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 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.

Cumulative year wage increases were allocated by the Executive Board in accordance with the survey that was mailed to the membership,” Dale Marr stated.

“Effective June 16, engineers working under the California Master Construction Agreement, Nevada Master Agreement, Utah 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 winners and runners-up were announced this month that members working under the Master Agreement will receive a $1 increase on wages, 15¢ on pension and 25¢ on the vacation and holiday pay plan. 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 increased based on an 11.4% increase will become effective January 1, 1983 as follows: 25¢ for pension, 25¢ for vacation and holiday pay plan, 1¢ for affirmative action and 22¢ is applied to health and welfare, pensioned health and welfare and/or pension, upon Executive Board approval. The balance of the cost of living increased adjustment will apply to wages effective January 1, according to the wage rate table on page 16.

Engineers working under the Utah Builders Bargaining Unit will receive a 10¢ increase on wages, 15¢ on pension and 25¢ on the vacation and holiday pay plans effective July 1. The Executive Board has allocated 5¢ of this increase to the pension and 25¢ to the vacation and holiday pay plan. The balance of the increase will apply to wages. Engineers working under the Master Agreement will receive a 66% 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 increased based on an 11.4% increase will become effective on an 11.4% increase will become effective July 1.

Local 3 Treasurer Don Kinchloe announced this month that members working under the Master Agreement will receive a $1 increase on wages, 15¢ on pension and 25¢ on the vacation and holiday pay plan effective July 1.

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 pines 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.

ENGINEERS NEWS

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

DALE MARR
Business Manager

HAROLD HUSTON
President

BOB MAYFIELD
Vice President

JAMES 'RED' IVY
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Scholarships

(Continued from Page 1)

I have devoted this column many times to the importance of trade unionists sticking together and supporting one another as we stand united 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 the following letter to me:

Brother Dale Marr,

I am 55 years old and I have been a Local 3 member for 35 years. I am retired now on disability and thanks to a(n) $50 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 coastsails for his own decent wage.

I have worked for low wages and no safety regulations or health program and I have never had 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 can break the Davis-Bacon Act or break the union. Our own rank and file union members are going to this 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 stopped 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.

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—i.e. 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 nation-wide.

• 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 stating—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 union contractors who realize that they cannot compete with non-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 a majority of 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 non-union 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 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 a new 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.
The wind tunnel, built in 1944, has tested airspeeds and public transit. Howard's one-year bill imposes an obligation ceiling of $8.2 billion and directs the Environmental Protection Agency administrator 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 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 "sketch" 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 B. 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 600- 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 ranging up to 120 feet wide and 80 feet high, are used. In the control room, the jet of air can be varied from 110 mph to 10,000 mph. The control 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

**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 Project, a proposed $450 million, 12-year dam, was sent the bill, AB1354, by Assemblyman Howard Berman, D-Los Angeles, to the Ways and Means Committee. The committee, who received seven years ago planning of 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 after an environmental assessment of the historical gold discovery site at Coloma. The proposal was opposed by the Georgetown Public Utility 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 bidding work held last month before the Board of Supervisors with the apparent low bid for the country's portion coming from the federal general revenue fund at $258,300. Coming from the federal general revenue fund was called for a 10-year moratorium for the area near the bridge and the upstream Highway 193 Bridge on the South Fork of the American River. It originally called for a 10-year moratorium after an environmental assessment of the historical gold discovery site at Coloma. The proposal was opposed by the Georgetown Public Utility District, which recently dropped plans to build small dams for hydroelectric generation on the lower part of the river.

Big continuous concrete pour ends successfully

WEST SACRAMENTO—One of the largest continuous concrete pours of concrete in Northern California took place this month when 1700 cu. yds. were placed for the foundation of a new $785,000 federal grant to replace a deteriorating 41-foot bridge. 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.

Road and airport bills advance

The House Committee on Public Works and Transportation this month approved a one-year highway bill and a one-year airport bill. The highway bill brought it closer to Reagan administration officials. It also approved an airport funding bill. The Senate Commerce Committee, which has already approved its version of the airport bill, including a controversial "defederalization" provision that would shift airport revenue 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 new formula to provide adequate 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-compromising veins, 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 and adequate margin of safety and replace it with risk assessment. It calls for cost-benefit analysis in the setting of secondary people.

The mandatory sanctions, which would be included 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 federal 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 $65 million re-

UPDATER

JUNE 1981/ENGINEERS NEWS/PAGE 3
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-taxing. Proposition 13 was supposed to wake up our politicians in Sacramento to the momentum of the citizenry. However, now that we have a law planning taxing homes through the formation of assessment districts to pay for future improvements.

Attended Supervisor Tom Torlakson's conference in Danville where he unveiled his $7.4 million proposal 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 Cerrito Boulevard (916) 453-1920 around the installation of traffic lights on N. Hartz Avenue and San Francisco/Oakland area-

reunion and all dredgers Anderson reports that the Dredgers tirees), so when the bull starts to flow- are looking to expanding their fleet by the Fall of 1982. This project str-uction Company, Foundation

Drilling  Company, who we are expected to have all the concrete is about finished and D. B. Murphy go as fast as they anticipated. They field.

Don Strate reports that work Work in the Salt Lake area is still very slow

Christiansen Brothers Company the summer. They are also finish-

in the are  still working on the Belt Route by December 1981. So far, their Sevier County, reports Business subsequent years. Future projects

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 Mar-riot Hotel. Almost all of their operators are now San Ramon Tower's works and the towers condominium job on 3rd Street and New Temple which is scheduled to take six months to complete. At least two tower cranes are now on the books for sometime. The excitement is about finished and D. B. Murphy. Drilling Company is still very pleased to have signed to our agreement, is the 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 also finishing up the Airport job this Spring. The $306 South, Murray job has been completed and there is some work going out of the Murray yard.

One Construction has completed the fill in their 1-80 project west of the Airport and has started to lay the asphalt. Regarding the weather, they have not been able to as fast as they anticipated. They expect that work will start right down the midsummer. S. J. Groves & Son Company is still going strong on their 1-80 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. Ac- tually, it is expected to be finished by the end of June and we will be looking very hard to see if we 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 these improvements.

He added that "new growth" areas will have to pay for 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 and it's impossible to do so, even to go 20 minutes. The idea is to design- ing 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, knowns and proposed subdivisions have been exceeded in 1980-81? These studies and projections were made by qualified traffic engineers.

You know that the El Cerrito bridge was proposed as far back as 1962, that provisions were made for it when the townhouses were built on Danville Boulevard, oppo- sition. The bridge will include 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 the future figure because the county owns the right-of-way from La Gunda Way to Danville Boulevard.

I am planning 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. I 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 at- tend 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

Business Representative Gil Anderson reports that the Dredgers are going to have a picnic barbecue reunion and all dredgers are invited to come to the Murray job.

This will be a family affair so plan on coming and bring the wife and kids. There have been hard times in the industry and I know many of you have had to look for another job.

Drake is going to have one baseball game against the Salt Lake Wellness Program and we are to be fed by Union Catering.

We want to see a good crowd and we want to get a head count by June 30th so we know how much food to prepare for you, Anderson said.

So come on all you hands, call your dredger friends (especially re- tirees), so when the bull starts flowing, they have laid off some people, but you don't know how much to spend a lot of money on ships, but no one knows how much.

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

Truck Crane work is fair to good San Jose Crane is fair with some refinery work and gen-

The shipyards are getting to be a They have lots on the books, but ·

The bridges have been subbed out to Rick Jensen Construction Com-

Please send me: A Membership card for the Magic King-

My name is: (PLEASE PRINT ALL INFORMATION)

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

City, State & Zip Code: Social Security Number

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ATTEND YOUR UNION MEETINGS

LOCAL 3 MEMBERS—Save dollars on your Disney-

land 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 King-

dom Club

By HAROLD HUSTON, President.
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, Ronald Reagan and his new Republican Cabinet and U.S. Congress have been in office. To the best of my recollection this time period marks already almost half of his entire elected term. What has this meant, at least to this point, to you, our members, your families, our communities and our nation? How concerned of a citizen of this country? As an Officer of this Union and hopefully a constructive critic, I see the work opportunity for our membership, and I am happy to say, in my opinion, the present group of Officers were seated in December of 1973. It certainly has to be 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 now at 17% and the prime rate is at 20%. Do you know anyone who actually qualifies to buy? How about knowing a contractor or businessman who is lucky enough to get a job and also where his profit margin is more than 20%, as that is his cost to borrow? Will this be true in those instances and say with certainty that I don’t know anyone who qualifies in either instance.

Certainly it would have made it easier had the President badly wanted 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 presumably at age 62 would presently retire with a cut of about 25%, or 95% of maximum with which he would be eligible at age 65. Under Reagan’s new scheme it is permissible that a new situation might be penalized more than double. He would receive only 55% of his award at age 62, rather than 75%, as is now the case. And today, with both Social Security rates and workers’ compensation 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 of which, of course, got this government 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 are of the middle and lower classes, are paying double and more 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 to already committed is we know full well this is the case, because we (all workers), in fact, were the payers.

In Utah the little Davis-Bacon Act has been repealed (prevailing rates for Utah State funded projects) and if you are watching and realizing all forms of the media closely, it is evident that President Reagan and a block of his anti-Union/Anti-Davis Act proteges such as exist in many places in our country today are preparing to weaken the Davis-Bacon Act of prevailing Wage Act on Federally funded jobs) altogether. If this happens, a lot of the Building Tradesmen everywhere will probably have to alter their working life greatly, as all such jobs now covered by this act are not ideal, but Utah, state funded work might in effect only be covered by the minimum wage law. These same anti-Union/Anti-Davis Act advocates are the same ones who would want to remove the effect of the minimum wage law movements in this direction are already apparent.

Lastly, but not least, a major portion of the manner in which the presidential has expressed to balance his budget is to cut 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 implanted is that far from being the gospel, and if the next 3½ years of President Reagan’s term is a mere repetition of the first six months we will all think that President Herbert Hoover (who is generally blamed for the Crash of the ’29’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 not all a small fraction of the overall Trade unions everywhere will probably have to alter their working life greatly, as all such jobs now covered by this act are not ideal, but Utah, state funded work might in effect only be covered by the minimum wage law. These same anti-Union/Anti-Davis Act advocates are the same ones who would want to remove the effect of the minimum wage law movements in this direction are already apparent.

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**Dawn explosion joins two halves of Pacheco Tunnel**

A dawn explosion of dynamite joined 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 dream 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 Gary 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 60 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 this massive pumping plant and water tank will stand here, replacing the temporary headquarters of the "tunnel crew" who were homesteading for Atkinson.

The largest 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 Juan 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 battle attempting to block the plan, most of the active opposition has ebbed and efforts are being focused on other issues.

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**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 pilings were remnants of old docks in the area and completely out of view at the onset of the project.

Earlier this year, Coast Marine Construction, Inc completed the installation of decks and floats at the new Woodley Island Marina. Dennis Bjork is the project manager and superintendent on both projects. The firm also has a $16,740 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 service.
Approval of the grant would fund a portion of San Francisco's water system expansion project while a federal agency considers whether the construction firm chosen by the city for this project meets affirmative action requirements.

The selected contractor is among the subcontractors listed in the Environmental Protection Agency's affirmative action plan, with the low bid of $876,234 from Marietta-Knudsen Co., the low bidder on this project.

The 15 contractors, who call themselves the Alliance of Minority Contractors and Suppliers Against Southwestern Sewage, have bid for a 10½-year P&;D project at the site of the Fireman's Fund Plant. Cooper Brothers Inc. worked on the site for the rest of the year. They are at the Crescent City Airport and Fairgrounds at Crescent City, and plan to lift off the Pile Caps, as each Pile Cap weighs 50 tons of concrete. They will go on to work on the site for the next three years.

Cooper Brothers Inc. of Eureka has already started work on their bridge project for the Eel River near Ferma's job.

This job should go for a while longer, said one contractor. Morrison-Knudsen Co., the low bidder, was recommended for approval by the City's Human Rights Commission (which reviews city contracts to see if they meet legal requirements) to Public Works Director Jeffery Lee, who in turn recommends projects to the city council for approval.

According to Stanley Lim, a construction official with the Human Rights Commission, both the company and its minority subcontractors were required by the state to conduct a three-week investigation preceding the commission's recommendation.

After the commission ruled against the complaint, the contractor said, investigations were started to determine the final report.

The local paving contractors are beginning to get started with Redwood Empire Aggregates of Arcata. The paving crew is giving us a helping hand when we need it, the contractor said.

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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 system has survived 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. Preso, 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 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.
- Cut 80% of the overall benefit formula.
- Delay from July 1 to October 1 annual cost of living increases to those receiving fringe benefits.
- Tax the first 6 months of sick pay.
- Reduce minimum, student and death benefits.
- Amend the system so that there would be stiff opposition and strong criticism from legislatures about the cut backs, two proposals were added that favor workers and retirees.
- Limit the tax rate to 6.45% until the mid 80's.
- Phase out retiree earnings limit currently at $5,500 annually.

Congress responded to the proposed package with mixed reactions. A Republican controlled Senate voted 96-0 to assure older workers facing retirement today they have 60-month minimum guarantees meaning that in independently of one another. The rules are similar so that older and unskilled workers will have to retrain into other jobs if they are not totally and permanently disabled.

Social Security faces cuts in funding

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Talking to Techs

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.

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 dollars to be spent on 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 investments that went into the years that have produced a well paying occupation, a challenging job, a competitive work force 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.

In many years a new Apprentice is just starting out in the working world has not had time or experience enough to understand the total picture of a collective group enterprise that in investments of time and formulating rules for its workers to keep at a minimum, while the profits are kept at a maximum.

This October marks the 20th year from the time Journeymen Technical Engineers began their individual voluntary participation in the NCS/AC Training Program as an effort to take the Worries out of the workday.

On an individual basis nothing much would have happened. As a group—through their Union—the effort has not only been beneficial to the collective as a whole, but for individuals as well.

The Union—speaking as the collective voice of all the Technical Engineers members has been the method by which employers have been able to better equip the Employer for a reasonable return on the investment.

Whereas these are facts—perhaps trying to explain the nuances is a little too much. The question we need to ask is why a Bay Counties Apprentice and Union Employer can pay employees over twice the wages and fringe benefits that non-Union employees receive.

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WITH SAFETY IN MIND
By JACK SHORT, Director of Safety

Pre-retirement Mtg. Schedule

CONCORD
Wednesday, June 10–7:00 P.M.
Holiday Inn at 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 on the OSHA Advisory Committee and the Safety Division of the Industrial Commission, we will soon submit a draft for rule making procedure, revisions in the construction standards that will require anti-two blocking devices and lead-in 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 in the Local 3 Safety Department.

It 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 crane work 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 operators from erecting from a crane, a 360 degree tail swing radius of a crane during the hours of operation. This includes 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.

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 hogs.

People come from almost every district to enjoy the fabulous fare. The event has been entertained by such notables as the California State Fiddle Chump 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 Highway 97 job at Litchfield. Bob Brodie is the new Superintendent and Bobby Hays does the purchasing.

Welch Construction was the successful low bidder on the Grass Valley 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 silver slits and cuts.

By the time you read this we should know who was successful bidder on the Highway 97 job from Weed to Deer Mountain Lodge. J.F. Shea Company has just finished the Highway 299W overlay and are looking for more of the same.

There are several small realignment and passing lane jobs set to go on highways 299E, 44, 36 and Highway 97—if these do go it will certainly help the Out-of-Work list.

Cal-Ore Construction has had several bids working on the Record Searchlight job in Redding and the Record Searchlight job in Redding and the Red Bluff job.

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

Remember dial before you dig.

After all, your life is on the line.

MOTHER EARTH CAN BITE BACK TOO.

A lot of power lines are 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. Give toll-free phone call to 800/642-2444, reaches a center in Pleasant Hall. Describe where you intend to dig and PG & E or any of the other 43 sponsors will describe the approximate location of underground facilities.

On a reportable will fail and mark the spot for you.

This service is available in all central and northern counties.

Dear Officers, District Representatives and Business Representatives from the Redding office, Executive Board Members and Members of Local #13.

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 your accomplishments 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
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 are doing and why.

The purpose of the Credit Union is to provide its members with better opportunities to save, to pay for their needs now and later, and to encourage saving and to provide a source of low-cost credit to qualified members.

So, too, will we make a profit—a profit for its 23,000 members. The Credit Union generally pays 50 to 60 cents every dollar it earns right back to members as dividends on their savings, interest on their Certificates, bond interest refunds and life insurance benefits.

Many of those members we cancelled 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.

Consequently, 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 change may be imposed using the minimum balance concept. If a share savings account maintains a certain balance, there would be no service charges. Lower balances would be charged the minimum required balance, the service charge would be imposed.

The goal of any plans or charges will be to benefit the general membership, and the changes will be adopted only after account holders are notified of the dates, the amount of the new charges, and why they are necessary. If these accounts do not generate enough income to defray the expenses created.

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.)

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.

Excellent investment earnings payments 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.
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 8 p.m.

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

July
14th Eureka: Engineers Bldg., 2606 Broadway
15th Redding: Engineers Bldg., 100 Lake Blvd.
16th Orovile: Village Inn, Orovile 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 Kiluaea Ave.
31st Maui: Cameron Center Auditorium, Rm. 1 & 2, 95 Mahalani Street, Wailuku

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

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<td>Local 3D</td>
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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

(name)

(social security number)

(address)

(city) (state) (zip)

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

OPERATING ENGINEERS LOCAL UNION NO. 3
CREDIT UNION RO. Box 2082
Dublin, CA 94568

IMPORTANT

Delinquent payments of the amount will not be accepted and will be recharged your credit line. REGISTRATION will be charged. Each month you will be notified of your account activity via your local union. Please verify your account and check closely before mailing.

REG. NO.
LOCAL UNION NO.
SOC: SECURITY NO.
NAME
NEW ADDRESS
CITY & STATE ZIP

Clip and mail to Engineers News, 476 Valencia St., San Francisco, CA 94103

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Wage increases

(Contract from Page 7) 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 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 $0.50 an hour will be allocated as follows: 50¢ for pension, 5¢ for health and welfare and 5¢ for pension and welfare.

More Wage Rate Tables

Appear on Page 7