

# NEGOTIATED WAGE INCREASES: PAGES 7 & 12



## ENGINEERS NEWS

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JUNE 1981

### 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.

## Members receive 'hard money' increases

By James Earp  
Managing Editor

Business Manager Dale Marr announced this month that Operating Engineers working under the major contractor association agreements in California and Nevada will receive hard money wage and fringe increases in June or July, depending upon the effective date of each agreement.

The increases came as a result of contracts already negotiated. At its May 17 meeting, the Local 3 Executive Board approved the distribution of the wage packages for the California Master Construction Agreement, Nevada Master Agreement, Crane Owners Association, Dredging, Utah Builders Bargaining Unit and a number of smaller agreements whose wage increases are tied to those listed above.

"The mid-year wage increases were allocated by the Executive Board in accordance with the survey that was mailed to the membership," Dale Marr stated.

"It was clear from the response we got that the vast majority of our members wanted the bulk of this year's increase to go onto the paycheck."

Effective June 16, engineers working under the California Master Construction Agreement and the Crane Owners Agreement will receive an across-the-board wage increase of \$1 per hour. Beginning July 1, an additional 15¢ will be added to the pension and 25¢ to the vacation and holiday pay plan.

A cost of living adjustment based on an 11.4% increase will become effective November 1 and will be distributed as follows: 25¢ for pension, 25¢ for vacation and holiday pay plan, 5¢ for affirmative action and an additional 22¢ will be applied to health and welfare, pensioned health and welfare and/or pension, upon Executive Board approval.

The balance of the cost of living adjustment will apply to wages effective November 1, according to the wage rate table on page 16.

Engineers working under the Nevada

Master Agreement will receive a 6½% increase in their wage/fringe package beginning July 1. The Executive Board has allocated 15¢ of this increase to the pension and 25¢ to the vacation and holiday pay plan. The balance of the increase will apply to wages. Depending upon the group classification this amounts to an hourly increase of from 69¢ to \$1.23 (see wage rate table page 16).

The allocation of the cost of living adjustment based on an 11.4% increase will become effective Jan. 1, 1982 as follows: 25¢ for pension, 25¢ for vacation and holiday pay plan, 5¢ for affirmative action and 22¢ to be applied to health and welfare, pensioned health and welfare and/or pension upon Executive Board approval. The balance of the cost of living adjustment will be applied to wages.

Engineers working under the dredging agreement will receive a \$1 and hour increase on wages, 15¢ on pension and 25¢ on the vacation and holiday pay plan effective July 1. On November 1, an additional cost of living adjustment based

on an 11.4% increase will become effective.

This increase will be allocated as follows: 25¢ for pension, 25¢ for vacation and holiday pay plan, 1¢ for affirmative action and 22¢ to be applied to health and welfare, pensioned health and welfare and/or pension upon Executive Board approval. The balance of the cost of living adjustment will apply to wages according to the wage table on page 16.

Engineers working under the Utah Builders Bargaining Unit will receive a \$1 an hour wage/fringe increase effective July 1. The increase will be distributed as follows: 82¢ on wages, 13¢ for vacation and holiday pay plan and 5¢ for pensioned health and welfare.

Local 3 Treasurer Don Kinchloe announced this month that members working under the Material Dealers and Rock, Sand and Gravel agreements will receive a mid-year increase effective July 1 and July 16 respectively, with an additional

## Local 3 announces winners of 1981 scholarship contest

Winners of the 1981 Operating Engineers Local Union #3 annual scholarship competition were announced this month by Business Manager Dale Marr following the May 17 meeting of the Executive Board.

First Place honors went to Linda Sue DeVader, 17, of Orangevale, CA and Lyle M. Harrison, 17, of Cedar City, UT. Each of these winners will receive \$1,000 to be used for furthering their college education.

Denise Frechou, 17, of Santa Clara, CA and Craig M. LaSalle, 17, of Carmichael, CA were First Runners-Up, and will each receive a \$500 scholarship. An honorable mention was given to Robert McKague, 17, of Salinas, CA.

The winners and runners-up were approved by the Executive Board, following a lengthy review by the Scholarship Committee of the University of California, Berkeley.

First Place winner Linda DeVader is the daughter of Robert DeVader, a 15-year member of Local 3. She is a graduate of Casa Roble High School and has been accepted to Sacramento State University where she plans on majoring in computer science.

Linda served actively in student government as president and vice president of her class and student body. She is a member of the California Scholarship Federation and the National Honor Society and has received awards for Out-

standing Achievement in Student Government, Presidential Physical Fitness Award, and certificates of achievement in social science, English and physical education.

"Academics are highly stressed in my family and I am grateful that my schooling has allowed me to excel as far as possible," she says. She has chosen computer science as her field "because of its growing popularity and demand."

First Place winner Lyle Harrison is the son of 18-year member Frank Harrison. A graduate of Cedar City High School, Lyle has compiled an impressive academic and civic record. He is a Science Sterling Scholar, winner of the Utah Sterling Scholar Award, member of the National Honor Society, listed in Who's Who Among American High School Students, and as a high scorer in advanced placement tests in biology, he has received college credit in that field.

Lyle has also been active in student government and civic involvement: Key Club President for his student government class, member of Student Activities Committee, Eagle Scout, varsity football and baseball player, winner of numerous vocational contests sponsored by Southern Utah State College.

Lyle plans to pursue a career in the field of medicine and has been accepted to Southern Utah State College. He



## Member donations help City of Hope

Thanks to contributions from Local 3's rank and file members, the City of Hope Medical Center now has a new "Image Intensifier" that will be used to aid the center's surgical department. The equipment was purchased with the special donation fund set up for individual member contributions during Local 3's unprecedented fund raising effort for the City of Hope nearly two years ago. Last month, Business Manager Dale Marr and Vice President Bob Mayfield traveled to the facility to dedicate the new machinery. The image intensifier acts like a sophisticated X-Ray machine, allowing physicians to view the internal structure while performing operations like cardio catheterizations and the implanting of pins in broken legs, etc. Pictured above with X-ray technician Chester Graves (left) are Business Manager Dale Marr and Vice President Bob Mayfield.



By DALE MARR, Business Manager

# LOOKING AT LABOR

**We cannot give Reagan support for his programs if he will not support us on a strong Davis-Bacon law.**

I have devoted this column many times to the importance of trade unionists sticking together and supporting one another as we stand up to our enemies on the political front. But I don't believe I have ever put it any better than Jim Pridmore, one of our rank and file members who recently sent this letter:

Brother Dale Marr:

I am 56 years old and I have been a Local #3 member for 33 years. I am retired now on disability and thanks to our retirement & health program, I make it okay.

In all my years in Local 3 I voted the ticket my union recommended. I would like to ask my fellow members, who got their nice wage & benefit package for them? It was not the Democrats or Republicans they voted for. It was a union committee of men who followed the candidates voting record on labor issues. The non union worker laughed at me for paying dues so I could work but he was damned glad to ride our coattails for his own decent wage.

I have worked for low wages and no safety regulations or health program and I remember how hard we had to work to get those things that today's operators take for granted. I don't think big business or the Republicans either one can break the Davis-Bacon Act or break the union. Our own rank and file union members are doing that to us because they believe every word the union breakers say while they are telling them to think for themselves.

I have had a good life Dale, and I owe most of it to Local 3. I hope I have stepped on some toes but even if I have they have a standard reply ready for me. I thank you and all the officers of Local 3 for what you are doing for labor. I only wish you had the support of all the members because I believe that if every union member in these United States would support his or her local union then they could shape their own career.

Thank You.  
James (Jim) Pridmore

Like Jim Pridmore, I am very concerned about the general apathy among our building tradesmen on the Davis-Bacon Act. Last month this newspaper reported extensively on the renewed attack against this vital provision which protects our union wage rates on federally funded projects.

Since that time, events have escalated rapidly. Within the last month, the Labor Department has held a series of meetings with construction employers to get their input on how the Davis-Bacon Act can be administratively watered down. The results of these meetings are alarming. Within the next few weeks, the Labor department is prepared to present to President Reagan the following proposals:

• **Broaden the use of helpers and trainees.** Under this proposal, trainees would not have to be qualified apprentices or even involved in an organized training program. "Helpers," at far lower wage rates than journeymen, could be employed on a 1-to-1 ratio with skilled journeymen. This would obviously throw tens of thousands of skilled trade unionists out of a job nationwide.

• **Abolish weekly payroll reporting requirements.** Under the current system, contractors engaged on federal funded projects must submit weekly payroll statements to the Labor Department containing the hours, pay and deductions for each employee. These reports are invaluable in determining whether or not contractors are complying with the Davis-Bacon wage rates. Under the new proposal, employers would only have to make a weekly certification—i.e. simply state—that they are conforming to the requirements.

• **Scrap the 30% rule and substitute a majority rule to define a prevailing wage.** The 30% rule has been a major bone of contention among scab contractors who realize that they cannot compete with fair union contractors on federal projects unless they can find a way to circumvent union wage rates.

Under the current law, the Labor department must make surveys of wage rates

for each type of construction work in a given area. A prevailing wage rate is determined when a majority of workers earn the same wage for a particular type of work. If no clear majority of workers is earning the same wage, then the Labor Department is authorized to establish a prevailing wage rate where as few as 30% of the workers are earning the same wage. In areas that are unionized, there are generally at least 30% and often more than 50% of the workers making the same wage for a specific type of work.

Therefore, union wage rates generally translate into the prevailing wage for federally funded construction jobs. Under the new proposal, if there is no clear majority of wages for a given level, the Labor department will calculate a "weighted average," which simply means that low paid non-union wage rates would be calculated into the average.

These lower wage rates would then be used in bid specifications, giving the scab employer an unfair advantage over the fair union contractor bound to a union agreement.

In addition to these proposals, the Labor department favors abolishing Davis-Bacon requirements for off-site facilities, unless they are used exclusively, "or nearly so" for federally funded projects. This provision would directly affect material dealers and rock, sand and gravel plants which employ substantial numbers of operating engineers.

As you can see, we have a real fight on our hands. Our union is in the process now of responding to these proposals. We are going to do everything within our power to see that they are not approved. These proposals are so extensive that there might as well be no Davis-Bacon law if they are implemented.

But our efforts alone may not be enough. I urge every member to send a brief note to President Reagan, criticizing these proposals and promising him that he will not get our support for any of his programs, if we do not get his support for a strong prevailing wage law.

## ENGINEERS NEWS

WIPA

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

DALE MARR  
Business Manager  
and Editor

HAROLD HUSTON  
President

BOB MAYFIELD  
Vice President

JAMES "RED" IVY  
Recording-Corresponding Secretary

HAROLD K. LEWIS  
Financial Secretary

DON KINCHLOE  
Treasurer

BOB MARR  
Director of Public Relations

JAMES EARP  
Managing Editor

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on Request

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## Scholarships

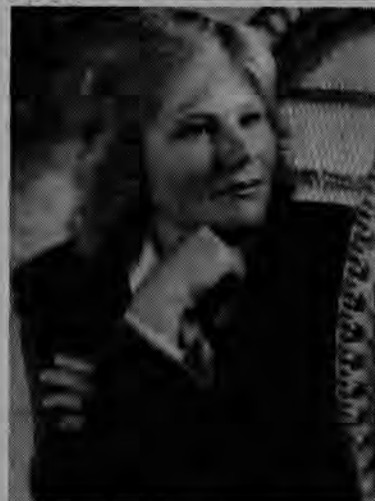
(Continued from Page 1)

realizes that a medical career is "strenuous and demanding" but knows he has the ambition and desire to accomplish his goals.

First runner-up Denise Frechou is the daughter of 20-year member Arthur Frechou. A graduate of Wilcox High School, Denise is a member of the California Scholarship Federation and has received numerous awards of academic excellence. She is active in sports, a two-year member of the girls track team, cheerleader, member of the Wilcox Ski Club, Surf Club and Sailing Club.

Denise has been accepted to the University of California, Santa Barbara where she plans to major in marine biology or environmental science.

First runner-up Craig LaSalle is a graduate of LaSierra High School and has been accepted to the University of California, Berkeley where he plans to major in engineering. In addition to an excel-



**First Place Winner  
Linda DeVader**

lent academic record, Craig is involved in aviation and has obtained his pilot's license.

Craig says that he has always maintained an interest in mathematics and science and that he looks forward to a career in engineering.

An honorable mention was given



**First Place Winner  
Lyle Harrison**

to Robert McKague, son of 15-year member Russell McKague. A graduate of North Monterey High School, Robert has been accepted to the University of California, Berkeley and San Francisco State University and plans to major in international relations.

He has served as a junior and



**First Runner-up  
Denise Frechou**

senior class president, editor of the school newspaper, president of the California Scholarship Federation, member of the Student Council, Drama Club and the Advanced Placement Society.

Robert's activity in student and government affairs has prompted him to consider a career in Interna-



**First Runner-up  
Craig LaSalle**

tional relations. The diversity of cultural experiences and opinions "will be invaluable in my profession as a member of the diplomatic corps," he says.

Recipients of the Local 3 scholarships will be given special recognition at the union's semi-annual membership meeting, July 11.

# PROJECT

## Rafters stall dam plans

An Assembly committee gave white water rafters a victory last month by approving a compromise 7½-year moratorium on dam construction on the South Fork of the American River. The Water, Parks and Wildlife Committee, on a 5-4 vote, sent the bill, AB1354, by Assemblyman Howard Berman, D-Los Angeles, to the Ways and Means Committee. The bill would prevent for 7½ years any planning or construction of dams between the Salmon Falls Bridge and the upstream Highway 193 Bridge on the South Fork of the American River. It originally called for a 10-year moratorium for the area near the historical gold discovery site at Coloma. The proposal was opposed by the Georgetown Public Utilities District which recently dropped plans to build small dams for hydroelectric generation on the lower part of the river.

## Bridge near Stevinson—\$1 million

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 country'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.

## County Won't Fund Bridge Work

MARTINEZ—The county last month passed up a \$785,000 federal grant to replace a deteriorating Danville bridge because it couldn't afford the required local matching money. The Board of Supervisors voted against taking \$225,000 out of its dwindling reserve fund to qualify for the federal package to rebuild El Portal bridge over San Ramon Creek. In doing so the county may have lost out completely on the project, since there is no guarantee the federal funds will be available again in the future. Each year the government draws up a new priority list, according to acting Public Works Director Michael Walford. Walford had asked the board to dip into county reserves, because, he said, his department's total capital budget, estimated at \$300,000 for 1981-82, was too small to bear the burden for such an expensive undertaking when there are other county projects of equal importance that need to be done.

## Work to begin on water project

Construction will begin this fall on a 12 million gallon reservoir designed to enhance water distribution in the downtown and west side areas of Salt Lake City. Construction of the new Victory Road Reservoir and a connecting pipeline is made possible by a \$5 million low-interest loan awarded to the city last month by the Utah Water Resources Board. The loan will be paid back over 15 years at a 6.63 percent interest rate. The state water agency took no action on another city request for an additional \$7 million to replace one of its major supply lines. Another aspect of the project will be to run a line from the reservoir to near the Salt Lake City International Airport. This line will eventually continue south to connect Project line at 2100 South and 3800 West, further improving water distribution on the west side.

## Road and airport bills advance

The House Committee on Public Works and Transportation this month approved a one-year highway bill with some last-minute changes that brought it closer to Reagan administration policies. It also approved an airport funding bill. The Senate Commerce, Science and Transportation Committee already has approved its version of the airport bill, including a controversial "defederalization" provision, while the Senate Environment and Public Works Committee approved a multi-year highway bill; Rep. James J. Howard (D-N.J.), chairman of the House committee, prevailed in his insistence on a one-year highway bill despite pressure from the administration, because of time constraints imposed by the budget act. Next year he plans to develop a long-range bill encompassing both high-

ways and public transit.

Howard's one-year bill imposes an obligation ceiling of \$8.2 billion and directs the emphasis in the Interstate program to shift to the 4Rs, with the important addition of reconstruction. The 3R program now includes restoration, resurfacing and rehabilitation. In addition, the bill increases the federal share of the 4R Interstate work to 90% from the present 75%. Both these program changes were sought by the administration. However, the administration also wanted to eliminate the secondary, urban and safety programs from federal funding, but Howard's bill continues them. On the Senate side, the committee approved a "skeleton" bill to meet the budget deadline. It did not make any program changes, but sets five years of authorization—from \$8.2 billion in fiscal 1982 to \$9.85 billion in 1986.

## Clean air bill introduced

Congressional conservatives have introduced the first comprehensive legislative proposal for changes in the Clean Air Act. The legislation, introduced by Rep. James T. Broyhill (R-N.C.), is being billed as a compromise proposal, but several of its provisions are anathema to environmentalists. In a

modeling job on the wind tunnel, a cavernous machine in which full-size airplanes can be tested with their engines running, will increase the wind speed in the main test section by 115 mph, to 345 mph. The facility is due to be completed by the middle of next year. And, a new leg on the device, with an intake the size of a football field, will contain a 80-by-120-foot test section in which wind speeds will reach 115 mph. Aircraft with wingspans up to 100 feet, which includes most commercial planes, can be tested in the new section.

The scale of the machine is overwhelming. At one point, where the blast of air (more than 100 million cubic feet, or 100 tons per minute) turns a corner, an array of more than 70 movable deflection vanes towers 132 feet to the roof. While aeronautical engineers are relying more and more on computers to simulate aircraft performance, wind tunnels are still considered essential—particularly at low speeds at which large vortices of air may occur, but that cannot be modeled mathematically. The machine makes wind with big electric motors turning propellers with wooden blades. The extra wind velocity in the modified tunnel comes from more powerful motors and sophisticated propellers that



## Big continuous concrete pour ends successfully

WEST SACRAMENTO—One of the largest continuous pours of concrete in Northern California took place this month when more than 1700 cu. yds. were placed for the foundation of a new \$15 million processing mill for Farmers Rice Cooperative. To complete the pour in one day, 30 Pacific Ready-Mix trucks, each carrying 9.5 cubic yards, had to make an average of six round trips between the job site at Terminal and Industrial Aves. and two Sacramento batch plants, according to Campbell Construction Co., general contractor for the project. The design by Dick Lawrence, Homan & Lawrence Engineering Co., San Mateo, called for the single, continuous placement of the concrete to

form a monolithic foundation for ten new 110-foot-tall rice silos.

"This is the largest plant expansion of the rice industry in California," according to John Falconer, executive vice president and general manager of Farmers' Rice Cooperative. "Increased productivity on the part of four farmer members made the expansion necessary," said Falconer, "and gave us a chance to incorporate the latest technology in drying, milling and processing." Construction of the expanded facilities started in March, 1981, and is expected to be completed in time to process the 1982 harvest, according to Ray Mackey, president of Campbell.

compromising vein, the bill sticks to the concept of deadlines and the idea that primary ambient air quality standards should be based on health considerations alone. But it would abandon the notion of trying to determine an adequate margin of safety and replace it with risk assessment. It calls for cost-benefit analysis in the setting of secondary air standards. It also eliminates some mandatory sanctions, the increment system for two out of three clean air categories, and the requirement that plants locating in dirty-air areas install expensive lowest achievable emission rate technology.

The mandatory sanctions, which would be dropped, include the authority to apply an industrial construction ban statewide. Under the new bill, a construction ban could only be applied to specific companies found in violation and to their subsidiaries. The Environmental Protection Agency administrator would also no longer be able to stop the flow of public works funds to states.

## A more powerful wind tunnel

The space agency's Ames Research Center in Mountain View recently showed off a major addition to what has been for 37 years the world's largest enclosed wind tunnel. The \$85 million re-

can change pitch to take a larger or smaller bite out of the air. The six old motors had a total power of 35,000 horsepower; the new ones, enclosed in tapered housings 90 feet long, produce 136,000 horsepower. At full power, the unit will draw 100 megawatts of power, enough for a city of 100,000 people.

Each motor has 15 wooden blades, each of which is 11 feet long and weighs 800 pounds. The blades were made in England of laminations of specially treated birch near the hub, then a section of spruce, and balsa wood at the tips.

The wind tunnel, built in 1944, has tested aircraft ranging from piston-engined planes to a one-third-scale model of the space shuttle.

Almost since it opened, the tunnel, one of the landmarks of the Ames facility easily spotted from the Bayshore Freeway, has worked two shifts a day perfecting the designs of airplanes, helicopters and hybrid aircraft for vertical and short takeoff and landing.

# UPDATE



By HAROLD HUSTON, President

## A Personal Note From The President's Pen

In looking into my crystal ball I see the poor homeowner like you and me getting bit squarely in the pocketbook a little deeper each year because of additional assessments added to our property taxes. Proposition 13 was supposed to wake up our politicians in Sacramento and get their attention. However, now they are planning taxing homeowners through the formation of assessment districts to pay for future improvements.

I attended Supervisor Tom Torlakson's press conference in Danville where he unveiled his \$7.4 million proposed solution to downtown Danville traffic congestion. Among the major improvements would be the widening and extension of Railroad Avenue north to Danville Boulevard, the construction of an El Cerro Boulevard bridge across San Ramon Creek to Danville Boulevard, the installation of traffic lights on N. Hartz Avenue and San Ramon Valley Boulevard and the addition of parking lots on the outskirts of the downtown area.

While reports indicate it could relieve 25 to 30 percent of the traffic on Danville's main thoroughfare, and Torlakson says it could handle Danville's traffic problems "through 1990 and beyond," the controversy is coming with the cost of the tab.

Some 4,500 area homeowners and business landowners will have to pay the bill, through the formation of a 15 year assessment district.

Payments could be up to \$21,000 per business in taxes paid over a 15 year period; homeowners will shell out \$770 to \$1,890 for the plan, and payments will depend on the amount and location of property owned.

Residential property owners within the central Danville area, "benefitting" from the bridge construction,

would have to pay a total of \$1,890 if the span is built, \$770 if not. Landowners outside the El Cerro area but within the assessment district would pay \$770 with or without the bridge.

A minimum and maximum assessment has been devised for property owners in the central business district—a minimum of \$1,890 with the bridge, \$770 without and a maximum assessment of \$21,600 with the bridge, \$20,370 without.

The payments would be spread out over a period of 15, perhaps 20 years, resulting in small monthly payments.

The county, which would contribute no money to the improvements because of a tight budget, according to the Supervisor, has already expended \$8,000 for the consulting firm of Leptien, Cronin and Cooper, Inc. to study the matter.

A petition drive to query all property owners is planned for this summer following the May 27th Public meeting but might collapse before it starts if they don't have an indication of good community wide support, almost a lack of opposition.

Many of the taxpayers I have talked to are in favor of the plan, but feel the county's going to have to take this money from existing taxes.

Torlakson, whose district includes Danville, has stated that road money in the county isn't available "like it used to be."

He added that "new growth" areas will have to pay their own way and predicted that downtown road improvements will be needed in the future.

My personal feeling is that major improvements

must be made in the very near future and I believe every taxpayer that is honest with himself would agree. It's almost impossible to drive through Danville now and it's getting more congested each day! The problem is designing a plan that will satisfy the majority of the property owners.

Do you know that projections made in 1977-78 for the year 1990, based on then existing traffic conditions, known and proposed subdivisions have been exceeded in 1980-81? These studies and projections were made by qualified traffic engineers.

Do you know that the El Cerro bridge was proposed as far back as 1962, that provisions were made for it when the townhouses were built on Danville Boulevard, opposite Del Amigo Avenue? In 1972 the project cost of the bridge including right-of-way costs was about \$400,000. The current projection, as you now know, is about \$1,700,000 and there are no right-of-way costs in that figure because the county owns the right-of-way from La Ganda Way to Danville Boulevard.

I plan on attending all the future hearings in regards to this project with the ultimate goal in mind to help negotiate a final plan which will be agreeable to the majority of the property owners. We should then put this project out to bid as soon as possible.

*It is very important that each member and their families take an active part in all city, county, state and federal politics. Also make it your responsibility to attend all hearings on proposed projects to be built. This means jobs for the members and a better community for all of us to live in!*

## Work in the Salt Lake area is still very slow

Asst. District Representative Don Strate reports that work in the Salt Lake area is still very slow. Christiansen Brothers Company has taken their cranes off the Marriott Hotel. Almost all of their operators have moved to the Twin Towers condominium job on 3rd South and West Temple which is scheduled to take sixteen months to complete. At least two tower cranes plus elevators will be on this job for sometime. The excavation is about finished and D. B. Murphy Drilling Company, who we are very pleased to have signed to our agreement, is doing the shoring. Gibbons and Reed Company has

some work going in the area. They are still working on the Belt Route job which they expect to last into the summer. They are also finishing up the Airport job this Spring. The 5300 South, Murray job has been completed but there is some work going out of the Murray yard.

Owl Construction has completed the fill on their I-80 project west of the Airport and has started to lay concrete. However, due to the wet weather, they have not been able to go as fast as they anticipated. They expected to have all the concrete down by the mid summer.

S. J. Groves & Sons Company is still going strong on their I-80 job.

They hope to have all the fill in by December 1981. So far, their schedule is looking good.

Utah's overall work picture looks good for this year, but it will be very slow getting started. According to projections by the end of June we should be going crazy—and we hope this is true. There is a tremendous amount of work on the drawing boards and from what the estimators tell us, they are all bidding work but mostly in the energy field.

The Utah Department of Transportation opened bids April 14th on a contract for grading and drainage work on the incomplete section of

Interstate 70, east of Cove Fort in Sevier County, reports Business Representative Bill Markus. L.A. Young Sons' Construction Co. of Richfield, Utah submitted the low bid of \$7,588,783.16.

The project involves a three-mile section of the new Interstate from Mill Creek to the Belknap Interchange.

Included in the grading and drainage contract are channel changes for Clear Creek and Mill Creek. Special provisions will be made to include extensive erosion control, preservation of water quality and protection of fish and wildlife. Tree and shrubs must be relocated along the new channels as well as log dams and rock deflectors for protection of the surrounding forest area.

Work is expected to begin by May 11th and should be completed by the Fall of 1982. This project will employ about fifty Operating Engineers at peak of construction, which is expected to be in September of this year.

The new section of Interstate will not be opened to traffic until

several projects are completed in subsequent years. Future projects include the completion of bridge structures over Mill, Shingle and Fish Creeks. When these projects are completed, a surfacing contract will be let for the entire 10.5 mile section.

Rick Jensen Construction Company will begin work on their I-15 project from Castle Rock to Emery on June 1st, reports Business Representative Rex Daugherty. This is an asphalt overlay job with a construction cost of \$1,400,000.

Fife Rock Products Company was the successful bidder on the \$3,500,000 Syracuse Interchange, edging out M. Morrin & Sons Company by \$240. Fife Rock Products has started construction. The bridges have been subbed out to Pritchett Construction and the piledriving to Foundation Construction Company. Foundation Construction Company also has the contract on the piling for the cross-country power lines from the Willard Bay power station to Tremonton, Utah. The company has just started on the project.

## Picnic reunion slated for dredgers

Business Representative Gil Anderson reports that the Dredgers are going to have a picnic barbeque reunion and all dredgers are invited to come out and enjoy themselves. This will be a family affair so plan on coming and bring the wife and kids. There will be a live western band, Sam Wilson and his Downhomers, games for the kids, plenty of beer and plenty of food. "We want to see a good crowd but want to get a head count by June 30th so we know how many to prepare food for," Anderson said.

So come on all you hands, call

your dredger friends (especially retirees), so when the bull starts flowing and the big jobs are dug again, the new hands have something to compare with. For information and tickets call:

Sacramento area—  
Chuck Center—(916) 453-1920  
San Francisco/Oakland area—  
Frank Cross—(415) 471-3327, or  
Gil Anderson—(415) 797-4457  
Oakland Hall—(415) 638-7273  
The tickets will cost \$10.00 per adult and children under 12 years, free.

In other news, the scrapyards are slow now because of the price of iron. They have laid off some burners, but so far no Engineers.

The shipyards are getting to be a graveyard again. President Reagan says he is going to spend a lot of money on ships, but no one knows when.

Truck Crane work is fair to good and looks good in the future as some of the refineries are ready for turn arounds, reports Business Representative Bill Dorrestyn. Most service crane work is fair as

of this date. Some of the companies are looking to expanding their fleet of cranes for future work. There are a few tower cranes working here and there and more to be erected. Tilt up work and steel jobs are doing fair.

Husky Crane is doing very well. They have a little work in San Francisco, at the GM Plant, and at P.G.&E. They are doing some steel work in the San Jose area too. Sheedy is doing well with lots of work in San Francisco, at the Geysers, and most any place in the jurisdiction. Winton Jones is active with some refinery work and general hoisting.

Reinholm is slow for a while. They have lots on the books, but not going on. Marin Crane is doing well up the coast and in the Marin area. Reliable is busy too in the Sierras, up north, and also in Reno. San Jose Crane is fair with some bare lease and a little rental.

Bay Cities is still hitting the refineries and are fairly busy. Peninsula is fair mostly steel jobs up and down the coast.

**ATTEND  
YOUR  
UNION  
MEETINGS**

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:  
Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103  
Please send me: A Membership card for the Magic Kingdom Club  
My name is: \_\_\_\_\_  
(PLEASE PRINT ALL INFORMATION)  
Address: \_\_\_\_\_  
(Street number & name, or box number)  
City, State & Zip Code \_\_\_\_\_ Social Security Number \_\_\_\_\_



By BOB MAYFIELD  
Vice-President

## Rigging Lines

Time has a way of flying and 1981, for all practical purposes is already half completed. This also marks about six months that our new President, Mr. Ronald Reagan and his new Republican Cabinet and U.S. Senate majority has had a chance to run this country. This same period marks already almost 1/4th of his entire elected term. What has this meant, at least to this point, to you our members, your families, as a construction worker, also a consumer and as a concerned citizen of this country? As an Officer of this Union and hopefully a constructive critic, I see the work opportunity for our members easily at the lowest point, in my opinion, since this present group of Officers were seated in December of 1973. It certainly has to be tied to the economic picture facing all of us in this country today, which at this writing continues at near record high money borrowing aspects as mortgage rates are yet near 17% and the prime rate is at 20%. Do you know any individual who even qualifies to buy a house? Do you know a contractor or businessman who is lucky enough to get a job and if so, where his profit margin is more than 20%, as that is his cost to borrow? I'll be truthful in both instances and say with certainty that I don't know anyone who qualifies in either instance.

We all most recently have read where the president badly wants to alter the Social Security System drastically. For example, a man who has worked very hard all of his lifetime and paid into Social Security for this working period presently at age 62 would presently retire with a cut of about 21%, or 79% of maximum with which he would be eligible at age 65. Under Reagan's new scheme if it is approved, a man in the same situation might be penalized more than double. He would receive only 55% of his award at age 62, rather than 79%, as is now the case. At today's rising costs and with expected future inflation rates to continue as they have recently, the average Operating Engineer probably would not now be able to retire.

Mr. Reagan, as we are all painfully aware, has already paid back the oil giants for their financial support which, of course, got this man elected as much as anything. This was accomplished as one of the first accomplishments by the deregulation of the domestic oil prices. The bottom line is that we the consumers, almost all of whom in our society depend on a car and gasoline to take us to and from work everyday, in this short period of time now pays nearly 20¢ more per gallon at the pump. Multiply this by billions of gallons every month and the pay back is already complete and we know full well this is the case, because we (all workers), in fact, were the payee.

In Utah the little Davis-Bacon Act has been repealed (prevailing rates for Utah State funded projects) and if you are watching and reading all forms of the media closely, it is evident that President Reagan and a flock of his anti-Union/anti-Davis Act proteges such as exist in many places in our country today, are preparing to weaken or destroy this legislation (the Davis-Bacon Act or prevailing Wage Act on Federally funded jobs), altogether. If this happens, Operating Engineers and the Building and Construction Tradesmen everywhere will probably have to alter their working life greatly, as all such jobs now covered by this fine act, were it destroyed such as just happened in Utah, state funded work would in effect only be covered by the minimum wage law. These same anti-Union/anti-Davis Bacon Act advocates are the same ones who would just as quickly even destroy the minimum wage law, as moves in this direction are already apparent.

Lastly, but not least, a major portion of the manner in which the president has expressed to balance his budget is by cutting federal construction dollars as matching funds for the highway system, water canals, dams and sewer works, as well as federal buildings. I don't know what you think, but the picture I've just painted isn't that far from being the gospel, and if the next 3 1/2 years of President Reagan's term is an example of the first six months, we will all think that President Herbert Hoover (who is generally blamed for the Crash of the 30's) would be an ultra-Liberal.

As I have stated previously and most recently, if you have a decent job, or soon get one, hang on to it dearly, because other than a couple of districts, which are pretty good, the work picture is slow at best for all future 1981 work opportunities throughout this Local Union and even mostly all parts of America are, in my opinion, not very good at all.

In last month's article I had stated in North Eastern Utah, the Moon Lake Project Agreement produced three bids on beginning projects. This is still true except that on the third phase, instead of the Eby Construction Co. out of Wichita, Kansas being the low bidder, I'm told the Centric Corp. out of Colorado, was the low bidder. By now we had expected these first three bids totaling between \$50-100 million, all to be started and employing hundreds. Instead, a 30-day delay at least is in effect. As Les Lassiter, the District Representative in Utah, states the environmentalists have successfully got this delay. We all sincerely hope this is temporary and that by the 4th of July, work will be under way by the three (thus far) successful low bidders.

In the Southwest corner of Utah, located near Delta, Utah, in all likelihood will be built, one if not the biggest ever Coal fired powered plants. However, the question whether this monstrous I.P.P. Intermountain Power Project project will be built Union Shop, Merit Shop or non-Union completely, at this writing remains open. There are those anti-Union legislatures in this State who

### Reno's Crosstown Intercept

## Gerhardt-Berry gets \$1.5 million sewer job

Nevada Business Representative Howard Luzier reports that Gerhardt-Berry Construction was the low bidder on the Cross Town Sewer Intercept at a bid of 1.5 million dollars, they also have a few small jobs in the Reno area.

With the weather starting to warm up, Golden West Paving has been moving right along with the Washoe County paving project at \$800,000, they are also doing odds and ends in the area.

Elsewhere in the paving department Granite Construction has crews doing some small jobs including the much needed city street patching, they still don't have enough work to call back all those engineers laid off last fall.

Helms Construction has their hot plant making mix for the Reno Air Center Job in south east Reno. They are also paving on the Sun Valley Project, that was started last year. They were recently low bidder on a new portion of the Sun Valley Project with a bid of \$1.1 million. Golden West Paving was the second bidder.

Helms has also begun paving on their \$5.7 million project in Fallon keeping some of the hands working over there. They are also working on a \$5.6 million safety overlay project approximately 26 miles south of Lovelock which also includes Culvert and Concrete box extensions and some median work. Also in the Lovelock area Helms is moving along with the 8.049 mile of I-80 by-pass bid last November, at \$8.7 million.

Again in the Reno area, Helms has two small state projects underway on McCarron North at \$4.4 million and McCarron South at just over \$2 million with the sound wall completed Helms is again starting to move dirt and place some pipe on the McCarron North project.

They are now starting to place the screened rock and box culverts on the McCarron South project with some of our hands working on both jobs.

Near Winnemucca, Helms has all but completed the Sub-grade and has been laying gravel. The gravel plant has been working fairly steady. The project was bid in December at a price of \$7.4 million.

Good news for some of the members at the Valmy Power Plant, it looks as though the second phase of the plant is going to be constructed, according to Stone & Webster.

In Battle Mountain G.P. Construction is working on 5.9 miles of the I-80 by-pass at a cost of \$7.9 million. They have their screening plant running two shifts and are about through with the gravel.

Acme Paving a Sub-contractor will lay the C.T.B. and white paving portion of the project.

In Elko Max Riggs is still working on the railroad by-pass, along with G.P. Construction one of their Sub-contractors. It has been sort of an off and on operation with some of our brothers still working.

Parsons Construction has their part of the I-80 by-pass 5.9 miles, bid at \$11.2 million well under way at this time. They are expected to complete it this season. The West bound lane at Wendover is ready for C.T.B. and white paving.

"The district staff along with some members have been spending time in Carson City attending hearings on bills that affect our industry," Luzier states. "With their conservative attitude this session, the quicker they adjourn the better off we'll be."



Six miles north of Lovelock, Local 3 members are helping to construct a one million barrel LNG storage tank for Southwest Gas Company. The tank measures 185 feet in diameter, 80 feet high and is being built by Chicago Bridge and Iron.

## Fresno flood control job one step closer

A flood control study that could lead to the building of a Federally-funded flood control project for Woodlake may be closer to being a reality now that two State agencies have chosen Woodlake as the top flood control project priority, reports Fresno District Representative Claude Odom.

A number one priority rating has

## Marysville work has picked up

Work on Marysville District's East side of the District has picked up some, reports Business Representative Dan Mostats. Baldwin Contracting has picked up a few little jobs which have put a few of our men back to work.

Robinson Construction is working again on Kelley Ridge (East of Oroville) on two more housing sections. Lamon Construction Company of Yuba City is doing a fair amount of work at the present time. Ray Bertelsen has begun work on the Industrial Park Project at the Yuba County Airport. C. C. Myers is still moving along on the bridge job in Oroville, running ahead of schedule. 6-L Construction of Quincy is busy in the Quincy and Twain Areas.

Mitry-G.E.B. has finally gotten some of their iron moving on the

been given to Woodlake's proposed flood control project by two State agencies but the final decision on Woodlake's eligibility for the required flood control study that could lead to Federal funding of the project still rests with the Soil Conservation Service.

The State Department of Conservation and the State Department of Water Resources chose Woodlake as the state's number one flood control project priority, City Manager Dolph Frisius told Woodlake City Council members at the Monday night meeting.

Although the Soil Conservation Service may follow the agencies' recommendations, the final decision will be made by the Service. If the decision favors Woodlake, the Soil Conservation Service will conduct a flood control study of the Woodlake-Antelope area which could eventually lead to Federal funding.

Soil Conservation Service, a branch of the U.S. Department of Agriculture will announce its decision in May.

A consortium of San Joaquin Valley Water Districts is proposing to construct four hydroelectric power plants at Friant Dam that would generate enough power to meet the annual needs of 19,000 homes.

The consortium, known as the Friant Power Authority, is seeking a license from the Federal Energy Regulatory Commission to build the plants. A final decision from the Federal Energy Regulatory

Commission should take about six months.

If the license is granted within six months, construction on the \$35 million project could start by December. The Friant Power Authority is proposing to build two power plants at the base of Friant Dam and one plant apiece at the outlets of the Friant-Kern Canal and Madero County.

The City of Dos Palos will receive nearly \$1.8 million from the US Department of Housing to rehabilitate the Norton area between Little League and O'Banion's Park. HUD said the grant will be spread over three years with \$596,666 paid the first year for housing rehabilitation and replacement of sewer line, \$598,234 the second year for housing and replacement of water lines, and \$590,000 the third year for rehabilitation and completion of unfinished work.

The City plans to replace 4,150 feet of sewer lines and 4,600 feet of water lines. Some street and alley paving will also be done.

Negotiations continue for Kovac Equipment Company, City of Corcoran, County of Madera and Stuart Radiator Company. We will start negotiations with Graylift Inc., Edward R. Bacon Company and R.H. Gorman Company (wages and fringes only) shortly. "We were successful in getting a bargaining order with Fresno Recycling Company in Fresno from the NLRB and will hold a prenegotiation meeting with the employees soon," Odom reports.

# Dawn explosion joins two halves of Pacheco Tunnel

A dawn explosion of dynamite mated the two halves of the Pacheco Pass tunnel May 28, capping two years of digging and more than a decade of controversy.

Stretching 5.2 miles through the Coastal Range mountains near Hollister, the tunnel is the most tangible chunk of a labyrinthine federal blueprint to carry 216,000 acre-feet of water from the Trinity Alps to Santa Clara and San Benito counties each year—the multimillion dollar San Felipe Project.

The plan began as a gleam in the eyes of Central Valley Project planners more than 30 years ago and won approval from Congress in 1967. But lawsuits from environmentalists embroiled the project for the next ten years and construction of the tunnel by the Guy F. Atkinson Company did not begin until early 1979.

At 5:30 a.m. hard rock miners drilled and blasted through a final wall of earth, heavy with 160 million-year old shale and graywacke, and later drank beer and celebrated the joining of east and west.

East is where the tunnel begins—250 feet below the olive green, wind-ruffled surface of the San Luis Reservoir in Western Merced County.

A two-mile tube of earth and steel leads from the reservoir to a clearing surrounded by oak-dotted hills.

In a few years a massive pumping plant and water tank will stand here, replacing the temporary headquarters of the "tunnel stiffs" and "boomers" working for Atkinson.

The longest section of the tunnel was bored from either end, using sophisticated laser beam technology to make sure

the two halves would meet in the middle—which they did.

The western outlet of the Pacheco Tunnel emerges from the mountain near Bells Station on the 3700 acre Los Laureles Ranch owned by John Scherrer.

By 1987, barring labor or technical or funding obstacles, the Pacheco tunnel will hook up with about 46 miles of pipeline and then with the Santa Clara and San Benito water systems.

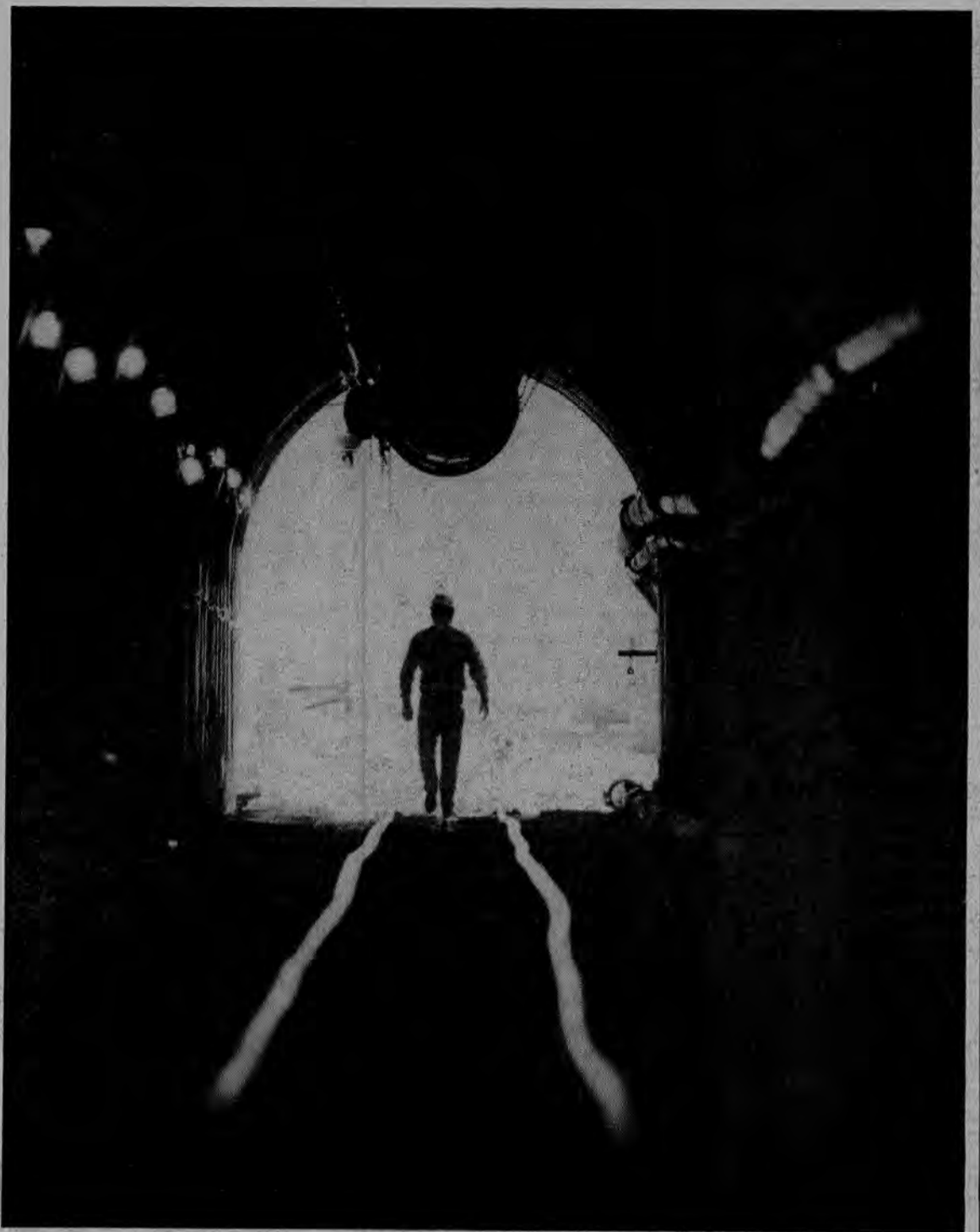
But the story begins in the Trinity Alps, where the precious winter runoff makes its way down the Trinity River, through pumping stations, tunnels and reservoirs to the federal canal Delta Mendota, and finally to be stored in the San Luis Reservoir.

A gauge system near the reservoir will control the pumping of water out through the tunnel, through the pipelines and into Coyote Reservoir, Santa Clara's holding tank, and later, the San Justo Reservoir serving San Benito County. The majority of the water will go for municipal and industrial uses, the remainder to agriculture in the valley.

In 1967, the total cost of the San Felipe project—tunnels, pipelines and pumping stations—was estimated at \$89 million. Fourteen years later that estimate has mushroomed to \$361 million, the result, according to Project Construction Engineer William Hart, of inflation and an under-estimate of the amount of steel needed to support the tunnel.

The federal cost of the San Felipe Project will eventually be underwritten by consumers in the counties receiving the water—through increases in rates charged by the local water systems.

Voters in Santa Clara County



approved their \$56 million portion of the plan by a small majority in 1977. James Melton, spokesman for the Santa Clara Valley Water District, estimated that the county portion of the project is now running

around \$100 million, but said the increase was provided for in the vote.

Several environmental groups including the Sierra Club, the Environmental Defense Fund and the Friends of the Earth,

have fought the San Felipe Project since its inception. But after losing a series of court battles attempting to block the plan, most of the active opposition has ebbed and efforts are being focused on other issues.

# Boat repair facility makes progress

Eureka District Representative Gene Lake reports that Coast Marine Construction of Coos Bay, Oregon continues work on the boat building and repair facility at Fields Landing, Calif.

Concrete piles are being driven to support the two 210-ft piers extending out into Humboldt Bay. The \$1 million project was begun late last fall with completion expected this summer. Delays were encountered throughout the past winter when old pilings were encountered during initial excavation. The old pile were remnants of old docks in the area and com-

pletely out of view at the onset of the project.

Earlier this year, Coast Marine Construction, Inc. completed the installation of docks and floats at the new Woodley Island Marina. Dennis Bjork is the project manager and superintendent on both projects. The firm also has a \$516,740 bridge project under way in Del Norte County.

Stimpel-Baker & Associates of Redding has resumed work on its Hwy. 36 project, located just east of Larabee Valley, reports Business Representative Jim Johnson. This job was started last fall, with

most of the clearing being done at that time.

The project consists of realignment of approximately two miles of road and is being done at a cost of just over \$1 million. The majority of the material on this job is going to be moved by scrapers, the size of which is still undetermined. This should be a good job for 10 to 12 brothers for the season.

Nally Enterprises of Rio Dell has started on two projects. One, also a realignment job, is on Highway 36 just east of Carlotta, and the other is the underground serv-

(Continued on Page 7)

Pictured right is Coast Marine Construction working on the boat building and repair facility at Fields Landing. Concrete piles are being driven to support the two 210-ft. piers. Extreme right photo shows P&H 670 crane with 95 feet of boom and 110-ft. leads on barge beside existing Kramer dock. Lower left photo shows pilebutt in foreground while crane drives pile with an assist from a 54B Bucyrus-Erie Crane. Local 3 members employed on the job are Cliff Percy, operator; Bernard Conti, oiler; Wes Hixson, operator; John Davis, oiler; Jim Nickols, compressor operator. Local 701 member Viekko Manners is deck engineer.



# Work improves City's outfall project runs into snags in Marin area

Asst. District Representative Harvey Pahel reports that the work picture in Marin is expected to improve, as we get further on into the Summer.

Ferma Corporation is moving right along on its Bel Marin Keys job, with 15 to 20 Operating Engineers. Their new Foreman is Sam, and Job Steward is Brother Paul Warne who operates one of the Dozers.

Some of the equipment on this job consists of a 1055 P&C; a new 65C Bucy; 2-45's; 2-25's; 2-660 Scrapers, a 12G Blade and 8 Cats. This job should go for a while. E.M.R.I. is going the testing on Ferma's job.

Stimpel-Baker and Associates from Redding was awarded a \$3.8 million job at Kent Lake, 12 miles west of San Rafael. A Pre-Job Conference was held on May 27th. "If this job goes as well as the last job at Kent Lake, it should be a good job for a bunch of scraper hands," Pahel commented. McGuire & Hester is working at Sausalito, on a \$9 million treatment plant. Raiser Construction from San Mateo is doing a demolition job on the site of the old ways which were built for the Shipyards in Marin City during World War II. They are making way for a \$6.5 million building.

This has been a very interesting job, as all the piling had to be cut 9 feet below the surface, and they had to bring in a 125-Ton Crane to lift off the Pile Caps, as each Pile Cap weighed 50 tons a piece.

Basalt Rock at McNear's Point going three shifts at the present time, and it looks like this will be for the rest of the year. They are going to furnish all the rock for the outfall sewer in San Francisco. Kennedy-Terrell Drilling has been doing some drilling at Basalt Rock Plant. Cooper Brothers Inc. working at the site of the Fireman's Fund Building located in Novato.

North Bay Construction is doing a job at Bridgeway & Harbor in Sausalito.

## More from Marysville

(Continued from Page 5)

Blairsdon Highway Job which went for \$1.6 million.

"We began picketing Kirkwood-Bly on March 26, and we are still there on the line every day," Mostats said. "Some days we have all the help we need on the picket line, and some days we do not have any help. I would like to take this time to thank each and every one who has helped on this picket, and ask the ones who have not helped to give us a helping hand when we call."

The work on the West Side of the Area is getting a late start, but it has finally started and a few brothers have been put back to work, reports Business Representative George Morgan. It has been a long winter.

Robinson Construction is getting underway with the Highway 20 job which is located approximately 18 miles west of Williams, CA. This job will keep quite a few brothers busy this summer. Richard Banes Construction was the subcontractor on this job, doing the clearing.

Madonna Construction of San Luis Obispo has not yet moved in on their Hwy 32 job just on the outskirts of Chico. Madonna is waiting for Burdick Construction to get the underground done. "I hope by

Approval of the grant that would fund a portion of San Francisco's sewage project has been postponed while a federal agency considers whether the construction firm chosen by The City has failed to meet affirmative action requirements.

The grant—a combination of state and federal funds that account for 87½ percent of the \$152 million Southwest Outfall Sewage Project—was due for approval in mid-May.

The approval date was extended to mid-July after a group of minority contractors filed a complaint last month with the Environmental Protection Agency against Morrison-Knudsen Co., the low bidder on the project.

The 15 contractors, who call themselves the Alliance of Minority Contractors and Suppliers Against Southwest Outfall Sewage

## Eureka

(Continued from Page 6)

ices portion of Coast Marine's boat repair facility at Fields Landing. Nally also has a nearly million dollar project yet to start on Washington Street here in Eureka; so, it looks like Nally's hands will be kept busy all summer.

The local paving contractors are beginning to get started with Redwood Empire Aggregates of Arcata busy paving streets at various locations here in Eureka, and their plant at Smith River, North of Crescent City, has begun paving the fairgrounds at Crescent City and will start next week at the Stimpel-Baker project on the North Fork of the Smith River. They also still have an overlay job at the Crescent City Airport and have just last week put in the low bid on a 1.5 million dollar street job in Crescent City.

Mercer Fraser Co., Inc. of Eureka just picked up an overlay project just west of Arcata on Highway 255. Roy Ladd has once again started work on their bridge project on the Eel River near Garberville.

this reading that Ernest Pestana Construction will be getting started on the water project in Orland," Morgan commented.

C. C. Meyers has a bridge and approaches just north of Stonyford. Butte Creek Rock is building the approaches on this project.

### BLOOD BANK

Anyone wishing to make a donation to our Blood Bank can do so at the following donor centers:

MARYSVILLE: 2nd Tuesday of each month at the Marysville Art Center, 420 - 10th Street, Marysville, 1:00-6:00 p.m., and on the 4th Tuesday of each month at Rideout Memorial Hospital Emergency Center, 726 - 4th Street, Marysville, 10:30 a.m. to 4:00 p.m.

OROVILLE: Thermalito Grange Hall, 479 Plumas Avenue, 1st Thursday of each month from 1:00 to 6:00 p.m.

CHICO: 169 Cohasset Road, Fridays between 8:00 a.m. and 12:00 Noon, Saturdays, between 9:00 a.m. and 12:00 Noon, and Tuesdays between 3:00 and 7:00 p.m.

Be sure to tell them your donations are for the Operating Engineers, Marysville District Bank.

We will certainly appreciate any donations you can give and those which have already been given.

Project Bid, went to the EPA with an allegation that Morrison-Knudsen Co. misled them during its bidding process for subcontracts and that it chose as its main minority subcontractor a construction company that is, they claim, a "front" for non-minority firms.

None in the group was included among the subcontractors listed in Morrison-Knudsen's \$152 million bid.

City officials say the minority contractors' charges are not supported by fact.

Morrison-Knudsen was recommended for approval by the City's

Human Rights Commission (which reviews city contracts to see if they meet affirmative action requirements) to Public Works Director Jeffrey Lee, who in turn recommended the low bidder to the state.

According to Stanley Lim, a contract compliance officer with the Human Rights Commission, both the company and its minority subcontractors came out clean after a three-week investigation preceding the commission's recommendation. After the contractors filed a complaint with the commission, he said, subsequent investigations yielded the same results.

In its bid, according to Lim, the company showed minority subcontractors receiving about \$31 million in subcontracts, a figure that exceeds the minority participation required of the company under state affirmative action requirements.

However, of the \$31 million, about \$25 million went to a joint venture where two of three contractors are not minorities. Although the non-minority contractors are not supposed to get more than 15 percent of the subcontract, the protesting alliance claims they are likely to get most of the profits.

NEVADA CONSTRUCTION AGREEMENT					Group 11A			
Classifications, Manning and Rates					Area 1	Area 2	Area 3	Area 4
Group	Increase	Wage Rate Effective 7/1/81	Cost of Living Adjustment	Wage Rate Effective 1/1/82	1.15	1.15	1.15	1.15
Group 1					17.46	18.71	19.21	19.96
Area 1	\$ .69	\$ 9.93	\$ .05	\$ 9.98	.40	.40	.40	.40
Area 2	.69	11.18	.05	11.23				
Area 3	.69	11.68	.05	11.73				
Area 4	.69	12.43	.05	12.48				
Group 1 A								
Area 1	.85	12.49	.17	12.66				
Area 2	.85	13.74	.17	13.91				
Area 3	.85	14.24	.17	14.41				
Area 4	.85	14.99	.17	15.16				
Group 2								
Area 1	.87	12.95	.20	13.15				
Area 2	.87	14.20	.20	14.40				
Area 3	.87	14.70	.20	14.90				
Area 4	.87	15.45	.20	15.65				
Group 3								
Area 1	.89	13.20	.20	13.40				
Area 2	.89	14.45	.20	14.65				
Area 3	.89	14.95	.20	15.15				
Area 4	.89	15.70	.20	15.90				
Group 4								
Area 1	.93	13.86	.23	14.09				
Area 2	.93	15.11	.23	15.34				
Area 3	.93	15.61	.23	15.84				
Area 4	.93	16.36	.23	16.59				
Group 5								
Area 1	.95	14.13	.24	14.37				
Area 2	.95	15.38	.24	15.62				
Area 3	.95	15.88	.24	16.12				
Area 4	.95	16.63	.24	16.87				
Group 6								
Area 1	.96	14.28	.25	14.53				
Area 2	.96	15.53	.25	15.78				
Area 3	.96	16.03	.25	16.28				
Area 4	.96	16.78	.25	17.03				
Group 7								
Area 1	.97	14.50	.26	14.76				
Area 2	.97	15.75	.26	16.01				
Area 3	.97	16.25	.26	16.51				
Area 4	.97	17.00	.26	17.26				
Group 8								
Area 1	1.00	15.02	.29	15.31				
Area 2	1.00	16.27	.29	16.56				
Area 3	1.00	16.77	.29	17.06				
Area 4	1.00	17.52	.29	17.81				
Group 9								
Area 1	1.02	15.31	.30	15.61				
Area 2	1.02	16.56	.30	16.86				
Area 3	1.02	17.06	.30	17.36				
Area 4	1.02	17.81	.30	18.11				
Group 10								
Area 1	1.04	15.63	.31	15.94				
Area 2	1.04	16.88	.31	17.19				
Area 3	1.04	17.38	.31	17.69				
Area 4	1.04	18.13	.31	18.44				
Group 10A								
Area 1	1.05	15.79	.32	16.11				
Area 2	1.05	17.04	.32	17.36				
Area 3	1.05	17.54	.32	17.86				
Area 4	1.05	18.29	.32	18.61				
Group 11								
Area 1	1.06	16.01	.33	16.34				
Area 2	1.06	17.26	.33	17.59				
Area 3	1.06	17.76	.33	18.09				
Area 4	1.06	18.51	.33	18.84				
					Steel Erectors and Fabricators			
Group 1	.88	13.08	.20	13.28				
Group 2	.91	13.56	.22	13.78				
Group 3	.99	14.87	.28	15.15				
Group 4	1.00	15.05	.29	15.34				
Group 4A	1.03	15.45	.30	15.75				
Group 5	1.07	16.09	.33	16.42				
Group 6	1.10	16.64	.36	17.00				
Group 7	1.12	17.02	.38	17.40				
Group 8	1.15	17.40	.39	17.79				
Group 9	1.23	18.74	.45	19.19				
					Piledrivers			
Group 1	.85	12.48	.16	12.64				
Group 1A	.87	12.91	.19	13.10				
Group 1B	.89	13.18	.20	13.38				
Group 2A	.89	13.18	.20	13.38				
Group 2B	.93	13.91	.24	14.15				
Group 2C	.95	14.14	.24	14.38				
Group 2D	.96	14.33	.25	14.58				
Group 3	.97	14.52	.26	14.78				
Group 3A	1.00	15.07	.29	15.36				
Group 4	1.05	15.78	.32	16.10				
Group 5	1.06	16.00	.33	16.33				
Group 6	1.15	17.46	.40	17.86				
					Foreman			
Area 1	1.08	16.38	.35	16.73				
Area 2	1.08	17.63	.35	17.98				
Area 3	1.08	18.13	.35	18.48				
Area 4	1.08	18.88	.35	19.23				
					ROCK, SAND AND GRAVEL			
					Classifications and Wage Rates			
Group	Increase			Wage Rate Effective 7/16/81				
Group I	\$1.00			\$14.055				
Group II	1.00			14.09				
Group III	1.00			14.315				
Group IV	1.00			14.795				
Group V	1.00			15.29				
Group VI	1.00			15.44				
Group VII	1.00			15.625				
Group VIIA	1.00			15.875				
					Hot Plants			
Plant Engineer	\$1.00			\$15.29				
Boxman	1.00			14.645				
Fireman	1.00			14.645				
Oiler	1.00			14.505				
					BAY AREA MATERIAL DEALERS AGREEMENT			
					Rates Per Hour—Effective Dates			
					Increase	Effective 7/1/81		
Batch Plant Operator-Wet or Dry Mix	\$1.00			\$14.52				
Plant Engineer	1.00			14.52				
Cement Pump or Scoop Operator	1.00			14.52				
Mechanical Loader	1.00			14.52				
Heavy Duty Repairman and/or Welder	1.00			14.52				
Plant Crane and Derrick Operator	1.00			15.17				

# Social Security faces cuts in funding

During May the Social Security system underwent about as much criticism and controversy as when it was first proposed by Franklin Roosevelt in the 1930's. After more than 40 years of growth and expansion the Reagan Administration is proposing sharp cut backs in benefits and even some take aways. The Administration claims that the entire Social Security program is facing bankruptcy unless steps are taken immediately to curb benefit spending.

This is not the first time that Social Security has faced funding problems. Almost annually someone sounds the alarm that the system is sinking. In the past, the solution has always been simple—raise the tax rate and wage base. Presto, just like magic the system is solvent once again until the *next time*. The *next time* has been coming up more often in recent years. Under the Carter Administration the system was entirely revamped in order to keep pace with inflation. Less than 2 years later the system is again facing critical funding shortages. Only *this time* they propose to cut benefits.

Listed are the major proposals to cut back benefits in hopes of salvaging the program:

- Reduce early retirement benefits from 80% at age 62 to 55%.
- Tighten eligibility criteria for disability benefits.
- Reduce the overall benefit formula.
- Delay from July 1 to October 1 annual cost of living increases to those receiving benefits.
- Tax the first 6 months of sick pay.
- Reduce minimum, student and death benefits.

Anticipating that there would be stiff opposition and strong criticism from legislators about the cut backs, two proposals were added that favor workers and retirees.

- Limit the tax rate to 6.45% until the year 2019.
- Phase out retirees earnings limit currently at \$5,500 annually.

Congress responded to the proposed package immediately but not favorably. A Republican controlled Senate voted 96-0 to assure older workers facing retirement "Congress shall not precipitously and unfairly penalize early re-

tirees" or reduce benefits more than is "necessary to achieve a financially sound system and the well being of all retired Americans."

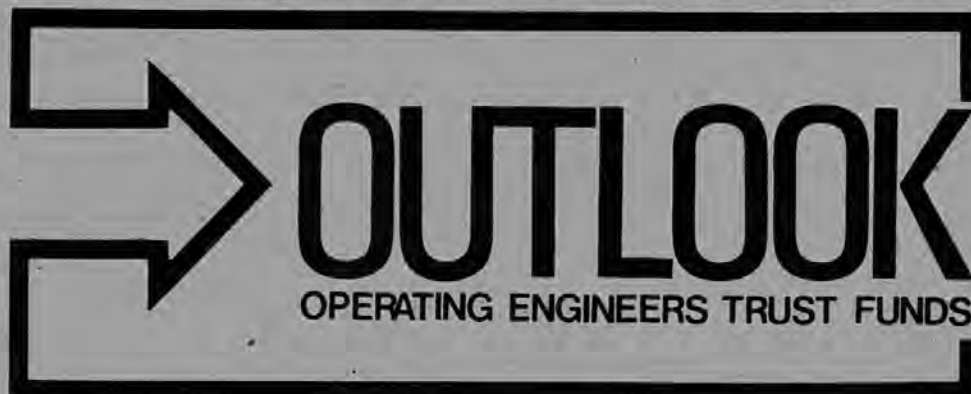
The House Committee on Aging led by 80 year old Claude Pepper, D-Florida, attacked the proposals as unfair and being much more than necessary to offset current Social Security deficit spending.

The Committee's report estimated that \$3.57 billion in cost of living increases will be lost by retirees annually by delaying payment for three months. That works out to be approximately \$100 per retiree nationwide.

Disabled workers would lose also. The Committee estimates that under the proposed disability rules, one third of those currently receiving Social Security disability benefits will be cut off because they will not meet the new criteria for disability. Also, during the next five

WHAT YOU COULD LOSE		
MONTHLY AMOUNT	11% COLA	DELAY COST
\$600	\$66.00	\$198.00
500	60.50	181.50
450	49.50	148.50
400	44.00	132.00
350	38.50	115.50
300	33.00	99.00

years more than 1.2 million workers less will be able to meet the stricter requirements. The Administration is proposing to eliminate age, education and training factors when considering workers for disability benefits. Entitlement to Social Security disability is to be based solely on the worker's physical condition. This means that older and unskilled workers will have to retrain into other jobs if they are not totally and permanently disabled.



## Medicare pamphlets available

In an attempt to keep retired Operating Engineers and their spouses better informed about their MEDICARE benefits, the Fringe Benefit Center has obtained and is distributing two informative brochures during Retiree Association meetings.

**HOW TO COMPLETE THE REQUEST FOR MEDICARE PAYMENT** explains how to complete and file your request for MEDICARE benefits. Only seven items are actually required by MEDICARE: Name and Social Security Number, Address, Illness or Condition, Private Insurance, Signature and an Itemized statement from the Doctor or Provider. It is not necessary to have the

Doctor complete the form so long as an itemized statement of his services and charges is provided.

**YOUR MEDICARE HANDBOOK** explains the MEDICARE program and how it works. A complete listing of the Covered Services and Benefits are included along with a listing of those items not covered. The Handbook is detailed but fairly simple to understand. There is also a handy index for quick references.

The Fringe Benefit Center has a limited supply of both publications for the current round of Retiree Association meetings. If you are unable to attend, check with your local Social Security Office.

The early retirement issue has been resolved for at least the time being, but it is not completely dead yet. The Committee estimates that 7 million workers will retire between age 62 and 65 during the next five years. Of that number, only 1.75 million will actually elect early retirement. The remaining 5.25 million will be forced to retire because of lack of work or poor health. Under the proposal they would receive only 70% of the benefits originally promised by the program.

The future is not any brighter. In fact, it is just the opposite. Consider that the W.W.II baby boom is age 40. Social Security has about 25 years to really get geared up for the flood of retirees coming. They must fund today for the future's benefits and not just tomorrow's. Social Security has a very real problem. But, is the best solution to cut current benefits?

If the Social Security system has broken down it will certainly need to be fixed. There're simply too many people depending on it. In today's Mega-Dollar economy with double digit inflation and high interest, it can not be fixed with cut-backs and take aways. Social Security recipients are the last ones who can afford to pay for past administration mistakes. Workers facing retirement today after 40 or more years of labor should hardly be asked to take less or work longer. And, unfortunate disabled workers are in need of a *break* and should not be *broken*.

Social Security may be down but it is not out. Benjamin Franklin once revealed his secret to financial security—save 10% of all earnings. Oddly, that 200 year old formula still works today. Most private and public pension programs fund their benefits using between 10 and 15 percent of a worker's compensation, and these programs are financially more sound and stable.

By contrast, Social Security started with only a 1% tax rate and after 40 years it is just approaching the 13% level. The system has been operating like a giant chain letter depending on more and more workers to support the growing number of retirees and level of benefit payments. The pyramid has become top heavy.

The Reagan Administration proposal to limit the tax rate to 12.9% (6.45 each by the employee and employer) for the next 35 plus years absolutely requires cut backs and reduced benefits. The alternative is a tax increase.

## Fringe Benefits Forum

By Art Garofalo,  
Fringe Benefits Director



There we were in Fresno doing Pre-Retirement Counseling and a question came up regarding Retiree Welfare for widows. We didn't have the answer at our fingertips so we promised to research it thoroughly and report back to you this month.

That District Representative really knows his stuff. *Widows collecting the Husband & Wife Benefit do get Retiree Welfare coverage for 60 months.*

This whole area of Pension and Retiree Welfare continuation of benefits and coverages is complicated. We know that it is also a major concern of Operating Engineers and their spouses. Therefore, we are going to try to anticipate your questions and answer them here.

**WORKING MEMBERS UNDER AGE 50** who are vested, are covered for a Pre-Retirement Death Benefit from the Pension Plan payable to their beneficiary. The Pre-Retirement Benefit is 60 monthly payments. The

amount of benefit would be the amount the member would have received if he had retired on a regular Pension at the time of death; since Active Health and Welfare coverage ends whenever the member's bank of hours runs out. There is no Retiree Welfare coverage.

**WORKING MEMBERS AGE 50 OR OLDER** who are also vested and married, are covered for the Husband & Wife Benefit from the Pension Plan. The Husband & Wife Death Benefit provides a monthly benefit to the widow for her lifetime. The amount is one-half of what the Operating Engineer would have received if he had retired at the time of death. Active Health and Welfare coverage ends whenever the member's bank of hours runs out. Retiree Welfare coverage is provided to the spouse through the 60th month from the month the Pension benefits began.

**PENSIONERS RETIRING BEFORE JANUARY 1977** receive Pension benefits and Retiree Welfare coverage during the Operating Engineer's lifetime. In the event of the retiree's death, both Pension benefits and Retiree Welfare coverage may continue or stop depending. As a rule, both Pension and Retiree Welfare have 60-month minimum guarantees meaning that in the event of the retiree's death before 60 months, Pension and Retiree Welfare are continued to the widow until a total of 60 months of benefits and coverage have been made. For example, if a Retiree dies after 12 months, 48 more months will continue. If he dies after 50 months, 10 more months of Pension benefits and Retiree Welfare will continue. If the retiree dies sometime after 60 months Pension benefits and Retiree Welfare is discontinued.

**EXCEPTION**—If a retiree elected the Joint and Survivor Option and was awarded a pension prior to November 30, 1976, benefits for his spouse will stop on the last day of the month, in which Pension benefits are payable to the widow under the Joint and Survivor Option.

**PENSIONERS RETIRING AFTER JANUARY 1977** receive Pension benefits and Retiree Welfare coverage during the Operating Engineers lifetime. At the time he retires, the Operating Engineer and his wife select a Pension payment option that governs their Pension guarantees. They can select a 60 month guarantee, a 10 year guarantee or a lifetime guarantee for the spouse. In the event of death, Pension benefits are continued and stop in accordance with the option they select. Retiree Welfare coverage has a 60-month minimum guarantee and is not affected by the option they select. In the event of death, before 60 months, Retiree Welfare is continued until the 60th month. In the event of death after 60 months, Retiree Welfare coverage stops.

The Pension Plan and Retiree Welfare Program work independently of one another. The rules are similar so that they provide a combination of Retirement income and health care coverage throughout retirement. But remember, the rules are not identical. The Pension Plan is designed to allow Operating Engineers and their wives flexibility in providing the monthly benefits and guarantees what they want. The Retiree Welfare Plan is structured to compliment the Pension Plan by providing no cost health care coverage to retired Operating Engineers and their spouses.



# INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

## Teaching Techs

When a new Apprentice comes on board he is informed that after 30 days from the first day of dispatch he must make application for membership in the Union. At this point most of the newcomers to the occupation become appalled at the amount of dues they are expected to pay and the insistence that they spend some of their own time outside of the regular workday learning the necessary skills.



They have little or no knowledge of the monetary and personal involvement invested over the years that have produced a well paying occupation, a challenging job, a competitive workforce and recognition across the nation of being members of the most productive workforce anywhere.

Somehow or other that same desire for excellence and the understanding of how that is equated to earning capacity has got to be passed along from the Journeyman to the Apprentice.

They are probably not ready to accept the fact of the many hours of individual Local No. 3 Technical Engineer hours that have been invested in upgrading and maintaining the productivity of the workpool and it is difficult to explain to the Apprentice the reasons why a Bay Counties Association Employer can pay employees over twice the wages and fringe benefits that non-Union employees receive.

The new Apprentice who is just starting out in the working world has not had time or experience enough to understand that the collective value of a group enterprise is that investments of time and money for each individual are kept at a minimum, while the profits are kept at a maximum.

This October will mark the 20th year from the time Journeymen Technical Engineers began their individual voluntary participation in the NCSJAC Training Program as an effort to produce a more productive workpool.

On an individual basis nothing much would have happened. As a group—through their Union—the effort has not only been highly successful from a self satisfaction standpoint but has been an investment which has paid off in hard dollars through Collective Bargaining.

The Union—speaking as the collective voice of all the Technical Engineer members has been the method by which employees have been able to barter with the Employer for a reasonable return on the investment.

Whereas these are facts—perhaps trying to explain the nuances is a little too much like a bunch of old men remembering about the good old days and will fall on the deaf ears of the young.

Perhaps a straight forward dollars and cents investment—profit example would be easier to understand and to explain.

When a person works 40 hours per week for 52 weeks a year—that is 2080 hours per year. For the purposes of an example lets look at a Certified Chief of Party who works a 1600 hour year in 1971 and in 1981:

The difference in the Wage-Fringe Package would be \$20,560.00. The increase in dues was \$324.00 or a return of \$63.46 for each dollar invested.

A more conservative example would be a Chainman/Rodman who worked only 800 hours a year. That difference in the Wage-Fringe Package would be \$9,344.00 and the dues increase \$324.00 or a return of \$28.84 for every dollar invested.

These figures do NOT include the \$1.40 per hour wage increase on July 16, 1981 nor the Cost of Living increase on December 1, 1981 that will further increase the rate of return.

Each person will have to compute his own rate of return from the number of hours actually worked and the job classification wage rate.

It is important that Apprentices, especially new Apprentices, understand where some of the good stuff comes from. Some of it is Union, some of it is Employer and some of it is personal, individual effort. It is all a part of the working world and part of the knowledge to be passed on by the Journeyman.

\* \* \*

The Apprenticeship Program is once again faced with the facts of life. During a down cycle in the construction industry there are few opportunities to place apprentices on jobs. As a result, there is a shortage of qualified persons when the construction cycle again moves upward.

Because it takes several construction seasons of work experience to develop a top hand it seems that new Apprentices are often trained to the point of unemployment.

We know that both the Union and several Employer Associations are attempting to convince the politicians in Washington that stability in the Construction Industry means a great saving in tax dollars. Very simply, a stable work force of highly qualified craftsmen can produce more for less.

During down cycles some craftsmen are lost from the industry and few new ones can be trained. Fewer dollars are earned and that means fewer tax dollars are provided for the Politician to play with. The price of the construction process increases year by year so the Politician increases the amount of taxes on dollars earned. A no win proposition for the worker.

Write a letter to the President, your U.S. Senator and Congressman. Tell them what an idiotic system they are responsible for. You don't need fancy words—just plain talk from a person they are supposed to represent. Tell them you are a member of the Operating Engineers Union and that you are mad as hell.

## Talking to Techs

Well, now that good weather is here, maybe the work picture will brighten up as well! One of the hot spots as far as tract homes are concerned is Fremont, with quite a few new tracts being started.

There is also some new activity out in the San Ramon and Dublin area. Standard Oil is starting a new office complex which, down the road, will help the home developer in the sales of their homes to the personnel who will want to be closer to their work.

I.B.M. is starting a new job in southern Fremont (Warm Springs). It will have approximately 1/2 million sq. ft. of office, warehouse and bench assembly facilities, which will help the unemployment picture.

In many areas office complexes and light industrial are the main construction jobs going on, with some tract homes and condo's being built. Things are still slow in the Watsonville, Santa Cruz and Monterey areas, but hopefully, with this good weather and the interest rate on the decline, things will pick up.

As you know, the various offices of the Operating Engineers have made up softball teams. The season isn't too far along yet and the guys and their wives and children are really enjoying the games and "getting together" once a week. We are meeting fellow brothers that we'd probably never have met otherwise and the sport is bringing all of us a lot closer together, which really makes for a better Union—and that's what it's all about!

### Testing and Inspection

For those of you who have been asking for C.E.L.E. Contract Booklets, we are pleased to announce that the Booklets are ready! We will be dropping them by the Laboratories and leaving them with the Stewards. If you have not received a copy of one yet, please see your Shop Steward.

Recent organizing activities have resulted in the following firms being signed to Testing and Inspection Independent Agreements:

Construction Quality Control and Consulting Service in Pleasanton  
Metallurgical Association in Oakland



We are currently discussing contracts with Western Inspection Services and Quality Control Inspection, both out of Modesto.

We would like to welcome Testing Engineers' new office in Stockton to the Valley Area. More and more Union firms are starting to pick up work in the Sacramento Valley Area.

Jerry Steele, our Tech Representative in the Stockton, Ceres and Fresno areas, has been invaluable in helping us organize the southern half of Local 3's area.

So that none of you will get delinquent in your dues, we would like to remind you of the Testing and Inspection dues increase effective May 1, 1981. The dues were increased from \$81.00 per quarter to \$87.00 per quarter.

The work picture has been holding strong and looks good through the rest of the year, barring any unforeseen circumstances. There are still openings out there for qualified Inspectors.

### Housing

The National Association of Home Builders figures that more than 2 million new housing units must be built each year in the 1980's to keep up with the demand. With the new high on interest rates, less than 1.3 million units were started last year. Using this information, it can be argued that if mortgage rates do go down even a few percentage points, there could be a new upward trend in housing prices. Economic experts tell us no market goes up forever!!!

### Strikes

A management and labor committee unveiled a plan to discourage strikes in the construction industry by offering a 30-day cooling off period and mediation in cases where collective bargaining fails at local level. The plan announced jointly by Thomas E. Dailey Sr. Vice President of A.G.C. and J.C. Turner of International Union of Operating Engineers expands on an impasse settlement program introduced in 1978.

The revised plan contains a 30-day period during which the parties involved in collective bargaining on local, individual contractors would agree not to engage in a strike or lockout pending resolution of the impasse by a Dispute Settlement board. That panel would be comprised of representatives of both labor and management. But its findings would not be binding unless both sides agree to that. In cases where talks break down between industry and a local union, the Settlement Board would be convened to review the case and report its findings in 30 days.

### Northwest and Northeast Areas

In Redding, Marysville, Sacramento, Roseville, etc., areas work is still slow, with some of the firms taking work down in the Bay Area and as far south as Monterey. They are doing this to keep their companies going and in hopes that the interest rates pendulum will start swinging in the downward trend. It's been a slow and tough first half a year but the Tech Department is hopeful that the 2nd half will be more productive. Even with this slow trend, we've managed to sign up quite a few new Engineering firms!

## More 'Project Update'

### S.F. approves urban renewal project

An urban renewal project estimated at \$50 million to \$100 million that's designed to turn a blighted strip of San Francisco's waterfront into a development of housing, parks, a yachting marina and historic sites won narrow approval from the board of supervisors. Called the Rincon Point-South Beach Redevelopment Plan, the project would revitalize 84.7 acres south of the Ferry Building.

### Cement plant nears completion

A \$100 million expansion of California Portland Cement Co's Mojave plant is scheduled for completion this month, doubling the plant's productive capacity to an annual rate of 2 million short tons and making it the largest cement plant in California.

### Fresno contemplates agri center

An agricultural trade center in Fresno, first discussed in 1969, is being considered again. Included in proposals is a 14-story, \$15 million International Agricultural Mart on the north end of the city's Fulton Mall. "One of the best things we can do to strengthen our city's economy is to establish Fresno as the capital city of agriculture in the United States," says Mayor Daniel Whitehurst.

### PG&E plans expansion of hydroelectric plants

A \$56.3 million plan to expand four small generating units and make other improvements on its Rock Creek and Cresta hydroelectric power plants was announced this month by the Pacific Gas & Electric Co. The plans are contained in an application filed with the Federal Energy Regulatory Commission. The Rock Creek and Cresta plants, in Butte and Plumas counties, are two of PG&E's nine hydroelectric powerhouses on the north fork of the Feather River. They also are subjects of an application to operate by the Northern California Power Agency, composed of several municipal power districts, which wants to take over power generation after PG&E's license runs out in a few years.

PG&E spokesman Ron Rutkowski said the application by the private utility has nothing directly to do with the NCPA's competing application. "Indirectly, however," he said, "it indicates further expansion of a system in operation many years and is indicative and coincides with the wisdom of keeping the system in the hands of those who operate it and can expand it most efficiently. The proposed expansion of the Cresta and Rock Creek plants will add about 46,000 kilowatts to PG&E's hydroelectric system."



## WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

## Local 3 moves to strengthen crane safety rules in Utah

### Pre-retirement Mtg. Schedule

**CONCORD**  
Wednesday, June 10—7:00 P.M.  
Holiday Inn of Concord  
1050 Burnett Ave.

**PETALUMA**  
Tuesday, June 16—7:00 P.M.  
Petaluma Memorial Building  
1094 Petaluma Boulevard South

**SAN JOSE**  
Wednesday, June 17—7:00 P.M.  
Holiday Inn Park Center Plaza  
282 Almaden Boulevard

**UKIAH**  
Thursday, June 18—7:00 P.M.  
Grange Hall  
740 State Street

**WATSONVILLE**  
Thursday, June 24—7:00 P.M.  
Veterans Building  
215 East 3rd Street

**RENO**  
Thursday, July 30—7:00 P.M.  
Musicians Local 368 Hall  
124 West Taylor

**EUREKA AND REDDING**  
TO BE ANNOUNCED

The process of promulgating safety rules and regulations to better provide a margin of protection for the workmen is most of the time a slow and frustrating procedure; however, it does work, and it has some rewards.

In the State of Utah, after several months of work with the UOSH Advisory Committee and the Safety Division of the Industrial Commission, we will soon submit for the rules making procedure, revisions in the construction standards that will require anti-two blocking devices and load moment indicators on Hydraulic Cranes. We are confident that these devices could have prevented several fatal and serious accidents throughout Local 3's jurisdiction, had they been used (as our accident reports indicate).



The breakthrough came as a result of a favorable court decision determining that cranes not so equipped when hoisting man cages or material around workmen, were a recognized hazard. This favorable decision was helped by testimony and documented evidence from the Local 3 Safety Department.

A favorable decision was also returned recently by a Federal Court in Minnesota on a liability suit against a manufacturer of highway construction equipment. This suit was filed by the widow of one of our brothers killed in a construction accident. Local 3 Safety Department has contended for several years that this particular machine has had serious safety deficiencies, mechanically, and has contributed to several serious—and at least one fatal—accidents in our jurisdiction. Documentary evidence and testimony was provided at that trial, which lasted two weeks, and Safety Representative Vance Abbott testified in behalf of the plaintiff. This should bring about design changes to eliminate those hazards on what is otherwise a very good piece of machinery.

We have another decision pending in Federal Court in Montana in which Safety Representative Vance Abbott independently testified in behalf of the Operating Engineers and the Industry. This is a very important case to our crane operation and could have a devastating impact on our craft across the nation. For, if the decision is in favor of the citation filed by a Federal Compliance Officer, it will prohibit anyone except the operator from entering the 360 degree tail swing radius of a crane during the hours of operation. This includes the oiler and would eliminate his job assignment to assist the operator.

The Safety Department Apprenticeship Staff and the staff of District #12 were especially privileged to have Safety Director Jack Short in Utah to conduct a Safety Meeting for our Apprentices. A very good slide show and commentary was given by Jack. Many favorable comments have been received from those present. Our thanks to Jack and the Safety Department, and we hope he can return again soon.



Jack Short, Director of Safety addresses a group of apprentices at a recent Utah apprenticeship meeting. Pictured at the meeting above



right are (left to right) Asst. Dist. Rep. Don Strate, Utah Apprenticeship Administrator John Thornton, Utah Safety Rep. Vance Abbott and Safety Director Jack Short.



### MOTHER EARTH CAN BITE BACK TOO.

A lot of power lines lie harmlessly underground. Until someone carelessly digs them up.

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

To make it easier to check, the Underground Service Alert (USA) was organized. One toll-free phone call to 800/642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and PG&E

or any of the other 43 sponsors will describe the approximate location of underground facilities.

Or a representative will visit and mark the spot for you.

This service is available in all central and northern counties.

**Remember, dial before you dig.**

After all, your life is on the line.

**PG&E**

Date set for Aug. 29

## Redding gears for picnic

August 29th will see the 9th Annual V.O.T.E. barbecue put on by Brothers in the Redding District, reports District Representative Ken Green.

The first barbecue held just eight years ago boasted a "whole pig" barbecued on a spit. The pig weighed in at around 160 pounds—we fed a little over 100 people and had pork left over. Since then the barbecue has grown to over 800 people and two 700 pound beeves.

People come from almost every district to enjoy the fabulous fare. The event has been entertained by such notables as the California State Fiddle Champ and the California State Barbershop Quartet. Green urges all those interested to contact the Redding office to reserve their tickets.

Pacific Western Construction Co., Inc. has moved back in on their Hiway 395 job at Litchfield. Bob Brodie is the new Superintendent and Bobby Hays doing the pushing.

Welch Construction was the successful low bidder on the Grashopper Ranger Station in Lassen County.

Some of the Brothers in the Redding District had the opportunity to work under the Custom Agreement for J. F. Shea Company in June. It was a small sub-division in Redding and resulted in a couple weeks work for about 5 of the Brothers.

Tonkin Construction is going full bore in their "Grayback Road" job in Siskiyou County near Happy Camp. This is a real tough job with many sliver fills and cuts.

By the time you read this we should know who was successful bidder on the Hiway 97 job from Weed to Deer Mountain Lodge.

J. F. Shea Company has just about finished the Hiway 299W overlay and are looking for more of the same.

There are several small realignment and passing lane jobs set to go on Hiways 299E, 44, 36 and Hiway 89—if these do go it will certainly help the Out-of-Work list.

Cal-Ore Construction has had several Brothers working on the Record Searchlight job in Redding and the Rest Area job 6 miles North of Red Bluff.

Crystal Creek Construction is winding up on the Red Bluff Industrial Park job and are moving down to the New Malones Dam near Stockton where they picked up a nice job.

Dear Officers, District Representative and Business Representative from the Redding office, Executive Board Members and Members of Local #3.

Thank you for the beautiful bible which was presented to me at the recent passing of my dear husband Joe Ames. Also, many thanks for the death benefit, pension benefits and the many health and welfare benefits we enjoyed thru the years due to the thoughtfulness of the Officers and especially Dale Marr.

Many thanks to the Redding office for all their help in my time of bereavement.

Jean Ames and Children

# Swap Shop: Free Want Ads for Engineers

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

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

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

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

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

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

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

**FOR SALE: 1977 GLASTRON 22'** full canvas & galley w/refrig. Sleeps 5, superior cond., extras, walk-thru bow. 302

Ford/280 Volvo, new towing cover, Vanson trailer. Ph. 408/274-7595. Reg. #1137643. 4-81.

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

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

**FOR SALE: D-2 CATHYDRAULIC** 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 Killer, J.D. #5 mower tilt trailer. Walnut shaker attachmnt. \$3,000. Ron Casalegio, 1336 Jackson Gate Rd., Jackson, CA 209/223-0621. Reg. #1128272. 4/81.

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

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

**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: 4 MINERAL CLAIMS** \$25,000 Gold, silver, uranium. Tuolumne County. George Flagel, 3455 Walton Way, San Jose, CA 95117. Ph. 298-2440. Reg. #202769. 5/81.

**FOR SALE: TWO B/R CHAMPION** Bit in chests and closets. New 12x18 lv. rm. rug. Front kitchen, storage shed, garden, in park w/pool. \$7,250. 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. \$750. Term-cash. Fred L. Surginer, 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. 707/464-8489. 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. \$2,000 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 blks 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** 8.25x20, 9.00x20, 10.00x20, 11.00x20, 810 and up. L.E. Mulhair, 97 Southridge Wy, Daly City, Ca. 94014. 415/333-9006. Reg. #154371. 5/81.

**FOR SALE: POWER TAKEOFFS** 825 each & pumps 850 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, start-

er. 8400. 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.

**FOR SALE: \$34,000 B/D MOBILE HOME** 20x48. 1978 Santa Rosa Adult Park, Coddington. 2 BR 2 BA, cooler, wash, dry, freez. Credit Union mort. R. C. Weiskotten, 3118 Loretta Way, Santa Rosa, Ca. 707/542-8309. Reg. #0865582. 6/81.

**FOR SALE: \$27,000 WORTH OF MOTOR HOME** for \$17,000. 24' establishment w/every conceivable extra from auto leveling jacks-microwave oven. AC & generator. Albert H. Cameron, 152 Vera Ave., Redwood City, Ca. 415/366-1468. Reg. #0641574. 6/81.

**FOR SALE: 3 BEDROOM HOME**, dbl garage, firepl., basement, sm. campground, 12 hookups laundry, showers & rest rms. 1/4 ac. edge of town. Tourist/recreation area. \$125,000 owner fin. w/reas. dwn payment. W. E. Howlett, P.O. Box 881, Monticello, Utah 84535. 801/587-2974 aft. 6 pm. Reg. #1761588. 6/81.

**FOR SALE: REMINGTON MODEL 700**, Adl. bolt action, 30-06. New, never been fired. \$185. Lloyd R. Moore, 209/847-1325. Reg. #0652592. 6/81.

**FOR SALE: 12.9 ACRES** in Rancho Haven, 30 mi. from Reno. \$20,000 cash or terms. Jay O. Baker, 313 J Street, Sparks, Nev. 89431. Ph. 702/358-8778. Reg. #0607977. 6/81.

**FOR SALE: WATER TRUCK**, 2800 gal. 1961 k.w., 250 eng. w/blower (270) out of frame major 1 year ago. Side, front & rear sprays, piped for jetting. Pony eng. compl. overhaul rec. Gd. rubber. \$12,000. Water tank, 2500 gal. \$1100. Rear end for white trk, 10 spd trans. Frank P. Dye, 408/274-5370. Reg. #0848357. 6/81.

**FOR SALE: 35 ACRE RANCH** inc. house, 2 barns, equip. Water rights, gravity flow irrigation. Trinity Co. \$250,000. Gilbert H. Edgerton, 2681 N. Bonnyview Rd., Redding, Ca. 96001. Reg. #1025237. 6/81.

**FOR SALE: BLD. WIDE MOBILE HOME**, central heat, a/c, 2 BR, 1 1/2 bath, garage, wk. shop, pool w/deck, screened cabana w/barbq, fenced, nr. Corning on level 2 1/2 ac. \$56,000. Will consider small acreage as part payment. 916/824-1363. Gerald Boyle, P.O. Box 743, Corning, Ca. Reg. #0671365. 6/81.

**FOR SALE: WELL DRILLING RIG** completely recond. Comp. w/tools, mounted on 1 1/2 T Chevie trk. \$12,500. Phone 916/824-1363. Reg. #0671365. 6/81.

**FOR SALE: USED STEAM CLEANER**, completely reconditioned. Ph. 916/824-1363. Reg. #0671365. 6-81.

**FOR SALE: MAN'S BICYCLE** w/2 ex. wheels \$20. Saber saw like new \$12.50. 100 sq. ft. new Rustic, 9 or 9 1/2" wide, 65" running ft. Used Rustic approx. 1000 sq. ft. 7 or 7 1/2" wide, 50' run. ft. 100 ft. new base trim 3 1/2" for window & doors 69" ft. Lawnmower \$15. L. E. Mulhair, 97 Southridge Wy., Daly City, Ca 94014. 415/333-9006. Reg. #154371. 6/81.

**FOR SALE: 1977 HILLCREST**, 12x70' w/expando, 3 BR, 1 1/2 ba, \$16,000. 73 Ford 1 T w/util. bed, new motor, chrome rims \$4,500. 3 old oak desks, 1 roll top, Jim Upton, 1941 N. Motel Dr., Sp. 86, Fresno, Ca 93705. 209/441-7496. Reg. #1812629. 6/81.

**FOR SALE: 1966 INTL. HARVESTER** 150 loader, 4/1 bucket, ripper (as is.) 1957 Chevy truck & trailer. Make offer. Leroy F. McGouran, P.O. Box 254944, Sacramento, Ca. 95865. 916/484-7797 or 487-6121. Reg. #0342577. 6/81.

**WANTED: DESCRIPTION & PRICES** of mobile homes and/or mobile home properties by mail in Chico, Paradise or Oroville, Ca. areas. No brokers please. Paul E. Heselroad, P.O. Box 1324, Raton, N.Mex. 87740. Reg. #0749210. 6/81.

## RULES FOR SUBMITTING ADS

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



## Credit Union



DALE HANAN  
General Manager

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

Some changes are being made or planned at the Credit Union. These involve cancellation of some members' monthly Vacation Pay transfer and possible charges for services that used to be provided free.

Most Credit Union members won't be negatively affected by these changes, but we want all 23,000 members to know what we're doing and why.

The purpose of the Credit Union is to provide its members with beneficial financial services . . . to pay an excellent return to its savers, to encourage saving and to provide a source of low-cost credit to qualified members.

It's also to make a profit . . . a profit for its 23,000 members. The Credit Union generally pays 50 to 60 cents of every dollar it earns right back to members as dividends on their savings, interest on their Certificates, loan interest refunds and life insurance benefits.

Many of those members we cancelled called every month on the 10th to withdraw all their earnings as soon as they were deposited. This activity jammed our telephones and reduced the level of service to members calling for a loan, occasional withdrawal or account information.

Eventually the Credit Union may impose a service charge on withdrawals of more than one per quarter excluding an automatic withdrawal for payment of Union dues.

This charge may be imposed using the minimum balance concept. If a share savings account maintains a certain balance, there would be no service charges. If the account was below the minimum required balance, the service charge would be imposed.

The goal of any plans or charges will be to benefit the general membership by placing costs on the accounts that create them . . . especially if these accounts do not generate enough income to defray the expenses they create.

Once again, you're going to be paid more than you expected . . . 8.5% per-annum instead of 8% per-annum. (Last period we announced 7.5% per-annum but paid 8% per-annum).

Any money deposited by June 10 qualified for the 8.5% per-annum. Your earnings will be deposited to your share savings account on July 1.

The remainder of each income dollar goes to expenses, reserves and surplus. Reserves and surplus are the strength of the Credit Union. They help protect members' savings and investments.

Beginning July 1, your share savings will be earning 9% per-annum—if left on deposit through December 31, the close of the earnings period. Any money you add to your share savings account by December 10 will earn its proportionate share of the 9% per-annum—if left on deposit through the end of the period.

Excellent investment earnings allows payment of the 8.5% per-annum and the 9% per-annum for the period beginning July 1.

If you have any questions, call Roy Nord at (415) 829-4400.

## More from Mayfield

Continued from Page 5

would like to see the latter two. They would attempt, as they have now attempted, to outlaw project agreements, such as has kept labor peace and quality work on hundreds of projects in America, and those most recently in this state on Hunter 1 & 2 and 3 & 4 for Utah Power & Light, and now which the project agreement will cover the Moon Lake Project. Their motives are open shop—non-Union orientation and according to insiders who might know these anti-Union legislatures from this part of the country or part of a bigger group, whom I alluded to include in earlier paragraphs, are trying to destroy the Davis-Bacon Act, or prevailing wage aspect. I'm told these people don't want a project agreement for I.P.P. (Intermountain Power Project). The reason being, project agreements always contain a predetermined wage and benefit package, and thus resembles their target of destroying prevailing wages.

The first Utah Master Agreement negotiations are scheduled for June 12th and to pick up again the week of June 22 and will continue, hopefully, until an agreement is reached.

Most recently, I was able to travel to the Los Angeles area with Business Manager, Dale Marr where we both viewed the perfluent hospital machinery dedicated by Local No. 3 to the City of Hope, as a result of donations received by members and staff in late 1979, when Brother Marr was honored as the "Spirit of Life" recipient. The highly technical and modern machine is called an "Image Intensifier." In a nutshell, it performs a function similar to a live television set. Doctors are able to view live what they are doing to patients on this T.V. type screen, such as insertions of tubes into the heart, lungs and other vital organs of the body. Also, for insertions of pins into bones and joints, it serves as a live television monitoring device, which asserts in exact placements into these bones. The price back then for purchase was around \$60,000 of donations by members of Local No. 3. A sign is placed on this machine so that all patients can readily see who donated the machine. By sticking together and giving together we bought a very expensive machine for the benefit of anyone who comes to this hospital. This is what, hopefully, Unions have been, are now and will continue to be, which is to hang together for the betterment of all.

# 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.

**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.

**July**  
**14th** Eureka: Engineers Bldg., 2806 Broadway  
**15th** Redding: Engineers Bldg., 100 Lake Blvd.  
**16th** Oroville: Village Inn, Oroville Dam Blvd.  
**23rd** Fairfield: Holiday Inn, 1350 Holiday Lane  
**29th** Honolulu: United Public Workers Union Mtg. Hall, 1426 N. School Street  
**30th** Hilo: Kapiolani School, 966 Kilauea Ave.  
**31st** Maui: Cameron Center Auditorium, Rm. 1 & 2, 95 Mahalani Street, Wailuku

## 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.

## GIVE ME THE TAX BREAK

Dear Credit Union:

I'd like to take advantage of the upcoming tax break. Please send me the following:

Easy Way Transfer     Save From Home Kit

(my name) \_\_\_\_\_

(social security number) \_\_\_\_\_

(address) \_\_\_\_\_

(city) \_\_\_\_\_ (state) \_\_\_\_\_ (zip) \_\_\_\_\_

P.S.

I haven't opened a Phone-A-Loan account, please send me an application.

**OPERATING ENGINEERS LOCAL UNION NO. 3  
 CREDIT UNION P.O. Box 2082  
 Dublin, CA 94566**

## IMPORTANT

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

REG. NO. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

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



## Wage increases

(Continued from Page 1)

increase effective November 1.

On July 1, engineers working under the Bay Area Material

Dealers Agreement will receive an across-the-board wage increase of \$1 an hour. On November 1, an additional increase of 50¢ an hour will be allocated as follows: 40¢ for pension, 5¢ for health and welfare and 5¢ for pensioned health and welfare.

On July 16, engineers working

under the Rock, Sand and Gravel agreement will receive an across-the-board wage increase of \$1 an hour. On November 1, an additional increase of 60¢ an hour will be allocated as follows: 50¢ for pension, 5¢ for health and welfare and 5¢ for pensioned health and welfare.

### CALIFORNIA MASTER CONSTRUCTION AGREEMENT

Classifications, Manning and Rates				
Group	Increase	Wage Rate Effective 6/16/81	Cost of Living Adjustment	Wage Rate Effective 11/1/81
Group 1				
Area 1	\$1.00	\$13.08	\$ .00	\$13.08
Area 2	1.00	15.08	.00	15.08
Group 2				
Area 1	1.00	13.49	.05	13.54
Area 2	1.00	15.49	.05	15.54
Group 3				
Area 1	1.00	13.74	.08	13.82
Area 2	1.00	15.74	.08	15.82
Group 4				
Area 1	1.00	14.39	.15	14.54
Area 2	1.00	16.39	.15	16.54
Group 5				
Area 1	1.00	14.64	.18	14.82
Area 2	1.00	16.64	.18	16.82
Group 6				
Area 1	1.00	14.82	.20	15.02
Area 2	1.00	16.82	.20	17.02
Group 7				
Area 1	\$1.00	\$15.00	\$ .22	\$15.22
Area 2	1.00	17.00	.22	17.22
Group 8				
Area 1	1.00	15.52	.28	15.80
Area 2	1.00	17.52	.28	17.80
Group 9				
Area 1	1.00	15.78	.31	16.09
Area 2	1.00	17.78	.31	18.09
Group 10				
Area 1	1.00	16.04	.34	16.38
Area 2	1.00	18.04	.34	18.38
Group 10A				
Area 1	1.00	16.18	.36	16.54
Area 2	1.00	18.18	.36	18.54
Group 11				
Area 1	1.00	16.39	.38	16.77
Area 2	1.00	18.39	.38	18.77
Group 11A				
Area 1	1.00	17.75	.54	18.29
Area 2	1.00	19.75	.54	20.29
Group 11B				
Area 1	1.00	18.09	.57	18.66
Area 2	1.00	20.09	.57	20.66
Group 11C				
Area 1	1.00	18.46	.62	19.08
Area 2	1.00	20.46	.62	21.08
<b>Steel Erectors and Fabricators</b>				
Group 1	\$1.00	\$13.70	\$ .07	\$13.77
Group 2	1.00	14.15	.12	14.27
Group 3	1.00	15.38	.27	15.65
Group 4	1.00	15.55	.28	15.83
Group 4A	1.00	15.92	.33	16.25
Group 5	1.00	16.52	.40	16.92
Group 6	1.00	17.04	.45	17.49
Group 7	1.00	17.40	.50	17.90
Group 8	1.00	17.75	.54	18.29
Group 9	1.00	19.01	.68	19.69
<b>Piledrivers</b>				
Group 1	\$1.00	\$13.13	\$ .01	\$13.14
Group 1A	1.00	13.54	.06	13.60
Group 1B	1.00	13.79	.08	13.87
Group 2A	1.00	13.79	.08	13.87
Group 2B	1.00	14.44	.16	14.60
Group 2C	1.00	14.69	.19	14.88
Group 2D	1.00	14.87	.21	15.08
Group 3	1.00	15.05	.23	15.28
Group 3A	1.00	15.57	.29	15.86
Group 4	1.00	16.23	.36	16.59
Group 5	1.00	16.44	.39	16.83
Group 6	1.00	17.81	.54	18.35
<b>FOREMAN</b>				
Area 1	1.00	17.73	.53	18.26
Area 2	1.00	19.73	.53	20.26

### MASTER AGREEMENT FOR EQUIPMENT RENTAL

Classifications, Manning and Rates				
Group	Increase	Wage Rate Effective 7/1/81	Cost of Living Adjustment	Wage Rate Effective 11/1/81
Group 1	\$1.00	\$13.70	\$ .07	\$13.77
Group 2	1.00	14.15	.12	14.27
Group 3	1.00	15.38	.27	15.65
Group 4	1.00	15.55	.28	15.83
Group 5	1.00	16.52	.40	16.92
Group 6	1.00	17.04	.45	17.49
Group 6A	1.00	17.26	.48	17.74
Group 7	1.00	17.40	.50	17.90
Group 8	1.00	17.82	.54	18.36
Group 9	1.00	19.01	.68	19.69
Foreman	1.00	17.87	.55	18.42

### MASTER DREDGING AGREEMENT

Clamshell and Dipper Dredging (New Construction)				
Group	Increase	Wage Rate Effective 7/1/81	Cost of Living Adjustment	Wage Rate Effective 11/1/81
Group 1				
Area 1	\$1.00	\$13.12	\$ .03	\$13.15
Area 2	1.00	14.17	.15	14.32
Area 3	1.00	14.48	.19	14.67
Area 4	1.00	14.79	.22	15.01
Group 2				
Area 1	1.00	15.02	.25	15.27
Area 2	1.00	16.16	.38	16.54
Area 3	1.00	16.48	.41	16.89
Area 4	1.00	16.81	.45	17.26
Group 3				
Area 1	1.00	15.54	.31	15.85
Area 2	1.00	16.67	.44	17.11
Area 3	1.00	17.00	.47	17.47
Area 4	1.00	17.32	.51	17.83
Group 4				
Area 1	1.00	16.42	.41	16.83
Area 2	1.00	17.56	.54	18.10
Area 3	1.00	17.88	.57	18.45
Area 4	1.00	18.20	.61	18.81
Group 4A				
Area 1	1.00	17.77	.56	18.33
Area 2	1.00	18.93	.69	19.62
Area 3	1.00	19.29	.73	20.02
Area 4	1.00	19.61	.77	20.38

### Hydraulic Suction and All other Clamshell and Dipper Dredging

Group A1				
Area 1	\$1.00	\$13.10	\$ .03	\$13.13
Area 2	1.00	14.15	.15	14.30
Area 3	1.00	14.46	.18	14.64
Area 4	1.00	14.77	.22	14.99
Group A2				
Area 1	1.00	14.24	.16	14.40
Area 2	1.00	15.34	.28	15.62
Area 3	1.00	15.67	.32	15.99
Area 4	1.00	15.98	.36	16.34
Group A3				
Area 1	1.00	15.00	.24	15.24
Area 2	1.00	16.14	.37	16.51
Area 3	1.00	16.47	.41	16.88
Area 4	1.00	16.79	.45	17.24
Group A4				
Area 1	1.00	16.04	.36	16.40
Area 2	1.00	17.19	.49	17.68
Area 3	1.00	17.50	.53	18.03
Area 4	1.00	17.82	.57	18.39
Group A5				
Area 1	1.00	3189.	.64	3300.
Area 2	1.00	3327.	.73	3453.
Area 3	1.00	3384.	.76	3515.
Area 4	1.00	3457.	.81	3597.

**More Wage Rate Tables Appear on Page 7**