-trained, experienced people it is also suggested that the pin connections themselves be modified in such a way that the person removing the pin cannot stand under the boom.

Once the boom is erected, the machine is ready to be placed to make its lifts. The location should be selected to minimize all swinging and booming operations and so as to keep the machine working in its area of highest capacity (over the rear for carrier-mounted cranes).

High interest rates stall Sacramento housing projects

Spring has come to the Sacramento area, and with it hopefully some work, reports District Representative Clem Hoover. The outlook isn't too good due to the slowdown in the housing industry. There

seems to be plenty of subdivisions on the drawing boards if the interest rate will come down enough to allow the developers to proceed. "The present 17% is still too high," Hoover comments. "We need 12%

or at least no more than 14% to get going."

"We have reformed LABA, (which was formerly the Concerned Citizens Coalition)," Hoover added. "There were several members who belonged to CCC, and we would welcome them as members of LABA."

LABA was formed to protect the economic, social, and environmental elements that effect the Greater Sacramento Area. The SOFAR project and the Highway 65 By-Pass are just two of the many projects and issues that LABA will be heavily involved in.

Ray N. Bertelsen Co., Inc., has been awarded a \$5.8 million project at the Solid Processing Disposal Facilities to build some solid processing ponds. M. L. Dubach, Inc., was awarded \$1.2 million to do the excavating work. Bertelsen will employ approximately five engineers and Dubach about 10 engineers.

Kimmel Construction, Inc., was awarded a \$1.6 million project at the Wastewater Treatment Plant to build an Equipment Maintenance and Storage Precast Steel Building. Douglass-Seaberg will move the dirt on this job.

SMF Corporation was awarded a \$2.2 million project at Rancho Seco Nuclear Power Plant to build a Nuclear Service Electrical Building. Ed Mallory Construction will do the site work.

Campbell Construction Company was awarded a \$725,600 project to build a Federal Savings and Loan building in Auburn. Douglass-Seaberg will do the site work on this project. Campbell was also awarded a \$1.7 million project to build an American Hospital Supply Distribution Center in West Sacramento.

Continental Heller Corporation was awarded a \$12.7 million project for the New State Building, Site 1-C, on O Street between 9th and 10th Streets.

Granite Construction was awarded a contract for repair of ramps and overlay on the Donner Park overcrossing near Truckee to the Nevada state line in the amount of \$1.5 million. This should keep the brothers for Granite Construction busy for the summer months.

Contri Construction was awarded the contract for 4.65 miles of new construction and 6.93 miles

of reconstruction for the Tahoe National Forest Service in the amount of \$464,390.

At this writing, the Sugar Pine Project is trying to get back to work. They have called some of the brothers back and are having some problems with the weather.

H. M. Byars has called their people back to work, which should go all summer, plus a lot of overtime hours.

Sacramento Valley Crane has been keeping the brothers really busy at this time under the capable supervision of Brother Jim Klein. Reliable Crane & Rigging has also been going really strong, and hopefully they will continue to do so.

There have been several small projects let in recent weeks that will provide work for some of the local contractors.

The politics are getting hot and heavy in Sacramento. The old crowd is trying the same old game of repealing the Little Davis-Bacon Act, which protects the prevailing wage rate on the state, county, and city projects.

Work is slow in Monterey

In Monterey and San Benito counties work is taking off very slowly reports Business Representative Jack Jackson. "There is very little private sector work, so we will have to look to the three Army bases to give us just a fair year."

Imjun Road at Ft. Ord and a new motor pool at Ft. Hunter Leggett have already been awarded and the 500 units of family housing at Ft. Ord should be let around midsummer.

Roy Anderson Construction has the dirt and underground at the new winery in Gonzales and with the sandy material and fair weather has been able to keep most of his crew working all winter.

Guy F. Atkinson's tunnel job on Pacheco Pass should hole through around the end of May, ending a very safe and successful two years' work for a lot of the brothers. There may be a good opportunity for some of the workers to move over to the next tunnel at Casa de Fruits which will be bid April 28.

FREE-MARK AND LOCATE SERVICE FOR UNDERGROUND PIPELINES AND CABLES.

Call Underground Service Alert toll-free (800) 642-2444 for information on where underground facilities are located.

A lot of gas lines and electric cables lie harmlessly underground. Until someone carelessly digs them up.

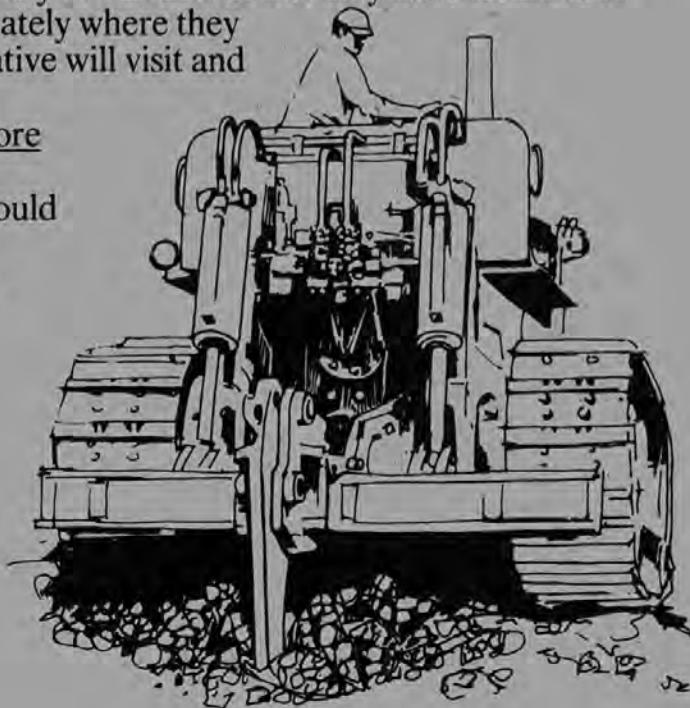
Every year, workers risk injury or death because they neglect to check for buried electric lines or natural gas lines, before digging.

To make it easier to check, the Underground Service Alert (USA) was organized. Through its services, available in all central and northern counties, one toll-free phone call to (800) 642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and then PG&E or any of the other 43 sponsors will tell you whether or not they have facilities in the area and if so approximately where they are located, or a representative will visit and mark the spot for you.

Remember, dial before you dig.

After all, your life could be on the line.

PG&E



ENGINEERS TECH ENGINEERS TECH ENGINEERS

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

Spring has sprung and there is a bit of back to work. Nothing spectacular but after being dead in the water for a couple of months even a little movement is good news. Got to be the middle of April and had to open the Apprentice Out of Work lists to new Apprentices. There were still a few Registered Apprentices on the Out of Work List but those few were not willing to move to the peripheral areas where the job orders originated.



The year end statistics show that Surveyor work hours in 1980 were approximately 83% of work hours in 1979. There is reason to believe that 1981 hours will be even less. Heavy Construction and Building Construction appear to be holding up but subdivisions are at a slow walk. Subdivision Survey work surrounding the Metropolitan Areas has made for handy commute to the job site over the past few years but today is today.

This work season is going to see longer commutes to wherever the job site is and for many Surveyors a matter of transferring skills and technique from Land and Sub-division Surveying into other types of construction. It also means that the Employer may be a little more selective as he draws from the workpool.

Some surveyor members of Local No. 3 who made it big in 1979 and did all right in 1980 may find the competition for jobs in 1981 a little bit tougher.

If you find yourself sitting home a lot in May and June then why not take advantage of your training program to sharpen up the skills and expand the knowledge. The only cost is the price of the books and some extra time. If you are sitting home then there is lots of extra time that can be invested for many dollars profit, in added wages.

Currently, Related Training Classes are conducted for three hours a night, once each week in Sacramento, Santa Rosa, San Francisco, Lafayette and San Jose. When sufficient interest is shown in other areas, then additional classes will be considered.

If you need more details, talk to your friendly Tech. Representative: Paul, Frank, Wally, Jerry or Gene or call the NCSJAC office and talk to Pennebaker or Machado. It is really quite painless and could help toward earning a few more bucks down the road.

For many years the non-union employer has been attempting to enter the Apprenticeship field. It has been the fear of legitimate State Certified Training Programs that, just as non-union wages and fringe benefits are substandard, any so called training program would be likewise watered down and utilized as one more effort toward Cheap Labor.

A year or so ago, personnel from both the Surveyor and the Operator Programs led a successful campaign to insure that any Apprenticeship Program to be Certified by the State would have to be equal to or better than that of Local Union No. 3. To our knowledge none have been so certified to this date.

Now the Public School System has suddenly become aware of the success of Apprenticeship Programs for all the crafts. Meetings are being held all over the state to try to determine how the Public School Vocational System can utilize the ideas of the ancient Apprenticeship system of actual work experience together with Related Training to produce persons suitable for entry into the workforce.

No one knows, at this point, what might come of all of this. We do know that the subject is being discussed at the very highest level of Government as well as at all echelons of the vocational education system.

Rather than take a stance of wait and see, the Local No. 3 Apprenticeship System has chosen to become a party to the deliberations. Gene Machado and Dave Rea are Apprenticeship members of separate State Wide committees made up of a cross section of Labor, Management, Professional Educators, Public Members, etc. that are formulating possibilities. We are well represented.

Met with Dick Gannon, Administrator of the SCSJAC, at the regular quarterly meeting of the California Apprenticeship Council. Dick is new on board and we are glad to share our experiences with him. It is

a two way street. Being new on board we expect that he will be questioning and suggesting. We will no doubt get as much as we give. It appears to be a very healthy relationship that can keep all of California Operating Engineers Surveyors at the peak of excellence.

Recently, talked with John Thornton who administers the Local No. 3 Training Program in Utah. He is ordering more Surveyor Related Training Material in anticipation of the new work season. John has been building a solid core of qualified Surveyors over the past few years along with the Operators Training Program for the simple reason that an employer will pay a premium rate for qualified production workers.

As you know, Utah is blessed with the right to work for LESS laws. John is providing the employer with more profitable workmen and in spite of the higher cost they are in constant demand.

Got the Out of Work List Blues? Why not sign on with the Training Program? Be the one that is working—not the one that is waiting!

Talking to Techs

For years numerous anti-labor institutions ranging from the far-right Heritage Foundation to the New York Times have been trying to lay the blame for inflation on "big labor," claiming that we have imposed inflationary wage and price increases on the economy. Organizers and union officials push for wage and benefit increases on the one hand and then are attacked by various groups as fanning the flames of inflation. Some recent Government figures reveal the flimsy nonsense on which these attacks rest. According to the Labor Department wage settlements in major agreements have averaged 9.5% over the past year, well below the 12.5% inflation rate. The Commerce Department reports a decline in real wages of more than 2% in 1980. And finally, David Stockman, the new budget slicing whiz kid who heads the Office of Management and Budget, reported on a "Face The Nation" TV interview that wage settlements have not and will not be a significant factor in the recent inflation crunch.



Congressional Conservatives

It's bad enough that the badweather has lasted longer than usual, and the interest rates haven't really come down enough where they can help the construction industry, now we have congressional conservatives trying to do away with benefits that has taken organized labor years to attain.

Proposed legislation would weaken union strength in collective bargaining and organizing and reduce protection against on-the-job dangers to the workers' health and safety. Our labor lobbyists aren't sitting back on their laurels, but they have one hell-of-a-fight on their hands. We as members of the biggest construction union in the world can help by keeping ourselves informed on all issues that affect our union; whether it is on a local level or in Washington, D.C. Only through our being united can we beat the force that is out to break all unions. AND WE ARE UNITED! A quote from Abraham Lincoln:

"All that harms labor is treason to America.
No line can be drawn between these two.
If any man tells you he loves America, yet he hates labor,
He is a liar.
If a man tells you he trusts America, yet fears labor,
He is a fool."

Testing and Inspection

Testing and Inspection is, as usual, going full board again this year! The past rains apparently had little adverse effect on the work picture in the Testing and Inspection Industry. There have been quite a few new hires, and many of the Testing Firms are still looking for additional qualified Inspectors.

We are currently in negotiations with Cooper-Clark and Associates located in Palo Alto. A lengthy negotiations is not anticipated. Also coming up for

negotiations will be Pittsburg Testing Labs in Emeryville. Pre-negotiation meetings have been scheduled with Pittsburg Testing Labs.

In addition to these negotiations, we are currently negotiating with Bestor Civil Engineers located in Monterey, California. We will keep all affected Employees informed with the negotiations involving their respective Employers.

In addition to these pending negotiations, we have four companies that we will be meeting with in the immediate future to decide on the Cost of Living increase provided for, and to determine the wage and fringe allocation. These companies are Met-Chem Engineering in Sacramento, Testing Engineers NDT Division, Nuclear Energy Services Inc. and Trans World Test Labs.

As a final wrap-up in the Testing and Inspection Industry this month, we would like to inform you that the Construction Inspectors Association is still attempting to introduce legislation that will allow them to continue their current operations. As of this writing, there has been no change since our last report. The C.I.A. people are still having difficulty in acquiring support for their current Senate Bill 206. We will keep you posted and informed of any change of status with this group.

Southern Counties Area

Survey work in the San Joaquin, Stanislaus and Mother-Lode areas are beginning to pick up, primarily due to the good weather conditions. The clearing work on the New Melones Dam is in full swing. This particular job will acquire a substantial amount of survey work with respect to establishing a high water line. Due to begin sometime in late May or early June will be the Glory Hole Project. This project will include roads, boat ramps, ramping and picnic facilities. In Calaveras County the Parrots Fairy Road Project is scheduled to commence some time in mid or late summer.

Throughout Sacramento, Santa Rosa and the major fifteen Bay County geographical areas, work is on a slight upswing. Many developers are still holding back hoping to hell somebody will come up with a crystal ball that will show a decrease in the interest rates that would spur the housing industry.

Organizing

Organizing, as many of you know, is difficult, slow and lot of hard work! This sometimes slow and hard work is beginning to pay off! We would like to make mention of the more recently organized firms:

Delta Construction Staking in Santa Rosa
Terry C. Sturgis & Associates in Vacaville
Trans-World Testing Labs Inc. in Oakland
Charles L. Evans Land Surveyor in Vacaville
United Engineers in Concord
Western State Surveying Company in San Andreas.

In the organizing area we are actively concentrating on six additional Survey firms that hopefully, by the time this article is printed, will be signatory.

Permit given for electric plant

An application for a preliminary permit for the construction of a hydroelectric dam on Joes Valley Dam as been filed by a Boston-based corporation. Continental Hydro Corporation of Massachusetts has submitted the request to the Federal Energy Regulatory Commission to study the feasibility of constructing a hydroelectric plant on the south end of the dam. The firm says the project would consist of building a conduit and a powerhouse near the southern bank of the dam. The conduit would be 650 feet long. The powerhouse would contain generating units and would have a total rated capacity of 2.0 megawatts. This represents only .5 percent of the power generated by one of the Hunter UP&L units.

The purpose of the project, according to the notice to file, would be to sell power to Utah Power and Light, as well as other public and industrial users. The company seeks issuance of a preliminary permit for a period of 36 months, during which time it would prepare studies of the hydraulic, construction, economic, environmental and recreational aspects of the project. They estimate the cost of the study to be under \$50,000. After the three year period the company could request a construction permit.

DEPARTED BROTHERS

NAME/ADDRESS	DECEASED
Aalona, James K. (Jackie—Wife) P.O. Box 451, Hauula, Hawaii	4-24-81
Baxter, Joe W. (Goldie—Wife) 140 E Street, Galt, California	4-16-18
Bear, Walter (Ruth—Wife) 38 Los Cedros Drive, Navato, California	4-8-81
Beebe, Alan (Tessie—Wife) 159 Valley View Way, So. San Francisco, Calif.	4-10-81
Bigelow, Vernon (Stennie—Wife) 182 W Essex, Stockton, Calif.	4-15-81
Blackshare, Fred P. (Eleanor—Wife) 318 Henshaw Avenue, Chico, California	4-15-81
Brookin, Hubert (Charlotte—Wife) Rt. 1 Box 50, Jackson, California	4-24-81
Burns, Jesse (Jimmie—Wife) 2470 Greenwood Dr., San Pablo, California	4-25-81
Collins, Grove P.O. Box 75, Bangor, California	4-22-81
Escobar, John J. (Alice—Wife) 1201 Aberdeen Ave., Stockton, California	4-12-81

Femons, Frank (Inez Pullen—Sister) P.O. Box 222, West Point, Calif.	4-1-81
Figone, Leland (Leo Figone—Father) 2213 McLaughlin #1, San Jose, Calif.	4-6-81
Gary, Melvin (Blanch—Wife) 652 Paseo Grande, San Lorenzo, Calif.	4-27-81
Harper, Gene (Wanda—Wife) 2935 E Childs, Merced, Calif.	4-22-81
Henderson, Milton (James Johnson—Nephew) 454 Giannotta Way, San Jose, Calif.	4-21-81
Johnston, Doug (Pamela—Wife) 4590 Edgeware Lane, Salt Lake, Utah	4-23-81
Jones, Lucian (Kathleen—Wife) 552 Bean Cr. Rd #129, Scotts Valley, Calif.	4-2-81
Jovero, Alfred (Catherine—Wife) 2332 Ahaiki St., Pearl City, Hawaii	4-15-81
Kanda, Hitoshi (Daisey—Wife) 45-853 Halemuki St., Kaneohe, Hawaii	3-19-81
Lewallen, Ray R. (Clarissa—Wife) 979 Argenta Dr., Pacheco, Calif.	4-12-81
Osborn, Robert (Cheryl—Wife) P.O. Box 257, Richland, Oregon	3-31-81
Rush, Morris L. (Rose Marie—Wife) 3045 W Caruthers, Caruthers, Calif.	4-11-81

Salas, Jose F. (Dolores—Wife) P.O. Box 9402, Dededo, Guam	3-15-81
Wicht, Al M. (Lenora—Wife) 218 Arboleda Dr., Santa Rosa, Calif.	3-28-81
77 Deceased Members—Feb. 1, 1981 thru April 30, 1981	
2 Industrial Accidents—Feb. 1, 1981 thru April 30, 1981	

DECEASED DEPENDENTS April 1981

Colvard, Lois—Deceased April 10, 1981 Wife of Ray Colvard	4-2-81
Johnson, Alice L.—Deceased September 15, 1979 Wife of Wilfred L. Johnson	4-15-81
McMillan, Berniece—Deceased March 23, 1981 Wife of Joseph McMillan	3-19-81
Puente, Espethana—Deceased April 25, 1981 Wife of Salvador Puente	4-12-81
Rabe, Brad Steven—Deceased March 25, 1981 Son of Donald Rabe	3-31-81
Sidhu, Karona—Deceased March 31, 1981 Wife of Gursharan Sidhu	4-11-81

Lawful union activity escapes trespass laws

In a decision handed down last month, the California Supreme Court ruled that union representatives who enter a construction site to conduct lawful union activity do not violate California criminal trespass laws by refusing to leave at the owner's request.

The case arose when two representatives of the Ventura District Council of Carpenters went to a jobsite to inspect safety conditions and prepare a steward's report. The council had labor contracts with three subcontractors at the site. The contracts provided that union representatives could enter sites to conduct safety inspections and stipulated that union members could not work on a jobsite where union representatives were not allowed. Both men had written authorization from the union to conduct the safety inspection. When they arrived, the owner asked them to leave. They refused, were arrested and were subsequently convicted in municipal court for trespass.

Calling the conviction "illogical and inconsistent" with legislative intent and case law, the high court ruled that general trespass laws do not apply to lawful union activity at a construction site. "Defendant's entry to perform a safety inspection and prepare a steward's report is an accepted and traditional practice in the construction industry, which does no harm to the economic or property interests of the landowner," Justice Matthew O. Tobriner wrote. While the laws can't be used under such circumstances "to frustrate legitimate activities," he said, an owner may properly insist that a union representative leave if he interferes with construction work or does property damage.

The court also noted "the importance of allowing employees to bargain for, and police, safe and healthful workplaces," and said "collectively bargained safety and health provisions have little meaning if employee representatives can be ousted from the jobsite."

In defining the scope of its decision, the court said the general rule that trespass statutes do not apply to lawful union activity applies "regardless of whether the property is 'posted industrial property,' property subject to posting, or other less sensitive property."

Road work due on highway

MARTINEZ—Contra Costa County could have more than \$1 million in its Discovery Bay highway improvement kitty by 1982, allowing it to begin widening a dangerous three-mile stretch of Highway 4 in east county.

That was the official consensus of county Public Works officials last month after reviewing department records on the huge Discovery Bay development near Byron that fronts along the narrow state highway for more than a mile.

The department has been besieged with complaints by Discovery Bay residents about the hazardous conditions of the heavily travelled highway. It is the main route between Antioch and Stockton and the only access road in and out of the development.

The two lane road is only 20 feet wide bordered by deep drainage ditches on both sides. There are no shoulders on which to stop, and in case of an accident "the road is virtually paralyzed," said Karen Pearson, a two-year resident of Discovery Bay.

Acting Public Works Director Michael Walford, said the road improvements on the 1.3 mile portion in front of Discovery Bay could be completed by 1983 if everything goes according to schedule.

The \$1 million would come from Discovery Bay developer Ken Hofmann as part of his \$2.6 million agreement with the county to widen Highway 4 from the eastern boundary of the proposed 4,000 unit development to Borden Junction.

Although the road project was supposed to begin in 1980, it was shelved when the Board of Supervisors in September 1979 repealed the requirement calling for Hofmann to put up the road improvement funds in advance.

Hofmann had balked at the condition, contending he shouldn't have to improve a state highway; it was the state's job, he claimed.

Instead the board set up a highway fund based on a \$900 per home fee to be collected when Hofmann filed his final maps on the development's individual subdivisions or when he obtained building permits.

Up to now, the county has collected only \$140,000 in fees—too little to undertake any major improvements.

Meanwhile project costs have risen to \$3 million, and because of inflation, will continue to rise the

longer the project remains dormant, Walford said.

However, three large subdivisions totalling more than 1,220 homes were recently approved by the county, which can collect the fees on each subdivision as soon as Hofmann files his final maps. This would amount to a lump sum of \$1.1 million.

Because final maps are required to be filed within a year of subdivision approval (unless the developer seeks an extension), the county could obtain the sorely needed funds between August and January when the deadlines will be up.

Walford said Hofmann would be obliged to pay when he files the final maps rather than when individual building permits are issued piecemeal later on, because the developer hadn't applied for the latter collection procedure when he first requested subdivision approval.

Port Commission OK's plan for \$12 million pier

In a move to encourage the commercial fishing industry rather than the recreational aspects of Fisherman's Wharf, the San Francisco Port Commission has unanimously approved an "action plan" that would radically alter the design of the wharf area.

The most radical part of the plan would be an extension of the Hyde Street Pier into San Francisco Bay; at its end, a new breakwater would curve westerly into Aquatic Park.

The new pier would cost about \$12 million, a port spokesman said. No other prospective costs have been presented.

Along the new pier would be built modern fish handling facilities, unloading wharfs and a central cold storage area for catches. The alterations would allow the port to double its fish handling capacities. San Francisco now processes more than 10 million tons of fish a year.

The expanded pier would service "fish alley," just west of the restaurant and tourist attraction area, where there is a fish handling and distribution

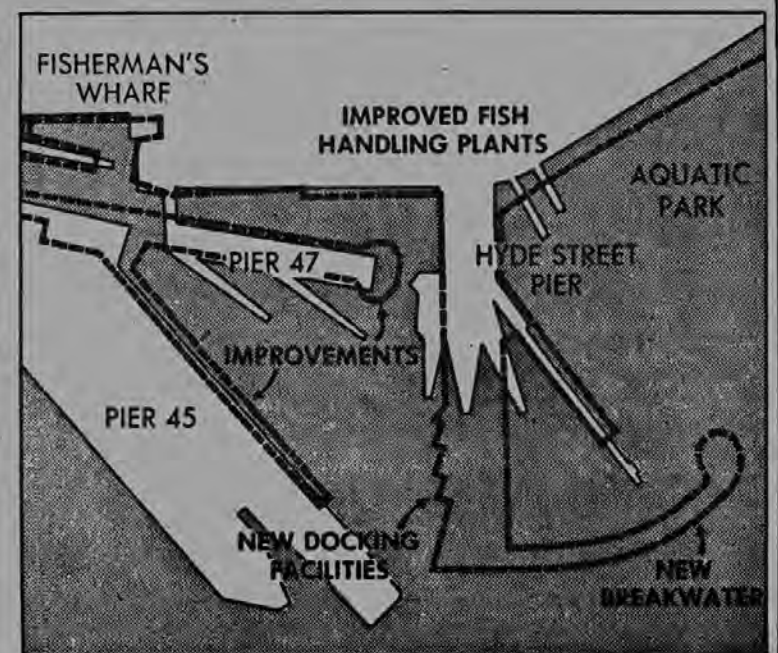
Hydro plants proposed

Hydroelectric power plants, two in Weber and one in Morgan counties, estimated to cost approximately \$1 million each, have been proposed by a Magna company for construction on the Ogden and Weber rivers. Construction on one plant could begin as early as the summer of 1982. Utah Hydro Corp. has filed applications for preliminary permits for hydroelectric projects on the Ogden River at Pine View and Causey reservoirs and on the Weber at East Canyon Reservoir in Morgan County.

Utah Hydro has filed an application to the Federal Energy Regulatory Commission for a preliminary permit under the Federal Power Act for the proposed Pine View Hydro Project. Presumably, permits on the other two projects also have been filed. J.D. Catten, Magna, spokesman for Utah Hydro, said that if the Pine View

project is built, it would provide jobs from the local workforce in both the construction and operational phases.

Pine View construction would include a penstock utilizing the existing outlet works in the left dam abutment, a new powerhouse containing generating units, a tail-race, a new 65 kilovolt transmission line 25 miles in length, and related facilities. Total rated capacities of generation units would be between 730 and 2,100 kilowatts with the average annual energy output ranging from 3,100,000 to 8,780,000 kilowatt hours. Utah Hydro has requested a three-year preliminary permit from the Federal Energy Regulatory Commission to prepare studies of the hydraulic, construction, economic, environmental, historical and recreational aspects of the Pine View plant.



center.

The commission's design consultant, Boris Dramov, said the fish handling businesses that are now on Pier 45 should be moved to "fish alley."

He said Pier 45 should be considered a new mixed-use project that may include a national fisheries research and training center, a hotel with conference rooms, and a residential development with public access and open space.

Other design changes include reworking of the interior piers at Fisherman's Wharf, upgrading

the main wharf parking lot to a plaza, instituting strict parking controls and redesigning the Embarcadero as a "major entryway" to Fisherman's Wharf. The plan also calls for a new design and sign ordinance aimed at improving "image and visual appearance."

The port's final plans will go for review to various agencies, including the San Francisco Planning Commission and the Bay Conservation and Development Commission. Financing would come from port, federal and state funds.

Swap Shop: Free Want Ads for Engineers

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. tr. not necessary for retiree owner. Wesley A. Hixon, 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 bit 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: BACKHOE 580 B with extendhoe. Low hours. For information call 415/574-3172. William Hagan. Reg. #1196346. 3/81.

FOR SALE: CHOICE BLDG. SITE ¼ acre in Pahump 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 LODGE 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: 1978 750cc BMW motorcycle gd running cond. \$1550 13667 mi. white \$135 Faring 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: 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: 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, Jaeger 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 D&B Serial 44A3201 50% wear left good for leaf 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 D&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 ferece 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 lb. 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 GLASTON 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 splrs. 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 Kilfler. J.D. #5 mower tilt trailer. Walnut shaker attachment. \$3,000. Ron Casaleglio, 1336 Jackson Gate Rd., Jackson, CA 209/223-0621. Reg. #1128272. 4/81.

FOR SALE: AUSTIN HEALEY Bugeye Sprite, 1960. 948 CC engine, fair 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. equipt. or guns. Sam G. Roper, Rt. 1, Box 1412, Butte City, CA 95920. Ph. 916/982-2024. Reg. #1113080. 4/81.

FOR SALE: METAL PRESS. One-half scale working model, build full scale portable car body bale

press, patents searched. Joe. E. Correia, P.O. Box 834, Dinuba, Ca. 93618. Phone 209/591-0760. Reg. #0592866. 5/81.

FOR SALE: 72 BOLES AERO travel trailer. 32', self cont. 79 F250 custom Ford pickup w/Ranger pkg. 400 V8, AT, PS, PB, snug top shell. 13,000 miles. Both for \$15,000. C.F. McIntosh, 260 E. Gault Way, Sparks, Nevada 89431. Ph. 702/359-0129. Reg. #1063796. 5/81.

FOR SALE: 4 MINERAL CLAIMS \$25,000 Gold, silver, uranium. Tulumne County. George Flagel. 3455 Walton Way, San Jose, CA 95117. Ph. 296-2440. Reg. #202769. 5/81.

FOR SALE: TWO B/R CHAMPION Blt in chests and closets. New 12x18 lv. rm. rug. Front kitchen. storage shed, garden, in park w/pool. 87,250. Wayne Keller, 1650-18th Street, Oroville, Ca. Ph. 916/533-7175. Reg. #0802678. 5/81.

FOR SALE: 2 CEMETERY PLOTS Abbey Memorial Gardens, Vallejo, Ca. 8750. Term-cash. Fred L. Sarginer, P.O. Box 72, Camino, Ca. 95709. Ph. 916/644-1545. Reg. #1027866. 5/81.

WILL TRADE: 24" ROCK SAW, Highland Pk. model U, for 8' cab over camper or 18' camp trailer. Joe Martin, 2131 Lagoon Ave., Crescent City, Ca. 95531. Ph. 707/464-6489. Reg. #1137647. 5/81.

FOR SALE: REC/SITE LEASE Lake Berryessa, on water, incl. 35' trailer, shed, dock, Servel gas fridge, decks, much more \$1,500. John (Tony) Ghiorzo, 1069 Mockingbird Ct., Fairfield, Ca. 94533. 707/422-2901. Reg. #1148299. 5/81.

FOR SALE: 1942 WILLYS JEEP, excellent cond. 82,000 or trade small truck. Earl H. Moore, 4542 McMurry Ln., Vacaville, Ca. 95688. Ph. 707/446-1287. Reg. #0750512. 5/81.

FOR SALE: 1968 TRI GT6 rebuilt engine, mags & new paint job. 32 mpg. \$1,800 or best offer. Ask for Rich or Bob, 415/490-0168. Robert D. Sheppard, Jr. Reg. #1006715. 5/81.

FOR SALE: 2 BEDROOM HOME, new vinyl siding, oil furnace. 2 barns tack & feed rm. equipped for 3

horses, 2 chicken sheds, fenced. 1.40 acres fenced & cross fenced, part in pasture. 4 bkts to town. Charles W. Gardner, 195 N 2nd W, Monroe, Utah 84754. 801/527-4245. Reg. #0351398. 5/81.

WILL TRADE MY U.S. SILVER DOLLARS for your foreign coins. G. Lambert, P.O. Box 21427, San Jose, Ca. 95151. Call 408/226-0729. Reg. #1225584. 5/81.

FOR SALE: 6" GOLD DREDGE, 4-5' combination gold dredge. Phone 1-209/274-4174. Reg. #0888742. 5/81.

FOR SALE: FORD 1970 1-ton service truck, tool boxes, radio, air cond., 3500 lbs front axle, hvy duty rear end, auto. transmission, 55,000 actual mi. \$4,500. Carl Landrum, 5033 Brian Ct., Fremont, Ca. Ph. 415/656-1963. Reg. #1230135. 5/81.

FOR SALE: 40 AC. Trinity Co, Ca. Hwy frontage, scenic views, all utilities. 25% down, or \$54,000. Owner will finance at 10%. Fred Carrier, 22152 Bloomingdale Rd., Palo Cedro, Ca. 96073. Ph. 916/244-4945. Reg. #1157759. 5/81.

FOR SALE: JOHN DEERE 310A BACKHOE w/24' bucket, 280 hours. A1 cond. Ron Sousa, 22420 Western Blvd., Hayward, Ca. 94541. Call 415/581-3066. Reg. #1087734. 5/81.

FOR SALE: TRUCK TIRES 8.25x 20, 9:00x20, 10:00x20, 11:00x20, \$10 and up. L.E. Mulhair, 97 Southridge Wy, Daly City, Ca. 94014. 415/333-9006. Reg. #154371. 5/81.

FOR SALE: POWER TAKEOFFS \$25 each & pumps \$50 ea. for 10 wheeler & semi-dump trks. Walking beams for 1974 Eaton Hendrickson 862.50 ea. L.E. Mulhair, 97 Southridge Wy, Daly City, Ca. 94104. 415/333-9006. Reg. #154371. 5/81.

FOR SALE: MACK MOTOR & all parts except cracked block. Inc. carburetor, generator, water pump, starter. \$400. L.E. Mulhair, 97 Southridge Wy, Daly City, Ca. 94104. 415/333-9006. Reg. #154371. 5/81.

FOUND: AT THE EUREKA 20th annual crab feed, a camera. Call Eureka office. 707/443-7328 and identify. 5/81.

Personal Notes

San Jose: It is with deep personal regret that we here in District 90 (San Jose) inform the brothers of the passing away of Brother Norman Lund. Brother Lund succumbed to a heart attack at age 58, April 28, while attending a reunion in Virginia of his old shipmates of the U.S.S. Cambria, on which he served in the Pacific Theater during World War II. Brother Norman Lund joined Local 3 in 1952, at which time this writer (Don Luba) had the pleasure of meeting and working with him, through the mid-fifties.

Brother Lund was respected and well-liked by all who knew and worked with him. His dry humor and wit endeared him to the hearts of all. We offer our sincere condolences to Brother Lund's wife Patricia, daughter Susanne, sons Bob and Bill, and brother Wilbur, also a 29-year member of Local 3.

Fresno: We would like to extend our sincere sympathies to the families and friends of Brothers Edward J. Andrews, William E. Kimbley, John Maple and M. L. Rush who recently passed away. Our heartfelt sympathy is extended to the family of Robin Hatcher. Robin was killed in a motorcycle accident while on his way to night classes. He was employed by the Corcoran Police Department. Thanks again to those of you who have made donations to our blood bank. We have a good supply, so get in touch with this office if a need arises.

Sacramento: Our condolences are extended to the families and friends of departed Brothers Arthur Lucas, Harry McCarthy, and James Peterson. We were sorry to learn of the death of Deborah Smeltzer, wife of Ken Smeltzer, and also of Kristen Steel, 19, daughter of Larry Steel.

Ignacio: We are sorry to report the following deaths: Brother Al Wicht passed away on March 28. He had been retired for several years. We extend our heartfelt sympathy to his widow, Lenora. Brother Walter Bear passed away on April 8. We offer our deepest sympathy to his wife Ruth. Brother Bear had just recently retired, and his death was very sudden. We wish to remind you that if you want to donate blood to our Blood Bank, the Irwin Memorial Blood Bank is located at 805 E. St. San Rafael. Their telephone number is 454-2700. Or you can call our office and we will be happy to make an appointment for you.

More from Mayfield

(Continued from Page 5)

work and jurisdiction of the Operating Engineer. We especially hope the Eby Co. is successful in their new jobs & that we will soon be furnishing them with a lot of the most qualified Operating Engineers that exist in the U.S.A., of which I'm speaking are members of Local No. 3. This Moon Lake Project will continue to let segments out on a piecemeal basis until this billion dollar project will be complete.

The highway systems have a fair volume of work in this State, and with other work in progress or upcoming, a little better power base and negotiation climate certainly exists than the previously mentioned Sand & Gravel Industry.

As you have read in the papers or seen on T.V., there is a continued interest by the Air Force and the U.S. Government regarding MX Missile and at this time, my best guess is the MX Missile construction in some form, will begin in 1981. If this happens on a full scale by this time next year, MX by itself might yet put the Local in a good work posture, by this single project.

Last but not least, the Northern Truck Service strike continues to this date. Last month an excellent feature was written in the Engineers News, by our own Jim Earp, which really pointed out what I thought was an accurate picture of a difficult situation. However, the Labor movement has never been an easy path, and we will continue, in all likelihood, in support of the effort as long as it takes to prevail!

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.

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

June

3rd Provo: Provo City Power Bldg., 251W 800N
4th Reno: Musicians Hall, 124 West Taylor
11th Ukiah: Grange Hall, 740 State St.
18th Watsonville: Veterans Bldg., 215 Third St.

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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Highway funding still up in air

The future of the federal highway program took a roller coaster course last month with the Reagan administration first appearing to support a temporary increase in the road fuel tax, then suddenly quashing the idea. Federal Highway Administrator Raymond Barnhart also seemed to have been taken for a ride. While he was testifying before the Senate Environment and Public Works Committee that the fuel tax increase was still under discussion, senior White House officials were meeting to reject the idea.

And, while the budget authority levels submitted by the administration last week show a steady increase, the more significant figure in terms of the highway program's future is the obligational ceiling. Office of Management and Budget officials say that number for fiscal 1982 almost certainly will be \$8.15 billion, off substantially from this year.

OMB Director David A. Stockman favored the tax boost proposal, which he floated at a National Governors Association meeting in Washington, D.C., but Martin Anderson, White House domestic policy adviser, was angry that any tax increase was being touted and prevailed in killing the plan.

At stake is the integrity of the Highway Trust Fund, which since last year has been paying out more than it takes in. While the balance is now \$10.3 billion, receipts will fall short of expenditures, adding

at least \$1 billion a year to the federal deficit. "There is now no way to match the outlays at the program levels the administration wants without increasing revenues, and that means that we must have an increase in the gas tax," says one OMB official.

The result is that the tax increase will simply be delayed. Even with the stated intent of returning some highway programs to the states—the secondary, urban and safety programs—the administration plans still will require more than the four-cent-a-gal tax is providing. Industry officials speculate that the balance in the trust fund will be allowed to be drawn down, probably for two years, and then

the administration will seek a tax increase.

The fuel tax increase does seem to be a contradiction of the Reagan "supply-side" economic approach, which emphasizes tax cuts rather than increases—a point not lost on Republican elected officials. But both Sen. Robert T. Stafford (R-Vt.) and Sen. Steven D. Symms (R-Idaho), chairman of the Senate Public Works Committee and its transportation subcommittee respectively, are behind continuation of the trust fund. It now appears that the Reagan administration will propose to extend the trust fund through 1989 and begin putting more money into Interstate reconstruction in 1982.

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New assault on Davis-Bacon

(Continued from Page 1)

proves what we warned all along during the 1980 elections," Local 3 Business Manager Dale Marr stated. "We are facing the most serious threat we have ever been confronted with on the Davis-Bacon Act, and we are going to have to face our opposition head on. We cannot afford to let scab contractors whittle away at a law that has provided a solid barrier against open shop on public works construction."

The Davis-Bacon Act, little known or understood by those outside the construction industry, is one of the most important laws in the trade. Passed in 1931 during the depths of the depression, the federal Davis-Bacon Act was designed to protect workers and fair contractors against unscrupulous employers who undercut local wage standards in their attempt to obtain local government construction jobs.

The federal prevailing wage law was soon followed by state "Little Davis-Bacon Acts" throughout the country which applied to state and locally funded construction projects. For 50 years these laws have provided stability to a very volatile industry.

In the past three years, however, these laws have come under an increasingly vicious attack from the business sector. Appealing to budget-cutting legislators, business is blaming these laws as a major cause of inflation, in spite of the fact that major studies have proven to the contrary.

The driving force behind the Davis-Bacon reform movement are the open shop contractors, who seek a legal way to undercut union wage scales on the billions of dollars in government construction that are awarded every year. Historically, nonunion firms

have received very little government work because they can rarely compete with union firms when they are forced to bid on equal footing. They realize that they will never get a foothold on this huge sector of the industry unless they can first dump the Davis-Bacon Act.

With the current political climate, trade unionism cannot afford an ounce of apathy on this vital issue. Having learned from their recent failures, employers

are trying a new approach against the wage law. Rather than seeking outright repeal, they are chipping away at the administrative regulations—seeking ways to weaken the law without going through the legislative process. Or they are doing what California legislators Richardson and Sebastiani are doing—gutting the law without actually repealing it. It's a tactic that's deceptive enough to be extremely dangerous to construction trade unionists.

Reduced Clean Water program

President Reagan has sent to the Senate Environment and Public Works Committee a reform package for the federal sewage treatment grants program that is bound to stir up considerable controversy in the next several weeks.

In an effort to rein in the increasingly costly and controversial grants program, the proposal focuses more on cutting costs than on regulatory reform.

Walter C. Barber, EPA acting administrator, says it is the administration's hope that the revised program would reduce the federal government's commitment from a projected \$90 billion to about \$23 billion by "limiting funding to the highest priority projects." A new formula for allocating grants and a significant cutback on eligible categories for the program would account for most of the savings. In addition, the administration proposes changes in some of the set-aside provisions of the program.

The current grants formula is based on projected needs in 2000, half of which reflects demand for treatment plants and interceptor sewers. In its new proposal, the

administration attempts to simplify the formula by basing allocations solely on 1980 needs, reflecting only backlogs in the program. The new formula would not accommodate growth.

As a result, some states stand to lose as much as 90% of the funding they are now entitled to, while others will gain as much as 70% over their current allotments.

If the proposal is enacted, grants would be tied to the amount of unobligated and unspent funds that a state has at the beginning of the fiscal year, or \$400,000, whichever is greater. But one EPA observer believes that in the rush to send a legislative package to the Senate, the proposals "were not too well thought out" and that it will require "a new set of regulations to implement the changes."

The Reagan administration also hopes to trim the federal government's commitment by limiting eligibility to secondary or tertiary treatment plants and to new interceptors. This would eliminate funding for new collection systems, replacement and rehabilitation of sewers and combined sewer projects.