

SAFETY IS A BYWORD AT LOCAL 3- (PG 6)



VOL. 32, NO. 8

SAN FRANCISCO, CA

AUGUST 1981

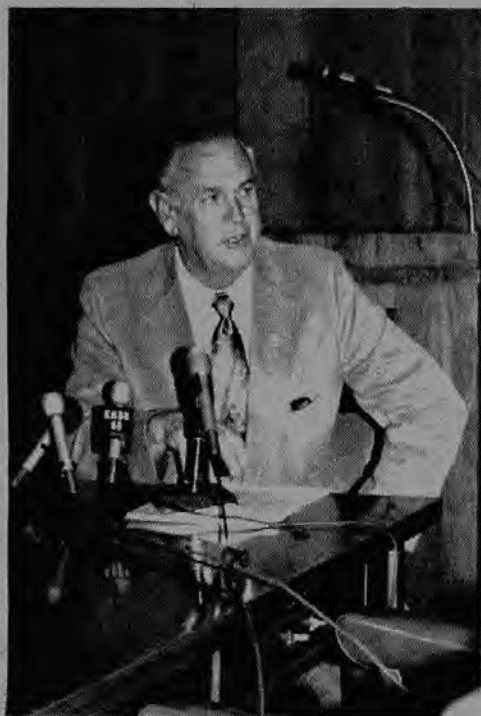
New location for San Mateo Office

On August 3, the San Mateo Office moved to a new location due to expiration of the lease. The new address is: 428 Peninsula Ave., San Mateo, CA 94401. Telephone: 415/579-1221. JAC number: 348-7835 and Public Employee number: 579-1117.

Coming next month

Engineers News will run an exclusive story and photos of the Helms project in the aftermath of the fatal shaft accident last January. Also, a photo feature of what it's like for the Local 3 members who work on top of the Golden Gate Bridge.

Marr calls for support on auto inspection bill



Business Manager Dale Marr addresses press conference on SB33.

By James Earp
and John McMahon

State legislation that would free up at least \$1.1 billion in construction projects received strong support from local 3 Business Manager Dale Marr this month after initial attempts to obtain its passage failed in the Senate.

In a San Francisco press conference, Marr, the Bay Area Air quality Management District and several local county supervisors gathered in an attempt to generate support for SB 33, authored by Senator Robert Presley. The bill would institute an annual automobile inspection and maintenance program in several of California's urban areas.

Because of the Legislature's failure to develop a bill that would establish such a program, the Environmental Protection Agency has followed through with its threat to stop over \$1 billion worth of construction in the Bay Area alone. The building ban will remain in effect until Governor Brown signs the legislation.

Joining Marr at the press conference were Supervisors Barbara Boxer of Marin County, Ed Macciocco of San Mateo County, Carol Ruth Silver of San Francisco and Mayor Thomas Corcoran of Richmond.

Marr told the assembled press: "As an elected representative of the largest building trades union in the country, we are in support of SB33."

He said that "although we are interested in clean air and clean water, we are also interested in jobs for our members." Nothing that for each \$1 spent in on-site construction, another \$5 is spent in the rest of the economy as a direct result, Marr added that the economic health of California is at stake.

"There is currently over one billion dollars worth of construction in the Bay Area alone that has been shut down or

postponed because of the EPA building ban," he charged. "This represents thousands of jobs for building tradesmen, jobs for skilled craftsmen who are presently out of work."

Among the jobs listed by Marr that have been affected by the ban are the Chevron oil expansion, the Louisiana Pacific modernization project, the Tosco refinery expansion, the Novato sewage treatment plant and the Hoffman freeway.

The auto inspection issue has been the subject of heated controversy since the EPA imposed its ban on new construction a year ago on all industrial and public works projects deemed by the agency as "a major source" of air pollution.

(Continued on Back Page)

Reagan victory slaps labor

After a masterful bit of PR before a television audience of millions, President Reagan got the tax cut and budget bills he wanted. There was rejoicing in the White House and the Chamber of Commerce hailed the "true bipartisan spirit" shown by the House of Representatives.

A wire service bulletin carried the news that the House had given the President "another smashing victory over the Democratic majority." Indeed, Reagan got himself a victory. But who are the real losers? Not the democratic party by any means. The losers are the working men and women of this nation who are not wealthy, but who produce everything that has made this nation great.

Our congressmen—people that we helped to elect—approved a bill that will void billions of dollars in public works construction projects and programs that are vitally needed in our presently sluggish economy. This is what the new bill which calls for \$35 billion in budget cut-backs will do:

SOCIAL SECURITY—After next February, persons receiving the minimum social security benefit of \$122 a month will have their payments reduced—unless Congress reverses course. A Democratic-led effort was being made in the House to delete that provision from the final version of the reconciliation bill.

Social security benefits for surviving children over 18 attending college will be phased out. A parent caring for a child will receive benefits only until the

child is 16, although the child's benefits will continue to be paid until 18. On the plus side, the conferees rejected a Senate provision that would have further restricted eligibility for disability insurance benefits.

UNEMPLOYMENT INSURANCE—As of Oct. 1, 1981, there will no longer be a national trigger based on the insured unemployment rate that will allow an additional 13 weeks of extending benefits to be paid, on top of the normal 26-week maximum of state programs. Further, state extended benefit programs will "trigger-off" sooner than otherwise because of a change in the calculation of the unemployment trigger.

A year later, new restrictions on eligibility for extended benefits will be imposed, including a requirement of 20 weeks of employment during the "base period" on which entitlement is based. And an insured unemployment rate of 6 percent will be required to trigger extended benefits in a state, up from 5 percent under present law.

EDUCATION—A number of school programs were consolidated into block grants instead of being earmarked for specific purposes, with total funding cut. But the conversion was less than the Administration had sought. The basic program of aid to disadvantaged children will continue, although with \$500 million less in funding than the projected need. Impact aid to school districts with federal installations was reduced but not eliminated.

(Continued on Back Page)



One of the largest continuous concrete pours in the history of Utah construction took place last month as workers laid the foundation to Salt Lake City's American Plaza III office and hotel complex. For more photos and story, see page 8-9.



By DALE MARR, Business Manager

LOOKING AT LABOR

ENGINEERS NEWS

WJPA



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

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

(USPS 176-560)

Thirty one years ago, if my memory serves me correctly, San Francisco held its last Labor Day Parade. Soon after that, the war hit and then once the war was over, we never seemed to get back to it. As we approach this Labor Day, it will be no surprise to find most trade union members at the state parks, on our lakes with fishing pole or beer can in hand, or just poking around the patio while hamburgers barbecue on the grill. It has become our last three-day fling before the kids go back to school and we call an unofficial end to summer.

How many of us will stop to realize that this is the 100th birthday of organized labor? How many of us will take a good look at our homes, our furnishings, our good health, and realize that without the century of struggle that the Trade Union movement has endured, we would have darn little of this?

For years now, the "Labor" part of Labor Day has lost its meaning. I find our complacence ironic. The labor movement has been so successful in helping us to obtain better jobs, working conditions and wages, that the "working class" of America has become the "middle and upper middle class." Now we worry about high taxes, mortgage rates and where we can get the highest rate on our savings. We criticize "social programs" that take our tax dollars. We spend less time on our job (thanks to organized labor) and more time on our leisure interests. Now, instead of participating in a Labor Day parade, we go boating.

I hope our attitude towards Labor Day is not indicative of the direction the labor movement is headed. There are many economists, journalists, politicians and businessmen who predict that after 100 years, the labor movement is a tired, old, run-down man—dreaming of past glories and rapidly approaching death.

Here is what they are saying:

"Despite the aura of power and influence, the labor movement has fallen on hard times. Memberships are down, labor's hard-fought programs are under attack, political battles are being lost, legislative influence is waning and labor's image is slipping."

"Confronted with management demands for wage cuts, Washington's desire to reduce federal regulations, labor neither understands the workplace trends nor, when it does see trends, is it able to come up with imaginative strategies to counter them."

Pretty sober stuff for a 100th birthday present.

I don't agree with these doomsayers. All you have to do is take a look at Poland to find out if there is still a need for a labor movement. But if labor is to thrive, there must exist more than just a need for it.

As we celebrate labor's 100th anniversary, I believe it is time that we take a good hard look at how far we have come and what we stand to lose. We need to make an honest evaluation of what successes we have made and where our failures lie.

I think for starters, trade unionists ought to revive the "Solidarity" in organized labor. Today, building tradesmen refuse to support public employees efforts to organize. Industrial unions are raiding the building trades. The auto workers are against nuclear power even though construction unions rely on it to provide jobs while strengthening our energy independence. The mine workers oppose nuclear power because they think it takes away jobs from coal mining industry. No one wants to support the current air controller's strike because it is inconvenient. It is

easy for our enemies to use a "divide and conquer" strategy when we are already divided. It's time to regroup.

Secondly, we need to "organize the unorganized." Today, management has become very street smart in the area of labor relations. Aided by management lawyers and anti-union consultants, they are being taught every way to circumvent and even violate the law to get rid of the unions. We have become complacent. We can no longer afford to use the same, worn-out techniques we used 50 years ago to organize a bargaining unit. We are too reluctant to invest the \$50,000 to \$60,000 a year that it takes to support an organizer, when across the nation labor unions are winning less than half of all organizing campaigns.

Thirdly, we need to know what is happening today in the workplace. As one union leader commented: "We are walking backward into the 1980's." Changes in technology and the social fabric are rapidly altering the workplace. In the construction industry, for example, there is a downward pressure on employment as equipment becomes larger and more efficient. More women are entering the workforce. More companies are calling for project agreements and an end to restrictive work rules and "featherbedding." The initial construction of highways and dams and canals is fading out while different kinds of construction projects take their place.

Are we ready to recognize and deal with these changes? Are we determined to stay ahead of these trends so that we are not swallowed up in the modern world the way so many trade unions have been?

We need to recognize where our true power lies and use it to the hilt. Case in point: For years the national boycott against J.P. Stevens products seemed to have little effect on this company as it steadfastly refused to bargain in good faith with the Almagamated Clothing and Textile Workers. Then a union consultant by the name of Raymond Rogers suggested that unions supporting the boycott threaten to withdraw their pension funds from the financial institutions that backed J.P. Stevens.

Billions of dollars were at stake. Avon Products, Metropolitan Life and others found themselves against their will becoming part of the dispute. By the time it was all over, James D. Finley, J.P. Stevens Chairman and strident foe of the union, was forced to resign and the way was opened for the union's victory.

Power can only be confronted with power. As trade unionists, we have to recognize that the powers we have accumulated today may not necessarily be in the same areas as they were 100 years ago. Our ability to recognize these trends and utilize them will determine whether or not we will be here another 100 years from now to celebrate labor's bicentennial.

AFL-CIO holds conference to assess election strategies

Over 200 delegates, representing local unions and central labor councils from throughout California met in San Francisco recently

Grievance Committee and Executive Board elections

At its regular quarterly membership meeting on June 4th, the members of District 11 elected JAMES TATOMER to fill a vacancy on the Grievance Committee.

At its regular quarterly membership meeting on June 4th, the District 11 membership elected GLENN LEIN to serve as District 11 Executive Board Member to fill the balance of a term left vacant by resignation.

for a State Federation of Labor Conference on political action. The one day conference was called as a result of the stunning landslide election victory last fall by Ronald Reagan and the Republican party.

Highlighting the conference were John Henning, Executive Secretary Treasurer of the State Federation and Ken Young, Administrative Assistant to AFL-CIO/President Lane Kirkland.

In opening the conference, Henning called attention to the fact that labor is in a new era nationally and this calls for new tactics. While recalling past triumphs, "we can't afford to mutter about the past" and expect to survive as a political and economic force in America.

In his prepared remarks, Young reviewed the make up of the Democratic National Committee and labor's role on the Committee. Young pointed out that AFL-CIO affiliates now have five members on the DNC's 29 member executive committee and 15 of the 25 "at large" committee members

are AFL-CIO members.

Young also reviewed the results of the Reagan Administration's budget cuts and the effects those cuts will have on union members and their families. He pointed out that the budget cuts, combined with the new tax package recently passed by Congress will have a profound effect on the labor movement.

Young declared that labor must stress to the Reagan Administration "that workers and their unions speak with one voice. That means that all of us in leadership—at whatever level—must be united in our views. And we must express those views forcibly and effectively."

In concluding his remarks, Young said that "here in California with your reapportionment gains, you can help lead the way. We look to you for additional liberal house members. And we look to you for assistance and leadership not only in halting the attack from the right, but in mobilizing our efforts to once again move our nation forward."



Harkening back to days of old is this S.F. Examiner photo of the 1940 Labor Day parade down San Francisco's Market Street. Since then the streets, skyline and even the times have changed. Labor Day parades are no longer held in a city that once prided itself for its strong trade union movement.

PROJECT

Bids opened on \$32 million I-580 job near Oakland

The California Department of Transportation opened bids this month on a major section of I-580 near Oakland, CA. Low bidder was Piombo Corp., which submitted a bid for just over \$32 million on the project, which calls for the construction of freeway and structures on I-580 from the Eden Canyon Road to East Castro Valley Blvd. undercrossing. Work is expected to get underway in late August or early September.

Bid openings slated on 50 public works jobs of \$1 million plus

Bids will be opened on 50 public works contracts, each estimated to cost \$1 million or more, in five Bay Area counties during the August-September period, according to the 1981 update of the U.S. Dept. of Labor's Calendar of Public Construction. The new calendar, released Wednesday by the Labor Dept.—sponsored by the San Francisco Bay Area Construction Committee, contains data on almost 1000 public construction projects with anticipated bid openings this year, plus additional projects through 1985, as well as award information for projects readied for start since January.

August projects of \$1 million or more include: BART shop expansion, Oakland yard, \$1.1 million; Lawrence Berkeley Laboratory addition, \$1.1 million; Caltrans, grading, paving and structures, Alameda County Route 84, \$26,591,000; Alameda County Public Works Dept., Oakland parking structure, \$5 million; Contra Costa Public Works Dept., industrial access road, Martinez, \$1 million; San Bruno, replace transmission lines, \$1 million; Union city, Alvarado-Niles Road, \$1.9 million; Port of Oakland, Union Point Basin dredging, \$1.5 million; Port of Oakland, airport pavement, \$1 million; Port of San Francisco, Pier 3 development, \$2.4 million; San Francisco Municipal Railway, J line track, \$1.2 million; also MUNI, Metro Center annex, \$2 million; MUNI, forest Hill Station improvements, \$5,150,000; San Francisco Housing Authority, Hunters Point remodeling, \$5.5 million; Naval Air Station, Alameda, repair bachelor enlisted quarters, \$1 million; also NAS Alameda, enlisted quarters repair, \$1 million.

September projects: State Water Resources Control Board sewage treatment plant, Emerald Lake, San Mateo county, \$6.2 million; also Water Resources, channel outfalls, San Francisco, \$3.8 million; Contra Costa Public Works Dept., Oakley-Bethel Island treatment plant, Contra Costa County, \$5.5 million; Lawrence Livermore laboratory, vault modifications, \$2 million; Port of Oakland, taxiways, \$1 million; San Francisco Water Dept., Crystal Springs pipeline work, \$1.4 million; Hetch Hetchy Water & Power, Divisadero electrification project, \$7 million.

October: BART, MacArthur crossovers, \$10.3 million; State Water Resources Control Board, filter at Hayward and San Leandro facilities, \$6,980,000; also Water Resources, mid-coastside treatment plant, \$3,150,000; also Water Resources, Contra Costa County wet weather treatment, \$5.5 million; Office of State Architect, new state building, San Francisco, \$30,808,400; City of Alameda, parking structure, \$1 million; Half Moon Bay, Lorraine improvement, \$1,250,000; San Francisco Public Works Dept., southwest community facility, \$2,448,000; San Francisco Airport, pedestrian bridge, \$2,969,000; San Mateo County Transit District, south base maintenance facility, \$6 million.

November: BART Hayward shop storeroom, \$1,440,000; Cal/Trans, paving east end of New Dumbarton Bridge, \$6,210,000; San Mateo County Public Works Dept., East Palo Alto-Belle Haven Unit No. 1, \$2.5 million; Lawrence Livermore Laboratory, weaponization facility, \$1.7 million; Port of Oakland, modify public container terminal gate, \$1 million.

December: Lawrence Livermore Laboratory, up-grade building, \$2 million; also LLB, upgrade building, \$2 million; Cal/Trans, two and four lane expressway, Marsh Road interchange to Dumbarton Bridge, San Mateo County, \$17.5 million; State Water Resources Control Board, San Rafael

Sanitation District work, \$1,275,000; also Water Resources, VA Hospital interceptor, Livermore, \$1.2 million; also Water Resources, East Bay Dischargers Authority fluid bed, \$1.1 million; also Water Resources, Las Gollinas Valley Sanitation district work, \$5,625,000; South San Francisco, Grand Ave. grade separation, \$14 million; Golden Gate Bridge District, replace bridge roadway slab, \$37 million; San Francisco Municipal Railway, J line extension, \$6 million; San Francisco Public Works Dept., sewer transport facility design, Great Highway, \$4 million; Daly City, multi-purpose center, \$1.5 million.

Proposed road budget called highly unrealistic

The House Committee on Public Works and Transportation began hearings this month on transportation needs. Ideas advanced are expected to lead to a new surface transportation act—the first one was in 1978—that combines both highway and transit programs. Most of the testimony centered on problems associated with cutting back federal spending, but the General Accounting Office told the congressmen that the administration's highway funding proposals are inadequate to meet needs. Henry Eschwege, GAO's director of community and economic development division, said, "The federal share of the \$53.8 billion estimated Interstate completion cost is \$48.6 billion. If this estimate is reasonable and if highway construction costs continue to increase at the average rate between 1977 and 1980 [about 17% annually], an average annual investment of \$10.4 billion would be needed to complete the system in 10 years. The current Interstate funding of about \$3.5 billion annually will clearly not be enough to meet the federal share of remaining costs. Even at a 5% inflation rate, the annual need would be \$6.3 billion."

The significance of the GAO study, which includes a recommendation to increase the federal road fuel tax, is that it focuses attention again on the administration's approach to the problem. Originally, Secretary of Transportation Andrew Lewis and Federal Highway Administration chief Raymond Barnhart favored an increase. However, political considerations voiced by the White House stalled that approach. Lewis now says each state must decide how to pay for highways. Rep. Bud Shuster (R-Pa.), an advocate of the federal tax increase, took the Associated General Contractors and the Highway Users Federation to task for backing off from the tax increase. However, many industry officials feel that the hearings only enable associations to posture about their positions, but do little to change the fact that there will be no highway bill this year. Rep. James J. Howard (D-N.J.), chairman of the committee, has made clear that he wants the highway and transit bills together. And the committee's one-year highway bill for fiscal '82 is not likely to be meshed with the Senate's multiyear bill.

EPA denies permit for Utah powerplant—

As threatened last year, the Environmental Protection Agency has refused to issue a permit for one of two powerplants that are part of the \$4-billion Harry Allen-Warner Valley project in southwestern Utah. EPA declined to issue the permit for the 500-Mw plant because of its proximity to Zion National Park. The park area is classified as a Class 1 air region, the strictest ranking under the federal program for prevention of significant deterioration. EPA says Nevada Power Co., lead utility for the proposed plant, has not demonstrated its ability to protect air quality in the area.

Second California job gets own OSHA program

California's Occupational Safety and Health Administration has set up its second cooperative compliance program under which the responsibility for day-to-day jobsite safety and health inspections is given to a joint labor-management committee. The project is an IBM manufacturing/administration building in San Jose. The CAL/OSHA agreement is with general contractor Hensel Phelps Construction Co., Greeley, Colo., and the Santa Clara Building and Construction Trades Council, AFL-CIO. The first such program is still under way at a Bechtel nuclear powerplant

project at San Onofre CAL/OSHA calls it "very effective," and is encouraging other employers and unions to contact the agency if they are interested in similar programs. Hensel Phelps initiated the proposal for the San Jose agreement two months ago. The project is scheduled for completion in about 15 months, and the work force is expected to peak at 500 to 700. Hensel Phelps' general superintendent, John Fox, says benefits of the program should be a decreased accident rate, resulting in improved productivity and lower workers' compensation costs. CAL/OSHA will monitor the project and investigate serious hazards.

Ground broke on health center

Standard Oil Co. of California (Socal) broke ground in Richmond last month for a new \$13 million Environmental Health Center where scientists will evaluate the toxicology of foreign and domestic chemical products for their potential to harm human health or the environment. Dinwiddie Construction Co., San Francisco, is the general contractor. The New Jersey firm of Wigton-Abbot is the architect, while Coleman, Selmi & Wright has been involved in engineering site designs. The new center will contain 40,000 square feet of work space plus 13,000 square feet to house complex laboratory climate control and monitoring equipment. The expanded work areas will allow scientists to conduct more studies in-house, rather than contracting them out.

Courthouse personnel will toil under perpetual cloud

SAN JOSE—Energy conservation is being designed, in various forms, into the new \$24 million, 253,000 sq. ft. U.S. Courthouse and Federal Building complex, now on the drawing boards at the San Francisco offices of Hellmuth, Obata & Kassabaum. The complex, to get underway here next October, will be composed of two wings linked by a passive solar "cloud" covering a landscaped mall. A five-story courts wing will contain eight district courts and offices for all support staffs for such agencies as the U.S. Marshal, Treasury Dept., Internal Revenue Service and Dept. of Immigration. A three-story wing will contain retail stores on the ground floor and General Services Administration office space on two upper levels. According to HOK managing principal Patrick MacLeamy, the covered landscaped mall will become the focal point for pedestrian activity and all major building access. The solar "cloud" which provides shading for the southern exposure of the courts building, is major component of the energy conservation system.

Court again bans road work

Construction of Hawaii's long-delayed H-3 highway across Oahu has encountered yet another roadblock. A federal judge has decided to continue a five-year-old ban on completing the 16-mile project. In 1969, alignment of the then \$155-million six-lane highway went through Moanalua Valley. Opponents contended that the road would harm the valley's natural state and imperil the water supply. Hawaii's Department of Transportation subsequently changed the alignment and reduced roadway width to four lanes. The rerouting, which has federal approval, directed the highway through nearby Halawa Valley. Six miles of H-3 have been completed. Cost of the remaining portion is now estimated at \$400 million.

In his most recent ruling continuing the construction ban, Judge Samuel P. King said he considered the new route and the original one to be the "same project." He expressed that opinion last March, too, when he also ruled against the highway. At that time he said a 1976 court injunction halting work on the Moanalua Valley alignment applied to the new routing as well. With regard to the most recent court action, Warren Higa, the state's specially appointed deputy attorney general, says that the ban should be lifted. He claims it was imposed in 1976 because the state had failed to consider routes other than the original one through Moanalua Valley. That reason no longer exists, says Higa.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Our personal thanks to all the brothers who attended the Semi-Annual Membership and the Credit Union Annual Shareholder Meeting held on July 11, 1981 at San Francisco. We wish each member who was not working made it their responsibility to attend.

My personal congratulations to the following Operating Engineers Local Union #3 Scholarship Winners for 1981: Linda Sue DeVader of Orangeville, CA, Lyle Murray Harrison of Cedar City, Utah, Denise Frechou of Santa Clara, CA, Craig M. LaSalle of Carmichael, CA and an Honorable Mention to Robert Leonard McKague of Salinas, CA.

The recent District Meetings and Retirees Association Meetings held at Eureka, Redding and Gridley were well-attended as usual. We love the opportunity to meet with you and answer any questions you may have.

The extra effort put forth by our Retirees and their families is appreciated by all the officers. We know if we need you to attend hearings where new projects are being considered for the active members, we can always count on you not to let us down! "Thanks again!"

We appreciate the serious concern of the active and retired brother and sister engineers in regards to the future status of the Social Security Fund. This is a mutual problem which we are monitoring very closely! The systems' trustees reported unless new methods of financing are found, the government trust fund that pays Social Security benefits to retired workers or to their survivors will go broke by the end of next year.

The yearly report said that even combining the old age and survivors trust fund with other Social Security trust funds for disability and hospital insurance may not be sufficient to head off bankruptcy, especially if the national economy fails to improve.

Leaders of both the Republican and Democratic parties, aware of the political stakes involved, have said that steps will be taken to assure the financial well-being of the Social Security system.

"There is an urgent need to strengthen the financing of the Social Security system in the short range," the trustees' report said, "underscoring numerous previous warnings that the system faces financial crisis unless changes are made."

In the long run, the report said, the Social Security system will need a massive infusion of new tax money—either by raising payroll taxes or by using income tax revenues—unless benefits are sharply reduced.

"Action to remedy the short range financial crisis by lowering the benefit outgo could well carry over to the

long range and solve its problems as well, the report concluded."

The Social Security trustees are Secretary of the Treasury Donald T. Regan, Secretary of Labor Raymond J. Donovan and Secretary of Health and Human Services Richard S. Schweiker. The trustees report annually to congress on the status of the trust funds and on projected future results.

The latest report attributed the current financial crisis in the retirement system to economic downturns in recent years that were more severe than anticipated, causing more money to be paid out in benefits than was collected through payroll taxes.

"In 1980, income to the three trust funds was \$145.8 billion, while outgo was \$149.1 billion," the report said, "as a result, the three trust funds together decreased by \$3.3 billion."

The old age and survivors trust fund and the disability insurance trust fund dropped by a total \$3.8 billion, while the hospital insurance trust fund rose by \$500,000.

Several proposals to keep the Social Security system financially sound are under consideration. President Reagan earlier this year recommended that costs be pared by cutting benefits of workers who take early retirement, a proposal rejected by the Senate on a 96 to 0 vote. He also proposed tightening eligibility for disability insurance.

The chairmen of the House and Senate subcommittees on Social Security, Rep. J. J. Pickle, D-Tex., and Sen. William Armstrong, R-Colo., both favor a higher retirement age and reduced cost-of-living adjustments to keep the system solvent.

Recent public opinion polls show that Americans, by margins of about 2 to 1, would prefer to see taxes raised rather than have Social Security benefits cut to strengthen the system.

According to the trustees' report, the old age and survivors trust fund will be unable to pay benefits by late 1982 without changes in current law. Moreover, it said, combining that pool with the disability insurance trust fund would not postpone the depletion of the old age and survivors fund by more than a few months.

Even if all three trust funds were allowed to borrow from each other, their combined assets would be exhausted before the end of 1985 under all but the most optimistic economic assumptions, the report concluded.

"Any reallocation of the tax rates or borrowing among the trust funds would not result in adequate short

range financing under adverse conditions," the trustees said.

During 1980, 115 million workers contributed to the old age and survivors fund and the hospital insurance fund through payroll taxes. About 35 million persons collected benefits from the old age fund and 95 percent of those age 65 and older were covered by the hospital insurance fund.

"If we give a hand, we will lose the whole arm, piece by piece. There will be no compromise with Reagan on his proposal to slash Social Security," said William R. Hutton, executive director of the National Council of Senior Citizens.

Already 90 organizations with a combined membership of 40 million has formed into a single Save Our Security coalition to fight the proposed cutbacks of the promised benefits.

AFL-CIO Social Security Director Bert Seidman warned that the broad cuts proposed by Reagan would fall hardest on future retirees who, because of poor health or job displacement, are forced to retire before age 65. Benefits of early retirees would be cut nearly in half, "from the present 80 percent of a normal benefit to less than 50 percent," he said.

"Reagan is going back on a promise he made during the campaign not to touch the Social Security System," Seidman said. "The saving grace is that the abrupt switch has drawn an outcry from both active workers and retirees as they see the protections they worked hard for and paid for threatened by unnecessarily harsh steps."

Seidman charged that the administration assault on Social Security is part of its attempts to manipulate the federal budget. Social Security is intended to provide protection for people over the long term, he said, "and major decisions affecting the system ought not to be made on the basis of short-term budget considerations."

The AFL-CIO Executive Council last February urged the concept of general revenue financing to supplement—but not replace—the existing payroll tax. "Workers must not be denied the benefits they have worked for all their working lives," AFL-CIO Pres. Lane Kirkland said. "The government must keep its word to its citizens."

ONE THING IS CERTAIN, YOUR OFFICERS WILL BE WATCHING ALL THE ELECTED POLITICIANS IN CONGRESS TO SEE HOW THEY VOTE IN REGARDS TO OUR SOCIAL SECURITY!

Humboldt water district approves hydro-electric project

The Humboldt Bay Municipal Water District's board of directors approved a \$1.6 million 1981-1982 budget recently for the district's proposed small hydroelectric project at Matthews Dam on the Mad River, reports District Representative Gene Lake.

The board also voted unanimously to borrow \$2.5 million to help pay for the estimated \$3.75 million project and gave the go-ahead for preparations of plans and equipment specifications for the facility.

The board's actions on the small hydro project came at a special meeting to review HBMWD's proposed budget for the coming fiscal year.

The directors are expected to adopt the total budget package—which calls for a 9.7 percent in-

crease in spending, most of that for increased power costs at the next meeting.

The budget for the hydro project would add a 1.25 megawatt generating station to the existing dam at Ruth Lake. The budget estimates the district will have to put up about \$90,000 this year in "up front" costs.

The remainder of the \$1.6 million budget this year will be funded with part of a \$2.5 million bank loan. HBMWD officials said they hope to secure the loan by September 1, allowing construction to begin by spring 1982.

The biggest single expense, outside of the \$2.25 million total construction and equipment costs of the project is the interest on the loan, which is estimated at slightly more than \$1 million over the projected seven-year payoff period.

In the northern part of the district it looks as if the Cal-Nickle mine is one step closer with the passing of a bill that would eliminate one of the major stumbling blocks in the way of the California Nickel Corp.'s proposed mining project in Del Norte County cleared the state Assembly on a unanimous vote Monday.

The bill, AB 2214 by Assemblyman Doug Bosco, D-Occidental, would exclude Copper Hill Creek—a tributary of the Smith River—from the provisions of the state Wild and Scenic Rivers Act.

Cal-Nickle officials had sought the legislation to allow construction of a dam and reservoir to supply water to the company's proposed \$265 million nickel, cobalt and chromium mining operation on Gasquet Mountain.

The proposal has met with little opposition, and the Assembly vote was 69-0, according to a Bosco aide. The measure now goes to the Senate.

Meanwhile, Cal-Nickle refiled its permit applications in Del Norte County last week. The new permit applications reflect the company's proposal to switch to a different ore-processing system.

Also proposed for Highway 199 north of Crescent City is the replacement of three bridges at various locations on the Smith River.

Northcoast Paving of Smith River is waiting to get started on their one million dollar street job in the Filkins Tract Area of Crescent City, just as soon as Hilfiker Pipe Inc., who subbed 8,000 feet of 24" storm drain on this job gets

enough footage ahead, Northcoast Paving will start.

Coast Marine of Coos Bay, Oregon has just started on their bridge project out of the town of Smith River. Along with this project Coast Marine is still working on the Boat Repair Facility at Fields Landing and a Dock Repair job at one of the local oil terminals.

The first phase of the \$35 million Eureka Sewer Plant was bid last week. The low bidder was R&D Watson with a low bid of

\$1.2 million and consists of moving 200,000 yards of material.

Another sewer plant to the south of Eureka was recently awarded to C.F.B. Construction of Sacramento for \$1.5 million. This project is located at Miranda.

Recently the local Caterpillar Dealership, which has been Matthews Mach. for a great number of years, changed hands and fortunately for the 30 Brothers working there the new owners are Peterson Tractor Company of San Leandro.

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By BOB MAYFIELD
Asst. Business Manager
& Vice President

Rigging Lines

As I indicated in the July issue, directly on the heels of the Utah Construction Contract would come a succession of Rock, Sand & Gravel negotiations—all in the State of Utah. This prediction was entirely true, and literally every week that month started on Monday with an airplane trip to Salt Lake City to begin the work week. I am most happy to report, though, that with a lot of hard work, some patience, using the tactics and skill I know and with the help of the Utah Business Agents & staff, plus the rank and file stewards from each separate bargaining unit, we finally prevailed and now have a new hard three year agreement in this State. In light of the crunch of poor home building prospects, continued high mortgage and prime rate interest being charged, in my opinion this new honorable contract was something short of a miracle that we were able to do as well as we finally did.

Utah is a far cry different than Northern California and even Nevada, where the employers in the Sand & Gravel industries have for almost as many years as they have been organized, had a strong employer's association, and therefore, a single negotiation with this association, has produced the Master Sand & Gravel Contract. This tradition does not exist in Utah, in any manner. It is true that the Sand & Gravel companies do not have a lot of love for the Unions they deal with (Operating Engineers, Laborers & Teamsters), and traditionally have had labor agreements with. However, the bottom line is they, in fact, distrust each other in many respects even more than the Unions, and have steadfastly throughout the years refused to sit down at the same bargaining table with each other in negotiations with the Unions involved. As a result, we have had to individually negotiate with each separate company.

This involved almost five times the effort and time, than one would normally expect. Our strategy was to find a leader which hopefully, would be the pattern settlement for the industry. It came from an unexpected source. We, as a group, in analysing the involved companies, decided that the Mon Roc Company was the most vulnerable company, as their operators were all working six days a week and many hours. Further, they had a strict contract to supply cement & aggregate to a 17 Million Dollar White Paving freeway contractor as subcontractor, and any stoppage of this supply would have been costly and almost a disaster. Also, this company was responsible to supply cement to several major building projects downtown and were at a full production stage.

To our surprise, this company took a "buried in concrete" attitude, with this as the final take it or leave it offer, regardless of the consequence. This unsatisfactory offer was turned down 100%, with the Union's recommendation to do so: The bottom line is, that this company ended up shutdown in a one day strike. The other two local competing companies, were still in negotiations with us and were in fact still bargaining in a progressive and good faith manner. We not only succeeded in getting a new contract but with no stoppage or shutdown, but also, cut up and furnished a great deal of the cement and aggregate that Mon Roc, the tough talk employer normally would have done that day.

This is a difficult business (constant contract negotiations) I have been assigned to do by Business Manager, Dale Marr, but to this day, it seems the Employers' strategy is that they would almost rather deal with us (the Unions) and not as an association, as I mentioned above. This strike only lasted for one day, and for this one company and the other four companies continued to work as negotiations continued.

The C.P.C. Corporation proved to be the leader and settled First. This company is a subsidiary of the Gibbons & Reed Construction Co., who those around Salt Lake City know as one of the oldest and, of course, best Union Contractors in the state. The Geneva Rock Co., Valley Asphalt and Fife Rock Products Co. all followed the pacesetter in similar contracts, but in no case is the contract exactly the same. Highlights of the package includes \$3.18 hard money total package, plus substantial classification upgrades. All companies after all these years finally and very reluctantly agreed to a hiring hall dispatch, which for our side was a hard won major victory. Also, a work preservation clause was inserted, that is almost a duplicate of the same section recently negotiated in the Utah Master Agreement. I would issue a very special thanks to the rank & file stewards who certainly contributed heavily to the cause and overall negotiations.

Two other important labor agreements were also completed during this month in addition to the five previously mentioned contracts. An Agreement with Western Pipe Coaters was completed and ratified by the rank & file 100%. This company treats and coats steel pipe of all types. At this time, in this area where many types of energy booms are occurring, this plant looks certain to remain quite busy. Business Representative, Dennis Wright, who services the plant did the bulk of the work and with a good relationship with the employees and management involved, reached a quick and good agreement.

The Utah Custom agreement was also completed. With the State Legislature repealing the State little Davis-Bacon Act, this agreement looms in this State as being even more important than

(Continued on Page 15)

Nevada work picture looks bleak

Business Representative Dave Young reports that the work picture for Northern Nevada looks very bleak for the next 12 months. Local contractors are bidding work out of the State, wherever they can find construction or mining work.

Golden West Paving was awarded overlay of the main road at the Sierra Army Depot in California. The amount of the bid was \$367,104.40. Golden West has also been awarded the extension of Lincoln in Sparks for \$24,656.93. Incline Village Bike Way, phase -1

stage -2, was awarded to Golden West Paving for \$220,390.85, they under bid Granite Construction by \$49,326.35. Golden West Paving under bid eight Nevada and California Contractors at the Marine Corps Training Center in Bridgeport, California with a bid of \$73,627.00.

Gerhardt & Berry Construction of Reno got the Cross-Town Interceptor Sewer Lines at a bid of \$1,578,975. S. J. Amorosa Construction of Reno was low bidder for school construction in Nye County, Nevada. The bid for the Tonopah Elementary School was \$1,592,000. Vasko & Associates of Reno was awarded construction of El Rancho Bueno Elementary School, in Reno for \$1,901,400.00 and Heater Pipken Construction is the sub-contractor.

Granite Construction in Sparks, Nevada was awarded redevelopment of existing "B" St. boulevard—phase 1 for \$727,979.00. Granite also has a job in Nevada County, California for paving, gutters and asphalt Concrete dikes.

Mentzer Shop & Wells Cargo contracts have been reopened. Mentzer Shop ratified a three year contract with hard money increases and C.O.L.A. along with increases in fringe benefits.

Wells Cargo Shop ratified hard money increases and pension increase by a 100% vote of the employees.

An N.L.R.B. election was held for Zeke Avila & Son employees who maintain the Incline Village Championship and Executive Golf Courses; their vote was in favor of the Union. Unfortunately Zeke Avila & Son are attempting to qualify a terminated employee to vote and is holding the decision of N.L.R.B. to make the award to the Union.

Interest rates slow work in Santa Rosa district

Paul Wise, who was appointed District Representative of Santa Rosa this month, reports that work in the northern area is pretty slow except for the Stimpel-Baker job just south of Piercy on Hwy 101. Going two shifts and hoping to beat the wet winters that are common in that area.

Work over in Lake County is going pretty well with Syar Construction coming right along on its Hwy 20 project near the Lake-Colusa county line. Ferrante Const. is nearing completion of its highway job just west of Lower Lake. Also near Middletown Ray N. Bertelsen Co. is just about done with its job.

Up at The Geysers area there is a lot going on and more work to come in the near future. Ghilotti Bros. keeping quite a few Brothers working on the site preparation for the Dept. of Water Resources. Peter Kiewit Sons' Co. also keeping some of the hands busy on their SMUDGE site work and P.G.&E. Unit #18 job and will soon be moving on to the NCPA #2 site.

Work at Warm Springs Project is progressing very well—going with two shifts. Other work in this area is very slow at the present time so not much to report in this issue. Around the Santa Rosa area the work picture is not too bright as high interest has killed just about all construction in the area.

Work on the downtown shopping center and the 4th St. Mall in Santa Rosa is keeping about 20 Brothers busy. The Mall's completion date is Nov. 15, 1981 so a few of the Brothers will have a fairly good year.

Ferrante Const. has one job on Moorland Ave. in Santa Rosa shut down because of the Sonoma County strike. Hopefully it will be settled so work can begin again. Another of Ferrante's jobs is down because P.G.&E. and the City of Santa Rosa are having to lower some water lines. And a sub-division job of theirs is down because of a shortage of money.

Argonaut Constructors are keeping a good crew going as they have a couple of sub-divisions and some underground work. Oak Grove Const. also keeping a few of the Brothers working.

Most of the contractors in the area are just working from day to day, so it's pretty slow, overall, Wise added.

Small jobs breaking in Redding area

The staff in the Redding office wish to express our sincere congratulations to Brother Bob Mayfield on his appointment to the position of Assistant Business Manager.

Several good jobs are breaking in the Redding District—however, not enough to relieve the Out-of-Work list, reports District Representative Ken Green. Granite Construction will have the Hiway 299E overlay just about finished anytime now.

Pacific Western will be moving down to Mammoth Lake in Local 12 around the first to middle of August. They also have picked up a nice job in the Marysville District.

Wildish Construction (new to this area from Klamath Falls) will have finished up on the Montague potable water job also. Tonkin is going full speed on the Grey-back Road job out of Happy Camp.


Henderson Construction is working on the Darrah Springs Fish Hatchery in Shasta County.

Cal-Ore Constructors have finished the Westwood Shopping Center in South Redding and have moved to their Benton Field Project. J. F. Shea Company was the apparent low-bidder on the Hiway 97 job between McDole and Dorris.

Ferrante Construction out of Santa Rosa was awarded the Hiway 97 job from Weed to the west-end of Piombos Deer Mountain Lodge job. (\$6.5 million with almost \$1 million left on the table and they seem to be pretty happy about it).



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One proposal is to raise the \$200/\$400 tax exemption discussed above to \$1,000 and \$2,000 on a joint return.

Another proposal is to allow workers with existing pension plans to establish their own Individual Retirement Accounts (IRAs). Right now, workers with pension plans can not set up their own IRA accounts. IRAs allow you to set aside some of your annual earnings for your own retirement and carry excellent tax advantages.

If you favor either one of these issues, write your Congressman today. For more information, call or write Roy Nord at the CU.

Safety a byword at Local 3

By Dale Marr
Business Manager and
International Vice President

Today in Local 3 of the Operating Engineers Union, we have a member who will spend the rest of his life on one foot because of a work accident involving a concrete hopper. The employer refused to repair the defective machinery that caused the accident.

We have a pipewracker on a drilling rig who was fired because he lost several days of work after a set of make-up tongs struck him in the back. The employer's comment: "In the old days when a man was injured, you could just throw him off to the side, because no one cared if he was alive or dead."

In 1980, our local union had a total of 41 lost-time accidents. Seven of them were caused by human error—primarily because the employer had not allowed enough time for the safety training of his employees.

There are those who look at the job safety record of our union and conclude that in a local of 35,000 members, only 41 lost time accidents for the year is outstanding and that we shouldn't have to worry about improving our safety program.

I agree with the first part of that assessment. We do have an excellent safety program in Local 3, staffed by experts who are dedicated to occupational safety. In California, where the accident rate in construction is nearly 5 per cent, our rate is one tenth of one per cent. But I don't agree that we are doing everything we can. It is dangrous to put too much

"When we speak out and act on the issue of job safety, it is because we are concerned about *real* people and the quality of human life."

stock in statistics. I think of those who are now hobbling around on one leg or are forced to work with missing fingers, hands and eyes—or worse yet, those who never made it at all.

These members and their families are probably not very impressed with Local 3's good safety record. Those statistics did not spare them. If given a chance to do it over again, they would undoubtedly spare no effort or cost to prevent the injury they suffered. They know that the cost of human life and health cannot be measured in dollars and cents. Life and good health can only be measured by the pain, suffering and grief that their loss generates.

These are the things I think about when I review our safety program. Anyone who has spent years in the field as I have and witnessed countless mishaps and fatalities cannot help but feel the same way. Unfortunately, there are many in high places of government and business who have never shared this experience. To them, job safety can be reduced down to "number of government regulations" or "workman's compensation and insurance payouts versus profit margins."

These things can be measured and plotted in computer printouts. The human element never enters the

picture. We in the labor movement do not share that view. When we speak out and act on the issue of job safety, it is because we are concerned about *real people* and the quality of *human life*.

This was also the intent of Congress when it passed the Occupational Safety and Health Act ten years ago. The law calls for businesses to "assure so far as possible every working man and woman in the nation safe and healthful working conditions."

There was nothing in that law that said OSHA should carry out some kind of "cost-benefit analysis" before adopting new safety standards. Indeed, Congress placed the benefit of worker health above all other considerations. And it provided the machinery for enforcement and the right of the worker to refuse to do a job he or she feels is unsafe, so that they will never be forced to decide between their lives and a paycheck. Numerous court battles—have defended this principle.

I believe that trade unions have a responsibility to help the government carry this mandate out. Without our support, we certainly can't expect the OSHA program to survive. Today, as never before, businesses are pressuring the Reagan administration to "get the government off our backs." They act as if the law ought to be protecting them from the workers rather than the other way around.

Our support for occupational safety and health, however, must go beyond legislative support, lobbying and participation in public hearings. As trade unions we have the ability to carry out studies within our own area of expertise and develop safety measures that can be negotiated into our collective bargaining agreements and enforced.

As I prepared this article, I realized that, rather than produce a lot of rhetoric on how business is attacking job safety, I could outline in a very specific way just exactly what our local union is *doing* to promote safety on the job. Here are some of the more significant efforts in which we are currently involved:

Apprenticeship Training

Rodriguez (name fictitious,) an apprentice grade checker was working on a dirt fill that was being levelled off by a Local 3 member on a blade. He had been warned several times earlier in the day to keep alert for graders and rollers while working in the area. For some unknown reason, he stepped into the path of the grader as it was backing up to make another pass to level off the fill. Ripper bars mounted on the back of the grader knocked him down where he was crushed to death instantly by the wheels of the grader. The back-up horn was in good condition and the work area had been well lighted. Simple carelessness had cost him his life.

To avoid accidents like this, Local 3 apprentices must spend 400 hours of training at our Rancho Murieta Train-

ing Center near Sacramento before they are even allowed onto a job site. A safety orientation is given to them the first full day at the training site and two weeks of classroom instruction are required before they are allowed any hands-on training on the equipment.

Our apprentices know that safety is not a byword in Local 3. In addition to initial safety training, advanced apprentices are required to return to the training facility each year for additional training until they become journeymen. Mandatory safety meetings for apprentices are continually being held throughout our 24 district and subdistrict offices.

We carry these programs out because we believe that *safe* operation of equipment is more important than anything else. An operator can correct an error in the job he is doing, but he often only gets one chance when it comes to a misjudgment in job safety.

Fully Staffed Safety Department

It wasn't long after Bob (name fictitious) arrived at the tunnel job for his usual swingshift when the shifter asked him to locate a 12-foot length of cold rolled steel. On his way out of the tunnel, he met John, a tunnel mechanic, at the portal. John brought over a Case 680 loader/backhoe and with Bob on the fender, they travelled down to the lower shop.

They couldn't find what they needed there, so they travelled up to the main shop about a mile up the mountain. Again they couldn't find what they were looking for, so they decided to drive back to the worksite. As they were making their way back down the mountain, Bob, who was not a qualified operator, asked John to let him drive.

"We were in a pretty good mood at the time," John recalls, "so I didn't refuse his request." John hopped out on the fender while Bob took the controls and began to look at the scenery as they continued downhill. However, as they began to approach a left turn, John felt that they were going too fast. He glanced over at Bob on the controls and realized that the front end was bouncing, and Bob was out of control.

Suddenly the left front wheel went off the paved road, throwing the rig into a washed out ditch. John was thrown off the fender after smashing his head against the rollover protection. When he came to, he saw that Bob was dead—crushed under the rig. He had not been wearing his safety belt.

Accidents like these create a need for a fully operational safety department within a local union. Over 80 per cent of the lost time accidents and deaths in Local 3 are not caused by equipment failure—they are caused by negligence, ignorance and stupid mistakes. Employers ultimately take the blame for these mishaps, because they are responsible for seeing that good safety habits are taught and enforced on the job.

But there are many employers who do not take that responsibility seriously. That is why when I was elected Business Manager of Local 3 in 1973, I realized the need to create a department that could devote itself full time to all aspects of job safety. We now have a director and four additional representatives stationed throughout our jurisdiction. Their primary responsibility is to see that safety training is being carried out by the employers, to investigate work-related accidents and develop training mate-

(Continued on Page 7)



WHAT SOME PEOPLE DON'T KNOW ABOUT POWER LINES IS SHOCKING.

There are two ways construction workers can find out about overhead power lines.

The easy way. And the hard way.

The easy way is PG&E's public safety information program called "Why Bet Your Life."

This free program is designed to show construction contractors and their employees how to avoid accidents and injuries when working near overhead and underground power lines. How to handle high-rising equipment, booms, cranes, machinery, and construction materials, so they don't become

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PG&E'S "WHY BET YOUR LIFE" PROGRAM

Local 3 helps in fight over Benicia development

By Mary Kelly

A political drama that has been playing in the City of Benicia this year promises to keep the voters interested and involved at least until next April, when an election will be held to determine if the current players will be reelected.

The city may be a small one (the city council meets twice a month) but its government has to deal with the big issues engendered by industrial growth and its associated controversies concerning planning and environmental considerations. These controversies have caused a call for resignation of the elected

officials, a recall for one, and the firing of another.

The president of a large development company has vowed to stop applying to the city for construction projects until next April. He has mounted a campaign to fire the city attorney, recall a council member in November, and prevent

(Continued on Page 11)

Local 3 business agent Stan McNulty and other members of the Operating Engineers Union and Carpenters joined in picketing last month of a Benicia city councilman responsible for delaying a major subdivision.



Safety in Local 3

(Continued from Page 6)

materials that will help to increase safety awareness.

Frequently, at the request of the employers, our safety representatives will conduct job safety meetings during work hours or in the evenings. We also have an average of 1,400 members who serve as job stewards and safety committeemen. They are instructed to approach management with violations and attempt to resolve the problems on the spot.

We investigate an average of 140 safety hazard violations each year. Over 95 per cent of these violations are corrected on the job site without having to bring in any government agency. This says something for the value of labor unions taking an active role in job safety.

Our safety representatives and business agents are also trained to make out full reports on every safety accident. Valuable information is gained as to the nature, cause and conditions which can then provide the basis for updating and improving our safety training.

The responsibilities of our safety representatives do not stop here. Recently our Safety Director, Jack Short, working in conjunction with our crane representative, Bill Dorresteyn, researched and compiled a comprehensive crane safety manual for safety committeemen and crane operators. The manual covers everything from assembly and dismantling to all areas of operation. One international construction company currently building several hundred million dollars worth of refineries in the Bay Area requested a case of the manuals to be used throughout the world wherever they have crane operators employed.

A similar manual has previously been compiled for mine safety and we are in the process of publishing a comprehensive safety manual for excavation dirt work.

Even more significant is an ongoing audio-visual safety training program that Local 3 is producing in conjunction with the International Union. Recently our safety department completed a very effective slide presentation on "Combination Loader-Backhoe Safety." The presentation is directed towards apprenticeship training, but has also been requested extensively by various contractors for on-the-job safety training of journeymen.

The production of the slide presentation was funded by the International and copies of it will be made available to all Operating Engineer local unions. We are now completing a second production on dozer safety and will in the future be producing additional slide presentations dealing with safety on scrapers, loaders, cranes, drilling rigs, welding and in shops.

Why do we go to all the trouble of producing these educational materials? Because we have found that it works. Since we began our safety program in 1974, our accident rate has dropped from a high of 165 in 1974 to 41 in 1980. Apprentices, who were averaging 25 lost time accidents per year, are now averaging five. This kind of success makes us real believers in the value of constant safety education.

Cooperative Compliance Programs

Recently in California there has been a trend towards "voluntary compliance" or "self inspection" programs. The main thrust of this program is that firms with good safety records can be allowed to form a safe-

"We have found that in the construction industry, only those contractors with exceptionally clean safety records should be considered for a self inspection program."

ty committee composed of management and workers who will be trained to conduct their own inspections of the job site and resolve safety hazards on the spot. This then allows state and federal inspectors to concentrate more time on those firms who have poor safety records.

If operated correctly and on a very limited basis, voluntary compliance can be a worthwhile program. We have found that in the construction industry, only those contractors with exceptionally clean safety records should be considered for a self inspection program, and even then they should be denied if their employees do not have union representation.

Without the protection of a union, it is nearly impossible for a rank-and-file worker on a safety committee to point out safety hazards and demand their correction without the fear of losing his job.

Two years ago, Local 3 was instrumental in establishing the first self inspection program in the country at the San Onofre nuclear power plant in Southern California. Self inspection on this project was successful because the contractor, Bechtel, has historically been very safety conscious, and because the rank-and-file

members on the safety committee were represented by building trades unions.

Partially because of the success at San Onofre, a large commercial project now under construction in the Bay Area has entered into a cooperative compliance program with CAL/OSHA and the Santa Clara County Building and Construction Trades Council.

I believe that, with the threat of continued cuts in funding for federal and state safety agencies, cooperative compliance programs will become a necessity. It is up to us as trade union members to see that these programs are closely monitored.

Pressing for Better Standards

Bob Danville (name fictitious) was moving his loader down a narrow road that was wet from recent rains. As he approached a right turn, a combination of slippery road, worn front tires and a curve that was sloped the wrong way, caused his rig to slide off the road and down a steep embankment—rolling over as it fell. Because his machine was equipped with a rollover protection structure

and he was wearing his seatbelt, Bob was able to walk away without injury from an accident that would undoubtedly have cost him his life.

Our files are full of cases like this, of Local 3 members who have been spared death or serious injury because their machines were equipped with ROPS and they were wearing seatbelts.

I am proud of the role our union played in pressuring the federal government to require ROPS on heavy equipment. The number of lives and work hours that have been saved cannot be measured. It is one shining example of how a trade union can effectively change the complexion of the industry and truly represent its members.

Although we recognize that safety training is the number one priority for our safety department, we are continually researching and lobbying for ways to improve the work environment through the adoption of stricter equipment standards.

For the past two years, Local 3 has been involved in an effort to have CAL/OSHA adopt a standard that would require the use of environmental cabs on most heavy equipment in California. This came about

because of a study we commissioned back in 1965 to research the impact environmental cabs would have on heavy equipment operators.

This study, carried out by an independent research consulting group concluded that environmental cabs on equipment would be the single most effective way to reduce excessive noise levels, dust, heat and job stress. Unfortunately, at that time, the industry had not developed the technology for producing efficient environmental cabs at a reasonable cost. Today, however, that technology does exist and we are going full steam ahead.

To back up our original research, we recently asked Dr. Ottoboni of CAL/OSHA and our safety department to go out into the field and conduct noise level tests on 25 different types of heavy equipment commonly operated by our members. We found that over 90 per cent of the equipment we conducted tests on exceeded the 90 decibel limit that has been set as the maximum allowable noise level.

Because of our efforts to obtain factual, reliable information, we are now in the final stages of establishing a new environmental cab standard in California.

The Bottom Line

Employers and bureaucrats that are in the habit of reducing everything down to their computer printouts will look at a safety program like this and ask: "How much does it cost and do the costs justify the benefits?"

My answer to these people is: "It's not cheap, but it's worth every penny." Our safety statistics speak for themselves. Nowhere in the country can any group of 35,000 heavy construction workers claim the excellent safety record we have worked so hard to achieve.

Employers ought to take a hard look at their safety programs and ask themselves these questions: "How much does it cost me to lose a qualified operator? How many hours of training and experience are lost because of a safety accident? How does that affect my profits?"

Trade union leaders need to ask themselves: "Where in the labor movement is it written that a paycheck and grievance procedures take precedence over insuring a safe work place? Am I really representing my members if I fail to do everything within my power to see that job safety is written right into my collective bargaining agreements along with the wages, fringes and work rules?"

You see, the bottom line is, safety pays off no matter how you look at it.

Commercial jobs in Salt Lake City keep some members busy this summer

By John McMahon

Although work in the residential housing market is virtually non-existent, private commercial building is still keeping several operating engineers busy this summer. One such project in downtown Salt Lake City is the Ameri-

can Plaza III office, hotel and condominium complex. The \$80 million project occupies a 5.5 acre site on the block surrounded by Main, West Temple, Second South and Third South.

When completed the building will tower 25 stories high, with 10 stories being devoted to commercial office space. The remaining

15 stories will be occupied by 528 hotel rooms and 184 condominium units. The project is scheduled to be completed in 1982. General contractor for the job is Christiansen Brothers.

Construction of the American Plaza III tower received extra notoriety in the early building stage. Beginning in the early morning of June 8, Christiansen Brothers began the second biggest single concrete pour in the history of the State of Utah. Using over 300 trucks of concrete, the job called for 3,500 cubic yards of reinforced concrete. The pour was concluded 15 hours after it started.

Another tower, further along in the construction phases is the Wilde Wood Tower, at the corner of First South and 5th East. The \$12 million office building is scheduled for completion in October of this year. According to Finn B. Paulsen, the general contractor for the job, the 14 story building will contain over 175,000 square feet of office space.

Another hotel and office tower nearing completion is the Marriot Hotel, also in downtown Salt Lake. According to general contractor Christiansen Brothers, the 15 story, 518 room hotel will also be finished in October of this year.



NING

Pictured above is elevator operator Jerry Jacketta on the Wilde Wood Tower project and concrete pump operator Larry Hartlerode on the American Plaza project (right). Pictured below is crane operator Dan Cameron on the American Plaza job.



Pictured above and below is the high concrete pour recently

New project's increase

The Out-of-Work List in the Salt Lake area is gradually getting a little smaller, reports Asst. District Rep. Don Strate. However, at this time of year, most of the members are back to work.

By the stroke of a pen, our great leaders in Washington, D.C. have wiped out most of the funding for Federal Highway work for this year. The Utah State Department of Transportation claims there is about \$40 million in discretionary funds they hope to be able to pick up in July.

L. A. Young Sons Company has about completed their overlay job on State Road #108 in Tooele County. The job started at Timpie Junction and ran south for 8.8 miles.

Valley Asphalt Company is still working on their county road project north of Tooele. The job consists of widening and overlay. They should be working through the summer.

Peter Kiewit Sons' Company is crushing slag at the Kennecott dump. They have about 100,000 tons of ballast to crush and expect to be there until about the end of July. P.K.S. is still working on the airport job and expect to be there until sometime in September. They have moved back to put the finishing touches on the Mall job.

Gibbons and Reed Company has finished their portion of the I-215 Belt Route job. "It would be great if the last leg of that project could be let now, but there isn't much hope at this time," Strate commented. Gibbons and Reed is working on several small projects in the valley, but they don't have much work scheduled for the future.

Geneva Rock Products Company has a fair amount of custom work going in the Salt Lake and Utah counties, keeping a good number of Engineers busy. However, the housing construction is very slow and, as a result, their ready-mix business is consid-

erably less than normal. Geneva Rock Products also has some work going in Summit County and the Heber City area. They hope to get a batch plant going at Park City.

The commercial building work in the Salt Lake area has slowed down this summer, probably due to the high interest rates.

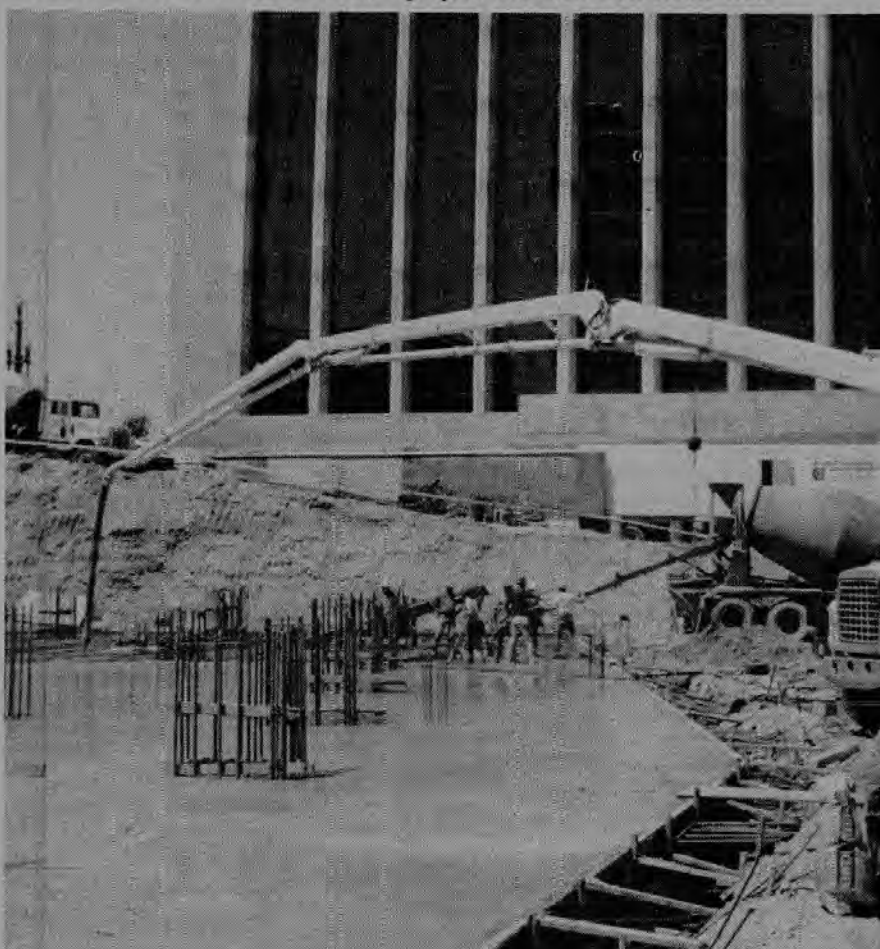
The L.D.S. Hospital has announced a \$94 million expansion program that is scheduled to start in September of this year. Part of the old hospital will be renovated and the expansion will extend north, eliminating 8th Avenue between "C" and "D" streets. This has been approved by the Salt Lake City Council.

Christiansen Brothers of Salt

Lake City completed a 3,500 cubic yard concrete pour on one of the two 25-story American Plaza Towers located at 300 South & West Temple. "It took 40 men and 2 shifts to pour what we believe to be the second largest concrete pour in Utah," Strate said.

They used pumps, cranes and troughs to get the job done. Geneva Rock Products supplied the 300 truck loads of concrete to complete the job. The largest pour was the 10,000 yards poured on the 1200 ft. stack at Kennecott Copper Smelter several years ago.

Gibbons & Reed Company has several more weeks' work on the Salt Lake Municipal Airport project and their Belt Route free-





ment of Transportation, bids will be let in the next two months on a section of I-70 and the structures on the Price By-pass.

"We have heard that \$3.5 million has been committed to study the feasibility of constructing a coal gasification plant in Emery County," Stevens said. If approved, it will take approximately 3,000 workers to build the plant and after construction, 650 permanent employees to operate it. When completed the plant would produce 6,000 gallons a day. Plans for construction are for early 1984.

Business Representative Kay Leishman reports that contracts scheduled for award on the Central Utah Project this year include the Pioneer Canal-Duchesne River Canal Rehabilitation, site preparation of Upper Stillwater Field Station, Flow Control Valves of Jordan Aqueduct, second contract of Stillwater Tunnel, Rock Creek Road Repair and Paving, first phase foundation excavation of Upper Stillwater Dam, Strawberry Tunnel Inlet Structure, Bryant Fork Ranger Station relocation, Utah Projects Office Complex, and grouting of Starvation Dam abutments and bid opening for Starvation Dam Remedial Grouting Program, among others.

Construction of the Vat Tunnel is about 75% complete with about 98% of the tunnel itself having been drilled by J. F. Shea Company. Shea should hole through the tunnel by the end of July. Repairs on the Currant Creek Pipeline should be completed by October 1982.

Work under the Hades and Rhodes Tunnels contract is about 42% complete with about 3,400 feet of the 21,849 feet Hades Tunnel having been drilled to date, with the drilling of Rhodes Tunnel now completed. The contractor has encountered a soft section in the Hades Tunnel which cannot be drilled by the mechanical mole; however, these soft sections were anticipated in the design and are not presenting any unforeseen problems.

Work was suspended during the winter on the Vat Diversion Dam and West Fork Pipeline contract, and has been resumed by W. W. Clyde Company and is about 60% complete. Work began on the Stillwater Tunnel Backfill Grouting contract this spring by removing some segments of the pipe with the rebid by the Bureau of Reclamation to come soon.

Construction of the Jordan Aqueduct Reach 3 is about 47% complete with about 8,550 feet of the 5.5-mile pipeline having been laid to date with preconstruction activities continuing on other project features.

Preconstruction activities are now underway on the Upalco Unit. Construction is scheduled to commence during 1982 with award of contracts for road relocation and access roads late in the year. Design work for the Taskech Dam is proceeding, and construction should begin in 1984, taking approximately four years to complete.

Construction has been completed on Red Fleet Dam, the Tyzack Field Station and fencing of the Red Fleet Reservoir right-of-way. Stage I filling of the Red Fleet Reservoir has been completed, and work has begun on Jensen Block No. 1 Drains. Contracts are scheduled for Tyzack Aqueduct and Pumping Plant, and Tyzack Transmission Line during 1981, with Underground Construction Company of San Leandro, California in at low bid of approximately \$9.5 million. Work on the Jensen Drains will be completed, and the Red Fleet Reservoir-Stage II



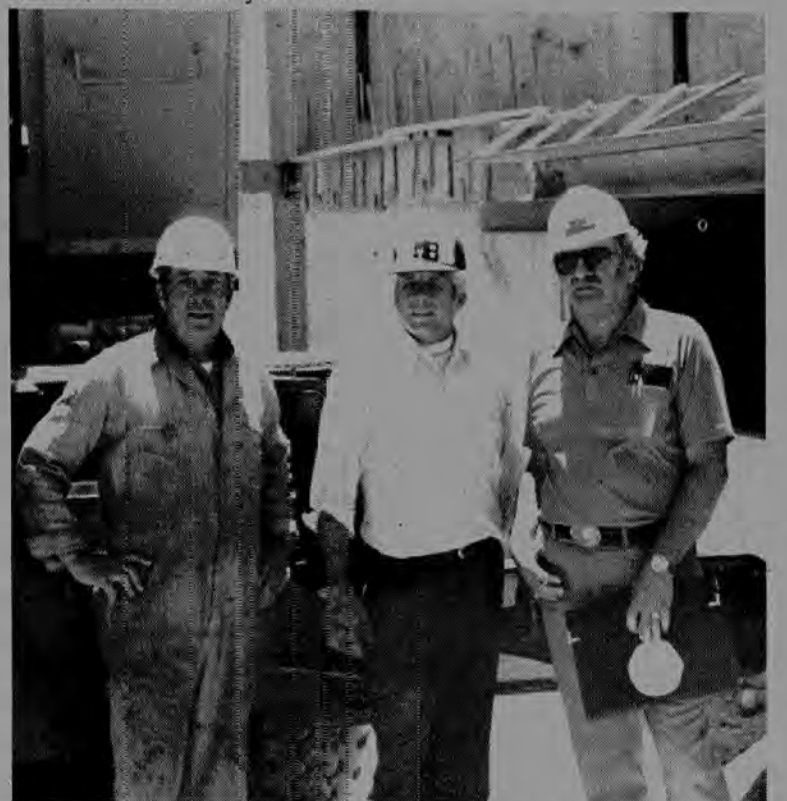
Sven R. Renning, elevator operator at Marriott Hotel job.

filling will begin, with 1982 to see completion of the Tyzack Aqueduct, Pumping Plant and Tyzack Transmission Line.

Construction of the proposed Moon Lake Power Plant by Deseret Generation and Transmission Corp. has been delayed because the company did not obtain the necessary permits. Deseret Generation and Transmission Corp announced earlier this year that it

would begin construction June 2nd.

They let bids for the site preparation which went to W. W. Clyde Company of Springville for about \$30 million, and for the raw water system which was awarded to Martin K. Eby Company for approximately \$13.5 million. Hopefully the delay will not be for more than a month.



Pat Suazo, oiler; Glen Parkerm P&H crane operator are pictured with Asst. District Representative Don Strate on the Wilde Wood Tower project in Salt Lake City. Subcontractor on the job is PDM, Inc.

made on the American Plaza III hotel and office complex.

Utah's activity

way job will be finished about the same time. Gibbons & Reed Company are probably employing fewer Operators at this time than they have for a number of years. Let's hope the work picks up soon.

Owl Construction has been having a real problem laying concrete on the I-80 Project because of the wet weather. The members have lost a lot of time on this job this year.

Business Representative Murray Stevens reports that construction in the Provo area and the Southeastern section of Utah started out slow this year. Valley Asphalt and Geneva Rock Products are starting to move on a few small paving and excavation jobs.

Peter Kewit Sons' Company has moved back to the Neco Loop above Payson and expects to be there all summer. H-E Lowdermilk is back on the job at Eccles Canyon above Schofield where they have a road to finish this year.

Jelco has finished the shut down at the Huntington Power Plant. There are now 85 to 90 Operating Engineers working for M-K Power at the Hunter Power Plant at Castle Dale.

W. W. Clyde Company has finished their Green River job. L. A. Young Sons' Company has finished the sewer lagoons at Monticello and has moved to the Clear Creek area, south of Richfield.

According to the Utah Depart-

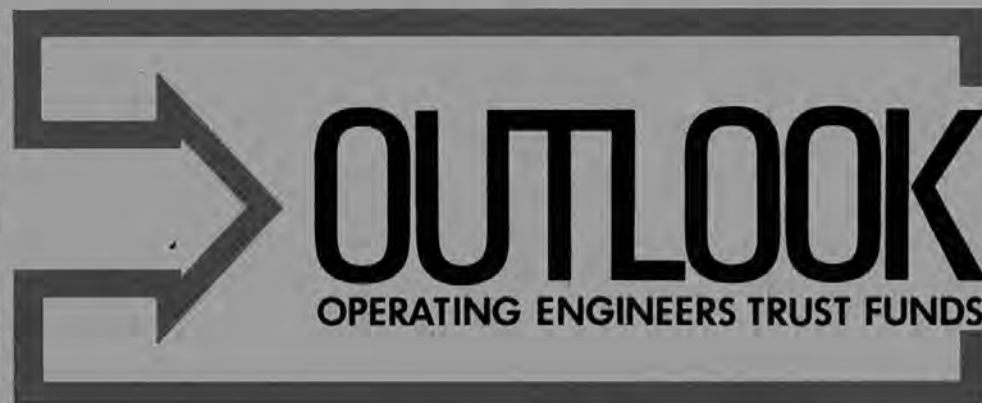


Retiree picnic slated for October 17

Business Manager Dale Marr and Operating Engineers Local Union No. 3 Executive Board have announced that the Retiree Association Picnic will be held on Saturday October 17th at Rancho Murieta Training Center outside of Sacramento. All retired members of Local 3 and their wives are invited to attend at no cost.

Started back in 1976, the Annual Retiree Association Picnic has been a very special event. Each year more and more retired members and their wives attend to re-acquaint old friendships, make new ones and just enjoy the day. The Picnic was sadly missed in 1979 and 1980 when cancellation was forced by the gasoline shortages. This year, even the high price of fuel has not dampened our retirees' interest in resuming the Picnic. A record crowd of 2,500 retired members and their wives are expected to come from as far away as Hawaii, Canada and the Midwest.

Local 3 is extremely fortunate in getting the famous Santa Maria Elks Club to cater the Picnic this year. The Elks promise short lines, fast friendly service and plenty of good food. The



menu includes *Charcoal Grilled Top Sirloin Steaks, Baked Beans, Crisp Salad, Hot Bread, Dessert and Beverages.*

The Picnic will be held under a giant canopy in the large paved parking lot opposite the dormitories. There will be plenty of tables, chairs and shade. Again this year, guided bus tours will be conducted throughout the day over the Rancho Murieta Complex for your interest and enjoyment.

Special overnight parking will be available for those with self-contained campers and motorhomes who wish to

arrive on Friday evening. There are no facilities or hook-ups. A service station and convenience store are located at the entrance to the property.

Invitations are being prepared and will be sent out to all Local 3 retired members. A detailed map and a listing of nearby facilities will be included for your information. Rancho Murieta Training Center is located on California State Route #16, approximately 15 miles east of Sacramento. Please pay special attention to the RSVP card that should be returned to Local 3.

Health care coverage for dependents

One of the most important features of the Active Operating Engineers' Health and Welfare Plans is the coverage that is provided for dependents. The entire program was designed not only with the Operating Engineers of Local No. 3 in mind, but also with careful thought given to the needs of their families.

Eligible dependents are the employee's lawful spouse and unmarried children (including stepchildren, legally adopted children or foster children entirely supported by the employee) from birth to age 19. A dependent child who is a full-time student will continue to be covered for Life Insurance to age 21 and for all other Fund benefits to age 23.

Any dependent child who is incapable of self-sustaining employment, by reason of mental retardation or physical handicap upon reaching maximum age, will continue to qualify as an eligible dependent so long as he remains disabled, unmarried and is dependent on the employee for support and maintenance, and provided that written evidence of such incapability is furnished to the Fund Office within 31 days after the child attains the maximum age.



Local 3 retirees gather for the festivities at Rancho Murieta during the last Retiree Picnic.

Attention Utah Retirees

Invitations have been mailed to Local 3 retired members announcing the Annual Utah Retiree Association Picnic to be held on Thursday, August 20th at Murray Park in Salt Lake City.

Murray Park is located at 5100 South State Street. The Picnic will start at 10:30 A.M. at Pavilion #2 located near the 53rd South Street entrance to the Park.

The Picnic is hosted by the Utah district office. Please RSVP as soon as possible by calling the Salt Lake City office at 532-6081. Outside Salt Lake City, please call toll free 1-800-662-3630.

Fringe Benefits Forum

By Art Garofalo,
Fringe Benefits Director



FRINGE BENEFIT CENTER NOTE: The toll free telephone number for the National Pharmacies' Prescription Drug Benefit listed in the Health and Welfare booklet has changed. The new National Rx toll-free number is (800) 631-7780. Please note this change in your Health and Welfare booklet.

Long ago, Local 3 realized the importance of prescription drugs for medical treatment and effective health care. Our Prescription Drug Program was designed to extend Health and Welfare coverage for taking care of the expenses for out-patient prescription drugs. In-hospital prescriptions are covered under our Comprehensive Health Plan.

Operating Engineers have two optional prescription drug benefits available at all times. There is the Home Area Prescription Drug Benefit and the Na-

tional Pharmacies Mail Order Drug Benefit.

The Home Area Prescription Drug Benefit reimburses you for 100% of the normal charges for pharmaceuticals after a \$1.50 charge for each prescription obtained. In other words, if your doctor were to write you a prescription for three different medications, your cost would be \$4.50, that is \$1.50 each, and the Prescription Drug Plan would cover the entire balance. Claims are filed using the Operating Engineers Prescription Drug Reimbursement Card and are filed with the Trust Fund Office. Remember that the pharmacist must complete the lower portion of that card.

The National Pharmacies' Mail Order Drug Program provides you directly with pharmaceuticals and supplies prescribed at no cost. Your prescription is mailed to the National Pharmacies laboratory in New Jersey where it is filled and packaged and mailed back to you. Pre-addressed claim forms and envelopes are available at District Offices, the Fringe Benefit Center and the Trust Fund Office.

Operating Engineers have the best of all worlds with this dual choice program. Whenever medication is prescribed by your doctor, you can get an initial supply and begin treatment immediately. If ongoing or extended medication is needed, you may have National Pharmacies supply the prescription or refills at no charge.

National Pharmacies does require that a patient profile history card be completed for their records the first time a member or a dependent uses the program. This questionnaire is for your protection and is available with claim forms.

National Pharmacies also keeps track of the number of refills allowed with your prescription. Refill notices should be mailed about 10 days in advance of when the medication will be needed.

Both the Home Area and National Pharmacies Mail Order Programs have the same rules for covered charges. They cover charges for pharmaceuticals prescribed by the doctor and dispensed by a licensed pharmacist to be used in the treatment of a specific illness, injury or medical condition. This includes insulin and diabetic supplies which do not require a prescription.

Charges that are not covered include contraceptives, immunizations, multiple and non-therapeutic vitamins, dietary supplements, health and beauty aids, cosmetics, appliances and non-drug items. Patent and proprietary medicine such as aspirin and cough suppressants obtainable without a prescription are not covered.

Some claim tips: Always be sure your claim is legible and includes your latest address. Indicate if you have a changed address so that your prescription or reimbursement is not delayed.

Allow reasonable time for mail and handling when using National Pharmacies, 10 days should be sufficient. Do not wait until the last minute to request refills.

File for prescription drug reimbursement within 90 days from the date the prescription is filled. There is no need to save up your cards, you should file immediately. Remember, the claim card has space for up to 3 prescriptions but you must file a separate claim for each person who has a claim.

Local 3 helps out in Benicia fight

Firms cited over fatal crane mishap

(Continued from Page 7)

other council members from being elected in April.

He hopes that a new council will be more rational in its approach to development. He has said that he doesn't trust the present officials, in the wake of a brouhaha that has caused rejection by the council of his application for additional units in his project already underway.

What has happened is that the developer applied for additional units on a substantial development already underway and the city

council determined that the addition would be covered by the existing Environmental Impact Report. Then this determination was challenged by a Benicia resident and the council resolved that further reports would be required to specify if water, fire department and parks and recreation needs are being met. This means a two-month delay, which could cause escalation of costs of the additional units, and higher costs to the buyers.

Construction workers charge that jobs are being lost, and the

local building trades labor council has filed suit in the county superior court against the city, stating that the council illegally ruled to uphold the challenge for a new EIR.

All of this took place between April and July, with a September date set for a council meeting after public review of the additional reports.

Local 3 Business Representative Stan McNulty out of Fairfield acted for Local 3 members when he picketed the office of a council member who wanted further studies. Joined by members of the Car-

penters Union and about 50 other workers, they protested outside the council chambers in the evening of the council meeting in which the outcome would be decided. The same council member whom they'd picketed at noon that day had earlier in the year demanded more EIR's for a refinery project and McNulty pointed a finger at him as being the most outspoken proponent of a slowdown in construction.

McNulty said he and the union do not oppose environmental studies, but "if they're used as a delaying tactic, as in this case, then we're against them. If they're really serving a purpose, we don't mind." Suffering from the loss of some 130 jobs in the refinery project delay, McNulty felt it was time to call public attention to the employment problems of union members of the area.

"It doesn't seem like the city council in Benicia is listening to the elected officials of the union," he commented, "so the members decided to do something." They carried signs calling for the resignation of council members who were causing construction delays, pointing out that no jobs mean no taxes, no schools, no parks, etc.

Eventually McNulty and his brother unionists were heard. The local press gave them considerable coverage.

Art Carter, Chief of CAL/OSHA's Division of Occupational Safety and Health announced this month that CAL/OSHA has cited three companies for serious violations of state occupational safety and health standards which resulted in the May 15 accident at a large construction site in downtown Los Angeles where a crane collapsed killing two workers and injuring five others.

Swinerton and Walberg, general contractors at a major construction site at 400 South Hope Street in Los Angeles had subcontracted the steel erection of the framing for the building to be erected at that site to Herrick Corporation. Herrick had, in turn, rented an American Crawler Crane-Model 9300 from Jake's Crane of Las Vegas. The crane had a 210-foot boom and 40-foot jib. On May 15 the crane tipped over causing the boom to collapse onto a personnel trailer killing two and injuring five other Swinerton and Walberg employees.

CAL/OSHA issued citations related to the accident for three serious violations of occupational

(Continued on Page 16)

Hilo breakwater an interesting job

The work picture on the Island of Hawaii is not very bright at this time, reports Business Representative William Crozier. On the Hilo side of the island, work has been very slow for quite some time now with no relief in sight.

On the Kona side of the island, the work has been pretty good for the past year or two. However, the high interest rates have stopped several proposed projects from getting beyond the planning stages.

One of the Hilo projects that is currently winding down is the

Corps of Engineers Hilo Breakwater repair project. This job is being done by Bohemia Construction out of Eugene, Oregon.

Before the breakwater could be repaired, the contractor had to cast 1,020 Tribars. These Tribars each weigh 7½ tons. It was also necessary to cast 52 beams weighing 10 tons apiece.

The repair job also used 6,000 tons of rock in the 8 to 12 ton range.

After setting the rock and tribars in place, the 10-ton beams were also set in place. The final

step after placing the rock, tribars and beams is to secure the top of the breakwater by pouring concrete tie beams.

These tie beams contain reinforcing steel and tie into the boulders of the breakwater and also ties into the Tribars.

This project has a December, 1981 deadline but they are ahead of schedule and are now trying to complete the job by October 31, 1981.

The major piece of equipment on this job is a 150 ton Lorraine Mobile Crane.



Ichiro Fujimori operates hydraulic crane in the Bohemia casting yard.



Brother John Kamoku sets tribars for the Hilo Breakwater project.

HONORARY MEMBERSHIPS

At its meeting on June 21st the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by	Local No.
Ernest Adkins	322130	10/41	3D
Robert J. Bahr	285472	5/40	3
Elmer C. Coleman	512706	6/46	3D
B. W. Cooley	416196	4/43	3A
Harold R. Craddock	512708	6/46	3D
Philip L. Ehrhorn	512516	6/46	3
Quincy L. Fautt	512638	6/46	3A
Aldo Giuntoli	512526	6/46	3
Lesille R. Haney	512534	6/46	3
Dwight R. Kuykendall	394366	11/42	3
Robert J. Marr	437966	11/43	3A
Dell Mortensen	512559	6/46	3
Arthur W. Murphy	347900	(3/42 initiated by	382
		(4/43 transferred to	3
Lester C. Palmer	512566	6/46	3
Roy A. Palmer	512761	6/46	3D
Ed Park	246659	5/37	59
Floyd O. Pike	512669	6/46	3A
Joseph J. Pruitt	386892	10/42	3A
Walter H. Walker	501024	2/46	3C
William E. Wright, Jr.	312194	6/41	635

At its meeting on July 11th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by	Local No.
Dwain S. Atherton	456420	8/44	3
Mitchel Batrich	515863	7/46	3
Ralph E. Bohannon	516087	7/46	3A
James W. Bowers	509637	5/46	3
Arthur L. Dean	371036	(8/42 initiated by	627
		(7/46 transferred to	3
Earl L. Duke	515898	7/46	3
Clarence W. Flick	515907	7/46	3
Howard Green	515915	7/46	3
Gilbert E. Hager	321307	9/41	3A
Sterlin Lima	515943	7/46	3
William E. Matuska	515951	7/46	3
John M. McCracken	501006	2/46	3A
Laurel H. Musselman	506504	4/46	3A
Joseph J. Rogers	515985	7/46	3
Abner G. Ross	479845	5/45	3A
Harold M. Spurgeon	345041	(2/42 initiated by	123B
		(7/46 transferred to	3
Woodrow G. Teague	472400	2/45	3C
Clarence Wibel	516007	7/46	3
Don L. Wigle	307258	(6/41 initiated by	12A
		(9/41 transferred to	3A

Pestana starts up on big water project

The biggest project in the Marysville District (\$8.8 Million) is going to get off the ground finally, reports Business Representative George Morgan. Ernest E. Pestana is going to get started on their Orland-Artois Water project. This project is approximately 40 miles of concrete pipe from 54" down to 8". It will kick off this month and completion date is approximately December 1982. This project will certainly keep quite a few good brothers busy for a couple of seasons, hopefully! Dan Antovich will be running this project.

Granite Construction was low bidder on approximately 20 miles of water line out of Dunigan. This project is partly in Colusa County and partly in Yolo County. There is a bid that Colusa County Water District is letting out for bid on approximately 16 miles of pipeline, running from 6" to 51" and also four pumping plants. This project should range around 3 to 5 million.

Robinson Construction is in full swing on their Highway 20 job, 18 miles West of Williams. R. P. Peacher Construction is one of the sub-contractors on this project.

"Talking about Williams, the NTS-NTI-NCI picket is still going in front of their office in Williams," Morgan commented. "If any of you good Brothers are in the area, please stop by and say 'hi' to Bing and Jeff. It will help their morale."

Robinson Construction is back in full swing on their Hwy 162 job 4 miles West of Willows. This project was started last year and will be completed this season. District Representative Alex Cellini and Morgan held a pre-job conference with Madonna Construction for their Hwy 32 project. It will begin shortly and

Work in Marin holding up

Work in Marin is holding up fairly well, reports Asst. District Rep. Harvey Pahel. However, there are not too many big jobs going on at present.

Piombo Corporation of San Carlos was awarded a \$2½ million job at Kent Lake Dam-2 million yards of fill. A pre-job Conference will be held for this project. Basalt Rock Company at McNear's Point is going full swing with three shifts working. They are producing all the rip-rap for the Delta and for Warm Springs Dam.

V.B. Construction is working a Lull High Lift at Marin Headlands. Bresnan-Dalecio is doing a job in Petaluma on Ross & South McDowell. Ghilotti Brothers have Operators and Equipment scattered all over the County. At present they have five 20's at Basalt Rock Plant in San Rafael, McNear's Point.

Soiland Company is using 10 or 12 Operators at Ignacio Industrial Park. After five years, they have finally got the go-ahead to develop the rest of Bel Marin Keys.

Talbott Brothers have been working on Woodland Subdivision, on Olive Avenue in Novato.

finish up around November, 1981. This is one project that is badly needed.

Roebbeleen Construction of Sacramento is getting underway with the addition to Enloe Hospital in Chico. This project went for around \$2 million and will be completed in 12 months. Aron Wrecking and Building is the excavation sub-contractor on this project.

Business Representative Dan Mostats reports that work is still picking up on the East side of the area. Conco Engineering, Inc. from San Luis Obispo has begun work on the Little Truckee River Bridge project. West Valley Con-

struction is in the Portola Area working on telephone work. John M. Franks is about to wrap things up on the rest stop out of Portola on Hwy 70. Hunt Construction of Sacramento has started work on the Housing Project in Quincy, with Tiner Tractor Rental doing the dirt work. G.E.B.-Mittry is in full swing on the Hwy 70 realignment project. Carl J. Woods has recalled a few members back to work at the rock plant and on the river job.

"We are still on the Kirkwood-Bly Picket at Sly Creek Reservoir and, again, would like to thank everyone who has helped on the line and ask the ones who have not

helped to give us a hand when we call," Mostats urged.

There are two more projects coming up which will be going out for bid in the Oroville Area and an overlay project coming up for bid on Forty-Mile Road in Yuba County.

BLOOD BANK

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

MARYSVILLE: 2nd Tuesday of each month at the Marysville Art Center, 420 - 10th Street,

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

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

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

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



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Rollover test on huge loader results in smashing success

Through sponsorship by the Interior Department's Bureau of Mines, efforts are underway by Woodward Associates, Inc. of San Diego, California, in cooperation with three construction equipment manufacturers, Clark Equipment Company, Deere and Co., and International Harvester Co., to further improve the rollover protection provided to operators of construction and mining machines.



I recently witnessed the rollover of a Clark 675 front-end loader at Woodward Associates, Inc. proving ground near Beaumont, California. The Clark 675, which weighs almost 200 tons and has a 24 cubic yard bucket, rolled over two complete revolutions coming down the 120 foot long, 35 degree roll hill at the proving ground. In addition to the considerable instrumentation aboard to allow engineering analysis of the structural performance of the ROPS mounted on the Clark 675, an anthropometric dummy was belted into the operator's seat to test an advanced operator restraint system.

After observing the machine subsequent to this severe rollover, the test attendees agreed that while a real operator might have been injured during the rollover, it appeared that his life would have been saved (see accompanying photos).

The Occupational Safety and Health Administration plans to revise its trenching and excavation safety regulations after receiving a recent study that includes recommendations from engineers, contractors and the building

trades.

The study, conducted by the National Bureau of Standards for OSHA, focuses on the technical provisions of the current regulations, which Felix Y. Yokel, author of the report, says "are ambiguous, hard to implement and not technically sound."

During the past two months, a working draft of the report containing suggested revisions to the regulations were presented at five regional meetings. Input was gathered from attendees including members of the AFL-CIO, Associated General Contractors, Association of Soil and Foundation Engineers (ASFE) and the National Utility Contractors Association. Arthur L. Schmuhl, director of safety and health services at AGC, says the workshops gave Yokel an opportunity to hear from the industry "the variation in problems in different geographical areas."

Because of regional differences, such as soil conditions, many of the representatives voiced concern that a general standard of practice—a single set of standards for use nationwide—could make a job expensive and difficult in one part of the country while the same requirements would be perfectly logical in another. For this reason, says William S. Zoino, president of ASFE, "most of us agree that standard practice can be comprehensive and used on a national basis, but it should also allow for variations based on local practices."

However, Jim E. Lapping, director of safety and health for the Building and Construction Trades Department, AFL-CIO, says standard practice should be "well defined and broad enough to cover all of the conditions that are in different regions." Lapping also says that a "licensed engineer," as opposed to a "competent person," should be required to design a job that deviates from the standard practice.

This issue has caused some minor controversy among contractors, says Schmuhl, who argues that such a requirement would hold up jobs, increase costs and expose engineers to liabilities. And, says Schmuhl, "There is no real line of demarcation of disciplines in some states" that makes engineers competent in trenching and excavation just because they're licensed. "Competency is what matters," he says.

There also was discussion at the workshops on standard depth, shoring and sloping, soil classification, field practices and problems such as loading on different types of shoring. Using the input from the meetings, Yokel says he hopes to "give OSHA recommendations outlining what the new federal regulations should be." Yokel says he also hopes to see "industry form a committee to develop a voluntary consensus standard for excavation safety."



ENGINEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Talking to Techs

Construction Inspectors Association

For those of you who have been following our newspaper articles on SB 206 (Registered Construction Inspectors Association), we have good news! As of July 1, 1981 they are out of existence. The Sunset Clause set on them and they had to close their doors. There was not enough support in the Senate to get the Bill passed. We would like to express our appreciation to Ron Wood, Local 3's Legislative Analyst for all of the hard work and long hours he has contributed to the defeat of SB 206. We know that the people behind the Registered Construction Inspectors Association are not going to go away. They will try to get new legislation through the Senate next January. We will be keeping an eye on them so that there will be no surprises.



Negotiations

We have concluded negotiations with Pittsburgh Testing Laboratory and have held a ratification meeting. The contract has been unanimously accepted by the Employees. The wages and fringes are at parity with our other Testing Agreements covering this Industry.

We are currently reviewing U.S. Testing Western States Division's contract proposal and are preparing a response. This Firm, operating out of Modesto, performs Soils, Concrete, Roofing, Laboratory Tests, Non-Destructive Testing, Steel and other various inspection services. Met-Chem Engineering in Sacramento is getting out of the Non-Destructive Testing Business. The Firm's current Manager and Employees will be opening a new office in Sacramento under the name of Industrial Testing International. Alf Johnson, Manager-owner, has signed an Agreement with Local 3.

We are currently discussing an agreement with Peter Kaldveer and Associates in Oakland. They are a Soils Company who performs Soil Testing and Geological Investigations. They have seven Employees of which the majority have decided to be represented by Local #3.

The Work Picture

The work picture in June saw a decline in the jobs available for soils work because of the housing market depression. Most members are still working full time, but a few have had a week or two off between projects. There are still openings for Steel Inspectors and Concrete and Ribon Inspectors. If you need work contact the Tech Engineers Center for further information.

A Surveyor Retires!

A gold watch replaced a Transit at a party given for S.T. (Tra) Wolfe by Ferguson and Wollman Consulting Civil Engineers, Pleasant Hill, upon his retirement on May 15, 1981 after fifteen years with that Firm as a Chief of Party, and twenty-one years as a member of Local #3 O.E.

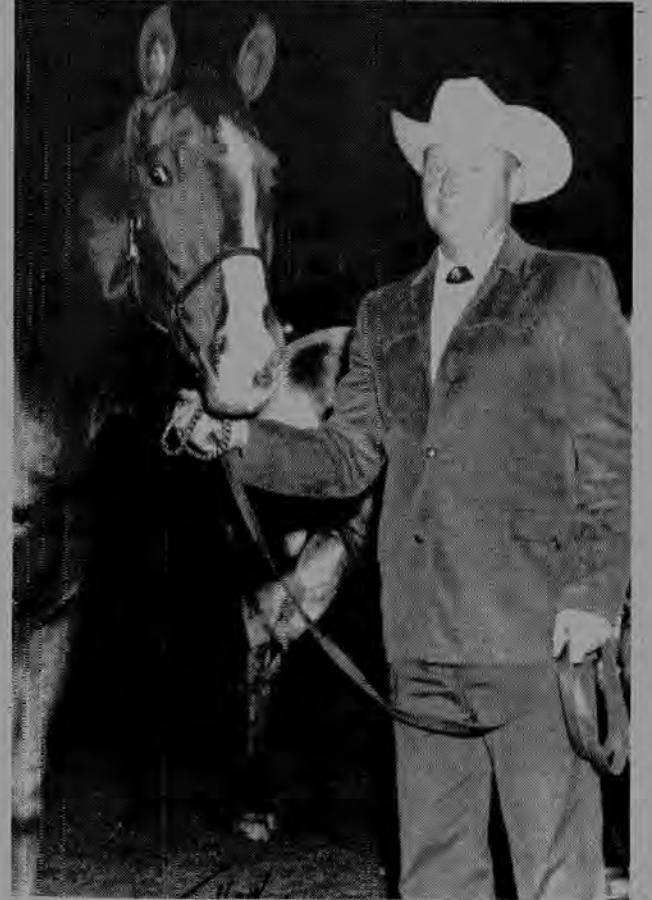
After a hitch in the Marine Corps, near the end of W.W. II, Brother Wolfe worked his own uranium mines in Colorado and Utah. When the boom ended, he came back to California and started "The Donut Farm" coffee shop in Concord, California.

Having been raised on a horse and cattle ranch in Western Colorado, the urge to work outside led to selling his shop and joining Local #3 in 1960. Brother Wolfe worked for Martin and Bissell R.C.E., San Leandro for a number of years, then decided to try his hand at construction layout work. He joined Brother Ed Morgan's crews on the U.S. Steel Pittsburg Plant job with ELMCO Corp., then became Field Chief for the Taubman Project at the Sun Valley Mall job in Concord. In 1966 he went back to land surveying and what was to be a long association with Ben Ferguson and John Wollman. "Working with Ben and John was never dull," says Tra. "When you have five offices in three Western States, something exciting is going on somewhere all the time!"

Brother Wolfe lives on a small horse ranch near

Clayton, California with his wife, Jean, who is a nurse, and his son, G.J. (Greg) Wolfe, who is also a member of Local #3. "I was very glad when my son decided to join O.E.," said Tra, "not only because of the father and son tradition, but also for the benefits any young person can get from a great Union like ours!"

We wish Tra and Jean the very best!



Brother S.T. "Tra" Wolfe with his favorite horse.



North Fork advisory board approves new water system

Fresno District Representative Claude Odom reports that a community plan calling for an updated sewer system and a new water storage system has been unanimously approved by the North Fork Citizens Advisory Committee. The Madera County Planning Director predicted the County Board of Supervisors will adopt the plan by the end of 1981 without drastic changes.

Before taking action, the Board will have an environmental impact report prepared. In response to a survey of North Fork residents, the plan calls for expanding the community sewer system as State Public Health officials have ruled that the existing system is inadequate. The plan proposes buying U.S. Forest Service land as the site for a treatment facility.

Committee members also agreed to ask the San Joaquin River and Power Authority to build a bypass road around North Fork before the start of the Granite Graveyard Hydroelectric project east of town. The existing roads will not be able to handle the additional traffic.

Granite Construction Co., Colalinga Division, has a crew paving on various locations including Hillsvalley Road near Orange Cove, Dickenson Avenue near Kerman and Clarkson Avenue near Cantua Creek.

Lee's Paving Company of Visalia is currently working on their overlay job in downtown Porterville. This project along with several other smaller jobs has been keeping most of his crew busy.

Site development work is being done on two large home building projects north of Shaw Avenue in Fresno between Freeway 99 and Brawley Avenue. About 325 homes and 27 multiple units will be built on both projects during the next two years.

The dirt work on Guy F. Atkinson's Freeway 41 project is approximately 75% completed with 40 Brother Engineers still working.

Negotiations are underway at Gray Lift, Inc., Edward R. Bacon Co., R. H. Gorman Company and the County of Madera. Stuart Radiator Mfg. Co. employees ratified a three-year contract. Their new contract includes improvements in health and welfare, vacation, holidays, seniority, funeral leave, sick leave and wages. Wage increase was 27.1% over a three-year period.

Pictured above is the Pine Flat Dam project on the Kings River. Fred J. Early Construction has the contract for building a hydroelectric plant on the already existing dam. While water slams down off spillway and kicks up a tremendous mist, workers are busy working on a small coffer dam and excavating 50 feet into solid bedrock. Pictured in the group shot are (left to right): Randy Avants, Art Avants, Dean Hansen (foreman), Local 3 business agent Jerry Eennett and field mechanic Ken Berstler.

DEPARTED BROTHERS

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

NAME/ADDRESS	DECEASED
Barber, Ray (Marie—Wife) 535 Thoma Street, Reno, Nevada	7-9-81
Barcalow, Terry (Debbie—Wife) P.O. Box 515, Geyserville, CA	7-26-81
Bosma, Fred C. (Shirley—Wife) 2083 S. Healy Rd., Merced, CA	7-10-81
Bunting, Lawrence (Kathleen—Wife) Star Rt. Box 7, Callahan, CA	6-16-81
Chilcott, Frank (Josephine—Wife) 1642 Minnesota St., Fairfield, CA	7-4-81
Clark, Samuel (Ruby—Wife) 8873 Kibbee Rd., Marysville, CA	7-24-81
Cooper, O. A. 574 Mendocino Drive, Petaluma, CA	7-1-81
DeLong, Frank (Marcella Ballerstein—Sister) P.O. Box 2152, Concord, CA	5-30-81
Fazio, George C. (Dina—Wife) 594 Lisbon St., San Francisco, CA	7-14-81
Furrer, Danny 3445 Truckee Way, Sacramento, CA	6-28-81
Harryman, Ed (Irene—Wife) P. O. Box 23, Browns Valley, CA	6-28-81

Hernandez, Edward (Carmen—Wife) 864 Lakebird Dr., Sunnyvale, CA	6-4-81	Sandin, Tanner (Margherita—Wife) 908 Commercial Ave., So. San Francisco, CA	7-5-81
Highfill, Uyle D. (Uyle E.—Son) P.O. Box 402, Folsom, CA	7-7-81	Smith, James O. P.O. Box 62, Marysville, CA	6-25-81
Hinman, Walter (Jessie—Wife) P.O. Box 245, Quartzsie, AZ	6-15-81	Spencer, Vern (Vern, Jr.—Son) 2127 West 13250, So. Riverton, UT	6-26-81
Hussey, Richard (Rebecca—Wife) 89 170 Nanaikala, Waimea, Hawaii	7-22-81	Ternahan, Glenn Box 7635 Langley, Salinas, CA	5-5-81
Johnson, Virgil (Marilyn—Wife) 3111 Flannery Rd., San Pablo, CA	7-11-81	Thomas, Samuel (Gregory—Son) Shirley McDonald—Daughter	7-10-81
Kelley, Homer (Nethla—Wife) N 8110 Hauser Lake, Post Falls, ID	6-25-81	2382 E 27th St., Oakland, CA	
Lawyer, Bishop (Edith—Wife) 27 La Cienega Way, Yuba City, CA	6-30-81	Wilson, W. A. (William—Son) 1002 Sibley Sp. 18, Folsom, CA	7-6-81
Linton, Milton (Carol—Wife) 16240 Montreal Rd., Madera, CA	7-7-81	34 Deceased Members May 1, 1981 thru July 31, 1981 0 Industrial Accidents May 1, 1981 thru July 31, 1981	
Mancebo, Frank (Ken—Son) 2185 Lake Blvd. #38, Redding, CA	7-20-81	DECEASED DEPENDENTS July 1981	
Mustain, Kenneth R. (Margaret—Wife) 84 Washington Dr., Lemoore, CA	7-10-81	Heilman, Bert W.—Deceased June 21, 1981 Son of Roger Heilman	
Norgans, Lee (Dorothy—Wife) 286 Maui Cr., Union City, CA	7-11-81	Hunt, Alice—Deceased July 1, 1981 Wife of Raymond Hunt	
Obert, Chas. (Lois—Wife) 3316 Rivere Ave., Oakland, CA	7-3-81	Poole, Russell—Deceased June 12, 1981 Son of James Poole	
Ollerton, Elmo C. (Alta—Wife) 135 So. 5th West, Manti, UT	6-13-81	Byars, Martha—Deceased July 8, 1981 Wife of Thomas Byars	
Parrish, Rue (Sarah—Wife) 1190 Darrigo Rd., Stockton, CA	7-4-81	Turner, Mary—Deceased June 20, 1981 Wife of Roy Turner	
Priest, Elmo E. (Zelma Noble—Daughter) 2812 Florida St., Huntington, CA	7-9-81	Martinez, Nellie—Deceased July 18, 1981 Wife of Stanley Martinez	
Rawley, Milo (Leona—Wife) 975 E. 1175 St. #24, Kaysville, UT	6-27-81	Thomas, Ruth—Deceased July 18, 1981 Wife of Roger Thomas	
Rigtrup, Redd L. (Rowena—Wife) 135 West 400 South, Springville, UT	6-30-81	Van Patten, Rosey—Deceased July, 1981 Wife of Lloyd Van Patten	

'Man Upstairs' helps out in D-9 dozer mishap

On May 11, 1981 at approximately 6:30 P.M. Brother Ralph Olsen must have had help from the man upstairs to still be with us. Business Representative Norris Casey reports that he was operating a D-9 Dozer cleaning up a dump area within the quarry when the roadway he was building gave way below one track. Fortunately for Ralph it hung on the bank because if it had gone into the lake, Ralph would not ever have been able to get out. The pond is over 100 ft. deep and full of silt.

A cable was tied to the dozer and tied off to a scraper that was parked on the road above. Ralph had taken the time as he left the dozer to shut it off. So it did not vibrate into the lake.

Bigge Crane was hired to pick it out. They brought in a 4100 Manitowoc manned by Brothers Don

Atkinson, Operator and Dick Ebitson, Oiler. The crane was assembled with the aid of Brothers Don Calvin, Operator and Danny Herlocker, Oiler and a 75 ton hydraulic crane.

When assembled, it was walked into the work area and the pick made. The riggers hooked the cables onto the dozer and it was picked up and walked out to firm ground. The actual pick only took a few minutes and was very smoothly done.

Brother Olsen was very lucky. He could have, and undoubtedly would have been killed if the cat had gone into the lake because with the cab on the rig he would not have been able to get out. "He still has his job and I am sure he will never get into that position again," Casey commented.

Work in Southern Alameda

County is going good. There are a lot of dirt jobs going. Nothing real big, but enough to keep many brothers working.

Joe Foster has two jobs going (housing) in Pleasanton. He is also moving his yard and office to Scarlett Court in Dublin. Independent has two fairly big housing tracts in Pleasanton and one in Dublin. Teichert has a small subdivision in Livermore. Gradeway has many small jobs going in both Fremont and Livermore.

McDonald Construction has a job in Alvarado at the old Holly Sugar Plant. They are trying to get compaction in an area that for many years was used as a dump area. They have to take out dirt and put it back to compaction.

Oliver DeSilva has the same kind of job in Pleasanton. They are trying to get compaction in an area

that was originally a dump area for Kaiser Sand. They have to take out the dirt to hard ground and then put it back to compaction. They are moving the dirt twice.

Oliver DeSilva at Dumbarton is shut down at this writing. It seems they got too much weight on their road fill and it forced bay mud up through the fill. They have to let it equalize itself before they can put any more dirt on.

Redgewick has many small jobs on both the Fremont and Livermore sides of the hill.

The rock plants have been slow. Most everyone has been called back from the winter layoffs, but none of the plants are working overtime yet. Everyone is hoping that it will pick up soon.

It is a hard one to figure out. The jobs just seem to be doing the initial grading and then left to sit

for awhile.

H. K. Ferguson finally started on the new Xerox plant on Kato Road in Fremont. This is an \$11 million project for the first phase, to be completed in 1982. Ferguson does not have any of our people working directly for them; Gradeway did the initial grading, A & H Underground has the pipe, and Niles Electric has the electric underground. So far a very good job.

Truck Crane rental is very spotty all over the jurisdiction, reports Business Representative Bill Dorresteyn. Some of the crane companies are very busy and some are slow, they when they work it booms. This is a very strange year for rental. There are a lot of rigs on bare lease and most are manned outside the company personnel. The larger rigs are doing well as

(Continued on Page 16)



Starting from upper left, scraper ties off dozer, crane prepares the pick after workers hook cables and the lift is made to safe ground.

Swap Shop: Free Want Ads for Engineers

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

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

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

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

FOR SALE: TRUCK TIRES 8.25x20, 9.00x20, 10.00x20, 11.00x20. 810 and up. L.E. Mulhair, 97 Southridge Wy, Daly City, Ca. 94014. 415/333-9006. Reg. #154371. 5/81.

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

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

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

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

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

FOR SALE: WATER TRUCK, 2800 gal. 1961 k.w., 250 eng. w/blower (270) out of frame major 1 year ago. Side, front & rear sprays, piped for jetting. Pony eng. compl. overhaul rec. Gd. rubber. \$12,000. Water tank, 2500 gal. 81100. Rear end for white trk, 10 spd trans. Frank P. Dye, 408/274-5370. Reg. #0848357. 6/81.

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

FOR SALE: BLD. WIDE MOBILE HOME, central heat, a/c, 2 BR, 1 1/2 bath, garage, wk. shop, pool w/deck, screened cabana w/barbq, fenced, nr. Corning

on level 2 1/2 ac. \$56,000. Will consider small acreage as part payment. 916/824-1363. Gerald Boyle, P.O. Box 743, Corning, Ca. Reg. #0671365. 6/81.

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

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

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

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

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

FOR SALE: HYSTER D7J HYD. logging winch \$6,000. FP carry all 16-18 yds \$2,500. Allis Chalmers Model B tractor serial no. B68055 \$2,000. Joshua Bassi, P.O. Box 732, Placerville, Ca. 95667 Ph. 916/622-0723. Reg. #0346961. 7/81.

FOR SALE: 72 CORVETTE T-TOP full custom, 350, 4-speed, air, am-fm tape & power booster. Real show car. 415/724-8144. Reg. #1225929. 7/81.

FOR SALE: ONE MAG WHEEL and good 67-15 tire for '67 Buick Riviera. One 22 cal. Marlin rifle w/weaver scope. \$50 ea. both for \$85. Ivan G. Martin, 415/533-7999. Reg. #0640879. 7/81.

FOR SALE: BEAUTIFUL SETTING, on 1-2/3 ac. 2 BR, 1-1/2 baths, lg. rumpus rm, 2 full kitchens, new w/w carpeting, lg. front porch, overhls sprg-fed stream yr round. Gravity flow water, 2-car garage, extras. Owner financing @ 10%. Louis E. Eck, 2510 Hwy 199, Sp. 40, Crescent City, Ca. 95531. Ph. 707/458-3523. Reg. #0346986. 7/81.

WANTED: D-8 2-U CAT PARTS. Need swing frames, rollers, tracks & sprockets. A. Zehnle, 5811 Live Oak Lane, Redding, Ca. 96001. Ph. 916/243-5819. Reg. #024443. 7/81.

FOR SALE: 300 GAL. ESSICK oil trailer \$2,900. Layton Elec. Paving Box \$6,500. Layton 2-3 T roller rebt eng. \$9,000. Call 408/688-6505. Reg. #1142763. 7/81.

FOR SALE: HOME ON GOLF COURSE in The Villages, San Jose. Two BR, two bath, two patios, dbl garage. \$148,500 assumable loan, upgraded. Arthur Reynolds, 6163 Montgomery Pl., San Jose, Ca. 408/274-4738. Reg. #282585. 7/81.

FOR SALE: 3 BR HOME, dbl garage, firepl., basement. Campr., 12 hookups, laundromat, showers & rest rms. 4 ac. edge of town. Tourist/recreat. area. \$125,000. Owner fin. w/reas. dwn pay. W.E. Howlett, P.O. Box 881, Monticello, Utah

84535. 801/587-2974 aft. 6 pm. Reg. #1761588. 7/81.

FOR SALE: DELTA TABLE SAW, 2 h p. commercial, fully equipped \$175. 1960 Cushman gas golf cart, 4 wheels. Arthur Reynolds, 6163 Montgomery Pl., San Jose, Ca. 95135. 408/274-4738. Reg. #282585. 7/81.

FOR SALE: 16 FT JET BOAT, 455 Olds, Excellent condition, \$4,000 or best offer. Kenton E. Love, 1115 Mattos Dr., Vallejo, Ca. 94590. 707/644-9456. Reg. #1251252. 7/81.

FOR SALE OR TRADE: '76 DODGE equipped for travel trailer towing. Wayne Keller, 1650-18th St., Oroville, Ca. 916/533-7175. Reg. #0802678. 7/81.

FOR SALE: 1960 25 FT CHRIS CRAFT cruiser w/hd., galley, 40 gal. fresh water tank, exc. cond. Sleeps 6+, full canvas. \$5,500 firm. Ph. 707/643-7246. Reg. #1098191. 7/81.

FOR SALE: 73 TIMBERLINE TRAILER 25 1/2', new awning, air cond., elec. hook-up, may be seen anytime. L. Moore, 160 Lois Ct., Pleasant Hill. Ph. 415/685-9546. Reg. #0268131. 7/81.

FOR SALE OR TRADE: 4000W R.V. GENERATOR MC 40, remote control \$1,000. Want 6000 W. Used 7 hrs. E. O. Hagle, 150 Wright Ave., Morgan Hill, Ca. 95037. Ph. 408/779-3663. Reg. #307911. 7/81.

FOR SALE: FORD DIESEL 801 tractor w/attachmnts Wagner loader & bucket, & forklift attac. 2-way hydraulic scraper, power steering, runs gd. \$6,000. Henry P. Sand, Jr., 209/239-2242. Reg. #1101983. 7/81.

FOR SALE: FORD V-8 GAS MOTOR 292 cu. in. or 312 cu. in. w/radiator, runs gd. Came out of H.D. pickup. \$200. H. P. Sand, Jr., 209/239-2242. Reg. #1101983. 7/81.

FOR SALE: WISCONSIN 2 CYL. hand crank mod. #T-HD. H.P. 18 hr. Serial #2918952. Complete motor. \$200. Henry P. Sand, Jr. 209/239-2242. Reg. #1101983. 7/81.

FOR SALE: 1950 FORD FLATBED 12' (1960 Dodge eng.), air for tr. \$1,500. Hvy duty tilt trailer 19' air brakes \$2,700. Cat D-6 Hydro angle dozer \$9,500. Lawrence Brown, 4170 N. Irving, Kingman, Arizona 86401. Ph. 602/757-5501. Reg. #607301. 7/81.

FOR SALE: 17 FT DORSETT Deep V. 140 I/B Merc. cruiser. Vanson trailer. Very gd. condition. \$3,750. Don Riggs, 772 Via Granada, Livermore, Ca. 415/449-5573. Reg. #0900556. 7/81.

FOR SALE: 1975 YAMAHA. 175 Enduro. 1,700 mi. Very gd. cond. \$400. 1974 Honda C.B. 175 street legal electric start. Very gd. cond. 3,700 mi. \$400. Don Riggs, 772 Via Granada, Livermore, Ca. 415/449-5573. Reg. #0900556. 7/81.

FOR SALE OR TRADE: 14 FT. ALUM. Lone Star Evinrude motor, 35 hrs. \$500. 14 foot Sears fiberglass 45 hrs. Mercury motor \$450. Both have 13" wheel trailers. Earl O. Hagle, 150 Wright Ave., Morgan Hill, Ca. 95087. Ph. 408/779-3663. Reg. #307911. 8/81.

FOR SALE: 12X60 MARLETTE 2 BR set up on 2 1/2 ac. w/siding, 2 sheds, 2 porches. Extra clean, Loma Rica, 1/2 hr from Marysville. Ph. 916/742-6027 after 4 p.m. Reg. #0482253. 8/81.

FOR SALE: 1975 INTERNATIONAL BACK HOE model 2500B. Low hrs., 4 buckets. \$11,500. John Cardoza, 1950 Overhill Rd., Concord, Ca. 94520. Ph. 415/757-7841. Reg. #0569617. 8/81.

FOR SALE: 79 DOUBLEWIDE MOBILE HOME. All elec., 2BR, 2 full bath, deck & awnings, 1 mi. from Crescent City boat harbor bet. Klamath & Smith Rivers. \$25,000. Fred Barber, 161 Lakeview Dr., Crescent City, Ca. 95531. Reg. #1152603. 8/81.

FOR SALE: 40 WOODED ACRES in the pine nuts. 2 BR house, misc. bldgs. root cellar, garden, gd. well, trailer for guests, no elec. Write P. O. Box 844, Gardnerville, Nevada 89410. Reg. #0931123. 8/81.

FOR SALE: USED TIRES, one 26x18x26, two 10x24. Bath tubs right & left, some w/legs. Sinks, wash trays. D2 tractor, disc & harrow. \$2,500. Hvy. duty Heill winch w/cable \$350 + other winches & parts. Lee Mansker, 11330 Farndon Ave., Los Altos, Ca. 94022. 415/967-8660. Reg. #1067423. 8/81.

FOR SALE: MOBILE HOME SITE. Water, elect., sewer in, on New Melones Lake. Trees & lake view, \$15,000, or make offer. Ken Downing 2537 Lessley Ave., Castro Valley, Ca. Ph. 415/581-2482. Reg. #0387121. 8/81.

FOR SALE: TWO PLACER GOLD CLAIMS & one Loade claim, in Butte County. \$750 each. W.E. Dixon, P. O. Box 52, Vacaville, Ca. 95696. Ph. 707/448-6394. Reg. #0557496. 8/81.

FOR SALE: 78 CAMARO, red, 350 eng. 34,000 mi. Stereo, pow. locks & windows. Tachometer, druse mags, gd. tires. \$4,950. Vern Petersen, 801/487-1932. Reg. #0714938. 8/81.

WANTED: USED TROY BILT tiller, 7 horse. Vern A. Petersen, 801/487-1932. Reg.

#0714938. 8/81.

FOR SALE OR TRADE: 5.02 ACRES, Lake of the Ozarks, Eldon, Missouri. Scenic views, trees. \$9,000 full price or terms. Austin D. Melton, 336 Main St., Yuba City, Ca. 95991. Ph. 916/673-1601. Reg. #0584124. 8/81.

FOR SALE: ONE PASSENGER TRUCK SEAT like new \$25. 1 set tire chains for 10 hundred 20 tires like new \$30. 1 CJ5 Jeep top exc. cond. \$60. W.E. Dixon, P. O. Box 52, Vacaville, Ca. 95696. Ph. 707/448-6394. Reg. #0557469. 8/81.

WANTED: PLOMB TOOLS. One or a box full. Esp. catalogs & tool boxes, blacksmith tools & vises. T. Coffman, P. O. Box 182, Capitola, Ca. 95010. Ph. 408/475-1595. Reg. #1640656. 8/81.

FOR SALE: 21 FT. F/G BOAT, deep V hull, Ford V8, 1/0. Shoreline, tandem axle tr. \$3,000. BO/Trd. J. Byrd, 1308 Castillo, Burlingame, Ca. Ph. 415/344-6541. Reg. #1216125. 8/81.

FOR SALE: 26 FT BOAT Pacemaker, i/B Chrysler, w/berth, lots extras. \$7,900. BO/Trd. J. Byrd, 1308 Castillo, Burlingame, Ca. Ph. 415/344-6541. Reg. #1216125. 8/81.

FOR SALE: LAPIDARY EQUIPMENT. 6" Opal diamond saw with 4 diamond impregnated grinding wheels and polisher. Albert Cameron, 152 Vera Ave., Redwood City, Ca. 94061. Ph. 415/366-1468. Reg. #0641574. 8/81.

FOR SALE: 74 DODGE 1/4 ton 4 spd. 318 eng., radio, heater, new tires & battery, el. cond. T. Brune, 207 W. North St., Oakdale, Ca. 95361. Ph. 209/847-6255. Reg. #1351770. 8/81.

FOR SALE: OIL DISTRIBUTING TRUCK. 1961 Chevy, 1200 gal. tank, exc. cond. John Corbett, 2606 Carpenter Rd., Stockton, Ca. 95205. Ph. 209/463-7305. Reg. #1208766. 8/81.

FOR SALE: OIL DISTRIBUTION POT. 200 gal. on trailer w/20" tires, heater. John Corbett, 2606 Carpenter Rd., Stockton,

Ca. 95205. Ph. 209/463-7305. Reg. #1208766. 8/81.

FOR SALE: 1975 TRAVETT CABOVER camper. 11' new paint, fully self contained, inc. shower. Super shape. Take it hunting for \$2,000. Jim Upton, 1941 N. Motel Dr., Sp. 86, Fresno, Ca. 93705. Ph. 209/441-7496. Reg. #1812629. 8/81.

FOR SALE: 304 KOEHRING DRAGLINE 1/2 yd. on tracks, 40 ft. boom & 1/2 yd. drag bucket, 6 cyl. Buda engine, gas, fair cond. Needs some work, like paint. \$3,000 or B.O. Henry Sand, Jr., 209/239-2242 or 209/632-3952. Reg. #1101983. 8/81.

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

• Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

• Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

• Address all ads to Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

Personal Notes

Santa Rosa: We all extend our heartiest congratulations to our Dispatcher, Rob Wise and his wife Sharon, on the recent birth of their beautiful baby daughter, who came into this world weighing 6 lbs. - 15 oz.

Our deepest sympathy is extended to Bro. Jack Smith on the sudden death of his wife Agnes. We also would like to express our sympathy to the families and friends of Oly Olsen and Bob Stratton, both of whom passed away recently.

Ignacio: Congratulations to Brother Sil Cervantes and his wife on the birth of their baby girl, "Roseann." Her grandfather, Sil Cervantes, Jr. owns S.H. Cervantes Contracting.

We are saddened by the deaths of the following members: Brother Ken Malanti who worked for Shamrock Materials of Novato, was killed in a car accident on June 13th; Leon Muzzy and Melvin Giacomini, retirees; and the son of Brother Roger Heilman. We wish to extend our heartfelt sympathy to their families.

Congratulations to Brother Wayne Wooley and wife Sheri on the birth of their daughter, "Jeanne" born on July 7th, and weighing in at 8 lbs. - 5 ozs.

Eureka: We are happy to announce the birth of a daughter to Brother Mike Strahan and his wife Susan. Little Faith Strahan arrived Thursday, July 9, 1981.

Also, we are happy to announce the birth of a son to Brother Kevin Reynolds and his wife. Little Timothy James arrived Thursday, July 16, 1981 at 5:45 A.M. weighing in at 7 lbs - 9 oz.

It is with great sorrow we report the death of the following Brothers: Al Holder passed away March 4, 1981 after a lengthy illness. Otis Lawrence passed away April 7, 1981 after a lengthy illness. Ted Porter passed away April 22, 1981 after a lengthy illness. Harold Walker passed away May 15, 1981 after a lengthy illness. Connie Menefee passed away on June 16, 1981 after a lengthy illness.

Stephan Robich passed away on July 15, 1981 after a lengthy illness.

San Mateo: We are very sorry to report the death of Alice Hunt, wife of Ray Hunt. She died quite unexpectedly of cancer. Our deepest sympathies to the family and friends of Mrs. Hunt.

Oakland: It is with deep personal regret that we report the passing away of Brothers James Rogers and Donald Sizer of Antioch, California. These brothers were respected and well liked by all who knew and worked with them. Their smiling faces will be missed by all.

San Jose: Brother member Daniel Harne and wife Rose Ann are proud to announce the birth of an 8 lbs 8 oz. baby boy whom they've named JEREMIAH GUY. Brother Harne works for Olive Springs Quarry in Felton, Ca. and they live in Aptos, Ca. CONGRATULATIONS TO THE HAPPY FAMILY!!!!

More from Mayfield

(Continued from Page 5)

in the past. Without it (the Custom Agreement), almost all state work that prior to the repeal of the little Davis-Bacon Act, had a prevailing wage only (no benefits), would now almost 100% be constructed nonunion. With this agreement, hopefully, most fair employers will be able to successfully compete and get a majority of work falling in this category.

At this writing the Moon Lake Project Agreement is finally paying big dividends with jobs. We now have four contractors signed on a letter of assent and at present over 100 Operating Engineers are now employed in the infant stages of the 1.2 Billion Dollar Coal-fired Power Plant. I am told that in short order most contractors involved will begin a second shift, and therefore, hopefully, at least 100 new Operating Engineer jobs will be created.

For all of us in the construction business knows that this has been a most difficult season, and my predictions of a poor and tough construction year have, unfortunately, been all too true. As I twice stated earlier, if you have that decent construction job at all—hang on to it and guard it. Let's all hope that interest rates come down because with only a drop of 3 to 5 points, almost overnight, billions of dollars of housing and other construction jobs are almost a certainty.

Attend Your Union Meetings

August

- 4th** Stockton: Engineers Bldg., 2626 N. California St.
6th Sunol: Sunol Valley Country Club, Hwy. 680 & Andrade Road
11th Fresno: Engineers Bldg., 3121 E. Olive Street
18th Sacramento: Woodlake Quality Inn, Hwy. 160 & Canterbury Road

September

- 2nd** Salt Lake City: Engineers Bldg., 1958 W.N. Temple
3rd Reno: Musicians Hall, 124 West Taylor
10th Santa Rosa: Veterans Bldg., 1351 Maple Street
24th San Jose: Labor Temple, 2102 Almaden Rd.

DUES SCHEDULE

FOR PERIOD 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	
Retirees	\$51	(Per Qtr.)

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

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

GIVE ME THE TAX BREAK

Dear Credit Union:

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

- Easy Way Transfer Save From Home Kit

(my name)

(social security number)

(address)

(city) (state) (zip)

P.S.

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

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

IMPORTANT

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

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY & STATE _____

ZIP _____



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

Marr supports smog inspection

(Continued from Page 1)

This was EPA's way of telling California to get its act together and establish a mandatory auto inspection program. State legislators refused to take the threat seriously, believing they would win a battle in court which claimed the EPA ban was unconstitutional.

On February 23 of this year, the Supreme Court ruled in favor of the EPA when it refused to consider an appeal by the state to hear its case. Legislators still dragged their feet, even though the ban was put into effect, hoping that the newly elected Reagan would ease or repeal the penalties. He didn't.

With these contingency plans dashed, the legislature finally got serious about an auto inspection bill this spring. In March, the Senate Transportation Committee approved SB 33 by Senator Presley, authorizing annual inspections for most cars and light trucks in the San Diego, Los Angeles, Fresno, San Francisco and Sacramento areas.

After a series of amendments, the bill was finally passed by the Senate Finance Committee in June but failed to make it through a vote

of the complete Senate last month. Since that time, Presley has sought support from labor and citizen action groups in an attempt to gather the necessary support for another vote. As *Engineers News* goes to press, the vote is scheduled to be put on the floor Aug. 13.

The bill as it now stands would do the following:

- Establish an annual motor vehicle inspection and maintenance program within federally designated nonattainment areas, effective "as expeditiously as possible after January 1, 1983."

- Require the Department of Consumer Affairs (Bureau of Automotive Repair) to license private garages and mechanics to conduct emission tests and do repairs. Annual fees paid by stations and quadrennial fees paid by mechanics to the department will defray the cost of licensing.

- A licensed test station would be required to issue a certificate of compliance for any vehicle that passes the test. A licensed repair station would be required to issue a certificate of compliance after performing a low emissions service and adjustment or repair, or

after certifying that no repairs can be made within the cost limitation. The cost limitation is to be set by the department at between \$50 and \$100, except that the limit will not apply where tampering or removal of emissions control equipment has occurred.

- Certificates of compliance would be submitted to the Department of Motor Vehicles along with the annual vehicle registration application. Licensed test or repair operators would purchase blank certificates of compliance from the Department of Consumer Affairs for \$4 each, to cover the costs of administering the program. There is no limit on what a test or repair shop can charge a vehicle owner for a certificate of compliance.

Accident

(Continued from Page 11)

safety and health standards to each of the three companies. The citations are for: (1) failure to equip the crane with either a load indicator device, a load moment device, or a device to prevent an overload condition; (2) failure to check that the crane was properly leveled; and (3) loading the crane beyond its safe working load. In the case of (1), the serious citation for Jake's Crane carried the added designation of "willful." Proposed civil penalties for each company for these violations are: Jake's Crane, \$2300; Herrick Corporation, \$600; Swinerton and Wallberg, \$450.

Carter said: "The crane involved in this accident is no longer at the site. Instead, the operation is continuing with another crane from another company which has been properly equipped and inspected."

"CAL/OSHA will be taking aggressive action to see that this type of accident is not repeated elsewhere," Carter stated, "even if it means shutting down jobs where the cranes being used are clearly not in compliance with some very basic safety regulations."

Reagan slaps labor

(Continued from Page 1)

Eligibility for college student loans was tightened, with only households with incomes under \$30,000 a year exempt from a means test. The interest rate, now 9 percent, will rise to a 12 to 14 percent range.

HEALTH CARE—Medicare patients now must pay the first \$228 of hospital costs. This will rise to \$256 now and to \$328 by 1984. The premium cost for the voluntary insurance for non-hospital medical expenses will also go up more than it would otherwise.

Medicaid spending ceilings will be reduced, but not through the "cap" on federal payments to states sought by the Administration. Also rejected was an Administration provision to reduce the minimum federal payment from 50 percent to 40 percent of state expenditures.

HOUSING—Subsidized housing for low-income families was reduced even below the Reagan

budget. The fiscal 1982 ceiling would be 153,000 additional subsidized apartments, down from 210,000 this year, 260,000 sought in the Carter Administration budget last January, and 175,000 proposed by the Administration. Rents paid by tenants will rise in steps from 25 percent of income to 30 percent.

TRADE ADJUSTMENT—This labor-supported program to assist workers whose jobs are wiped out by imports is virtually demolished. The budget "savings" is \$1.3 billion; the amount left is \$317 million, largely for retraining-related costs. Regular state unemployment insurance benefits will replace the more generous trade adjustment formula.

Oakland

(Continued from Page 14)

there is a demand on large tilt ups and heavy lifts for the refineries, shipping companies, and the railroads.

There is a problem on crane rating under the manufacturer's rated capacity provisions in all the agreements. "I have one rig targeted and have all the specifications coming from back east," Dorresteyne said. "I called this manufacturer and talked to their engineers and got a good answer, but I need proof they are telling the truth. So, I should receive this information soon for investigation."

Rental cranes have done good on safety, but bare and the contractors' cranes are not doing as good. Work safe, the accidents we investigated were of a hurry up, save time nature. Also, who needs a full out rigger? Use good common sense and don't let some foreman or hand tell you how to set up or run the crane you're assigned to. It would be very disastrous with very serious results.

HONORARY MEMBERSHIPS

At its meeting on August 9th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated	By Local No.
Charles H. Allen	519844	8/46	3A
Carrol T. Barber	490907	10/45	3
Charles V. Clayton	230459	2/36	59B
Richard H. Daigh	394871	11/42	3A
Eric Erickson	479865	5/45	3D
Paul J. Holt	490962	10/45	3
George W. Johnston	509677	5/46	3
Robert L. Livermore	519718	8/46	3
Lance L. Lowry	519894	8/46	3A
William T. Malcolm	347017	3/42	3
James E. McCaffrey	515945	7/46	3
H. Stanley McCosker	360665	6/42	3
Joe F. Miranda	469320	1/45	3C
Steve Mohawk	351308	4/42	3
Carl M. Olds	295379	12/40	3
Harry M. Orton	314831	(8/41 initiated by 12 (8/46 transferred to 3	
Alex D. Radke	354775	5/42	3A
Ray J. Rutledge	519757	8/46	3
Joseph L. Scott	519759	8/46	3
William H. Scott	293362	11/40	3
Charles M. Steele	283094	2/40	3
Ernest W. Sutton	295012	(12/40 initiated by 12 (4/42 transferred to 3	
Martin A. Sweet	459262	9/44	3A
Lee A. Thompson	469311	1/45	3B
Walter A. Wagstaff	519781	8/46	3
Victor M. Woodard	519787	8/46	3