



ENGINEERS NEWS

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IMPORTANT ELECTION MATERIAL INSIDE

Official information governing the upcoming election of Local Union #3 Officers and Executive Board members appears on pages 6 and 7 of this issue of *Engineers News*. Sample ballots, extracts of pertinent bylaws and other important information have been printed on these pages in accordance with the Local Union Bylaws. Please read this material carefully. It is the hope of your officers that you will make every effort to participate in this vital election.



One of the many major highway construction projects that received heavy support from Local 3 is the Hwy. 101/92 interchange in San Mateo. After years of delay, this \$40 million project is finally underway. The new project will relieve traffic congestion by providing four lanes in each direction on Route 92 and reconstructing portions of the interchange.

Transportation Commission adopts \$10 billion highway spending plan

By James Earp
Managing Editor

In a very welcome move for building and construction tradesmen, the California Transportation Commission this month adopted a five-year, \$10 billion state transportation master plan that includes a host of new highway projects.

"We have been pressuring Sacramento to get a number of major highway projects off the shelf and underway so we can get our people to work," Local 3 Business Manager Dale Marr declared. "They finally admitted that with the additional money that will be made available from the gas tax bill we helped to pass, these projects can finally become a reality."

Overall, the 1982 state transportation program contains \$4.35 billion to construct new highways, rebuild deteriorating roadways and improve the efficiency of existing freeways. An ad-

ditional \$1.9 billion is slated for highway maintenance.

The program also provides \$592 million in state funds over the next five years for mass transit, including construction of light rail systems and operation of inter-city passenger trains—far less than Caltrans Director Adriana Gianturco had sought.

Gianturco, whose ardent support for alternatives to the automobile has led to bitter battles with lawmakers, said she was extremely distressed by the commission's action.

Commission Executive Director Michael Evanhoe replied, "Gianturco's miffed because she got cut out of the ballgame." The program adopted this month may be modified after an appeal period that extends through August.

The commission approved more than two dozen new state highway projects including:

- \$30.5 million for the Highway 65 bypass in Roseville, contingent upon local government actions to guide growth in the south Placer County area. The commission will review local government progress toward adoption of a plan to link job creation and construction of affordable housing.

The job-housing link is intended to
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Caltrans requests funding for major highway jobs

Caltrans this month made several requests for funding of major highway projects, that must be decided by the Transportation Commission.

State Transportation Director Adriana Gianturco has recommended that the California Transportation Commission approve an allocation of \$2 million to repair winter storm damage to the Waldo Grade in Marin County.

The three mile section of Route 101 from north of the Golden Gate Bridge to the Waldo undercrossing near Sausa-

lito was severely damaged by mud slides in January of this year. The "Hurricane Gulch" portion of the Waldo Grade was covered by a wall of mud when a portion of the slope above the highway collapsed. Subsequently, a large section of fill below the roadway slipped, damaging the homes below.

The heavily traveled road from Marin County to San Francisco was impassable for two days, while Caltrans maintenance crews completed temporary repairs required to reopen the highway.

The emergency repairs, completed at a cost of \$900,000, involved drilling through the existing road on the outside shoulders, median, and anchoring 40 steel I-beams to the underlying bedrock.

The permanent repairs, slated to begin within the next 75 days, will reestablish the stability of the slopes above and below the roadway by constructing retaining walls and improving drainage. The repairs will also include restoring the landscaping to its condition before the slipouts. It is anticipated the repairs will be completed later this fall.

An allocation of \$30 million to complete the third and final phase of construction on a 12-mile, four-lane stretch of Highway 101 between Morgan Hill and San Jose in Santa Clara County has been recommended to the California Transportation Commission.

"The completion of this final stage of the project will provide the people of Santa Clara County and the South Bay Area with a convenient, continuous freeway link from Gilroy to San Jose," explained Ms. Gianturco.

The final phase of the Highway 101 project will consist of installing electrical fixtures, paving the 12-mile route and signing the length of the project, from Cochran Road in Morgan Hill to Tennant Avenue in San Jose. The first two phases of the project, which started in 1979, included grading and constructing drainage facilities; frontage roads and major structures, such as overcrossings and bridges.

To date, a total of \$45.2 million, \$32.7 million for construction and \$12.5 million for right-of-way acquisition, has been spent on the first two phases of the

(Continued on Page 12)

\$6.5 million in additional construction

More corrective work on San Luis Dam

The Bureau of Reclamation announced this month that construction work will be underway by fall on three sites at San Luis Dam identified for corrective work during repair of last September's slide at the dam.

Two areas were identified on the upstream face of the dam (at Station 58 near the dam's right abutment and Station 160 just north of the access bridge of the intake structure) and one area on the downstream face (at Station 163).

Total projected contract costs for the additional work are estimated at \$6.5 million.

Work at Station 58 will be performed by the onsite contractor, Peter Kiewit Sons' Company, to avoid potential logistics problems of two contractors using the same haul road. The work, which involves about 350,000 cubic yards of embankment material, will be negotiated as an amendment to the existing Kiewit contract. Work at Sta-

tion 58 will be accomplished during the months of August and September.

Work at Stations 160 and 164 will be formally advertised under a two-schedule contract proposed for award after completion of the Kiewit contract. About 500,000 cubic yards of material are involved in the Station 160 work and 450,000 cubic yards at Station 163. Both areas are scheduled for completion by February 1, 1983.

Concurrent with the construction work, Bureau drill crews will be installing extensive instrumentation in the already completed berm and will continue obtaining additional data to confirm the design work for the three new locations.

Timely completion of construction will again be a major concern for critical reservoir refill operations next spring. Reservoir storage is expected to be about elevation 430 (781,000 acre-feet) at completion of construction.

Highways 99, 30 to get \$10 million for rehab projects

A key California Transportation Commission panel this month added \$10 million to the state's five-year transportation program to begin widening "killer" sections of Highway 99 and 70 between Sacramento and Marysville-Yuba City.

The fatality rate on the heavily traveled, two lane highway through northern Sacramento and Sutter counties is 18 percent above normal, Caltrans figures show.

Heavy truck traffic, abrupt intersections and poor visibility contribute to an above-average accident rate on the route, which intersects with Interstate 5 near Sacramento Metropolitan Airport.

The \$10 million was added to the state's five-year transportation master plan by the transportation commission's review and highway committee. The additional funds for the Highway 99 and Highway 70 project are slated for right-of-way acquisition and initial construction of a four-lane expressway.

Specific sections to be widened and the safety improvements to be added will be determined during the environmental impact process.



By DALE MARR, Business Manager

LOOKING AT LABOR

AFL-CIO opposes placing balanced budget measure in U.S. Constitution

The following is excerpted from a letter to all senators from AFL-CIO President Lane Kirkland spelling out labor's objections to a constitutional amendment requiring a balanced federal budget and urging them to oppose the measure.

The AFL-CIO is strongly opposed to Senate Joint Resolution 58, which would establish a rigid constitutional amendment requiring a balanced federal budget while imposing severe restrictions on the taxing authority of the Congress. This drastic constitutional revision could be considered in the near future by the full Senate, which elevates this legislation to the level of a serious threat to America's constitutional and economic well-being. Major objections to this legislation are:

1. Economic problems and appropriate fiscal policy should be addressed within the confines of the normal legislative process rather than by way of an arbitrary constitutional mandate. The congressional budget process, as embodied in the 1974 Budget Act, permits Congress by majority vote to make any fiscal policy decision it desires. More importantly, that law maintains the necessary flexibility to make and readjust those economic decisions by preserving for Congress its ability to consider the state of the economy as the primary basis for its budgetary actions. The proposed amendment would deny Congress that flexibility. Its constitutional straitjacket would immobilize congressional authority to use its fiscal powers — taxing and spending authority — to abate such problems as depression, inflation, natural disasters or other economic crises.

2. Congress would be effectively prevented from making timely, majority decisions to prevent economic crises from quickly deteriorating into economic catastrophes. Section I of the amendment demands a three-fifths vote of the full membership of both House of Con-

gress to unbalance the federal budget for any reason or for any national emergency except war. Given the present difficulty of achieving a majority consensus on the direction for the fiscal 1983 budget, the three-fifths requirement could well result in frequent legislative stalemates and recurring constitutional crises.

3. A balanced budget amendment would have significantly deepened past recessions. A 1976 study by the Joint Economic Committee evaluating the impact of different fiscal strategies between 1965 and 1974, found that this requirement would have substantially reduced economic growth, increased unemployment, and, in some cases, would have worsened inflation.

Had the proposed amendment been in force last year, the fiscal 1982 budget cuts would have to have been far deeper, producing an even more debilitating economic morass than we now face.

4. The enactment of the proposed amendment would assure a return to the boom and bust economic cycles of the pre-Depression era by effectively dismantling the fiscal weapons needed to combat both unemployment and inflation. During recession, for example, the amendment would inhibit the shifting of income from the government to the private sector through such built-in economic stabilizers as unemployment compensation and social welfare payments.

Conversely, during periods of inflation, the amendment would exacerbate the inflationary cycle. The progressive nature of our tax system now contains effective built-in stabilizers to prevent this because tax receipts tend to rise faster than national income during economic upswings — a process that helps curb inflation. Under the arbitrary tax-limitation requirement of the amendment, Congress would be required to cut taxes during inflation, pumping income into an already over-heated economy, and thus undercut the stabili-

zation process.

5. Congress would diminish its own role as the elected representative of the people in the development of economic policy. Congressional abandonment of its fiscal prerogatives would upset the delicate balance of power within our tripartite system of government and allow the fiscal policy decision-making process of the Executive Branch to expand at the expense of Congress.

Meanwhile, the monetary policies of the Federal Reserve Board — an unelected body usually unresponsive to the economic concerns of both Congress and the President — would be enhanced even though its powers are by themselves incapable of preventing a relatively mild economic downturn from degenerating into a recession.

6. The amendment would seriously undermine the concept of majority rule. The requirement of a three-fifths vote of the entire membership of both houses of Congress to permit deficit spending in effect hands over to a minority of Congress the control over the power of the purse. The political will of the American people as determined in the federal election process would be circumvented. Congress, already faced with criticism for paralysis on the budget issue, would be seen as a helpless debating society.

The Founding Fathers designed the Constitution as a framework for a lasting government capable of meeting the needs of the people but leaving the definition of those needs to the three branches of the government. They were careful to craft a constitutional blueprint which would discourage the intrusion of transient issues that would render it a meaningless repository of economic and social theories quickly outdated by shifting political trends.

The compelling constitutional and economic objections are overwhelming. We urge you to refrain from cosponsoring S.J. Res. 58 and to oppose this constitutional amendment when it comes before the full Senate.

ENGINEERS NEWS

WIPA

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

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Building Trades file suit to protect Davis-Bacon

Building trades unions and the AFL-CIO have asked a federal court to block new Labor Dept. regulations that would undermine prevailing wage protections of the Davis-Bacon Act on government-funded construction.

Their suit contends that the regulations, scheduled to take effect July 27, violate the law they are intended to enforce and would push down wages.

At a news conference announcing the court challenge President Robert A. Georgine of the AFL-CIO Building & Construction Trades Dept. accused the Labor Dept. of putting "the force and power of the federal government" on the side of anti-union contractors.

The final version, he said, was even more devastating than the Labor Dept.'s earlier list of proposed changes. He termed it a "complete capitulation to the anti-union position."

These are the principal regulatory changes that the suit seeks to block:

- Approval for almost unlimited use

of semi-skilled "helpers," working across craft lines and replacing both journeymen and apprentices. Georgine charged this would create a permanent second-class category of workers and destroy the apprentice system.

- Abolition of the "30 percent rule," which has been used since 1935. This defines the prevailing wage as the rate paid to the largest number of workers in a craft, provided that at least 30 percent of workers in the survey area are paid at that rate. Anti-union contractors complained and the Labor Dept. agreed to use a weighted average for an area unless more than half of the workforce received the prevailing rate.

- Further lowering the average by not counting waged paid on existing federal contracts toward determination of the prevailing rate. Another change would bar consideration of metropolitan area wage data for jobs in rural locations, even when the workforce is drawn from the metropolitan area.



The first county fair and exposition in the history of San Francisco was held this month in the recently completed Moscone Convention Center. Local labor unions were major participants, including the San Francisco District of Local 3. Pictured above are JAC coordinator Joe Oxedine and Business Representative Ray Holmick, who manned the booth during much of the three-day fair. The display included slide presentations and copies of Local 3 publications explaining the apprenticeship program and the local union.

Building Trades jamboree a smashing success

Business Representative Don Luba reports that the Santa Clara and San Mateo Counties Building Trades Family Jamboree held on Saturday, June 5, at the Santa Clara County Fairgrounds was a huge success. The San Jose Mercury News reported the attendance at 30,000 people. The exhibits, and craft displays were excellent. It is estimated that as many as eleven thousand people viewed the Union apprentice booths, and Union booths.

The various craft competitions drew tremendous crowds of Union men and wives and families cheering on their friends and relatives who participated in the competitions.

The Iron workers had two types of competitions against the clock. The structural participants climbed 40 feet columns, and the rod busters tied off re-bar.

The P.G.E. had pole climbers against the clock. Incidentally, the climber who fell 40 feet and landed on his back returned to win that event.

The Sheet Metal Workers won 1st place in the Tug-O-War Contest. I.B.E.W. won 2nd place, and Iron Workers came in 3rd. The Championship arm wrestling event drew an enormous crowd of spectators.

Our own events of Backhoe and Crane competition turned out to be a great day of fun for both participants and spectators.

"I'd like to take this opportunity to sincerely thank all those enthusiastic persons who worked hard and helped to make our own competition the successful events that they were, and a special thanks to Brother Bud Lampley and his two sons, Bud III, and Mike Lampley, who worked hard and diligently at rigging and topping off the 50-gallon barrels after each contestant," Luba commented.

A special thanks to Brothers Gordon Candee, Walt Johnson, who rode shotgun on the 60-ton P&H, and Brothers Joe Bauer and Jack Minard who rode shotgun on the 80-ton Grove. Another special thanks to Art Algers, of Peninsula Crane & Rigging who donated the 80 Grove for our use, and Bob Korst of Bigge Crane & Rigging who donated the 60-ton P&H for our use, and Leo Pellicciotti for the scraper tires.

The list of those who enthusiastically helped to put this event together is too numerous to print here, but to all of you a real THANK YOU from all of us here in the San Jose Office. Without your help the Jamboree would not have been possible.

Neil White, First Place Winner of the crane competition, went home with a nice trophy and was \$230.00 richer as a result of the \$10 entry fee collected



Pictured above is a bird's eye view of the crane and backhoe competition organized by the San Jose District office for the Building Trades Family Jamboree. The event, which was held last month at the Santa Clara County Fairgrounds, was attended by thousands of labor union members, their families and the general public.

(Winner take all award.) Bill Alger, 2nd Place Winner, and Gordon Candee, Third Place Winner, both went home with nice trophies, too.

Listed below are the 23 participants' names and their final scores. It was a great day of fun and it was QUITE EVIDENT that the feeling of unity and

camaraderie was running high amongst Union men and women who were present. "All week long since the Jamboree took place we have heard nothing but compliments as to the Jamboree," Luba said. "The only sour note it would appear was the poor performance by singer Merle Haggard

FINAL SCORES CRANE COMPETITION	
Building Trades Family Jamboree San Jose, CA — June 5, 1982	
PARTICIPANTS	TOTAL ELAPSED TIME
	Min.,Sec.,100's of Sec
Neil White	05:55.53
Bill Alger	05:56.14
Gordon Candee	07:31.08
Calvin Bottolfson	07:33.23
Ken Shaw	07:41.12
Randy Burke	07:54.16
John Minard	07:58.64
Bud Lampley	08:22.62
Dale Rose	08:25.98
Bill Parker	08:34.70
Paul Harris	08:49.76
Walt Johnston	08:59.79
Dannis Landes	09:02.27
Tom Sanders	09:07.10
Mike Darrough	09:30.69
Lloyd Callender	09:36.10
Don Luba	10:27.55
Joe Bauer	10:30.38
James Moogan	11:26.67
Joe Chandler	11:59.74
Walt Hobbs	12:09.90
Don Presley	12:10.12
Manuel Simas	12:34.11

himself, who showed up late for both of his presentations, disappointing a large crowd of fans who had to wait for a good while."

Everyone who got involved in putting this year's Jamboree together agrees enthusiastically that next year's Jamboree should be bigger and better.



Local 3 member Clint Banks gets ready for the backhoe contest.



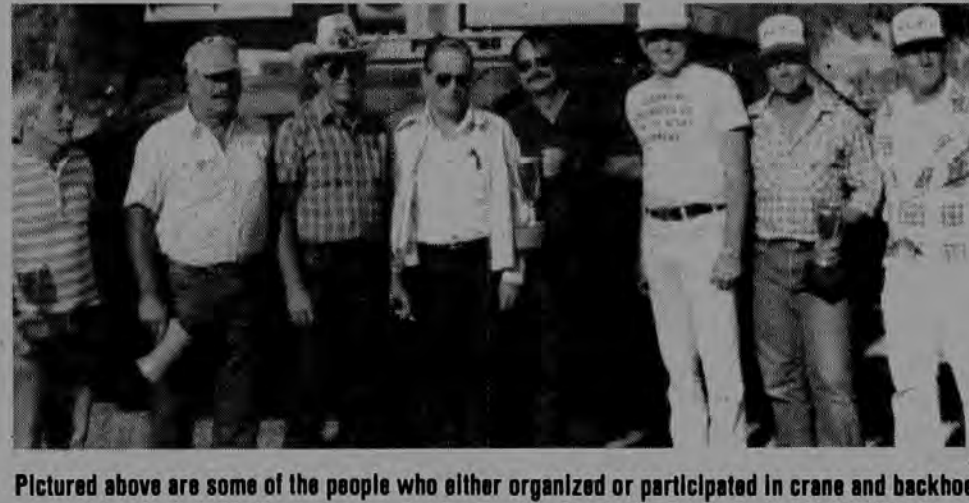
San Jose Business Representative Don Luba competes in the crane competition.



Business Rep. Don Luba gives first place trophy for the crane competition to Neil White.



Local 3 member Gordon Candee receives third place trophy in the crane competition.



Pictured above are some of the people who either organized or participated in crane and backhoe competition. Included in the group are: Gordon Candee, Don Luba, Randy Burke, Neil White, Local 3 Vice President Bob Mayfield and Bill Algers.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

I personally thank all the brother and sister engineers who attended one of the "Specially Called Nominating Meetings for the Nomination of Candidates for Office or Position in the Local Union". This was your opportunity to nominate and speak for the candidates of your choice. As your President, I appreciate the courtesy you gave to us at all the meetings.

My heart goes out to all our brother and sister engineers and their families, who have been out of work for so long. Our hope and prayer is that the work picture will change in the near future. We believe if interest rates would come down we would again see a boom in the Housing and Construction Industries.

Calling 1982 the worst year for homebuilders since World War II, Lee Goldin, president of the California Building Industry Association predicted that only about 36,000 houses will be built this year in California. In a press conference that kicked off the four-day Pacific Coast Builders Conference here, Goldin pointed out that the state's demand for new housing is 315,000 a year, but first quarter figures for this year show that a meager 12,000 building permits were taken out. Last year 105,000 homes were built and that was considered a bad year.

Goldin painted a bleaker picture when he said that between 15 and 20 percent of the permits taken out are never built so even if 45,000 permits are granted this year, only about 36,000 of the homes will actually be built.

"I don't know of any builders who will be building

the rest of the year other than those who are participating in below market-rate bond programs," the Malibu-based homebuilder said.

As a result, 31,000 construction jobs were lost last year and, Goldin said, "if you add in jobs lost in related industries such as lumber and wood products, the figure climbs to 280,000 over the last year . . . enough to raise the state's unemployment rate by 2.5 percentage points."

Noting that less than 5 percent of the population in this country can afford to buy an average-priced house today, Goldin localized the figures.

"The price for the average home in California is now \$120,000, requiring an income of \$60,000 — more than twice the median income — to afford it. "That price," Goldin continued, "is also 50 percent higher than that of a comparable home built in any of the other 48 mainland states."

At the state and local level, he added, builders face overregulation of the building industry, costly delays in processing and exclusionary zoning practices. In addition, "our traditional sources of long-term mortgage financing are drying up. The typical mortgage term has become five years instead of the usual 30 years," he said.

More businesses failed last week than in any week since the Depression of the 1930's, snapping a four-week slowdown in the casualty count, a private credit information service said.

The 532 failures in the week ended June 11 were up 36.8 percent from the 389 in the previous holiday-

shortened week and soared 70.5 percent from the 312 in the comparable week a year ago, according to Dun & Bradstreet Corp. That was slightly above the previous high of 530 recorded in the week ended May 6.

Dun & Bradstreet no longer keeps weekly records from the 1930's but based on annual rates from the Depression years, last week's 532 failures was the highest since the weekly average of 612 recorded in 1932.

The company keeps track of businesses that close because of financial difficulties.

Business failures have been soaring since 1979 as two recessions have sapped sales revenues while high interest rates have made it costly for companies to borrow money to make ends meet until the economy turns around.

Dun & Bradstreet earlier reported that during the first 18 weeks of this year, the failure rate jumped to 80 out of every 10,000 companies, up 29 percent from the 1981 figure and the highest since the 100 per 10,000 rate of 1933.

For the year to date, the company reported 10,430 business failures, up 44.3 percent from the 7,226 recorded in the same period last year.

There were 7,564 failures in all of 1979, 11,742 in 1980 and 17,040 last year.

During the first quarter of 1982, businesses were failing at a record pace that would produce 74,674 if continued for the entire year.

Water agencies consider funding Auburn Dam project

Two California counties have expressed keen interest in funding part of the proposed \$2-billion Auburn Dam on the American River in exchange for full ownership of the powerhouse.

The proposal, backed by serious money talk, has breathed new life into the Bureau of Reclamation project. Auburn Dam, near Sacramento, was originally designed as a double-curve thin arch and \$150 million was spent preparing the foundation. Seismic concerns forced BuRec to abandon that design two years ago in favor of a more conservative gravity arch, 695 ft tall, 4,150 ft long and requiring 12 million cu yd of concrete, double the volume for the thin arch. Because of the shift, Congress is required to reauthorize the project, which includes a 69-mile canal for San Joaquin Valley irrigation.

That's where the project sat until last month when BuRec "held a little meeting up at Auburn and auctioned off the powerhouse," says an ebullient BuRec spokesman in Sacramento. Placer and El Dorado counties, which share the upper American River as a common border, notified the federal water agency that they wanted to begin negotiations aimed at sharing construction costs in exchange for power rights.

The two counties expect to form a joint power authority in two weeks and begin talks with federal officials.

The counties' share of the costs could range as high as \$800 million depending in what type of power supply they want and what portion of the dam and other works they would be required to finance.

State may put up money for Cottonwood Creek dams

WASHINGTON — Under the Reagan administration's first major water project cost-sharing plan for California, the federal government's share is so small the state is considering building the entire project itself, the Sacramento Bee reports.

The project involves the construction of two earthen dams on Cottonwood Creek estimated to cost \$694 million. The Shasta County creek flows into the Sacramento River.

The state's share would be \$588 million, and the federal government's \$106 million.

The state has not yet taken a position, but Charles R. Shoemaker, assistant director of the Water Resources Department, said, "There is no apparent advantage to the state. We might as well do it ourselves."

Robert G. Eiland, special assistant to William R. Gianelli, who heads the U.S. Army Corps of Engineers, said the proposed financing plan was "a substantial change" from the past.

It also signals what the California water community and the thousands of farmers who buy irrigation water from the state might expect in the way of federal assistance on water projects, at least for the next three years.

Gianelli, who headed the Water Resources Department under then-Gov. Ronald Reagan, warned several months ago about the impending change in water project financing. He said that those who benefit could expect to pay considerably more.

Under the old way of doing business, the federal government would build a project, and the state might repay much or all of it over 40 or 50 years.

What has shaken state officials even more is that for the Cottonwood Creek project they proposed a plan to pay for

the water, but nothing for capital costs. The dams would be built by the corps and owned by the corps.

Allowing for inflation, the state estimated it would pay about \$61 million a year for 50 years for the water. The state's cost would be recovered from the farmers who would buy the water for irrigation under the State Water Plan. Unlike federal reclamation projects, farmers receive no subsidy under the state plan.

The administration's radically different proposal was given to California officials by Eiland as part of a nationwide tour he made to outline the new financing changes. If California accepts,

Stockton District reports

Frankenheimer power project going well

Business Representative Bob Blagg reports that the Frankenheimer Power Project is going well in Stanislaus County. Erickson/Shaver and Underground Construction have this project.

Granite Construction is going full bore on their road project on Claus Road, widening out and overlaying this strip.

In the Groveland area, the realignment and resurfacing on Hwy 120 is getting into full swing. Mittry G.E.B. has the job and is putting several Brother Engineers to work. This is expected to be a two year project. It is intended to reduce dangerous grades and eliminate narrow, winding portions of the road to Yosemite.

Tenaya Construction was low bidder in the Groveland Wastewater Treatment Plant Improvements in the amount of \$288,700. A pre-construction meeting was held on April 28. This

dam construction could begin in 1984, he said.

Besides supplying farmers with irrigation water, the corps says the Cottonwood project would provide flood control and enhance the local fishery.

Shoemaker said the department staff will review the Cottonwood project in light of the federal cost sharing plan, and will take the matter to the California Water Commission at its meeting March 11-12 in Sacramento.

If the state were to decide to build the Cottonwood dams itself, it could decide when the project would best fit into the state's overall water plan, Shoemaker said.

should get underway in the near future.

Another hydro power project is underway near LaGrange. This work is being done by Kaweah Construction and Stimpel-Baker & Associates. Ford Construction has nearly 35 miles of forest access road to begin shortly near Jupiter in the high country.

One of the upcoming projects of the future it is hoped will be the placement of asphalt concrete in Tuolumne County, near Yosemite Junction, from 0.8 miles east of Alkali Creek.

The work situation in the Ceres area is beginning to pick up a little after one of the wettest years on record, reports Business Representative Phil Pruett. The Rock, Sand & Gravel plants, after being virtually shut down for most of the winter, are now working a full week. The important thing now is to find the construction jobs to sell the materials to.



Rigging Lines

By Bob Mayfield
Asst. Business Manager & Vice President

It certainly must be as discouraging to our Rank & File as it is to this writer, to see what is happening to the Davis-Bacon Act (and in many other areas where prevailing wages are involved). It seems as though on Federally Funded projects, where the Davis-Bacon Act has been in effect for many years and has served our country, the employers, the Unions, and even the non-Union workers well, and that now the true watchdog, a mandated certified payroll covering wages and, of course, fringe benefits, as well may in fact be headed to the same place as the dinosaur which, of course, is extinct.

President Reagan at various speeches before and after his inauguration, has indicated that as president, he and his administration would not disturb the Building Tradesman's greatest ally and a guarantee of a fair day's wage for a good day's work. I'm told that certified payrolls on these types of public work projects may no longer be required yet this year.

It does not take too much imagination to understand that almost at once where a prevailing wage on a job or project, that really isn't just that, then very soon only non-Union, open shop, and cheating employers may be doing work in Federally funded jobs where a law like Davis-Bacon has degenerated to a paper tiger. In effect, if this happens as described above then the law is as meaningless as outright repeal and signed out of

law by the president.

The same types of attack are being made on the Little Davis-Bacon Act. This could involve a State, County or City job, where prevailing wages on certain types of jobs which now rest in most places within Local No. 3's jurisdiction, but not entirely. Most States in this country have a law setting prevailing wages on their work in a manner similar to the Federal Statute.

This past year in Utah, the law was totally repealed, leaving the Fair Employers and our members trying to compete with all such jobs only requiring in the bid specifications minimum wage (\$3.55 per hour). I need not explain in any great detail the devastation caused whereas contractors soon become engaged in a "Dog Eat Dog" situation, and in effect, our members, too.

In case anybody hasn't noticed the same situation is now occurring right here in highly organized Northern California, and in individual City situations, where City Councils are voting prevailing wages out of their projects at an alarming rate. They are doing it with little resistance, apparently from the citizens involved.

This is a situation where signatory employers and Unions ought to be hand in hand in a common loud voice, opposing repeal of this law on a local city level. At this juncture, contractors are concerned, but haven't shown enough

concern in most instances. I'm unaware of voiced opposition by union contractors even though abolition of prevailing wages give their non-Union competitors a clear cut advantage where minimum wage is all that is required.

In some ways perhaps, this is an influence of the California A.G.C., who openly promoted an Open Shop arm. Perhaps this promotion has deeply hurt the signatory Union Contractor. At this time, the A.G.C. has refused to attend meetings in support of maintaining this vital law. I'm told the three cities in the Southern Peninsula of the Bay area have now repealed their prevailing wages this year. Two cities, I'm told, that fall in this category are Mountain View and Sunnyvale.

One place each of us can do our part to get things a little better back on target, is at the polls this November. If each of us do not do our part and vote for those candidates, or the important bond and job issues, then we do not have a single complaint. Are you and your family better off now than two years ago? What do the prospects appear to be a year from now?

In both cases, I'm certain that most people will answer, NO! I had a chance to interview a successful Utah State Assemblyman, the other day, who won by a single vote. My whole point is that every vote really does count, and the Unions and workers are being dealt out of business on a regular basis.

The tide can be changed with candidates who will support our causes. These people are not all Democrats, but certainly not very many Republicans fit the right concept, in my opinion.

I reported last month that negotiations were imminent for two different units both in Utah, and am happy to report that at this time, half of those on tap are completed and negotiations are continuing on the other.

Subject to ratification by the members at the Coastal States Coal Mine, a pro-

(Continued on Page 12)

After many delays Cloverdale Bypass will be up for bid

The combination of a wet spring and high interest rates resulted in a slow start for District 10, reports District Representative Paul Wise. Work is now starting to pick up.

The first stage of the long awaited Cloverdale Bypass will be bid on August 23, 1982. The total cost of the project is estimated at \$32 million and will be completed over the next 3 to 5 years.

Wise reminds the members to maintain their position on the out of work list so that they will be available for dispatch.

Business Representative Patrick O'Connell reports that Auburn Constructors is now employing two shifts at Warm Springs Dam. It looks like the Dam will be topped off around August 15th.

The Geysers area is still holding strong. Granite Construction is hard at it on two pipeline jobs. Peter Kiewit Sons' Co. is also working on two projects in the area. Pete Barretta Construction, Ley Construction and Brelji & Race are three local contractors who are currently working on the hill.

Three new projects worth a combined total of \$18 million are soon to start. Parnum Paving has started the clearing on Bottlerock Road, which is the Northern most road into the Geysers area. It is also believed that Sonoma County is planning on letting some jobs on the roads leading into the Geysers.

Our local contractors who have relied strongly on residential and commercial development are slow, however, most of their regular employees have been recalled.

Small highway jobs cropping up

Work in Reno area is slowly picking up

"Work in the Reno district is slowly picking up," reports Dave Young, Business Representative. Robert L. Helms Const. is currently working at South Lake Tahoe and Incline Village.

Helms was successful bidder for construction of asphalt concrete paving on Mae Anne Ave. at \$128,923; 1982 Annual Street Maintenance Program for the City of Reno in the amount of \$714,128; construction of a portion of the primary highway system on U.S. 395 between one mile south of junction with Longley Lane and junction with I-580, consisting of approximately 2.499 miles, at \$775,452; and construction of eight miles of overlay on I-80, northeast of the California-Nevada state line. Helms bid was \$3,479,737 and Granite bid \$3,516,439.

Frehner Const. Co. out of Las Vegas began reconstruction of Highway 95 near Mina on June 8th and will work approximately 35 Operating Engineers. Frehner's bid was \$2,300,000.

J. C. Compton out of Oregon began construction on Highway 51 near Northfork, 47 miles north from Elko. Compton's bid was \$2,633,593 and they will employ approximately 35 operators.

Granite Const. is currently working on a portion of I-80 at Verdi, in addition to a portion of Longley Lane in Reno. The Longley Lane project has been plagued with delays, due to an abundance of ground water in the right-of-way.

District Representative Dale Beach and crew have been feverishly working weekends and nights getting out campaign literature for the local politicians that the Grievance Committee and Executive Board have approved. Your help and support is needed.

"We have an excellent chance to get Richard Bryan elected for Governor and Mahlon Brown for Attorney General," Young said. Both have demonstrated that they are strong labor supporters. Senator Cannon is running against Jim Santini and also needs your support. In short, it is very important we register and get out the vote."

Don't forget the Reno District 11 Annual Picnic to be held on Saturday, August 7, 1982, at Deer Park in Sparks. There will be food and refreshments for all ages.



Pictured above is the cross-town interceptor job in Reno. R.L. Helms is the general contractor.

Sacramento to hold 7th annual picnic

The Sacramento District will be holding its Seventh Annual Picnic on Saturday, July 31, from 11 a.m. to 6 p.m. at Elk Grove Park in Elk Grove. There will be steaks, hotdogs, salad, beans, served from 1 to 3 p.m. Beer and soft drinks will be free. Cost of the event will be \$4 per person or \$8 per family. For more information, contact the Sacramento District office at 916/383-8480.

OFFICIAL ELECTION NOTICE

Election of Officers and District Executive Board Members

Attention of all members of Operating Engineers Local Union No. 3 is directed to Article XII, Section 3 (Elections) of the Local Union Bylaws, as printed on pages 50 through 57 inclusive, and specifically the following portions:

Section 3

Elections.

(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

(c) The Election Committee shall determine whether or not each candidate nominated is eligible. Any candidate found not to be eligible shall be declared ineligible by the Election Committee. The Committee's decision shall be promptly communicated to each such ineligible candidate in writing. Unless the Election Committee's decision is reversed on appeal, it shall govern, and the ballots shall be prepared accordingly.

(d) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the nominees for Business Manager first and the Constitutional Officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for nominees for District Member, listing the incumbent for each Office or Position first and the other nominees for the same Office or Position in alphabetical order by their last name (the candidate's name and one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee Form) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

The Election Committee shall cause a sample ballot to be published in the July edition of the *Engineers News* preceding the election, and to be promptly posted in the District Job Placement Centers.

The Election Committee shall deliver the list of names and last known addresses of eligible voters, and cause the printer to deliver the ballots and envelopes to the nationally known firm of certified public accountants chosen by the Local Union

Executive Board, which firm shall rent a post office box to which the ballots shall be returned.

(e) The certified public accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box for the first and last time on the August 26th next following, at 10 o'clock a.m. of that day. In the event August 26th should be a Sunday or a holiday, the post office box shall be opened by the certified public accountants on the following day, at the same time.

The certified public accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(f) The Election Committee shall declare the candidate for each Office and Position receiving a plurality of the votes elected, except that the three (3) candidates receiving the highest number of votes for the Office of Trustee and the Position of Auditor shall be declared elected. The certificate of the certified public accountant shall be published in the September edition of the *Engineers News* following the election.

(g) The newly elected Officers shall be installed, at a specially called District Meeting in District No. 1, not later than September 15th.

(h) Every Member who is not suspended for nonpayment of dues as of August 11th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his Employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his Employer to the Local Union.

Eligibility to vote for District Member shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on August 1st prior to the mailing of the ballots, and each Member shall be eligible to vote only for the nominees for District Member for the District in which such address is located.

Section 4

Each candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The observer may challenge the eligibility of any voter; and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity. If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity as promptly as possible.

Section 5

(a) Every Member shall have the right to express his views and opinions with respect to the candidates; provided, however, that no Member shall libel or slander the Local Union, its Members, its Officers, District Members, or any candidate, and all Members shall avoid all personalities and indecorous

language in any expression of view and opinions with respect to candidates.

(b) Any Member found guilty of violating Paragraph (a) of this Section 5 shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and if such Member should be a candidate he shall, if found guilty, in addition to any fine, suspension or expulsion, suffer the loss of the Office for which he is a candidate, if elected thereto.

Section 6

The Recording-Corresponding Secretary, upon request of any bona fide candidate for Office, shall distribute such candidate's campaign literature, by mail or otherwise; provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such request shall be honored if made on or after 5:00 p.m., Local Time, the 5th day of August next preceding the mailing of the ballots.

Section 7

Where any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective Offices. Nomination, and Acceptance of Nomination and election records — including but not limited to the list of eligible voters, the ballots cast and all challenges and challenged ballots, the certificate of the certified public accountants, copies of all requests for distribution of campaign literature with copies thereof, and envelopes in which mailed, if mailed, the record of the cost thereof and the amount received for such work — shall be preserved by the Recording-Corresponding Secretary for a period of at least one (1) year.

SPECIAL ELECTION NOTICE

Unopposed candidates

Pursuant to Article XII, Section 7, first sentence: "When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective offices."

The Election Committee has found that the following Executive Board candidates have been duly nominated for their respective office, and by virtue of Article XII, Section 7, the following candidates names will not appear on the Official Ballot:

EXECUTIVE BOARD

District #1	Jim O'Brien
District #3	John Dorton
District #5	Marion Whitson
District #6	Robert L. "Bob" Christy
District #7	Wilfred A. Houghtby

VOTING INSTRUCTIONS

In accordance with Article XII, Section 3(e) of the Local Union Bylaws, "certified public accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box for the first and last time on the August 26th next following, at 10 o'clock a.m. of that day."

In an envelope marked "OFFICIAL BALLOT," you will receive a business reply envelope, ballot cards and a ballot envelope with voting instructions. When you receive your Official Ballot envelope, open it, and remove the contents. Follow the voting instructions. When you have made your choices and marked the ballot cards accordingly, place the ballot cards in the secrecy envelope, seal it and insert it in the business reply envelope.

IMPORTANT: Remove stubs from ballot cards before placing them in secrecy envelope. After you have sealed your ballot

cards in the secrecy envelope and then in the business reply envelope, you must sign your name on the reverse side of the business reply envelope or your ballot will be voided (not counted). Your signature will only identify you as an eligible voter, but in no way will indicate how you voted.

You must deposit your ballot in the mail so that it will be received no later than 10:00 a.m., August 26, 1982 at the P.O. Box in San Francisco. You should vote and mail your ballot early. Ballots arriving in the P.O. Box after this time and date will not be counted.

Under no circumstances change the address on the business reply envelope. If you do, your ballot will not be counted. Do not mail dues payments or any other material with your ballot.

If you have a foreign address, you will not receive a business reply envelope, but will be required to pay the necessary postage yourself, since under present regulations it is impossible for the Local Union to arrange otherwise. In the event you do not receive a ballot by August 16, 1982, or your ballot is destroyed or lost, you should call Carol Buell collect at Price Waterhouse (415/393-8519).

NOTE: The Sample Ballots set out on this page are subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason. There is no candidate for Sub-District Advisor to the Executive Board, so this position does not appear on the ballot.

OPERATING ENGINEERS LOCAL UNION NO. 3



1982 ELECTION OF OFFICERS

DETACH THIS STUB
BEFORE RETURNING BALLOT

OFFICIAL BALLOT FOR

ELECTION OF OFFICERS

OPERATING ENGINEERS LOCAL UNION No. 3

Ballot Box Closes August 26, 1982 at 10:00 a.m.

Business Manager	Vote for One
BOB MAYFIELD	+
T. J. (TOM) STAPLETON	+
President	Vote for One
HAROLD HUSTON Incumbent	+
KENNETH M. GREEN	+
Vice President	Vote for One
HUGH BODAM	+
BOB SKIDGEL	+
Recording-Corresponding Secretary	Vote for One
JAMES "RED" IVY Incumbent	+
CLAUDE ODOM	+
Financial Secretary	Vote for One
HAROLD K. LEWIS Incumbent	+
NORRIS A. CASEY	+
Treasurer	Vote for One
DON KINCHLOE Incumbent	+
DALE BEACH	+

TURN CARD OVER
AND CONTINUE VOTING

OE101

VOTE BOTH SIDES



I HAVE VOTED-HAVE YOU?

Trustees	Vote for Three
PATRICK O'CONNELL Incumbent	+
IRVIN "ARKIE" ANDERSON	+
KEN BOWERSMITH Crane Operator	+
A. A. ALEX CELLINI	+
WAYNE "LES" LASSITER	+
WALLY LEAN	+
ROBERT P. MARR	+
Auditors	Vote for Three
DICK BELL Incumbent	+
DENNIS WRIGHT Incumbent	+
JACK BAUGH	+
GARY FERNANDEZ	+
BILL MARKUS	+
RON A. WILSON	+
Conductor	Vote for One
WILLIAM (BILL) BURNS Heavy Duty Repairman	+
TOM CARTER	+
Guard	Vote for One
PAUL SCHISSLER	+
TED WRIGHT Crane Operator	+

TURN CARD OVER
AND CONTINUE VOTING

OE102

VOTE BOTH SIDES

OPERATING ENGINEERS LOCAL UNION NO. 3



1982 ELECTION OF OFFICERS

DETACH THIS STUB
BEFORE RETURNING BALLOT

ELECTION OF DISTRICT EXECUTIVE BOARD MEMBER OPERATING ENGINEERS LOCAL UNION No. 3 DISTRICT NO. 2

Ballot Box Closes August 26, 1982 at 10:00 a.m.

District Executive Board Member District No. 2	Vote for One
TEE ZHEE SANDERS Incumbent	+
JOHN RODERICK Heavy Duty Repairman	+

District Executive Board Member District No. 4	Vote for One
JOHN RAY FREDERICKSON Incumbent	+
JOHN T. BRADBURY Dozer Operator	+

District Executive Board Member District No. 8	Vote for One
CHARLES BRASHEARS Incumbent	+
JIM BROWN Lubrication and Service Engineer	+

District Executive Board Member District No. 9	Vote for One
BILL L. DALTON Incumbent	+
DICK WEIGEL	+

District Executive Board Member District No. 10	Vote for One
DEAN HARLAN Incumbent	+
ROBERT "GARY" WAGNON Loader Operator	+

District Executive Board Member District No. 11	Vote for One
GLENN LEIN Incumbent	+
GEORGE F. KIRKPATRICK Lubrication and Service Engineer	+

District Executive Board Member District No. 12	Vote for One
LYNN BARLOW Incumbent	+
LAKE AUSTIN Crane Operator	+

District Executive Board Member District No. 17	Vote for One
SHOICHI (MALA) TAMASHIRO Incumbent	+
CLIVE HINGLEY BROWN Crane Operator	+
HERBERT RED DENNING Crane Operator	+

NOTE: Ballots for each District Executive Board position will be as shown in the Sample Ballot to the right. The only differences will be in the District Number and the candidates names as shown.

FRINGE BENEFITS FORUM



By Art Garofalo
Director of
Fringe Benefits

For the past several months we have been on the road attending Retiree Association meetings and staging Pre-Retirement Counseling sessions. We always come back with a few words to say about what we observed or what questions were asked. This last go around was no different and there are a few items worth noting.

There is some confusion about coverages, benefits and where to file claims by both Active and Retired Operating Engineers. Each state has its own Health and Welfare Plan for Active working Engineers and there is a single common Plan for all Retirees. Local 3's Active Plans are similar, providing Life Insurance, Hospital, Medical, Surgical coverages, Dental Benefits, Vision Care and Prescription Drugs. However, they are not identical. Limits and coverages vary from state to state usually because of local group insurance laws.

There are minor differences in each of the Active Plans coverage and administration. For your convenience and information we are publishing a listing of where to file each type of claim by state and for Local 3 retirees. This informa-

tion should help you to file your claims properly with the correct office that services you. The information was extracted from the benefit booklets.

In each district that we visited we encountered at least one Operating Engineer who told us that he thought he was supposed to save claims up and submit them all at one time. This is a very common misconception. There is no requirement or even good reason to save up claims for a single submission. All of the servicing offices expect and are ready to handle individual claims as they are submitted. Your only requirement is to make sure that your claim form is completed and signed.

We were told by a lot of Operating Engineers that their doctors would not complete and sign their portion of the Medical Claim form. The solution is simple: Have the doctor or other provider furnish you with an itemized statement of their services and attach that to the claim for — it will suffice.

Retirees and their spouses who are eligible for Medicare must file first with Medicare before Operating Engineers benefits can be paid. Lots of Engineers make a valid point when they complain that Medicare is slow and the coverage is not that great but Medicare benefits must be paid first. Health and Welfare coverages must be coordinated with other group insurance, including Medicare. This ensures that you receive the highest allowable benefits while keeping the costs down.

As clear and straight forward as they are, Pension Credit Statements are con-

(Continued on Page 12)

Trends show that health expenditures continue to escalate over inflation rate

U. S. Department of Health and Human Services has released figures on National Health Care expenditures for 1980 and based on their trends the outlook for the rest of the decade is not good. In 1980, the nation spent 247.2 billion dollars for Health Care, exceeding all previous predictions. At the current rate of growth in health care spending the nation's bill might double by 1985 and again by 1990.

In 1970 health care expenditures tallied about 75 billion dollars. During the ten years that followed, America's population got older and not bigger, inflation out passed growth and the electronics industry went through a major technological boom.

By 1976 health care costs had almost doubled spending just under 150 million dollars. This made it one of the leading industries for growth nationwide. In 1978 Americans spent 190 million and two year later just under one quarter of a trillion dollars.

Hospitals got the biggest share of the health care dollar, about 40%. Physicians, followed collecting 19%. After that Pharmacies and Medical Supplies pulled off 8% as did Nursing Care Homes. Miscellaneous services totalled 7% and Dentists were last, only getting 6% of all dollars spent.

These percentages are based on national figures. They are not representative of what workers who are covered by Union or company health plans spent. They do, however, reinforce the fact that a hospital confinement costs money.

Hospital care charges in 1980 equaled around 100 million dollars. That is double what they were in 1975 and four times what they were in 1970.

Common Sense dictates that the hospital should get the biggest percentage of health care dollars. After all, they supply the bed, operating room, equipment and staff. These all cost money. Just look at an itemized hospital billing. The simple fact is that hospitals are a business and they are in business to make money.

Under the principles of business, some make more money than others. One recent Bay Area report on hospital costs showed that typical hospital charges could vary as much as 100%. Most hospitals specialize in equipment and treatment. They do not openly compete for patients.

Physicians fees have gone up over the past 10 years but not as fast. In fact, the recent trend is that they are slowing measurably. This could be because of

(Continued on Page 12)

WHERE TO FILE YOUR HEALTH & WELFARE FORMS

TYPE OF CLAIM	CALIFORNIA	NEVADA	UTAH	HAWAII
Life Insurance/ Burial Expense	Local Union Office or Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Local Union Office or Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Local Union Office or Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Local Union Office
Comprehensive Hospital/Medical	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Hawaii Medical Service 700 Bishop St., Room 700 P.O. Box 860 Honolulu, Hawaii 96808
Dental Benefits	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Hawaii Dental Service 700 Bishop St., Room 700 Honolulu, Hawaii 96813
Vision Care	Vision Service Plan 3500 American River Drive Sacramento, CA 95825	Vision Service Plan 1005 Terminal Way, Ste. 240 Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Vision Service Plan 3500 American River Drive Sacramento, CA 95825
Prescription Drug	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Hawaii Medical Service Association P.O. Box 860 Honolulu, Hawaii 96808
Mail Order	National Pharmacies, Inc. P.O. Box 1000 Elmwood Park, NJ 07407	National Pharmacies, Inc. P.O. Box 1000 Elmwood Park, NJ 07407	National Pharmacies, Inc. P.O. Box 1000 Elmwood Park, NJ 07407	
Physical Exams	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133
Weekly Disability		Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Local Union Office or Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133
Medicare Reimbursement	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133	Nevada Operating Engineers Trust Fund 1745 Vassar Street Reno, Nevada 89502	Operating Engineers Trust Fund Blue Cross/ Blue Shield of Utah P.O. Box 30270 Salt Lake City, Utah 84125	Operating Engineers Trust Fund 50 Francisco St., Suite 100 San Francisco, CA 94133

Separate Claims Forms are required for each Plan and each type of Claim. Claim Forms are available at your District Office or Trust Fund Office.

Redding District continues to suffer from 'Reaganomics'

Reaganomics has Redding District, as in almost all districts, currently running 25% unemployed, reports District Representative Ken Green. To those brothers out of work, the picture is not too bright. We have had it happen before where even with all the projects going this summer, it will not give full employment to all the brothers in the Redding District.

Hiway 44, the Victor over-crossing, at a cost of \$1.8 million will employ five to ten Operating Engineers. Also on Hiway 44, the Redding realignment (Shingletown) at \$2 million is one of the biggest projects to go to bid this summer in District 7. This job will also employ a few brothers.

J. F. Shea Company is working the underdrain and guard rail project on I-5, near LaMoine. Easley Construction is working detour (Dunsmuir) I-5 (slip-out) project to prepare traffic for repair of major slip that almost closed I-5 last winter.

Easley Construction also picked up a nice job at Big Springs Road in Siskiyou County, that will keep a few brothers busy. Ferrante Construction has nearly all the men they will need on their Weed-Mt. Shasta-Dunsmuir project. Currently there are 35 Operating Engineers going full bore. J. F. Shea Company is progressing nicely on their Happy Valley Project.

C. C. Meyers is working the Sacramento southbound lane bridge on the Sacramento River at Dunsmuir. Duanco Construction is working extra hours on the I-5 pavement repair at Salt Creek north. Hardrock Construction is winding up on their Hiway 96 project near Hamburg.

Granite Construction is going great guns on their project at Herlong-Sierra Army Depot. Bumstead-Woolford is busy on the Hudson Lumber power generator plant in Anderson.

Many local contractors who ordinarily would be working in the area, i.e., Roy Ladd, Stimpel-Baker and Assoc., Mittry-G.E.B. etc., have been forced to work out of the area and have taken local brothers with them.

There is going to be a public meeting on July 16th, on the Cottonwood Creek Dam Project. Be sure to contact the Redding office for the time and location. We need you and your wives to attend. This project is tentatively scheduled to go to construction in 1984. It will employ close to 400 Operating Engineers and will take approximately 8 years to complete.

SECOND ANNUAL DREDGE PICNIC

BBQ • BEER • GAMES • PRIZES

Blackwelders Park, Rio Vista

August 22, 1982

10am - 6pm

Tickets must be purchased by July 31st

For more information contact:

Sacramento Area:

Chuck Center 916/453-1920

Oakland Area:

Frank Cross 415/471-3327

Orin Center 415/782-7128

All Retirees may contact:

Nick Carlson 415/685-2589

Sam Papetti 415/682-3605

Tony Brown 707/374-2511

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Alertness and prompt action avert injury in elevator mishap

A recent accident which could have had some very serious consequences was averted by the prompt and appropriate action of the



Operating Engineers. A construction elevator in use in a high-rise building in Salt Lake City was nearing the 17th floor when it began to fall suddenly. Brother Mike Lundin, the operator, reacted immediately and appropriately by applying the hand emergency stopping devices. After approximately a 90-ft. fall, he brought the cage to a safe stop with six mighty shaken but unharmed passengers aboard.

Good training and competent people paid off again in lives. Thanks, Brother Lundin.

The ensuing investigation revealed that the counterweight fair lead shaft had broken, turning counterweight and cage loose to free fall. The exact cause of the shaft failure is not known, but it is suspected that a key may have sheared, putting excessive stress on some components.

The elevator and components, including safety devices, had undergone a complete and thorough inspection by competent elevator inspectors in the previous day, as required by law, and was deemed to be in good condition with all systems working properly. So, another reason for emergency safety devices.

Last year a catastrophic explosion in a comparatively new explosive manu-

facturing plant in Tooele County, Utah obliterated the plant and took five lives. The lengthy investigation indicated many safety infractions, not only in the process itself, but in the design and construction of the plant. It also came to light that no regulations or authority of control existed in Utah or anyplace else in the nation, or were so fragmented they were unenforceable.

Governor Matheson was made aware of these inadequacies and ordered emergency action by U.O.S.H. to promulgate regulations for control, storage, handling and the use of explosives. A lot of work had been done by a lot of people to bring together the expertise of State and Federal agencies and private industries and put together comprehensive regulations to better protect working people as well as material and property from such a recurrence.

After many months of work, these regulations have gone through all the rule-making process and became law on May 31, 1982. They have been accepted by industry and have the approval of the federal government with recommendations to be used by their own agencies. This appears to be another "first" for the Utah State O.S.H.

Action was taken recently to reject the proposed Laser Beam regulations as not enforceable. Since then and by enlisting the aid of the very capable people from Federal O.S.H.A. research facilities at the University of Utah, these regulations are being redone and are about ready for final action. Also, the new and revised construction standards are ready for final action and will include such new provisions as mandatory requirements for anti-two blocking

and damage prevention devices on all telescoping boom cranes and R.O.P.S. requirements on earth moving equipment that has previously been excluded.

The advent of the M.S.H.A. Act revealed the some segments of the mining industry did not have specific or adequate fire protection codes. Among them are metal, non-metal surface structures and equipment. The National Fire Protections Association was commissioned to produce these codes. After several months of committee work by many people from private industry, labor, training and educational institutions and government across the nation, these codes received final action the first week in June 1982 at Denver, Colorado.

Thanks and appreciation is owed to all our members for the cooperation and vigilance in developing a safer working environment wherever they work.

Explanation of Lantece Hoist

This hoist is powered by electric motors built by Toshiba International Corp. It is manufactured by Lantece Industries, Ltd., Langley, B.C. Canada. The load capacity is 52,000 lbs.

This unit operates under 800 lbs. of pressure, up or down. It has planetary gears which are impossible to free fall any load on the hoist line. There is a constant pressure at all times in the gears. There is also a secondary air brake which controls the hoist drum, which operates at 90 to 120 lbs. of air pressure. The article in the Engineers News must have been referring to another type hoist and another jobsite, not the Helms Project.

Fresno area anticipates more work on San Luis Dam

Two areas may be susceptible to a slide similar to the one that occurred last September at the San Luis Dam according to earth samples taken from the core of the Dam, reports District Representative Claude Odom. One of the newly identified potential slide areas is three or four hundred yards north of the September slide, south of the bridge to the inlet-outlet structures. The other area is near the south end of the 3.5 mile long dam.

The September slide occurred when a layer of clay under the dam changed its composition and permitted the rock and earth on top of it to slide. 1.4 million cubic yards of earth and rock was removed and replaced at a cost of \$10 million to repair the slide. All work has been completed with the exception of surfacing the road atop the dam and a road part way down its inner face.

Completion has been temporarily halted so the reservoir can be partially filled to help meet summer irrigation demands. The Denver office of the Bureau of Reclamation will issue a decision on what should be done and when, however, any work to be done will not be started until this fall and would be completed before the start of the 1982-83 irrigation season.

The City of Fresno is calling for bids for construction of Bullard Avenue to Fresno Street. The project will be in the million dollar range and the work is much needed in the Fresno area.

Gentz Construction Co. was low bidder at \$5,297,000 for the Gas Utilization Facilities-Waste Treatment Plant

located at the sewer plant on Jensen Avenue in Fresno. The City has a sixty to ninety day award on the project, but hopefully it will be awarded early and give a few of the brothers work.

Lee's Paving is presently working in Porterville on street work and overlays. They have also started a job in Visalia on the North Mooney and Main Street Intersection. This intersection has been a bottleneck for years and is a welcome

project in Visalia.

Menefee Construction is working in Ivanhoe on their pipeline job. David Menefee has returned to work after suffering injuries in a ditch cave-in shortly after the job started. Hopefully, his nephew, Mike Menefee who was injured in the same accident, will be returning soon. David and Mike were both injured when they jumped into the ditch to help and a second cave-in occurred.

Transportation board adopts spending plan

(Continued from Page 1)

avoid transportation, air quality and housing problems that afflict such rapidly growing areas as Santa Clara and Orange County.

- \$2.2 million to widen the Moke-lumne River Bridge on Highway 99 in Northern San Joaquin County.

- \$1.4 million to widen sections of Highway 4 west of Stockton. The commission also approved a study of alternatives to construction of the Stockton cross-town freeway.

- \$10.9 million to replace the Gianelli state highway 32 in Butte and Glenn counties.

- \$22.2 million to build the Sonora bypass on Highway 108 in Tuolumne County.

- \$4 million to acquire right-of-way on Highway 41 in Fresno from Bullard to the San Joaquin River.

In related developments, Caltrans has

published its tentative three-month advertising schedule, which indicates that over \$50 million in highway construction and maintenance projects are slated to be let out to bid this summer. Many of these projects consist of upgrading existing roadways, but there are also a number of major new construction projects, including:

- \$3.3 million to construct a new interchange on Highway 44 in Redding.

- \$18.7 million to construct a two to four lane expressway on Highway 84 in Menlo Park, as part of the new approaches to the recently built Dumbarton Bridge.

Other major projects include: \$1.4 million to construct sound walls on Highway 99 in Sacramento; \$2.7 million to construct drainage and replace concrete pavement on I-5 near Anderson; and \$2.1 million to channelize, widen and resurface portions of Highway 101 in Humboldt County.

INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

Unemployment is rampant - money to insure safe drinking water, adequate sewage facilities and decent affordable housing has been cut off - the grand highway system that was produced over the past years is deteriorating - the public debt is increasing - interest rates bar the working man and business man alike from the orderly process of survival - the great American dream is being shattered with devastating effects to personal family lifestyles. Elected officials have caused this to happen.



It is hurting and hurting bad. At the same time there has been a recent Federal and State election conducted for the purpose of sorting out candidates for public office who will be the final contenders in the November elections. In each official capacity, only one will be elected and represent you as he or she votes for or against an issue in your name. This is called a representative form of government. It is really only representative of those persons who take the time to vote.

It is our understanding that only a shade over 50% of the population eligible to vote actually took the time to cast a ballot on June 8. That is not 50% of the population but 50% of the persons who took the time to be registered to vote.

It appears that a very few people will elect a very few officials who will dictate the wage earners economic lifestyle for some years into the future.

It appears that the Journeyman who busted his guts to build a better and more remunerative work place very simply tired from the pressure and the many years of personal activity and just plain burned out. Perhaps it is time for the younger and the newer to the occupation to pick up the responsibility and personally involve themselves in building further on the structure that the many previous Technical Engineers have produced.

Any successful Old Timer will tell an Apprentice that it is extremely important to learn the theory in the classroom and the hands on skill in the field but that alone is not the whole answer to survival and the big bucks. All the skills in this world are useless if there is no place to produce those skills for profit.

Everyone gets older and tired. Younger persons can be absorbed into the milieu and take two different directions: just sit back and enjoy what the others have provided or get off the rusty dusty and build on what the others have provided. The others started with zero - there is one hell of a fine base to build on now. It just takes a little extra time and a little extra energy to insure that base and move ahead.

That statement of extra time and energy is true but perhaps it takes a bit more. Ego, competitiveness, caring about the job and probably a whole lot of other things enter into the phenomenal participation of Local Union No. 3 Technical Engineers as they moved themselves into the mainstream of the Union Collective Bargaining Agreements in northern California. Both the Union and Employer have demonstrated great respect for that individual participation.

But that is not the norm across the country. Your Federal Government Department of Labor has decreed that if you are cutting brush as a part of a preliminary survey then you are a laborer, but if you cut the same brush as a part of a construction survey team then you are a Professional - in either case your hard earned wages and fringe benefits are not considered as the prevailing rate and your employer cannot afford to get the Federal job. Seems ridiculous but:

Only a shade over 50% of the eligible voters cast their ballots to sort out the choices for the November election that will decide who will cast your vote on the important economic issues that are of personal concern.

These are important matters that affect the well being of every Apprentice. There is a whole lifetime of working and enjoying the fruits of that work. You will

have skills to sell - nurture that - protect your position - get off your butt, become a participator in your own future.

The NCSJAC provides a method by which you, as an individual, can gain the theories and skills necessary to be a successful wage earner if and when jobs are allowed to be. When the State and Federal elected officials determine that no jobs will be available, then it becomes the individual's obligation to look long and hard at who is making such decisions.

Take a look at your earnings so far this year. We are about half way through the construction season. How does it look out ahead? Send a message to the Congress of the United States - **VOTE** in the November General Election.

The Congressional election is not the only game in town. State offices, boards of supervisors, city councils and don't forget your own union election now in progress. Who will serve your best interests? If you don't know then talk to people whose judgement you respect, who have been around for a while and who have been participators.

If you are going to be a wage earner then use every angle available to succeed. The pyramids were not built in a day. They built a solid base and carefully added one stone at a time. And they were not built by one individual. Each person added his skills and strength as best he could.

They were not built by persons sitting the shade of the palm tree, munching dates and griping about the progress. They were built by participators and the pyramids still stand today.

At first glance, your vote may not seem a lot, but your one vote *can* shake the world.

Be a participator — Vote for your future!

Talking to Techs

On May 27, 1982, Wally Schissler and Frank Morales, representing Operating Engineers Local Union No. 3, Tech Engineers Division, presented a 25-year pin and certificate to Albert "Herk" Norman at the firm of Bissell and Karn in San Leandro, just before his retirement on July 1, 1982. The company contributed to the occasion by having refreshments for all the troupes present.

Albert "Herk" Norman served in the Navy from 1936 through 1947 and had the good fortune to be on the Lexington aircraft carrier 'out of harbor' during the Pearl Harbor attack, but had the misfortune to be on the same ship during the Battle of the Coral Sea, when it sank! He separated from the Navy in 1947 as Chief Warrant Officer. He then went to work for E.B.M.U.D. until 1951, at which time he became Chief of Party for Martin Engineering. The company consisted of a one 2-man crew and three people in the office. He was one of the building blocks of that firm, which today can boast of four offices and over 80 employees. They are now called Bissel and Karn.

"Herk" was a teacher in the apprenticeship program for the NCSJAC and participated in the first group of Chiefs of Party to become certified on June 15, 1962.

"Herk" is retiring to Fremont to get caught up on all the chores his wife Jean has been storing up for him.

CHUCK SELLMAN took the Land Surveying Test in October, 1981 and passed. At this time the Tech Department would like to congratulate Chuck, who works for P.R.C. Toups in Walnut Creek, on successfully passing the L.S. Test!

The 1982 Santa Clara-Santa Cruz and San Mateo Counties Building Trades Jamboree, held at Santa Clara County's Fairgrounds in San Jose, was a tremendous success! There was an estimated attendance of 30,000 people. This was the first time an event of this type has ever been attempted. All the members of the various crafts and their families who participated in the various events and exhibits are a credit to their profession. On behalf of the Operating Engineers Local #3, we congratulate all of you on a job well done!



Current work picture

The work picture, as a whole, is still slow, with subdivisions almost a thing of the past. The Industrial and Business complexes, along with the Public Works Projects, are the mainstay for the Operating Engineers. The work for the Techs is particularly slow, since there are no subdivision projects going on and the need for utilities, lot corners and crosses is almost at nil, along with the new, updated equipment and field information supplied for the field crew when they hit a job. Hopefully, this situation will turn around and the expertise of the Tech Engineers will once more be needed, as the population grows, so will the need for more housing and subdivisions, both in the Bay and rural areas!

New wage scales

Pursuant to section 24.00.00 (Additional Increase -\$1.50) effective July 16, 1982 and August 1, 1982, and Section 25.00.00 (Cost of Living-6.5%) effective December 1, 1982 of the existing agreement between your company or association and Operating Engineers Local Union No. 3, the union's Executive Board has made the following allocations effective on the dates set forth hereunder.

22.01.00 - JOURNEYMAN WAGE SCHEDULE

Classification	Inc.	Wage Rate Eff.	
		7/16/82	12/1/82
Certified Chief of Party	\$.90	*\$17.83	*\$17.93
Chief of Party	.90	17.48	17.58
Inspector	.90	17.48	17.58
Instrument-man	.90	16.33	16.36
Soils & Materials Tester	.90	16.33	16.36
Chainman / Rodman	.90	14.90	14.90

(*Always \$.35 per hour above Chief of Party)

22.01.01 - APPRENTICE WAGE SCHEDULE

1st Period Apprentice	.45	7.45	.00	7.45
2nd Period Apprentice	.54	8.94	.00	8.94
3rd Period Apprentice	.63	10.43	.00	10.43
4th Period Apprentice	.72	11.92	.00	11.92
5th Period Apprentice				100% of the wage scale of the proper Wage Schedule for type of work as set forth in the then current Master Agreement.
6th Period Apprentice				
7th Period Apprentice				
8th Period Apprentice				

23.00.00 - FRINGE BENEFITS

23.01.02 - Health & Welfare	\$1.15 increase eff. 8/1/82
	\$1.85 per hour, effective 8/1/82
23.01.02 - Pensioned Health & Welfare	\$.10 increase eff. 8/1/82
	\$.54 per hour, effective 8/1/82
23.01.04 - Pension	\$.10 increase, eff. 8/1/82
	\$3.60 per hour, effective 8/1/82
23.01.05 - Affirmative Action	No increase eff. 8/1/82
	\$3.34 per hour, effective 8/1/82
23.01.06 - Vacation & Holiday Pay Plan	\$.25 increase eff. 8/1/82
	\$2.35 per hour, effective 8/1/82

PITTSBURG TESTING LAB Wages & Fringe Benefits

Classification	Current Wage		Effective 7/1/82
	7/1/81	Increase	
Trainee	\$6.43	\$1.05	\$7.48
Tech I	7.94	1.05	8.99
Tech II	9.47	1.05	10.52
E.T.	10.99	1.05	12.04
S.E.T. I	12.08	1.05	13.13
S.E.T. II	13.05	1.05	14.10
	Current Fringe Benefits		Effective 7/1/82
Health & Welfare	\$1.45	\$.10	\$1.55
Pension	1.60	.10	1.70
Pensioned Health & Welfare	.15	.00	.15
TOTAL:	\$3.20		

Swap Shop: Free Want Ads for Engineers

FOR SALE: 1970 RED DATSUN 510 auto, w/abt 63k miles one owner. \$550. Also, 3'2" sq. one-inch marble. Kenneth Mahoney, 455-41st Ave., San Francisco, CA 94121. HRS K60PG. Ph. 415/387-2552. Reg. #883769. 5/82.

FOR SALE: 1963 ARISTOCRAT TLR. 18 ft. self-contained. Shower, elec. brakes, gd. cond. \$2,300. Joe Cash, 5939 Cabral Ave., San Jose, CA 95123. Ph. 226-2286. Reg. # 1159674. 5/82.

FOR SALE: MOBILEHOME in park, adult section, on coast, 20 mi. south of San Francisco, nr. Pillar Point Harbor. 880 sq. ft., 2 bdrs, walk in closet, den, all appliances. \$27,500. Ph. 415-728-5232. Reg. #1661400. 5/82.

FOR SALE: 1977 WINNABAGO MOTOR HOME very clean. 26' S/C, 34,000 mi., new tires, great cond. Class A. \$16,500. Ph. 415/439-9056 Mon. thru Friday. Reg. # 0413422. 5/82.

FOR SALE: AIRLESS PAINT SPRAYER Sears by Wagner. Commer. modle 1/3 HR, 50' hose. Fully recond. by Wagner factory outlet. One owner. \$350. R. L. Briggs, P. O. Box 41, Holy City, CA 95026. Ph. 408/353-1032. Reg. #0908510. 5/82.

FOR SALE: ESTATE LIVING or subdivide into four fee lots on the Big Island. Level 48, 115 sq. ft. choice Kona, Hawaii property w/20 ft. rdway 400' from main hiway. \$140,000. A/S-Frank Soares, 939 Ahuwale Pl., Honolulu, HI 96821. Reg. #0671463. 5/82.

FOR SALE OR TRADE: 1960 GMC 2 1/2 TON flat bed, 13 1/2' long, 305/V6 eng., 4 spd trans. w/2 speed axle, 1000 mi.

on rebilt eng. \$3,200. 1949 Chevy PU, 5 window cab, unassembled \$200. Ph. 415/783-4804. Reg. #1082385. 5/82.

FOR SALE: AIR COMPRESSOR Schramm, 105 cu. in. \$500. Phil Bortolussi, 415/453-4691. Reg. #1025217. 5/82.

FOR SALE: 63 ACRE FARM borders river & state hwy. 20 acres row crop rest timber. 3 BR brick home, cent. heat & air, fireplace, 3 rm rental. Ph. 314/857-2257. Reg. #0879584. 5/82.

FOR SALE: 75 INTL. TRUCK low mileage, equipped w/1800 gal. water tank, w/3 in. pump. \$6,500. Will sell trk w/out tank & pump. Ewell Paxton, 1169 Sonuca Ave., Campbell, CA. Ph. 408/378-0856. Reg. #1043707. 5/82.

FOR SALE: SNOWMOBILE '73 Model Skidoo \$500. D7 Tractor & 12 yd. Scraper \$9,500. 24x68 Lancer mobile home. 2.03 ac., gd well, 23 gal. \$72,000 gd. terms, N. of Fresno. Ph. 209/855-3195. Reg. #1812603. 6/82.

FOR SALE: 50 H.P. JOHNSON MOTOR, harness & tank gd. cond. \$400. New Rops \$800. Dipstick \$850 for 3600 Intl. Backhoe. Nearly new 18" bucket for 3606-2440 Intl. Backhoe. Marvin Dorman, 8265 Johnson Ln., Roseville, CA 95678. Reg. #0827362. 6/82.

FOR SALE: 35 FT. GREYHOUND BUS, converted to motor home. Immaculate in every way. 671 GMC Diesel eng. like new. See to appreciate. \$39,900. Ph. 209/568-1417. Reg. #0950645. 6/82.

WANTED: 1955 TO 1966 T-BIRDS. Call G. Lambert,

408/226-0729 or write P. O. Box 21427, San Jose, CA 95151. Reg. #1225584. 6/82.

FOR SALE OR TRADE: FOR HOME in the Oakdale, CA area. 38.85 acres, 3 BR home, fireplace, cent. H/A plus 3 BR rent house \$125,000. Rt. 1, Box 266, Waldron, AR 72958. Ph. 501/637-2292. Reg. #0769397. 6/82.

FOR SALE: 1973 STARCRAFT 18' alum. cabin boat, 85 Johnson & 4 HP engines, 200 hrs. New rug, seat covers & top. Tlr & extras. Very clean, quick sale, make offer. Manuel Romero, 1885 E. Bayshore Rd., Sp#5, Palo Alto, CA 94303. Ph. 415/326-4218. Reg. #0310699. 6/82.

FOR SALE: 2 BR. 1 BATH 1979 12x56 mobile home on rented lot in Nice, CA Lake County, or trade equity for motor home, travel tr, lg. van or PU w/camper. Ph. 707/274-1741, or 707/274-0066. Reg. # 1873345. 6/82.

FOR SALE: 50x100 FLAT LOT in Nice (Lake Co.) w/sewer & water line or trade equity for motor home or lg. van. Ph. 707/274-0066 or 707/274-1741. Reg. # 1878345. 6/82.

FOR SALE: 1976 SEAMASTER 53 ft. steel houseboat twin Volvo engines, stateroom, cuttycabin, hd., stove & refig. Possible trade for equity in home in CA. \$39,995. P. O. Box 284, Walnut Grove, CA 95690. Ph. 916/776-1622. Reg. # 1263077. 6/82.

FOR SALE: MAKE OFFER 4 MINERAL CLAIMS. Gold, silver and uranium, in Tuolumne Co. \$25,000. George Flagel, 3455 Walton Way, San Jose, CA 95117. Ph. 408/296-2440. Reg. #202769. 7/82

FOR SALE: TRAILER, 1978 30' FIREBALL. Fully self-cont. Air cond., heat, TV hookup & ant., 20'x15' awning. \$9,000. David Geier, 1422 Berling Way, Livermore, CA 94550. Ph. 415/443-6813. Reg. #125266. 7/82

FOR SALE: SAIL BOAT, 27'. 90% restored, wood sloop, has Oakland berth. \$12,500 OBO. Alexis Soule, Ph. 415/832-3709. Reg. #1896082. 7/82

FOR SALE: 40 ACRES, 3 BR, 2 BA, 120' well, septic. Class 2 & 3 soil. Suitable for orchard. Water dist. app. 100 mi. N. Sacramento. Ivil E. Wake, 21500 Meadowbrook Dr., Willits, CA 95490. Ph. 707/459-5634. Reg. #1897529. 7/82

FOR SALE: 1970 CHEVELLE. Nearly new radials, 6 cyl., auto. trans., exc. work car. \$800. Ph. 209/759-3427. Reg. #0738764. 7/82

FOR SALE: 8 and 85/100 OF ACRE irrigated pasture. Gd. location for building new home. Has older hs & barn, on Pioneer Ave. off Hiwy 120 bet. Oakdale & Escalon, CA. \$120,000. Ph. 209/847-2835. Reg. #052552. 7/82

FOR SALE: 1979 HARLEY DAVIDSON Sportster (XLS.) Exc. cond. Low mileage (2000 mi.) \$3,000/best offer. Ph. 415/820-4356. Reg. #1832660. 7/82

FOR SALE: LOT IN MOBILE HOME PK on New Melones Lake. Own a share of park. Magnificent view of lake. Price negotiable. Kenneth Downing, 2537 Lessley Ave., Castro Valley, CA Ph. 415/581-2482. Reg. #0387121. 7/82

FOR SALE: 1981 CHEVY LUV 4x4. Silver w/blue int. Still under warranty. \$1,500 dn, take over payments. Ph. 702/423-7683 ask for Steve or Leslie. Reg. #1872266. 7/82

RULES FOR SUBMITTING ADS

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

Despite slow start this spring

Major projects expected to get underway in Utah

District Representative Don Strate reports that the work in the Salt Lake area is still on the slow side, however, some good sized projects are expected to get started this summer.

Cannon-Papanikolas Construction of Murray was awarded a job at the University of Utah. This is a Student Service Building with a bid of \$6.8 million. It will be a five story structure. Papanikolas expects to begin immediately with a completion in the spring of 1984.

Triad Utah is starting a very ambitious building project in the downtown Salt Lake area. When completed the complex will include office buildings, theatres, residential towers, hotels and a retail shopping center. The project will take approximately 10 years to complete at a cost of \$410 million. It was just announced and bids are expected to be coming up soon.

This project will cover a 2-1/2 block area located between 4th West and North Temple to 2nd West and North Temple. The first phase of the project includes a nine story building, a 10 story building, amphitheatre/ice rink and a 10 story bell tower.

S. J. Groves is still on the I-80 job in Salt Lake. They expect to have it cleaned up and completed within another month and a half. This has been a very good project for our members in the Salt Lake area. Even with the freeze on wages they worked a lot of hours and ended up with some nice paychecks for a few years. They have been a good company to work with and I hope they can pick up more work in the area soon.

The following project is scheduled for October. The bids are due June 14th with an engineer's estimate of approximately \$16 million. It should employ 35 Operating Engineers. Business Representative Rex Daugherty reports that as a result of an agreement with the State of Utah and the Environmental Protection Agency, U. S. Steel proposes to install a stream diversion system that separates general plant drainage from waste water effluent from Geneva Works facilities.

The general plant drainage system will consist of various storm sewers and

open ditch drains that replace existing sewers and drains, both of which currently convey storm water entering the plant and storm water collected in the plant to a point where they discharge into Utah Lake. Waste water effluent from the plant will be intercepted and rerouted in order to minimize the contamination of these influent waters prior to their discharge into Utah Lake.

Containment facilities will be provided for ammonium sulfate, tar decanter sludge, saturators, and a nitrogen plant. These facilities will provide for intercepting drainage waters and diverting them to settling and treating areas.

A Blast Furnace Recycle System will be constructed which will consist of a cooling tower, collecting piping, pumping facilities, etc. to recycle gas cleaning water. Blowdown from the recycle system will be diverted to the improved final retention and pond where existing oil removal facilities will be rehabilitated. An evaporation pond will also be installed between the existing retention pond and the existing treated water reservoir.

Their general plant drainage system consists of 22,700 feet of storm sewers and drains that vary from 60" diameter storm systems to 4" diameter drain lines. 68% of the work will be 36" and 21" diameter storm sewers.

The containment of facilities consists of 3,000 feet of concrete curbing in ammonium sulfate storage, tar decanter area, and around the saturators. In the saturator and mother liquor area 7,800 sq. ft. of 6" concrete paving is required. In the ammonium sulfate storage area, 40,000 sq. ft. of 8" thick concrete pavement may be required.

One - two acre fabric lined evaporation pond will be constructed along with other ponds to contain Blast Furnace Recycle System blowdown. There will be 1,800 ft. of additional baffle dikes installed in the existing retention pond. A total of 2,000 ft. of 2", 3" and 4" force mains will be installed.

Four existing sludge pumps will be removed and replaced with four new sludge pumps. An additional 4" sludge line from pumphouse to existing sludge ponds will be provided. The existing

sludge distribution system and decant collection system will be modified. An additional underground blast furnace blowdown line will be installed from the sludge pond sump to the additional evaporation pond.

Due to a copper price depression, Anaconda Copper has laid off 462 employees, leaving 146 employees to maintain and cover a 24-hour pump watch to protect the mine, reports Business Representative Dennis Wright. Copper prices are the only true indicators of when the mine will open in full production again.

Concrete Products Company has asked their employees for a wage relief through the summer to help with their economic bind. The employees vote will be the deciding factor.

Enoch Smith and Sons Company at Park City have all but finished the Jack Nicholas Golf Course. Their work force is half what it was last year.

Business Representative Murray Stevens reports that the work in southern Utah is holding steady. L. A. Young company is still working on the Price bypass. They are back to one shift now and should begin hauling gravel about the middle of June.

L. A. Young at Crandal Canyon is nearly completed. They had been working all winter. On the Fairview to Electric Lake job, L. A. Young will be getting started about the third week in June.

Lowdermill has some good work this year and are keeping 25 people steadily employed. They are working on a channel change at Castle Dale for Utah Power and Light Company. A cooling pond is expected on this project sometime in June, also.

Hajco of Salt Lake City has a subcontract from L. A. Young on the Nebo Loop and have eight to ten people working on this project.

Shurtleff and Andrews have been awarded the large cranes and erection on IPP. Jelco has been awarded the site services. The contractors for IPP will hold a pre-job meeting at Utah Building and Construction Trades office on June 24, 1982.

Recapture Dam at Blanding will be bid June 22nd.

Personal Notes

Eureka: It is with great sorrow we report the following deaths from the Eureka area: Retired Brother Melvin Bean drowned in a boating accident on July 21, 1982; Retired Brother Ronald McGarvie was burned in a fire at his home and passed away on February 10, 1982; Retired Brother Arthur Bradbury passed away after a lengthy illness on February 11, 1982. Myrtle Everett, wife of Retired Brother Melvin Everett passed away on November 16, 1981. We extend condolences to the family and loved ones of the brothers who passed away in the last few months.

Reno: Our condolences to the family and friends of Brother Clarence Dietrich, who passed away on March 11, 1982.

Oakland: Congratulations to Brother Harvey Brown and his wife Tami on the birth of their son, "Jefferey Robert Brown", born on April 21, 1982, weighed in at 7 lbs. 14 ozs.

We extend our condolences to Brother Ron Glantz of Antioch, CA whose son Randel, 27, recently passed away.

San Mateo: Our deepest sympathy goes out to Brother Jim Haskins whose wife, Florence, passed away April 22nd after a long bout with cancer.

ATTEND YOUR UNION MEETINGS

July
13th Eureka: Engineers Bldg., 2806 Broadway
14th Redding: Engineers Bldg., 100 Lake Blvd.
15th Oroville: Village Inn, Oroville Dam Blvd.
22nd Fairfield: Holiday Inn,
 1350 Holiday Lane
28th Honolulu: United Public Wrker Union
 Mtg. Hall, 1426 No. School St.
29th Hilo: Kapiolani School, 966 Kilauea Ave.
30th Maui: Cameron Center Aud. Conf. Rms.
 1 & 2, 95 Mahalani St., Wailuku

August
3rd Stockton: Engineers Bldg.,
 1916 No. Broadway
5th Sunol: Sunol Valley Ctry. Club,
 Hwy. 680 & Andrade Rd.
10th Fresno: Laborer's Hall,
 5431 East Hedges
17th Sacramento: Woodlake Quality Inn,
 Hwy. 160/Canterbury Rd.

September
9th Santa Rosa: Veterans Bldg.,
 1351 Maple St.
15th Salt Lake City: Engineers Bldg.,
 1958 W.N. Temple
16th Reno: Musicians Hall, 124 West Taylor
23rd San Jose: Labor Temple,
 2102 Almaden Rd.
October
5th Eureka: Engineers Bldg., 2806 Broadway
6th Redding: Engineers Bldg., 100 Lake Blvd.
7th Yuba City: Yuba-Sutter Fairgrnds.,
 Arts/Crafts Bldg., 442 Franklin Rd.
San Rafael: Painters Hall,
 701 Mission Ave.
27th Honolulu: United Public Worker Union
 Mtg. Hall, 1426 No. School
 St.
28th Hilo: Kapiolani School, 966 Kilauea Ave.
29th Maui: Cameron Center Aud., Conf. Rms.
 1 & 2, 95 Mahalani St., Wailuku

Dues Schedule 10/1/81-9/30/82

Local 3\$144 (Per Qtr.)
 Local 3A\$141 (Per Qtr.)
 Local 3B\$144 (Per Qtr.)
 Local 3C\$141 (Per Qtr.)
 Local 3E\$141 (Per Qtr.)
 Local 3R\$141 (Per Qtr.)
 Local 3D*Variable by Unit

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

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

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More from Bob Mayfield

(Continued from Page 5)

ject agreement renewal has been negotiated with the H.E. Lowdermilk Co. This old line Union Company has had to compete on this job head to head with the S & W Construction Co., which has an office in Salt Lake City, Utah (but really is from South Carolina).

Their top operators only make from \$10.00 to \$11.00 per hour and Fringe Benefits are practically nonexistent. Laborers are to receive a company Health & Welfare after 90 days of employment, and needless to say, these poor individuals for the most part are terminated after 80 days or so and, therefore, never become eligible for this benefit.

It is only because of the quality and quantity of work that the Lowdermilk Company, and its Union Employees have performed so well that they have been able to compete as successful and thus far, they have been. However, when the wages and benefits are almost double, such as the case above, one can only wonder how long this can con-

tinue. We hope a very long time, of course.

The other negotiations still in progress is the Utah Builders' bargaining unit which primarily involves crane operators, which construct the major hotels and office buildings in the metropolitan areas of Utah.

In concluding my article this month, I would like to mention the division of the allocation of money on the Utah Contract, and it makes me feel good to be able to say in this tough Right-to-Work State, we did much better than highly organized Northern California. Last months' Engineers News showed both Northern California and Northern Nevada cutting up \$1.50 per hour of new money, of which .90 cents was allocated to wages and .60 cents to Benefits. The comparison of what was done in Utah to me is amazing, as \$1.50 wages alone was applied to members under that contract as applicable, and another .50 cents in Fringe Benefits is to become effective 11/1/82, which, in fact, makes a net gain of nearly .50 cents per hour over California and Nevada.

Caltrans projects

(Continued from Page 1)

project. If the Commission approves the Department's recommendation construction will begin this fall and will be completed by mid-1984.

In its recommendation to the Transportation Commission Caltrans also requested the preparation of a study analyzing transportation alternatives for Route 85 (West Valley Corridor) in Santa Clara County.

If approved, the Department's study of transportation alternatives — and "alternative analysis environmental impact statement" — would review the full range of options for Route 85 between Route 101 in San Jose and Stevens Creek Boulevard in Cupertino. Possible alternatives include a freeway, a two or four-lane expressway, light rail and high occupancy vehicle (HOV) lanes.

The Department's request to prepare an alternative analysis is the result of Chapter 1166, Statutes of 1981 (AB 1176). AB 1176 authorizes Caltrans to begin project development on projects which are not included in the Department's annual five-year transportation plan. Because of the significance of the West Valley Corridor and its strong support from local government and citizens, Caltrans has selected this project for inclusion on its project development list.

Initiation of project development work on the West Valley Corridor will enable Caltrans to determine the scope of the ultimate transportation facility. A Final Environmental Impact Statement, approved by Caltrans in 1981, recommended retention of all existing state-owned right-of-way and the purchase of additional land as necessary to protect a 200 foot wide corridor. Caltrans currently owns about 45 percent of the right-of-way.

The 1982 State Transportation Plan included an allocation of \$4 million towards the purchase of a portion of additional right-of-way. Total right-of-way costs are estimated to eventually be between \$115 million and \$400 million, depending upon the transportation facility selected.

If the Commission approves the Department's request the preparation of the alternative analysis will begin in the fall.

Garofalo continued

(Continued from Page 8)

fusing to some Operating Engineers. The two most common questions are about the Accumulated Benefits statement. Accumulated Benefit shows the amount of monthly benefits you would receive if you retired at age 62 with an unreduced benefit. Pension Benefits are always expressed as a monthly amount that you would receive under normal retirement conditions.

Accumulated Benefits includes all late hours shown on the report. It does not include any benefits that would be based on Past Service Credit — that is credit before the Plan was started for your unit.

Past Service Credits are researched and credited at the time of retirement, normally not before. The reason is simple. Past Service Credits are based on Union Membership and work in the industry. This information is obtained automatically at the time of retirement.

Medical costs

(Continued from Page 8)

medical-technological improvements, advanced treatment techniques or even an enhancement in the public health.

Doctors are not charging less so there must be less to charge for. The ratio of physicians within the population has increased over the past decade and soon there may even be an over abundance of quality medical practitioners. This would really slow the rate.

Prescription Drug charges have led the way in rising costs over the last decade from about 1 billion dollars annually to over 19 billion by 1980. This drastic increase is the result of several factors, medical and chemical technology has provided more types of drugs for more effective treatments.

Physicians are prescribing more drugs as an alternative to surgery or other treatment. Pharmaceutical manufacturers are passing on their research and development costs. The result is higher costs at the drug store, about 1,900% higher.

Dentists are actually lagging behind the other health care items increasing only 300% since 1970. The primary reason is quite simple. Over 75% of what was paid to dentists came straight out of consumer's pockets. Most Americans do not have dental insurance and this directly affects what dentists charge all of their patients.