Marr calls for support on auto inspection bill

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. 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 CATter Presley. The bill would institute an annual automobile inspection and maintenance program in several 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.

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 cuts 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 conference 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 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)
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 once the war was over, we never seemed to get back to it. As we approach this Labor Day, it will be no surprise if most trade union members at the state parks, on our lakes with fishing pole or beer can in hand, or just poking around the pachy while hamburgers barbecued on the grills, are in no need of last three decades before the kids go back to school and we call an official 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 farmhouses, our good health, and realize that without the century of struggle that the Trade Union movement has endured, we would have dined little of this.

For years now, the "Labor" part of Labor Day has lost its meaning, I find our complacency 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. We look to you for additional liberated women, 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. As management lawyers and anti-union consultants, they are being taught every day 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 $500,000 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. The initial construction of highways and dams and canals is fading out while different kinds of construction projects take their place.

AFL-CIO holds conference to assess election strategies

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**By DALE MARR, Business Manager**

**ENGINEERS NEWS**

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

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BOB MAYFIELD, Recording Secretary

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**Grievance Committee and Executive Board elections**

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

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

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**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 to assess election strategies for the State Federation of Labor Conference on political action. The one day conference was called as a result of the stunning budget cuts and the effects those cuts were having on local unions and central labor councils.

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**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 Pigott & Green, which submitted a bid for just over $32 million on the project, which calls for the construction of three 12-lane expressways of 2.6 miles from Canyon Road to East Castro Valley Blvd. Underbidding is expected to get underway in late August or early September.

Bids opening slated on 50 public works jobs of $1 million plus

Eight of the 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 1983 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 projects, State 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 started for start since January.

August projects of $1 million or more include: BART, San Pablo Ave. grade separation, $1.5 million; Lawrence Berkeley Laboratory addition, $1.1 million; Caltrans, grading, paving and structures, Alameda County, $1.59 million; Contra Costa County Public Works Dept., Oakland parking structure, $5 million; Contra Costa Public Works Dept., industrial access road, Martinez, $1 million; San Francisco Public Works Dept., Mono Avenue, $4.1 million; Union City, Alvarado-Niles Road, $1.9 million; Port of Oakland, Union Point Basin dredging, $1.5 million; Oakland, airport pavements, $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, $1 million; County of Santa Clara, stormwater improvements, $5,150,000; San Francisco, Housing Authority, Hunters Point remodeling, $5.5 million; Navel Medical Center, $5 million; State Water Resources Control Board, seawage treatment plant, Emerald Lake, San Mateo county, $2.8 million; also Water Resources, Contra Costa County, $1.5 million; Contra Costa Public Works Dept., Oakley-Bethel Island treatment plant, Contra Costa County, $5.5 million; Lawrence Livermore laboratory, University of California, $5 million; Alameda, taxways, $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 Lake Tahoe courthouse, is major component of the energy conservation system. 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 highway 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 submitted a proposal to the U.S. Army Corps of Engineers to change the alignment. The complex, to get underway here next October, will be composed of two wings linked by a large pedestrian mall. A five-story courts wing will contain eight district courts and offices for all support staffs for the county's courts building, is major component of the energy conservation system.

Highway construction costs continue to increase at the rate between 1977 and 1980 (about 17%, annual average). The increase is most noticeable in the area construction costs. Even at a 5% inflation rate, the annual need would be $3.6 billion.

The significance of the GAO study, which includes a recommendation to increase the federal highway tax fuel, is that it focuses attention again on the administration's approach to the problem. Originally supported by Rep. Andrew Lewis and Federal Highway Administration chief Raymond Barnhart favored an increase. However, the political opposition of the House stated 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 said they feared enabling associations to posture about their positions, but do little to change the fact that there will be no highway bill before Congress in 1984. Rep. James J. Howard (D-N.J.), chairman of the committee, has made clear that he wants the highway and transit bills to go together. Another large 1983 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 per- mit for the 500-Mw plant because of its proximity to Zion National Park. The park area is classified as a Class I area under the federal law for protection of significant dete-rioration. EPA says Nevada Power Co., lead utility for the proposed plant, has not demonstrated its ability to prevent or correct air pollution.

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 inspec- tions rests with the project's management committee. The project is an IBM manufacturing/ administration building in San Jose. The existing OSHA inspection program was established by Hensel Phelps Construction Co., Greeley, Colo., and the Santa Clara Building and Construction Trades Council. The AFL/CIO, while such programs are still under way, is in a Bachelors nuclear power plant project at San Onofre CAL/OSHA calls it "very ef- fective," and is encouraging other employers and unions to contact the agency if they are interested making similar arrangements. Hensel Phelps is protesting the proposal for the San Jose agreement two months ago. The project is scheduled for completion in March 1984 and a force is expected to peak at 500 to 700. Hensel Phelps' general super-intendent, John Fox, says benefits of the pro- gram should be a decreased accident rate, re- duce project's uninsured workmen's compensa- tion's 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 test the toxicity of foreign and domest- ic chemical products for their potential to harm human health or the environment. Dwindle Con- struction Co., San Francisco, is the general con- tractor. The New Jersey firm of Wighton-Abbot is the architect, while Coleman, Sealm & 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 labora- tory climate controls and monitoring equipment. SOCAL initiated work will be followed by conduct more studies in-house, rather than contract out.

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 highway 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 sub- mitted a proposal to the U.S. Army Corps of Engineers to change the alignment. The complex, to get underway here next October, will be composed of two wings linked by a large pedestrian mall. A five-story courts wing will contain eight district courts and offices for all support staffs for the county's courts building, is major component of the energy conservation system.
By HAROLD HUSTON, President

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 Shareholders 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 and the 1981 recipients of the George F. Murray Harrison of Cedar City, Utah, Denise Frechou of Santa Clara, CA, Craig M. LaSalle of Carnealville, CA and an Honorable Mention to Robert Leonard McKague of Salinas, CA.

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

This extra effort put forth by our Retirees and their families is appreciated by all the officers. We know if we need to attend hearings where new projects are being worked, our members can 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 must solve together.

The systems' trustees reported unless new methods of financing are found, the government trust fund that pays Social Security benefits to retired people, 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 and the disability insurance trust fund rise. However, this increase in spending, most of that increased power costs at the next meeting.

The $1.06 million budget this year will be funded in part of a $1.06 million loan. HBMDA officials said they hope to secure the loan by September 1, allowing construction to begin by spring 1982. The highest 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 payback period.

In the northern part of the district it looks as if the Cal-Niellke mine is one step closer with the passing of a bill that could eliminate one of the major stumbling blocks in the way of the California Nickel Co.'s proposed mining project in Del Norte County. The project, a $60 million dollar trip. Ask for your free membership card. Mail this coupon below to:

By HAROLD HUSTON, President

ATTEND YOUR LOCAL MEETINGS

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 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 concluded the board meeting to review HBMDW'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 increase in spending, most of that for increased power costs at the next meeting.

The board voted to accept bids for the project, which would add a 1.25 megawatt generating station to the existing dam at Rudi Lake. The budget projects 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 $1.06 million loan. HBMDA officials said they hope to secure the loan by September 1, allowing construction to begin by spring 1982.

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Business Representative Dave Young reports that the work picture in Northern Nevada looks very bleak for the next 12 months. Local contractors are bidding work with a lack of enthusiasm and are finding construction or mining work.

### Interest rates slow work in Santa Rosa district

Paul Wise, who was appointed District Representative of Santa Rosa for the Northern District at a recent meeting in Reno, reports work in the northern area is pretty slow except for the Stempel-Baker area. Wise says the work picture is not too bright as high interest has killed just about all construction in the area.

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. Aaron Wise, District Representative for the S. C. D. & A. area report the work picture is not too bright as high interest has killed just about all construction in the area.

### Small jobs breaking in Redding area

The staff in the Redding office wish to express their sincere congratulations to Brother Bob May, Business Manager of Longview Shipyards for his re-election to the position of Assistant Business Manager.

Several good jobs are breaking in the Redding district—however, the work in the North Shasta area is still not up to expectations. The staff feels this is due to a shortage of money. Most of the contractors in the area are just working from day to day, so it's pretty slow, overall.

### Nevada work picture looks bleak

Golden West Paving was awarded the contract for the Cal-Ore Constructors, Inc., Highway 101 project in the area of the Montague Fish Hatchery in Shasta County.

Work at Warm Springs Project is progressing very well—with two shifts. Other work in this area is very slow at the present time so not much to report in this issue. Aaron Wise, District Representative for the S. C. D. & A. area report 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 doing pretty well. The company will have a full bid in the near future on the $1,578,975 S. J. Amorosa Construction Co. bid. The bid for the Cross-Town Interceptor Sewer Lines at a bid of $1,592,000. Vasko & Associates of Reno was awarded construction of the El Rancho Business Park at a bid of $1,901,400.

Crandall Granite in Sparks, Nevada was awarded redevelopment of existing "B" St. Boulevard-phase 1 for $727,976. Granite also has a job in Nevada County, California for paving gravelers and asphalt concrete drives.

### Credit Union

The C.P.C. Corporation proved to be the leader and settled with the unions. It was the contract exactly the same. Highlights of the package in- cluded a new raise to $910 per month and 100% ratification by the rank & file. This company treats the workers well and should be the model for all the others.

The Geneva Rock Co., Valley Asphalt and Fife Rock Products also followed the pacesetter in similar contracts. But in no case did the supply of hard money increase enough to relieve the Out-of-Work problem.

The staff wishes you all the best of luck in your work and we wish you all the best in your future endeavors.
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 pipewrcker on a drilling rig who was injured because he lost several days of work after a set of make-up tongs struck him in the back. The employer 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 7 lost-time accidents for the year is outstanding and that we shouldn't have to worry about improving it.

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. But in my opinion, it is not being given the recognition it deserves.

What some people don't seem to realize is that the safety record of any local union is only as good as its members and their families.

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."

"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."

(Continued on Page 7)
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 involved in the process well into next April, when an election will be held to determine if the city remains independent or is annexed by another city.

The city may be a small one (the city council meets twice a month) but it has been becoming more involved with the big issues engendered by industrial growth and its associated concern for health, safety and environmental considerations.

Those 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 permits for the next April. He has mounted a campaign to fire the city attorney, recall a council member in his interest, and prevent a local union from operating.

(Continued on Page 11)

Safety in Local 3

(Continued from Page 6)

rals that will help to increase safety awareness.

Frequently, at the request of the employer, our safety representatives will conduct job safety meetings during work hours or in the evenings. We also encourage workers to volunteer as workers, who serve as job stewards and safety committee members. They are instructed to approach management with violations and attempt to resolve the problems on the spot.

We investigate an average of 140 safety violations per year. Over 95 per cent of these violations are corrected on the job site without shutdowns or fines. This demonstrates 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 violation. This information is gained as to the nature, cause and conditions which can then provide the basis for judging and improving our safety training.

The responsibilities of our safety representatives do not stop here. Recently, we completed a short course in crane safety in conjunction with our crane representative, Bill Domestern, research and compiled a comprehensive crane safety manual for safety committee men 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 copy of the manual to be used throughout the world whenever 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.

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 program for the Construction Laborers Local Backhoe Safety. The presentation is directed towards apprenticeship training in that area but is considered extensive by various contractors for off-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 Engineers Local 359 for use in conjunction with the International's GAS 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.

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(Continued on Page 11)

The Bottom Line

Employers and bureaucrats that are in the business of reducing every- thing down to their computer printouts will look at a safety program like this and ask: "How much does it cost and does the cost 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 that 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 quality 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 pay-check 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, fringe and work rules?"

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

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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 American 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 164 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 6,500 cubic yards of reinforced concrete. The pour was completed 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 512 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 135,000 square feet of office space.

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

New project's increase

The Out-of-Work List in the Salt Lake area is gradually getting a little smaller, reports Ass't District Rep. Dr. Herb Paulson, at this time of year, most of the members are back to work.

The L.D.S. Hospital has announced a $96 million expansion program that is scheduled to start in September of this year. Part of the old hospital will be renewed and the expansion will extend north, eliminating 8th Avenue between "C" and "D" streets.

The Out-of-Work List in the Salt Lake City area has slowed considerably 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 $96 million expansion program that is scheduled to start in September of this year. Part of the old hospital will be renewed 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 trucks 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 works on the Salt Lake Municipal Airport project and their Belt Route free-
98% of the tunnel itself having been drilled by J. E. Shea Company. Shea should hole through the tunnel by the end of July. Repairs on the current Creek Pipeline should be completed by October 1982.

Work under the Hades and Rhodes Tunnels contract is about 47% complete with about 3,000 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 as the contractor has been awarded a contract to complete the structure and has been resumed by W. W. Clyde Company and is about 65% complete. Work began on the Stillwater Tunnel backfill Grouting Program in mid-November by removing some segments of the pipe with the aid of 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 Uplands Unit. Construction is scheduled to commence during 1982 with award of contracts for road relocation and access roads to begin in the late year. Design work for the Elk Creek Dam is proceeding, and construction is anticipated to begin in 1983, taking approximately four years to complete.

Construction has been completed on Red Fleet Dam, the Tyzack Aqueduct, and the transmission pipe 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.

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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 turn time, 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.

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 National Pharmacies Mail Order Drug Benefit. The Home Area Prescription Drug Benefit reimburses you 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 refill it 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 about 10 days in advance of when the medication will be needed.

Both the Home Area and National Pharmacists 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 contra- ceptives, immunizations, multiple and non-therapeutic vitamins, dietary supplements, health and beauty aids, cosmetics, appliances and non-drug items. Patent and proprietary medicines such as aspirin and cough sup- pressants 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.

For prescription drug reimbursement within 90 days from the date the prescription is filled. There is no need to save up before they 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.

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 care- ful thought given to the needs of their families.

Eligible dependents are the employ- ee’s lawful wife, and unmarried children (including stepchildren, legally adopted children or foster children en- tirely supported by the employee) from birth to age 19. A dependent child who is a full-time student will continue to be covered if his or her annual income is $8,000 or less. For all other Fund benefits, the age is 23.

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

Attention Utah Retirees

Invitations have been mailed to Local 3 retired members announcing the Annual Utah Retiree Association Pic- nic 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.
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 Kona 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 two or three years. However, the high interest rates have stopped several proposed projects from getting beyond the planning stage.

One of the Hilo projects that is currently winding down in 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 builders of the breakwater and also tie 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.

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

Ichiro Fujimori operates hydraulic crane in the Bohemia casting yard.

Ichiro Fujimori operates hydraulic crane in the Bohemia casting yard.

Firms cited over fatal crane mishap

Art Carter, Chief of CAL/OSHA 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.

Swinterton and Walberg, general contractor 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 9000 from Jake's Crane of Las Vegas. The crane had a 210-foot boom and 40-ton job. On May 15 the crane tipped over causing the boom to collapse onto a personnel trailer killing two and injuring five other Swinterton and Walberg employees.

CAL/OSHA issued citations related to the accident for three serious violations of occupational health and safety 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.

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

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

**HONORARY MEMBERSHIPS**

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Pestana starts up big water project

The biggest project in the Marysville District ($8 Million) is getting off the ground finally, reports Business Representative Dan Antosch. Dan E. Pestana is going to get started on their Orland-Attoe Water project. This project is approximately 40,000 feet of levees on 62 acres of farm land. The project was awarded in 1979 and is now under construction.

Pestana starts up their Hwy 162 job on the 4th 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 Redwood Memorial Hospital Emergency Center, 726 - 4th Street, Marysville, 10:30 a.m. to 4:00 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 names for the Operating Engineers, Marysville District Bank.
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 Ben Wood, Local 3's Legislative Analyst, who 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 contract has been unanimously accepted by the Employees. The wages and fringes are at parity with our other contract proposal and are preparing a negotiation with Ben Ferguson and John Wollman. "Working with Ben and John was never dull," says Tra, "When you 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 Ben Wood, Local 3's Legislative Analyst, who 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.

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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 and Concrete 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 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.F.F.

After a hitch in the Marine Corps, near the end of WW 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 crew on the U.S. Steel Piedmont Plant job in ELMCO Corp., then became Field Chief for the Taubman Project at the San 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.F.F.," said Tra, "not only for 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!

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 a position, the Board has been working on 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 Reservoir Hydroelectric project east of town. The existing roads will not be able to handle the additional traffic.

Granite Construction Co., Colusa Division, has a crew working on several locations including Hills Valley Road near Orange Cove, Dickenson Avenue near Kern and Clarkson Avenue near Cantua Creek.

Lee's Paving Company of Visalia is currently working on their overpass 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 Gary F. Atkinson's Freeway 41 project is approximately 75% completed with 40 Brother Engineers still working on the job.


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

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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 out. The riggers hooked the dozer and it forced bay mud up way below one track, fortunately cables onto the dozer and it was still has his job and I am sure he put it back to compaction. They are moving the dirt twice. Joe Foster has two jobs going are moving the dirt twice. The larger rigs are doing well as the bigger ones are kicking it up. Case commented. Work in Southern Alameda County is going well. There are a lot of jobs going Nothing really big, but enough to keep many brothers working.

Joe Foster has two jobs going (housing) in Pleasanton. They are trying to get compaction in an area. The jobs just seem to be doing the jobs over and over again. It is very painful. The rock plants have been slow. Dorresteyn. Some of the crane porters Business Representative Bill McCall, H. K. Ferguson finally started first phase, but they had to pull up and walk out to find the rock. The actual pick only took a few minutes and was very smooth done.

Brother Olsen was very lucky. He could have, and 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.

DEPARTED BROTHERS

Business Manager Dale Marr and the Officers of Local 5 extend their sympathy and condolences to the family and friends of the following deceased:

NAME/ADDRESS          DECEASED
Barber, Ray (Mable-Wife) 7-9-81
554 Thomas Street, Reno, Nevada
Baracqua, Terry (Debbie-Wife) 7-26-81
303 S. Healy Rd., Merced, CA
Bunting, Lawrence (Kathleen-Wife) 6-16-81
Star Rt. Box 7, Calahan, CA
Christoff, Frank (Josephine-Wife) 7-3-81
1642 Minnesota St., Fairfield, CA
Clark, Samuel (Ruby-Wife) 7-24-81
8873 Kibbee Rd., Marysville, CA
Cooper, O. A. 7-1-81
574 Mendocino Drive, Petaluma, CA
DeLong, Frank (Marcella Ballerstein-Sister) 5-30-81
301 West 3rd St., Crescent City, CA
Faizio, George C. (Dina-Wife) 7-14-81
594 Lisbon St., San Francisco, CA
Furrer, Danny 6-28-81
4345 Truckee Way, Sacramento, CA
Harryman, Ed (Irene-Wife) 6-28-81
P.O. Box 23, Browns Valley, CA
Hernandez, Edward (Carmen-Wife) 6-4-81
864 Lakebird Dr., Sunnyvale, CA
Highfill, Uyle D. (Uyle E.-Son) 7-7-81
P.O. Box 402, Folsom, CA
Hinnan, Walter (Jessie-Wife) 6-15-81
P.O. Box 245, Quartzsite, AZ
Hussey, Richard (Rebecca-Wife) 7-10-81
89 170 Nanakula, Hainawa, Hawaii
Johnson, Virgil (Marjorie-Wife) 6-7-81
311 Flanery Rd., San Pablo, CA
Kelsy, Homer (Netha-Wife) 6-25-81
N 8110 Hauser Lake, Post Falls, ID
Lawyer, Bishop, Edith (Wife) 7-11-81
27 La Chateau Way, Yuba City, CA
Lanton, Milton (Carol-Wife) 7-17-81
1620 Monteleone Rd., Madera, CA
Markel, Frank (Kester-Son) 6-30-81
2185 Lake Blvd. #38, Redding, CA
Mustain, Kenneth R. (Margaret-Wife) 6-27-81
84 Washington Dr., Livermore, CA
Norgam, Lee (Ocyty-Wife) 7-22-81
286 Muir Cr., Union City, CA
Obert, Charles (Lois-Wife) 7-4-81
3316 River Ave., Oakland, CA
Olterton, Elmo C. (Alta-Wife) 6-28-81
135 So. 5th West, Mantl, UT
Pattish, Rue (Sand-Wife) 7-22-81
1100 Partage Rd., Stockton, CA
Peele, Elmo E. (Zelma Noble-Daughter) 7-9-81
2812 Florida St., Huntington, CA
Rigley, Mike (Lena-Wife) 6-28-81
975 E. 1175 St. #24, Kaysville, UT
Riggle, Reid L. (Rosena-Wife) 7-14-81
135 West 400 South, Springville, UT
Sandin, Tanner (Margaret- Wife) 7-20-81
908 Commercial Ave., So. San Francisco, CA
Smith, James O. 6-25-81
P.O. Box 62, Marysville, CA
Spencer, Vern (Vern. Jr.-Son) 6-26-81
2127 West 12250, So. Riverton, UT
Ternahan, Glenn 7-7-81
Box 7635 Langley, Salinas, CA
Thomas, Samuel (Gregory-Son) 7-10-81
Shirley McDonald (Daughter) 7-14-81
Wilson, W. A. (William-Son) 7-5-81
1002 Sibley Sp. 18, Folsom, CA
Van Patten, Renee (Daughter) 7-4-81
34 Deceased Members May 1, 1981 thru July 31, 1981
0 1981

DECEASED DEPENDENTS

July 1981

Heilman, Bert W.—Deceased June 21, 1981 7-10-81
Son of Roger Heilman
Hunt, Alice—Deceased July 1, 1981 7-7-81
Wife of Raymond Hunt
Poole, Russell—Deceased June 12, 1981 6-13-81
Son of James Poole
Byars, Martha—Deceased July 8, 1981 7-7-81
Wife of Thomas Byars
Turner, Mary—Deceased June 20, 1981 7-9-81
Wife of Roy Turner
Martinez, Nellie—Deceased July 18, 1981 7-20-81
Wife of Stanley Martinez
Thomas, Ruth—Deceased July 18, 1981 6-27-81
Wife of Roger Thomas
Van Patten, Rossy—Deceased July 18, 1981 6-20-81
Wife of Lloyd Van Patten

starting from upper left, scraper lies off dozer, crane prepares the pick after workers hook cables and the lift is made to safe ground.
Free Want Ads for Engineers

Attend Your Union Meetings

August 4th

Stockton: Engineers Bldg., 22026 N. California St.

SUNOL Valley Country Club, Hwy. 680

Fresno: Engineers Bldg., 321 E. Olive Street

Sacramento: Woodlake Quality Inn, Hwy. 160

S. Canterbury Road

September

Salt Lake City: Engineers Bldg., 1958 W. Temple

Reno: Musicians Hall, 124 West Taylor

Santa Rosa: Veterans Bldg., 1351 Maple Street

San Jose: Labor Temple, 2102 Almaden Rd.

Marr supports smog inspection

(Continued from Page 1)

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 $141 (Per Qtr)

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.

#1

GIVE ME THE TAX BREAK

Dear Credit Union:

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

□ Easy Way Transfer □ Save From Home Kit

(name)

(social security number)

(address)

(city) (state) (zip)

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 94568

Reagan slaps labor

(Continued from Page 1)

Eligibility for college student loans was tightened, with only high school graduates and those who could show a need for economic assistance up to a $30,000 a year exemption from the means test. The interest rate, now 4 percent, will rise to 4.5 percent in 1982.

Medicare—Medicare patients now must pay the first $257 of hospital costs. This will rise to $276 next year and to $282 by 1984. The premium cost for the voluntary insurance for non-hospital medical expenses will not go up more than it would otherwise.

Medicare spending ceilings will be reduced, but not through the "caps" on federal contributions to states sought by the Administration. Also rejected was an Administration proposal to reduce the minimum federal payment from 50 percent to 40 percent of state costs.

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 40 percent of income to 30 percent.

TRADE ADJUSTMENT—This labor-supported program to assist workers whose jobs are wiped out by imports is virtually diminished. 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 formulas.

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

Carl A. Barber 490907 10/45 3

Charles V. Clayton 505546 2/76 5B

Richard H. Daugh 104871 11/42 3A

Eric Erickson 479664 5/46 3A

Paul J. Holt 490602 10/45 3

George W. Johnson 530977 5/46 3A

Robert L. Livermore 319796 8/46 3A

Lance L. Lowry 319904 8/46 3A

William T. Malcolm 347017 3/42 3A

James E. McCaffrey 315046 7/46 3A

H. Stanley McCooker 366666 6/42 3A

Joe F. Miranda 469320 1/45 3C

Steve Mohawk 315108 4/42 3A

Carl M. Olds 293587 12/40 3A

Harry M. Orton 31881 8/46 initiated by 3B

Martin A. Sutton 39529 12/40 initiated by 3A

Alex D. Radke 354775 5/42 3A

R. J. Rutledge 359488 8/46 3A

Joseph L. Scott 519759 8/46 3A

William H. Scott 293362 11/40 3A

Charles W. Smith 358396 11/46 3A

Ernest W. Sutton 295012 12/40 initiated by 3D

Martin A. Sweet 459262 9/46 transferred to 3A

Lee A. Thompson 465111 1/45 3B

Walter E. Wagnier 519781 8/46 3A

Vicente M. Woodward 519877 8/46 3C

Important

Details of the form will not be printed or presented if your ENGINEERS NEWS each month still as a paid member of your local union. Please fill out carefully and send it to your local union.

REG. NO.

LOCAL UNION NO.

SOC. SECURITY NO.

NAME

NEW ADDRESS

CITY & STATE ZIP

Chip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94110 in accordance with our printed announcement.

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