

DALE MARR RETIRES AS BUSINESS MANAGER (Pg. 2, 6-7)



ENGINEERS NEWS

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IMPORTANT NOTICE

Pursuant to the Local Union Bylaws, there will be a special called meeting held on September 1, 1982 at 8:00 p.m., at 474 Valencia Street, San Francisco, to install your duly elected Officers and Executive Board Members.

Building Trades throw wrench into Davis-Bacon changes

Following a determined legal effort by the AFL-CIO Building Trades Department, the Labor Department has been forced to comply with a federal court order and has postponed "until further notice" its controversial changes in Davis-Bacon Act regulations for setting prevailing wage rates on federally-funded construction.

The 17-page decision issued by U. S. District Judge Harold H. Greene indicates that the Labor Dept. will have to go back to the drawing board if it wants to weaken prevailing wage protections that have been in effect since the 1930s.

Changes that would have pushed down wage rates, allowed employers to substitute low-paid "helpers" for journeymen and abolish record-keeping requirements needed to enforce the law were to have gone into effect on July 27. But Judge Greene granted the request by the Building & Construction Trades Dept., the AFL-CIO and unions whose

members are directly affected for a temporary injunction barring the change.

Such an order is appropriate, the judge said, because there is a strong likelihood that the union objections to the regulations will be upheld after a full hearing on the merits.

The Labor Dept. had attempted to justify its changes as a means of saving the government money on construction costs. But Judge Greene pointed out that Congress passed the law to protect wages, not cut costs.

The policies the regulations would change would have been in effect for some 47 years, he noted, and the Secretary of Labor hasn't met the burden of proof justifying rewriting them. "Under our constitutional system, policy decisions are not made by government administrators; they are made by the Congress," the court stressed.

In another area, on the free use of

helpers, the court's decision quoted from an affidavit submitted in support of the unions' position by former Sec. of Labor John T. Dunlop.

Dunlop, a distinguished authority on the construction trades, said the proposal to allow contractors to substitute low-paid helpers crossing craft lines gives employers who take advantage of the option a competitive advantage and "has the consequence of undermining prevailing recognized local practices and wage rates."

As for the elimination of weekly payroll records now required of Davis-Bacon Act contractors, the court said: "It appears, contrary to the Secretary's position that actual payroll information is essential to the achievement of the Act's purposes."

A 12-page affidavit from President Robert A. Georgine of the AFL-CIO Building & Construction Trades Dept. backed up labor's contention that the

regulations promulgated by Labor Sec. Raymond J. Donovan add up to repealing the Davis-Bacon Act and related laws "without a vote" of Congress.

It related the concern of Congress that federal construction contracts not be a vehicle for undercutting local wage and benefit standards to "the special characteristics of the construction industry."

Caltrans to buy right-of-way for Hoffman Freeway

State transportation officials have begun appraising and buying property along the future site of the Hoffman Freeway in Richmond, Business Manager Dale Marr announced this month.

Actual construction of the first leg of this long sought freeway—officially known as Interstate 180—will not begin until 1984, but Caltrans intends to purchase property for the entire six-mile link as quickly as possible.

The whole project, which will connect Interstate 80 with the Richmond Bridge, is expected to cost \$280 million, Marr stated, and is scheduled for completion in 1987. Federal highway funds will cover 92% of the cost.

The project has been a high priority for Richmond for many years. It has been a vital element to local development plans, as well as a key element in the regional highway network.

"This is one of the largest freeway projects ever to be built in the Bay area," Marr commented. "Not only is it needed to relieve severe traffic congestion in that area, but it will provide a great deal of work for our members."

Several other key highway and road projects in Contra Costa County have been given an approval by the state Transportation Commission. Among them are the expansion of the Pleasant Hill BART parking lot and the renovation of four San Ramon Valley freeway interchanges.

The commission also approved a badly needed central county project, to rearrange the tangled connector between I-680 and Highway 24 in Walnut Creek, on the "candidates for future development" list, which indicates the commission's interest in moving the project forward.

Once the commission has placed a project on its five-year State Transportation Improvement Plan, its continued funding is assured. The Hoffman Freeway was included in the STIP last year.

Marr gives awards at Semi-annual mtg.

While their families looked on, winners of the 1982 Local 3 Scholarship competition received their scholarships from Business Manager Dale Marr at the Semi-annual membership meeting.

Tod Howard (pictured top) received a first place scholarship of \$1,000 and first runner-up Mary Rocha received a \$500 scholarship.

Also there to receive their awards were first place winner Louise Mitchell and runner-up Bret Breslin.

In other business at the semi-annual meeting, a resolution supported by the Local 3 Executive Board dealing with Local 3 dues was approved unanimously by the membership.

The resolution calls for the Executive Board to "review the financial conditions and requirements of the Local Union" prior to each semi-annual meeting, and based based on this information, recommend a permanent or temporary reduction in the dues if it appears that the current dues rate creates a hardship for the members in periods of economic slump and that the financial needs of the local union can be met by a lower dues rate.





By DALE MARR, Business Manager

LOOKING AT LABOR

A parting message from Dale Marr

ENGINEERS NEWS

WIPA



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

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HONORARY MEMBERSHIPS

At its meeting on July 10th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

| NAME | REG. NO. |
|---------------------|----------|
| Chester A. Abell | 557289 |
| John L. Adams | 503152 |
| Pat Campbell | 484671 |
| Otto Davis | 557467 |
| Joseph J. Descagnia | 524632 |
| Robert G. Ely | 557472 |
| Orval H. Graham | 546557 |
| Johnnie C. Hipp | 557355 |
| Ed Hogan | 557356 |
| T. L. Huff | 553166 |
| William C. Ivers | 557358 |
| Melvin H. Kelso | 361262 |
| Clyde E. Kemp | 402451 |
| Hale A. Mason | 557491 |
| Salvador Mauro | 557381 |
| Orval P. Miller | 553181 |
| George E. Morrison | 515956 |
| C. N. Prince | 557405 |
| James P. Redd | 524716 |
| Thomas E. Vincent | 546616 |
| Don L. Wrest | 535806 |
| George W. Baker | 291350 |

This will be the last column I will write for *Engineers News* as Business Manager of Local 3. As most of you undoubtedly know by now, I announced some time ago that, after three terms as your Business Manager, I have decided to retire from this position.

I must say that it will not be a full retirement—not just yet anyway—as our General President, Jay Turner has asked me to work on special assignment for the International. But as far as the day to day administration of our local union, I will be turning these responsibilities over to our newly elected leadership on September 1.

I would like to say that it has been a challenge, but also a real pleasure to serve as Business Manager of this great organization for the past nine years. I have said more times than I can remember that this is the finest local union the building trades have ever known—bar none.

What has made our union the greatest is the membership. I've been around this industry long enough to know that our members by and large are the best in the business. They take pride in their work and the ability to not only do it well, but do it fast. That's called productivity, and productivity is the name of the game in the construction business.

As a rank-and-file member many years ago, I was proud to be a member of the Operating Engineers Union. Working initially as a dredge hand and eventually as a job superintendent in construction, I always knew the value of having a Local 3 card in my wallet. I knew that without it, I might as well kiss away my wages and my working conditions. I also never took lightly the responsibility I carried to make sure I participated fully in our union.

Fortunately, the majority of those I worked with felt the same way about Local 3. We knew that by sticking together, attending our district meetings and looking out for one another on the job, we would always be successful in protecting our wages, our conditions and our work. This kind of loyalty to one another was what helped us to make it through the tough times.

As I prepare to take my leave as Business Manager, I can't help but feel that we have not seen the end of tough times. With the prolonged recession we are suffering under President Reagan's

economic plan and the incredible growth of anti-unionism in the business sector, our members young and old have their work cut out for them.

The signs of troubled times are everywhere:

- As an International Vice President, I recently had to travel to one of our neighboring local unions that was having difficulty negotiating a new AGC Master Agreement. The AGC had apparently given the ultimatum right up front that the members would have to take a \$3 an hour cut, major reductions in their fringe benefits and elimination of the union hiring halls before they would even agree to begin negotiations.

- A Local 3 member was recently brought up at a grievance hearing on a number of violations of the Local Union Bylaws. His only comment was, "I'm guilty but I'm working."

- With high interest rates forcing the construction industry into the worst depression since the "Great Depression," the pressure is on for building trades unions to streamline restrictive work rules and negotiate project agreements covering all the trades. Recently one such agreement was nearly scuttled because one union refused to sign the agreement—even though the other trades had all approved the agreement and the job was likely to go nonunion if a project agreement was not signed.

Do you see the trends that are developing? What has always been known as a dog-eat-dog industry is becoming more so as each day passes by. It is bad enough to be forced into an adversary role against our employer. But for one union to turn against another or one member to turn against another is unthinkable.

If there is one message that I would like to leave with you, it is the absolute necessity to pull together. Support one another on the job. Attend your district meetings. Participate in your union election. And finally, support your union leaders. We cannot move ahead—let alone maintain what we have already gained—if we do not preserve our union heritage.

I do not want to leave you with the impression that the future contains only dark clouds. There is a bright side to the problems we are now experiencing.

Just recently, our General President, Jay Turner was the special guest of

honor at a conference of the Business Roundtable.

This is the high powered organization composed of the nation's top business leaders, that only a few years ago resolved to take aim at the building trades. They decided that construction projects they were financing would go to nonunion contractors. The oil corporations took the lead and were quickly followed by the rest.

So why were they inviting our General President to speak to them and participate in their conference? The bottom line was, they realize now that they made a big mistake. It seems that many of the projects they had contracted out to nonunion companies were behind schedule and way over budget.

Their message to our General President was: "If the building trades will only quit quibbling over restrictive work rules and jurisdictional disputes, we'll go back to union contracts. The nonunion contractor doesn't have what it takes to get the job done."

I hope in the days to come that we will take a long, hard look at the price we will pay if we do not do everything we can to protect our union heritage. It has brought us through the toughest times in the past and it will do the same in the future.

In closing, I want to thank you for the support you have given me as Business Manager for the past nine years. This job could never have been accomplished without the support of the members and the able assistance of a qualified staff.

By the time you receive this newspaper, you should have already received your union election ballot in the mail. I hope you have taken the opportunity to become informed about the various candidates for union office and have voted for the candidates of your choice. If you have not already done this, please do so before the August 26 deadline.

And, having accomplished this, I hope you will then give our new leadership the same, fine support you have given me.

With best wishes,

Dale Marr
Business Manager &
International Vice President

Local 3 softball team wins second place trophy

Local 3 members who formed a softball team to play in the San Francisco softball league presented Business Manager Dale Marr with a second place trophy this month, which was won in finals competition. Pictured left to right are: Tony Villaluna, Tim Magee, Rob Reese (captain), Rob Terheyden, Bob Malley, Dale Marr, Scott Akins, Mark Stechbart, George DiCostanzo (manager), John McMahon and Larry Miller. Also on the team, but not pictured were George Bist, Mike Smith and Augie Calija.



PROJECT

Highway 99-70 plan endorsed

MARYSVILLE—The State Transportation Commission has endorsed widening Highway 99-70 from Interstate 5 north of Sacramento into Sutter County. The decision is subject to appeal by the State Transportation Department, which opposes spending money for the project now. The final commission decision will be made this month, Chairman Ivan Hinderaker said. Assemblywoman Jean Moorhead, D-Sacramento, told the commission meeting in Sacramento that 12,000 vehicles travel daily over the present 13-mile, two-lane road, where 27 people have been killed and 150 injured in the past few years.

Under the plan, the bulk of the project cost would be paid with federal funding, with the state to pay for the remainder of the project. At the request of Rep. Vic Fazio, D-Yolo, the project was included on a list of projects that would be eligible for 95 per cent federal transportation funding. The list is part of a bill that still must be approved by a House committee before being considered by the full House of Representatives. If the bill is passed, the federal government would pay all but 5 per cent of the project cost.



Market Street highrise tops out

1155 Market Street, the first highrise office structure making use of San Francisco urban design guidelines for the United Nations Plaza/Civic Center complex was topped out this month by Turner Construction Co., the general contractor. Located midway between Seventh and Eighth on the south side of Market, the building is billed by Grubb & Ellis, its leasing agent, as the latest example of the continuing "renaissance" of this stretch of Market.

Designed by Gensler & Associates, 1155 Market consists of two elements — a six-story base which opens out onto Market just across from UN Plaza and an 11-story tower that serves as a backdrop. The building offers 123,000 sq. ft. of office space and 8,000 sq. ft. suitable for retailing. Without being specific, Grubb & Ellis describes the rental rates as "competitive." The "rebirth" the realtors speak of includes such recent additions as McAllister Tower, a 248-unit student apartment house for Hastings college of Law, the UN Plaza Building and the State Compensation Building.

\$32 Million in Bay road work okayed

SACRAMENTO—At its meeting last month, the California Transportation Commission approved some \$32 million in Bay Area highway construction money. Work is to get underway by this fall.

The big item approved was \$30 million for the third and final phase of construction of a 12-mile four-lane stretch of Highway 101 between Morgan Hill and San Jose in Santa Clara County. The other \$2 million goes to repair winter storm damage to Waldo Grade in Marin County. The commissioners also turned down a request for money to study transportation for alternatives for Rte. 85 (the West Valley Corridor) in Santa Clara County.

Completion of the final phase of the project on 101 would provide a continuous freeway link from Gilroy to San Jose. It would consist of installing electrical fixtures, paving the 12-mile route and signing the length of the project from Cochran Road in Morgan Hill to Tennant Avenue in San Jose. The job got underway in 1979. The first two phases have seen grading, the construction of drainage facilities; building the frontage roads; and putting in place the major structures such as overcrossings and bridges.

To date a total of \$45.2 million — \$32.7 million in construction and \$12.5 million for right-of-way acquisition — has been spent. It is anticipated that the job will be completed by mid-1984. The three-mile section of Rte. 101 from just north of the Golden Gate Bridge to the Waldo undercrossing near Sausalito was severely damaged by mudslides in January. The "Hurricane Gulch" section of the grade was covered by a wall of mud when a portion of the slope above the highway collapsed. Subsequently, a large section of fill below the roadway slipped, damaging homes below.

The heavily traveled commuter route was impassable for two days while Caltrans maintenance crews made temporary repairs so the highway could be reopened. Emergency repairs — completed at a cost of \$900,000 — involved drilling through the existing road on the outside shoulders and anchoring 41 steel I-beams to underlying bedrock.

The permanent repairs were slated to begin during the summer and will re-establish stability of slopes both above and below the road by constructing retaining walls and improving the drainage. The landscaping is also to be restored to its condition before the disastrous slipouts. This work should be completed before winter sets in.

San Jose downtown renovation underway

San Jose's old J. C. Penney Building is currently undergoing an \$8 million rehabilitation and will be used for premium office space. The 100,000-square-foot project is the first major renovation in the downtown area of San Jose. The five-story building, named One North First Street, is at the corner of North First and Santa Clara streets. It has already undergone its exterior face-lifting with the removal of concrete panels from upper floor walls, replaced by new windows. The facade of the building will be a combination of the old brick and new bronze reflective glass. Inset in the brick is mirrored glass block. The interior alterations will be substantial. A five-story, 25-foot by 45-foot atrium will be included with 30-foot trees. Also planned is a two-story waterscaping, and a color scheme of light grays, burgundies and sand hues. Topping it all off is a ridged skylight spanning the entire atrium.

\$10 million renovation to begin on "Icehouse"

A \$10 million renovation of one of San Francisco's landmark buildings, the Icehouse, will begin this month. The brick Icehouse, located at 151 Union St., was built in 1914 as an ice warehouse. Most recently it was used for showrooms for San Francisco's design industry. With the modernization, the Icehouse will provide 185,000 square feet of office space developed by Barkhordarian Enterprises, San Francisco. The construction is financed by an interim loan of \$18 from First Interstate Bank of California. The Icehouse consists of a seven-story building containing 18,000 sq. ft. floors and a connected five-story structure of 11,000 sq. ft. floors. The original beams and columns are of heavy timber. New construction is scheduled for completion next spring, according to leasing agents Gerald W. Heermann and Andrew D. Bogdan of Coldwell Banker Commercial Real Estate Services.

\$32 million building for Jack London Square?

A \$32 million, 12-story office building has been proposed for Jack London Square by the San Francisco-based architectural development and construction firm of Storek & Storek. The structure, on the western edge of Jack London Square, on a waterfront site bounded by Clay and Washington streets in Oakland, would become the firm's headquarters. It would occupy two floors of the tower, as owner-developer of the 200,000-square-foot building.

A master plan for the Square, prepared by American Cities Corp., envisions, in addition to the 200,000 sq. ft. tower on the west end, one, or possibly two, towers of 300,000 square feet each on the eastern border, plus a 300-room hotel and additional parking

structures to serve the new developments. The expanded Jack London Square would be tied together by a new pedestrian mall, possibly with additional food and retail stores along the mall.

Storek is the developer of the \$50 million Old Oakland project, restoring two blocks of 1870-vintage buildings in downtown Oakland, in the area bordered by the new Oakland Convention Center and Hyatt Regency Hotel and the new Transpacific Center and Tower. Two of the restored buildings are occupied and the full project is scheduled to be completed in two years.



Year-end construction start due for Fremont Center

Construction will begin by the end of this year on Fremont Center One, the first building of the Fremont Office Center in Fremont. The estimated construction cost for Fremont Center One is approximately \$15 million. The six-story, 180,000 square foot building is a joint venture between the Carl N. Swenson Co. Inc., of San Jose and The Fritz B. Burns 1975 Trust, owners of the eight-acre site. The design includes a walkway to the adjacent BART station and a large underground parking area. Construction timing and costs for the remaining three buildings in Fremont Office Center have not been announced.

Bypass project delayed a year

CRESCENT CITY—The State Transportation Commission voted last month to delay construction of the proposed Prairie Creek highway bypass project for one year. The vote of the nine-member commission, which met in Sacramento, was unanimous. The decision means that \$9 million in state funds earmarked for the 12-mile project in the 1982-83 fiscal year will be withheld. The bypass would stretch from May Creek about one-half mile south of the Elk Prairie in Humboldt County into Del Norte County for about two-tenths of a mile. The project, the bulk of which would be funded by \$105 million in federal funds and provide jobs for up to 600 workers in Humboldt and Del Norte counties over the next six years, was scheduled to go to bid next spring for tree clearing and other preparatory construction work.

Bridge appeal looks doubtful

OROVILLE—While an appeal against construction of a new Gianella Bridge across the Sacramento River still may be lodged, a California Transportation Commission official believes it will be built. The bridge was included by the commission on June 25 in the state's transportation improvement plan for 1982. Inclusion in the plan, a prerequisite for construction, had been urged by Butte and Glenn County officials who deem the bridge on Highway 32 west of Chico the top state highway priority. The California Department of Transportation had included it in the 1980 plan when the construction estimate was \$4.8 million, but dropped it in 1981 because of rising costs. The deletion sparked the campaign by the two counties to have the project reinstated in the plan.

Hugh Fitzpatrick of San Francisco, assistant executive secretary for the California Highway Commission, clarified the status of the project. He said while the commission approved the bridge on a 6-0 vote, there still is an appeal period through Aug. 5 for projects contained in the 1982 plan. The commission is to take final action on Aug. 27.

"Caltrans hasn't officially indicated to my knowledge that they are going to appeal," Fitzpatrick said. "As of now, there has been no appeal lodged to my knowledge." Art Lichman, public affairs officer for Caltrans, acknowledged an appeal was being considered but that no decision had been made on whether to press it. "We're looking at the whole plan (statewide) and have not made any decisions on individual projects," Lichman said.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

Our personal thanks to all the 615 brothers and sisters who attended the Semi-Annual Membership meeting and the Credit Union Annual Shareholder meeting, held on July 10, 1982 in San Francisco. We wish that each member who was not working made it their responsibility to attend.

My personal congratulations to the Operating Engineers Local Union No. 3 Scholarship Winners for 1982:

Winners

Louise Ann Mitchell
Citrus Heights, CA 95610
Father: Theodore Mitchell

Tod Gerald Howard
Lodi, CA 95240
Father: Gerald R. Howard

1st Runners-up

Mary Genevieve Rocha
Madera, CA 93637
Father: Francis R. Rocha

Bret Lee Breslin
Citrus Heights, CA 95610
Father: James F. Breslin

We did not have a quorum at the recent District Meetings in Eureka and Redding. However, the Oroville District Meeting was well attended. As your President, it's hard for me to understand why at least 25 members fail to come to their District Meeting! Your Officers appreciate the opportunity to meet with you and to answer any questions you may have. Please attend your District Meetings if you are not working. Let us keep our Local Union strong!

Your Officers also appreciate the extra effort put forth by all our Retirees and their families. 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!"

That \$40 billion bite out of Social Security benefits that Republicans were promoting in the Senate a while back was only set aside, not buried. Remember, by agreement of leaders of both parties, consideration of any changes in Social Security benefits and/or structure is being deferred until after the November election.

At that point, a presidential task force is supposed to release its findings and make its recommendations. So it might turn out that in a lame duck Congress, which is the political equivalent of a loose cannon on deck, some members will decide to play around with Social Security.

You might want to keep the pressure on between now and then, telling your representative and senators — Don't fool with Social Security!

SOCIAL SECURITY TAXES

In the next four decades both the Social Security tax rate and the tax base are scheduled to rise dramatically, with most of the burden falling on upper-income earners. The tax base will rise automatically as national wage levels go up.

| Calendar year | Maximum Tax Base | Employer Rate | Employee Rate | Self-Employed Rate |
|---------------|------------------|---------------|---------------|--------------------|
| 1980 | \$25,900 | 6.13% | 6.13% | 8.10% |
| 1981 | 29,700 | 6.65 | 6.65 | 9.30 |
| 1982 | 32,400 | 6.70 | 6.70 | 9.35 |
| 1983 | 35,400 | 6.70 | 6.70 | 9.35 |
| 1984 | 39,000 | 6.70 | 6.70 | 9.35 |
| 1985 | 42,300 | 7.05 | 7.05 | 9.90 |
| 1986 | 45,600 | 7.15 | 7.15 | 10.00 |

The mid year 1982 benefit increase put Social Security benefits at all-time record highs, thanks to an important provision in the Social Security law which makes benefits "inflation proof" by providing automatic yearly increases to keep up with the cost of living.

The latest annual automatic "cost of living" benefit increase was 7.4 percent across-the-board, effective with checks sent out in July, 1982. The annual automatic "cost of living" benefit increase in July 1981 was 11.2 percent.

Most Americans believe that the 10 percent income tax cut they recently got will not stimulate the economy out of its slump, as President Reagan predicts it will, and they are losing confidence in the administration's ability to control inflation, the Los Angeles Time Poll shows.

Eight times as many persons think the economy is in bad shape as think it is in good shape, and one person in six thinks that the United States is in a depression.

The nation-wide telephone poll, in which 1,102 persons were interviewed last week, found that more than half of those questioned believe neither the Republicans nor the Democrats have effective proposals for dealing with the economy.

One of the top priorities facing the Congress, in my opinion, should be restoring our economy to its former productive position.

Scores of recommendations and proposals are being offered to counteract the current economic downturn. However, almost everyone agrees that we must reduce federal spending, bring down the national debt, and move quickly toward a balanced budget.

It is the responsibility of the Congress to fashion a plan which will turn the country around and lead us out of crisis.

Interest rates still hold the key to a long-term recovery, and it is this issue which the Congress must address.

Six years ago in 1976, the prime interest rate was just under seven percent, The mortgage rate was nine percent. Now the prime rate has reached 16½ percent. The average mortgage rate is just over 16½ percent.

The American economy cannot withstand the continued escalation and fluctuation of interest rates. Everyone is suffering — consumers and business.

Wholesale prices jumped one percent in June, reverting to a double-digit annual rate for the first time in 15 months, the Department of Labor reported.

A surge in gasoline and heating oil prices, along with the end of rebates for new cars, accounted for the bounce in the Producers' Price Index to an annual rate of 13.3 percent after four months of virtual stability.

In a separate report, the Federal Reserve Board said that U.S. factories operated at 69.8 percent of capacity in June, the lowest rate since the 1974-75 recession. It was another sign that the economy, battered by recession for nearly a year, had not reached the turn around point as yet.

Unemployment nationally has increased by nearly 2.5 million during the past 12 months and the number of workers who have given up seeking jobs because they believe none are available — and who are not included among the unemployed — rose to a record high of 1.5 million last month, figures released by the U.S. Department of labor late last month have disclosed.

In California unemployment was pegged at 1,155,000 last month, 2,000 less than a month earlier, but both the state and national seasonally adjusted jobless rates remained unchanged over the month at 9.5 percent.

Nationally, more than 10,427,000 workers are now jobless and the U.S. jobless rate is at its highest level in 40 years.

I want to close my news article this month by paying the highest tribute possible to one of the finest gentlemen I have ever met, brother Duke Stace who passed away on Sunday July 11, 1982.

Duke has been the Chairman of the Auburn Retirees Chapter "Epsilon Chapter" since it started. His lovely wife, Margrett has been the secretary.

Both of them have always given 1,000 percent of their time and effort to make this Chapter one of the largest and most active Chapters in the Retirees Association.

I had the honor and privilege of giving the eulogy at the Memorial Service held on Friday — July 16, 1982 at Auburn.

Margrett, I want you to know our love and prayers will always be with you. May God richly bless you and your family.

Peter Kiewit is low bidder on railroad projects

The apparent low bidder on the project to construct two railroad overpasses on 8th North in Clearfield was Peter Kiewit Sons' company of Murray, reports Business Representative Rex Daugherty. Because their bid of \$1,510,471 exceeded the official engineers estimate of \$1,206,635 by more than ten percent, officials will review the project to decide whether to award it or to readvertise.

The overpasses are located on 800 North near 950 West over the D & RRGW tracks and near 450 West over the UPRR tracks. Both of the existing overpasses are structurally inadequate; they are deteriorating and are too narrow. The approaches to the overpasses also need to be modified to improve sight distance and to eliminate the sharp rise at the overpasses which causes a catapult-like effect unless a motorist reduces his speed.

This project involves replacing the existing overpasses at both locations. The earth-filled approaches will be

(Continued on Page 11)

Crane rental work 'fair to good'

Crane rental work is still fair to good in most areas, reports Business Representative Bill Dorresteyn. The work is very spotty in the daily rented rigs, but a lot of the Brothers in the refineries and plants are doing well.

The Stockton module job is close to getting started. Several crane companies are going to put rigs on this job.

Operated equipment is doing good in the Marin, Santa Rosa, and Bay areas, as well as at the geysers. Reliable Crane is doing well too, with some work in the Sierras and east to Reno. Rineholm is picking up as they were pretty dead for a couple of months.

Bigge, Santa Clara, has a lot of tilt up work and miscellaneous hoisting. San Jose is fair also; you can occasionally find them most anywhere in northern California. Sheedy is still going very well in San Francisco. They keep their roof mounted and truck crane fairly busy in the city and just about anywhere in the state. They have a very nice fleet of cranes.

Winton is fair; his work is fairly local in the refineries and plants. His crews and cranes have a good work reputation in most plants from Standard Oil out to Du Pont. Safety and good quali-

fied crews are a must in these plants.

Bigge in Oakland was slow and has now picked up a bit. They had their 4100 at Ft. Bragg, but it's back in the Bay area. Their 3900-T is up at Crescent City for a while. The rest of their Rental equipment is in the Bay area. Valley Crane is busy, too; with work in and out of the Port of Sacramento.

Husky Crane is doing good at both of their yards. Peninsula is doing a lot of steel erection and general hoisting. This is a busy company as they have some very good cranes and crews.

"I am still trying to watch for rigs being re-rated at the distributors, as this has been attempted before," Dorresteyn said. The dealer brings the distributor a 40-ton rig, usually a Hydro, with it's 40-ton chart. When the rig is sold again, a book and chart for a smaller crane has been placed in the rig. Please contact me if you are aware of this happening; I really need witnesses."

Safety is very good in the truck crane area. Please be alert and use good common sense. Stay inside the chart ratings, and by all means, block up proper as this is one of the biggest mistakes operators seem to make.

At its meeting on June 20th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

| NAME | REG. NO. |
|---------------------|----------|
| Paul Alexander | 288887 |
| Herbert E. Bledsoe | 494316 |
| Wayne C. Brookshire | 461080 |
| Robert W. Chaix | 541054 |
| Alonzo Crawford | 553006 |
| Arthur M. Feaver | 546635 |
| Paul M. Hamby | 553030 |
| Bernard A. Hammond | 268698 |
| Percy E. Hazelhurst | 549412 |
| Bruce H. Heuston | 303797 |
| Norman G. Houge | 232970 |
| Claude H. Kee | 546572 |
| Clayton C. King | 351577 |
| Billy L. Lees | 553173 |
| Clayton S. Lewis | 392884 |
| Herbert C. Lytken | 304357 |
| Nick Mastoris | 553179 |
| Charles W. Milhous | 276877 |
| Leslie Pettit | 366683 |
| Walter M. Proebstel | 413302 |
| Russell C. Richeson | 429332 |
| Delbert Searcy | 543577 |
| Carl Straub | 553106 |
| Eldon E. Sutherland | 422194 |
| Jack W. Skinner | 509725 |
| Lester K. Walker | 434521 |
| Virgil W. Worley | 402983 |



Rigging Lines

By Bob Mayfield
Asst. Business Manager & Vice President

Organized labor in general continues to struggle at every turn of the road, but it was certainly nice to get a favorable court decision very recently regarding several major provisions whereby the Davis-Bacon Act was held intact, at least for the time being.

However, we in Local #3 continue to fight for what is right and what is presently still the law. For example, on August 3rd, 1982, three federally funded highway projects in the State of Utah will have bid openings. One of these, is a major section of the Salt Lake City belt route, where the Engineers' estimate for the project is a least \$20 million dollars.

The other two segments are not this big, but still constitute major jobs, and are very important to the work and welfare of our Union Members and fair contractors who are attempting to competitively bid these jobs. The problem comes from the U.S. Labor Department and the Federal Register, which determines the so called, "correct prevailing wage".

This is what determines job classification pay rates on each one of the above jobs, which are still listed at the 1981 Wage & Benefit rates, even though the Union has mailed back all official documents in a very timely manner that would allow the government ample time to update bid documents correctly, which would then properly make the Davis-Bacon Act (correct & timely pre-

vailing rate) correct as the law so intended.

The bottom line is that on July 5th, 1983, the Utah Master Construction Agreement called for \$1.50 per hour across the board wage increase, and \$.50 per hour benefits to be effective 11/1/82. Immediately, it is easy to see what this failure of the U.S. Labor Department, and therefore, a failure of the Davis-Bacon Act for not acting to update bid documents to prospective bidding contractors, is that non-Union contractors have an immediate edge on the job.

This is a blatant and a continual practice by the Labor Department since the Reagan Administration has taken office and therefore, power of direction of these departments, which to this writer is a form of Union busting, to say it in plain words.

A little over a year ago, at my urging and direction the Union sued the State of Utah and the Federal Government on a job now well under construction by the W. W. Clyde Co., in similar circumstances that ultimately brought hundreds of thousands of dollars to our members, now working on site, who otherwise would not have because the Union was successful in its lawsuit at that time.

If the Utah State Highway people and the Feds don't make updates to a correct amount on these jobs (and it is my

humble opinion that they won't), it is going to be my recommendation that we sue those two entities immediately, as they are obviously breaking the law again.

There is a \$10 million dollar dam job south of Moab, Utah, where bids are to be opened August 17, this also had the 1981 Wage & Benefit rates in the job specifications, but because of our demands, the Labor Department reluctantly is going to timely update those rates without Local #3 having to institute a lawsuit to force the correct compliance.

It is bad enough these days with too few jobs to go around for our members and the fair contractors to have to fight the Reagan Administration, and at most times, a noncooperative State Government.

Every three years in Local No. 3 our Union By-Laws require an election of Union Officers and Rank & File Executive Board Members, who will in fact run the day to day, month to month Business of our great organization. Our own Organization (Local No. 3) is still the biggest and the best Local Union within the structure of the entire International Union, and in spite of the overall problems facing us in our world and this the U.S.A., our system and opportunities for all is still the best.

If we lived in Poland, Cuba, Guatemala or 10,000 other places in the world today, and you were a labor leader the chances are you would be jailed or even killed, and as individuals you would have no choice whatsoever to vote and choose who your future leaders might be. Don't take these sacred opportunities lightly, by failing to do what most people have no choice nor opportunity to do.

Vote for the Local No. 3 Officer Candidates and Executive Board Members of your own free choice and return your marked ballot in the stamped and addressed envelopes provided in order that they can be counted on August 26, 1982.

August 21 date set for barbecue in Redding district

District Representative Ken Green reports that the 11th annual Voice of the Engineers Bar-B-Q will be held on August 21, 1982 at Anderson River Park. As usual, Ben Carvalho "Pineapple," will head up the beef Bar-B-Q. This year again, beef, beans, french bread, salad, beer and soft drinks will be served. Tickets can be bought from Jerry, Jean, Bob Havenhill, Lee Ellison, or Ken Green at the Redding office. The price for Retirees will be \$7.00 for himself and his wife or friend. All other tickets will be \$15.00 per family.

Should you need room reservations, call the Redding office and Jerry will confirm a room for you. "We have a block of rooms set aside at the Knights Inn Best Western in Anderson," Green said. Last year we had 986 in attendance and we fed the crowd in 42 minutes. This year Lee said we will beat that time by five minutes. GOOD LUCK! John Hinote, Larry Sackett and Harvey Brown who head up the cutting crew will have their work cut out for them.

"This type of get together does not just happen. All in all, there are 54 Brother Engineers and their wives or lady friends who help pull this together to make this the fine affair it has grown to be," Green added.

On July 15, 1982 there was another public meeting on the proposed Cottonwood Creek Dam sites. These two earth filled dams are located approximately eight miles west of Cottonwood. One is on Gas Point Road and the other is on Bowman Road.

These two dams will be eight miles long and 220 feet high. With the clearing, relocation of roads, and dam construction, it will take about eight years to complete the project. "I had personally asked all the Trades and Crafts unions to come to the meeting and voice our support for the project," Green stated.

"The only ones present were the Engineers and Laborers out of nineteen crafts. I would like to personally thank all the Brothers and their wives who took the time and made the effort to make a showing at this very important meeting.

"As usual, the Department of Fish and Games was there trying to cut the project off, along with the No Growther and the Sierra Club. Again, thanks to our showing, we made our presence known."

Work beginning to pick up in Nevada district

Although our work season isn't as busy as usual, things have been picking up, reports Business Representative Ed Jones.

J.C. Compton has begun working on the Northfork job in Elko County and H.M. Byars is making good progress in the Sun Valley water district job installing 26 miles of 8" sewer interceptor lines. R.E. Ferretti is also progressing on 11 miles of 8" sewer lines in Sun Valley for their water district.

R.L. Helms was awarded the bid for highway construction on I-80 from the Reno city limits to Boomtown and is getting started on the concrete bridge repair now.

Helms was also the successful bidder on two other new jobs: widening Prater Way from Parlanti Way to Vista Boulevard for the city of Sparks with a bid of \$2,495,810 (Gerhardt & Berry is a sub contractor on this job for underground and pipe installation) and overlay of several short streets in the Red Rock, Lemmon Valley and Golden Valley areas of Washoe County, with a bid of \$683,994.

Golden West Paving was low bidder in a highway construction job on 4th Street with a bid of \$349,980.

Granite Construction was successful in bidding on the annual street improvement project on selected streets on the city of Sparks, \$498,494.96, and

have nearly completed the base rock and paving job for a freight facility terminal for the State of Nevada.

The bid for Phase I of the city of Reno's Peavine Creek storm drain project went to Contri Construction for \$554,092.

The Nevada State Department of Transportation revealed its highway construction plans for the upcoming fiscal year with \$68.2 million going to northern Nevada, although the plans are subject to the availability of federal money. Some of the major projects are: \$5.94 million to pave 9.3 miles of I-80 in the Death area, east of Elko and \$1.6 million for paving 3.6 miles for I-80 west of Pequop Summit, near Wells. \$3 million is earmarked for paving 5 miles of Idaho Street between the east and west interchanges in Elko, along with \$3.9 million for relocating the Elko railroad. \$14.5 million will be spent in highway work in Pershing County, near Lovelock, along with many smaller projects in the outlying counties.

Washoe County will also have several projects totaling \$7.9 million, including \$2.5 million for an I-80 interchange at Sparks Boulevard and \$2.37 million for 1.2 miles of work on Glendale Road from Rock Boulevard to Stanford Way.

"We're all still busy working on various campaigns to get the people we support elected this fall," Jones com-

mented. "With the primaries coming up in September, there's plenty to do. Everyone must be registered to vote by August 14th to be eligible to vote in the primary. For those Washoe County residents who are not yet registered, you can stop by the Local 3 office in the afternoons and register with Debbie Smith who is a Washoe County Deputy Registrar."



The H.M. Byars construction crew works on installation of 26 miles of 8-inch sewer lines for Sun Valley water and Sanitation District.



(Pictured left) Dale Marr witnesses the certification of his election as Business Manager in 1973. (Below) he receives deputy sheriff's badge from Sheriff John McDonald of San Mateo County.



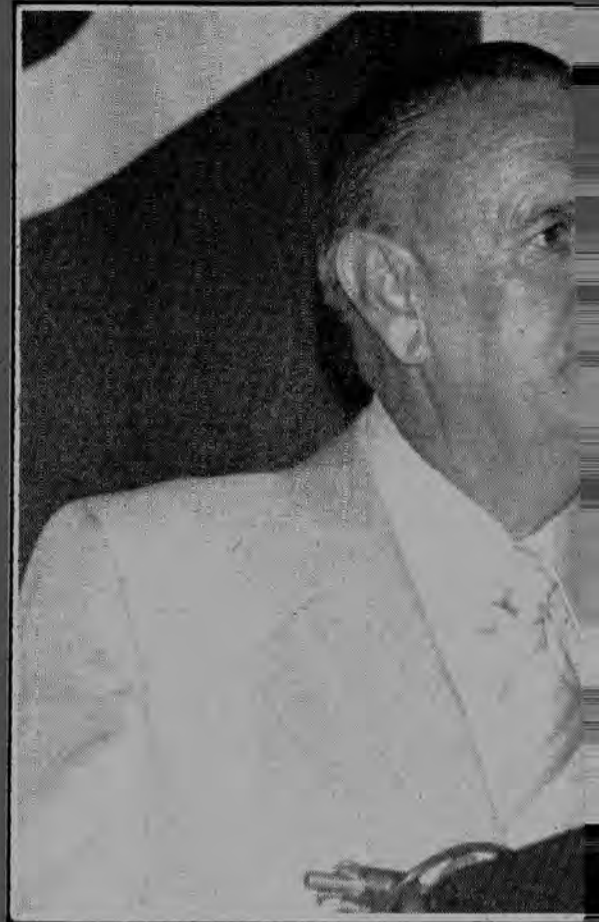
(Below) Dale Marr waves in thanks following his unanimous reelection as International Vice President.



Marr attends ground breaking of S.F. Sewer project with Mayor George Moscone (far right).



Marr receives Harry Reed Award of Honor for most outstanding safety program in United States and Canada.



In Appreciation

It's a well worn, but well put phrase: Every picture on this page tells a story. Still not begin to add up to the man. Only be a token of our deep appreciation—who retires from this office on September...

If a million words cannot tell the story. He is a "winner." Whether it was a battle with a disease of osteomyelitis or running for office, he played to win. Blessed with an abundance of energy and an undying faith in God and his fellow men, he is a word that is not found in his vocabulary.

There is one other trait that we cannot describe. When he decides to do something, you might as well get done. When he made the decision, he never looked back, never wondered whether the decision was worth it. In his typical fashion, he simply accepted the new assignment as special representative.

We will miss Dale Marr. We could not have done it without him. Fortunately, as an International Vice President, we need him, to lend us the benefit of his many years of service on behalf of the members of the International Brotherhood of Operating Engineers.

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Senate
California Legislature

STATE SENATOR
JOHN FRANCIS FORAN
6TH DISTRICT
SAN FRANCISCO - SAN MATEO COUNTIES

COMMITTEES:
Transportation, Chairman
Housing and Urban Affairs, Chairman
Energy and Public Utilities
Governmental Organization
Insurance and Financial Institutions

August 9, 1982

Dale Marr
Operating Engineers
474 Valencia
San Francisco, CA

Dear Dale:

Congratulations on your retirement!

I am sure you have much satisfaction in knowing that your years with the Operating Engineers have been a time of dedicated service.

You will be missed by all of us who have had the benefit of your help and knowledge. I have enjoyed working with you over the years and have always counted on your loyal support.

I also know that you are going to enjoy your well deserved retirement.

Please accept my warmest congratulations on a job well done, and my best wishes for many years of personal happiness.

Cordially,

John Francis Foran

Assembly
California Legislature

Leo McCarthy
Speaker pro Tempore

August 10, 1982

Dear Brothers and Sisters of Operating Engineers:

It is with a deep sense of friendship that I write to you on the occasion of Dale Marr's retirement.

Over our years of close personal and professional association, Dale and I have fought many battles, side by side in Sacramento. We've won many, lost some, but always with a sense of purpose to better the lives of working men and women in this state.

The Clean Water Bond Acts, which I authored, provided needed public works construction projects to clean our water systems and necessary jobs for our economy. Dale Marr was instrumental in bringing labor and environmental groups together to make sure this legislation passed.

Back in the early 70's, Dale Marr and I worked many long hours on legislation outlawing the use of professional strike breakers.

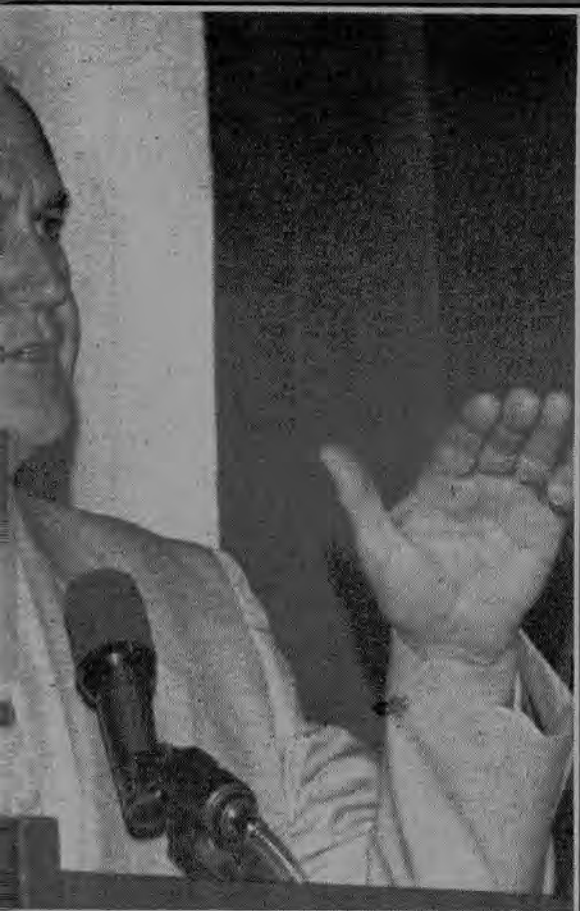
More recently, it was Dale Marr who successfully pushed for passage of Senator Foran's bill providing necessary new money for highway and freeway construction.

A great era will end with his retirement, but the legacy he has left, the accomplishments he has gained, the victories we have won will always be remembered.

Dale Marr is an exceptional man, a peerless partner to work with. I am proud to have labored with him and especially proud to call him my friend.

With warmest regards,

Leo McCarthy
Leo T. McCarthy
LMC/eww



to Dale Marr

A picture tells a thousand words. If a thousand words, they would know as Dale Marr. This then, can to Local 3's fifth Business Manager for 1 after nine years.

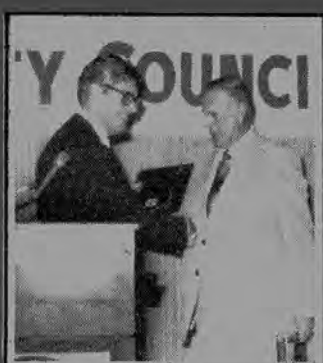
of Dale Marr, perhaps one word can. All game, fighting off the crippling union election, Dale Marr has always of energy, optimism, determination. Now man, it is easy to see why "failure" is a rarity.

Ignore: decisiveness. If Dale Marr will put your money on it, because it is to retire as Business Manager, he either or not he had made the right choice. He charged full speed ahead towards his goal for General President Jay Turner.

Who would have had a better Business Manager. As President, he will still be around when we have many years of experience and dedicated service to the International Union of Operating Engineers.



(Above) Marr attends ILO meeting in Geneva, Switzerland. (Left) He signs agreement for construction training program on Guam.



(Left) Marr receives President's Safety Award from Golden West Safety Conference. (Below) he takes a breather with Senator Alan Cranston during a videotaping conference.



Dressed in hospital garb, Dale Marr and Vice President Bob Mayfield view a new image intensifier, which was donated to the City of Hope hospital because of Local 3 member donations.

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**Assembly
California Legislature**

WILLIE LEWIS BROWN, JR.
SPEAKER OF THE ASSEMBLY

August 11, 1982

Dear Dale:

The only people celebrating your retirement in Sacramento are those narrow-minded few who never shared your vision of dignity for working Californians.

For the rest of us, let me say simply that you will be missed a great deal.

It has been a privilege for those of us who labor in the political arena to have been able to count on your wisdom and vigor over the past 20 years. It is a credit to the rank and file of Operating Engineers Local 3 that your leadership skills are recognized and supported.

Numerous laws that serve all people have been enacted because of your leadership including California's pioneering work safety protections, and our statutes which bring orderly rules to the contracting industry. Of course, your energies on behalf of last year's major highway funding bill will yield benefits to future generations of Californians for many years.

I join your many friends in celebrating the retirement which you and Nellie so richly deserve. But I suspect and hope that your remarkable career is far from over, and that even in retirement when you see a need you will join us with your shoulder to the wheel helping us all to move ahead.

Please accept my personal best wishes as well as my sincere admiration of your many achievements.

Sincerely,
Willie Lewis Brown, Jr.
WILLIE LEWIS BROWN, JR.
Speaker of the Assembly

WLB/vlg

OFFICE OF THE MAYOR
SAN FRANCISCO

DIANNE FEINSTEIN

August 10, 1982

MR. DALE MARR
BUSINESS MANAGER
OPERATING ENGINEERS, LOCAL 3
San Francisco, CA.

Dear Dale:

I am delighted to join with your many friends, colleagues and admirers in wishing you a very Happy 65th birthday, which you will be celebrating on August 10, as well as to express the City's warmest Best Wishes for your richly deserved retirement.

No one has worked harder to provide the workers of San Francisco with an opportunity to contribute meaningfully to our community, and I want you to know how very grateful we are for your invaluable services.

Have a very Happy Birthday, Dale, and do enjoy your retirement.

Warm personal regards,

Sincerely,
Dianne Feinstein
Dianne Feinstein
Mayor

DF:BS:lr

*Love the best bit
Love you*



Dale Marr receives City of Hope Award. Pictured with him are Lou Solomon of City of Hope, Nellie Marr and Vice President Bob Mayfield, who chaired the fund raising drive.

Marr, two management trustees honored at trust fund meeting

Last month at a combined Pension and Health and Welfare Trust meeting, three of Local 3's most valued and progressive Trustees were honored. Mr. Felix Siri, president of Piombo Construction; Mr. Budd Stevenson, president of Stevenson Pacific; and Mr. Dale Marr, retiring Business Manager of Local 3, received plaques commemorating their service to the Trusts.

Together they represent over 50 years service as trustees to the Local 3 Pension and Health and Welfare Plans. Over the past decade they have been the leaders on the Boards, reshaping the plans to fit the changing needs of the membership and their families.

Senior among the honored trustees is Mr. Felix Siri who has served on Local 3 Boards since the 1950's. Piombo Construction is certainly no stranger to the industry; they were subcontractors during the 1930's on both the Golden Gate and Oakland-San Francisco Bay Bridges. Mr. Siri has been in construction for over 50 years and has served as president of Piombo since 1946. Piombo is one of the original contractors signatory to Local 3 labor agreements.

More recently, Piombo provided excavation for Moscone Center in downtown San Francisco; they specialize in major highway jobs throughout Northern California. Currently they are working on Interstate 580 between Castro Valley and Dublin; that job will provide \$32 million in work.

Construction and Piombo are the Siri family business. Felix's son Gail is Piombo's equipment manager and also dedicates time to Local 3's Apprentice Training Program in San Mateo.

Mr. Budd Stevenson has been active as a management trustee for the past 10 years. With a graduate degree in Business Administration, Mr. Stevenson ended up in construction with Dodge Brothers in 1931. The business-construction

combination worked out well and after his service in World War II he formed his own business.

For the past 35 years Stevenson Pacific has specialized in commercial, industrial and public works construction projects throughout Northern California and Nevada. Their achievements include the famous San Francisco Produce Market, Century 21 theaters, Howard Johnson Motor Hotels, work at hospitals and earthquake rehabilitation for schools, and the first to build tilt-up warehouses.

Although retired from business, Stevenson remains quite active sitting on a State Committee that resolves arbitrations on public works projects.

Business Manager Dale Marr has served the Local 3 fringe benefit programs since the early 1960's. Coming from the rank and file, Marr has spent an intense career as a top labor representative. He established Local 3's award winning safety program and served as Director of Safety and Vice President before being elected to Business Manager and International Vice President.

The three trustees have functioned as a triumvirate, reshaping the Pension and Health and Welfare Plans to become more responsive to members and their families' needs. Local 3 fringe benefit programs have always been a front runner among Union negotiated — jointly managed Trust Funds largely because of trustees of this high caliber. Their leadership and ability to administer Pension and Health & Welfare programs for the benefit of members and beneficiaries has been exemplary.

The Local #3 Health and Welfare Trust funds for Northern California, Nevada, Hawaii and Utah led the way nationally by establishing the bank of hours eligibility system to provide year long continued coverage in the construction industry.

It was recognized that sometimes work is dependent on when construction contracts are awarded and seasonal work because of weather conditions.

There have been many variations of the bank of hours system but, as usual, the Local #3 Trust Funds were the leaders. Local 3 Health and Welfare plans were the first to drop costly deductibles and offer first dollar coverage establishing fully comprehensive health plans with broad base coverages that take care of day to day expenses.

They have led the way with hospital stop loss protection, special employee and spouse coverage for physical examinations and alcohol rehabilitation. With Retiree Welfare benefits, they ensure continued quality health care coverage to compliment retirement pension benefits.

The Pension Plan has been steadily improved year after year without jeopardy to the financial integrity of the program. In fact, by employing good sound business practices, Local 3's Pension Plan has become the benchmark for other trusts to follow.

The Plan continues to provide substantial monthly pension payments to over 7,500 Local 3 retirees and beneficiaries and at the same time amassing enough assets to guarantee future benefits to all retirees and vested participants. In fact, over the past decade enough surpluses were developed year by year to provide additional increases to retirees and special payments while liberalizing existing rules and payment options.

Like most of those who are dedicated in their service to others, Siri, Stevenson and Marr only received a memento as a reward. These trustees are not financially compensated for their service. These captains of industry and labor have literally run the Trust Funds like they would their own business and

receive only satisfaction for what they have accomplished.

FRINGE BENEFITS FORUM



By Art Garofalo
Director of
Fringe Benefits

Periodically the Fringe Benefit Center is referred to as the Complaint Department and that is simply not true. We try to handle requests for information and help members who may be experiencing problems or need assistance with their claims. However, looking back over the past several months there have been a number of complaints that have been levied, that I think we should address at this time.

Each time I meet with Operating Engineers and their wives I hear some type of general complaint about how things really work. Not Local 3 things but just things on the whole, things that no one can control and that we can't do anything about.

Retirees complain about Medicare, how each year the deductibles increase while the coverages decrease. They complain about Social Security and how the government is planning cut backs that will cut into their income. They complain about the rising cost of living and the difficulties they face each day on their fixed incomes. They are shocked and dismayed by doctors of hospitals who over price at Trust Fund expense. They are concerned and upset; it's no wonder that they complain.

Senior Operating Engineers complain about inflation, rising prices and their retirement concerns. They speak out about limited opportunities for work during the current recession and they fear that it will not end in time for them. They express concern about a tightening Social Security system that seems on the brink of financial disaster. To them, there seems to be too much to do in too little time.

Younger members complain about everything. To them everything seems wrong or unfair which is understandable since they are strong, energetic and have a whole lifetime ahead of them.

I have heard all of these complaints and until now I really couldn't offer much except a sympathetic ear. Today I will offer some encouragement and advice. We all need to complain when things are not right. We need to stand together and let those who are at fault know about our dissatisfactions. If we don't complain when things go wrong, who will — and if no one complains how can things change? It is not just one of our rights to complain, but in some instances, a duty.

You should let Local 3 know about your general concerns. As a labor organization there is a lot that Local 3 can do on a wide variety of issues with your support. Just as important, you should let your governmental representative know. They are elected and their job depends on your vote. Organized Labor can make a difference.



Trustees honored are Bud Stevenson, Stevenson Pacific Corporation; Dale Marr, Business Manager of Local 3; and Felix Siri, Piombo Construction Company. Pictured behind the trustees is C.W. Sweeney, fund manager for the Operating Engineers Local trust funds.

Local 3 seeks court order in Fresno wage case

Local 3 is seeking a court order to force the City of Fresno to ensure that contractors for its public works projects pay the prevailing wages mandated by law, reports District Representative Claude Odom. Local 3 filed a petition for a writ of mandate in Fresno County Superior Court alleging that D.H. Winn Constructin Company is not paying prevailing wages on two City sewer construction projects.

Proof of this has been found by checking Winn's certified payrolls. Local 3 is contending that the City of Fresno has an obligation to live up to that specification of the contract just like all other specifications. Non-union contractors who are not forced to pay prevailing wages can routinely underbid union contractors. The issue is being argued July 27th in Fresno County Superior Court.

Freeway 41 a Winner

\$4 million to acquire additional right-of-way for the Highway 41 Freeway from Bullard Avenue to the San Joaquin River has been included in a five year \$10 billion state transportation master plan.

Other projects in District 5 included in the master plan are: \$1,059,000 for landscaping along the Freeway from Divisadero to Floradora Avenue; \$1,569,000 for landscaping between Dakota and Bullard Avenues; \$1 million to widen the bridge over the San Joaquin River at Herndon Avenue; \$2,117,000 to improve portions of Interstate 5 near its intersection with Highway 140 in Merced County; \$1,948,000 to improve Highway 152 in Merced County; \$2,501,000 to widen and improve Highway 49; \$3,054,000 to widen and replace the bridge over Kings River on Highway 99 at Kingsburg; \$5,346,000 to improve rest stops on Highway 99 and \$5,700,000 for an interchange at 12th Avenue on Highway 99 near Hanford.

Overall, the 1982 state transportation improvement program contains \$4.35 billion to construct new highways, rebuild deteriorating roadways and improve efficiency of existing freeways. An additional \$1.9 billion is slated for highway maintenance.

The Kings County Board of Supervisors has agreed to share the cost of building an interchange at Highway 198 and 12th Avenue with the State and the City of Hanford. Under the terms of an agreement between the three governments, the County will contribute \$563,000 and the City \$187,000 toward the total cost of the interchange. According to the proposed contract, the State will pay the difference between what the city and county contribute and the cost of construction.

According to the proposed contract, the state must also shoulder the cost of right-of-way. The project is intended to correct a dangerous situation at this intersection where the limited access highway is interrupted by a traffic signal. The intersection has been the site of several accidents.

"We are currently negotiating a project agreement for the Balsam Meadow Hydro-electric project which is scheduled to begin August of this year," Odom stated. This is a \$300 million project and will be followed after the first of the year by the \$450 million Dinkey Creek project.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Guidelines to remember when wearing contact lenses at work

Now that more people are wearing contact lenses, more hazards peculiar to their use are being discovered, according to the Central Electricity Generating Board.



A shipyard worker was wearing safety glasses when he opened a 440-volt to connect a welding cable. When the circuit breaker was opened, the breaker arced and a flash occurred. When he later tried to take out his contact lenses, large areas of dried cornea came off his eyes with them.

Doctors were unable to save his sight. They found that the contact lenses had served to concentrate the heat of the arc flash onto the cornea of the eye, which was subsequently damaged.

A Special Hazard

Contact lenses should not be worn under safety spectacles, nor in areas where flashes could occur.

A special hazard applies to those people wearing contact lenses, irrespective of whether they are wearing safety glasses.

In consequence, anyone wearing contact lenses should not be exposed to positions where an arc flash can occur or where welding processes are being carried out. If while wearing contact lenses, a person is exposed to electrical or other flashes, the lenses should be removed as soon as possible and a doctor consulted before wearing them again.

From — "Auto Body News of New Jersey."

Eye and Face Protection

(a) Employees working in locations where there is a risk of receiving eye injuries such as punctures, abrasions, contusions, or burns as a result of contact with flying particles, hazardous substances, projections or injurious light rays which are inherent in the work or environment, shall be safeguarded by means of face protection. Suitable screens or shields isolating the hazardous exposure may be considered adequate safeguarding for nearby employees.

The employer shall provide and the employee shall use protection suitable for the exposure.

(b) Where exposed to injurious light rays, the shade of lens to use any instance be selected in accordance with the following table.

Protection against radiant energy — selection of shade numbers for welding filter. Table EP-1 shall be used as a guide for the selection of the proper shade numbers of filter lenses or plates used in welding. Shade more dense than those listed may be used to suit the individual's needs.

FILTER LENSES SHADE NUMBERS FOR PROTECTION AGAINST RADIANT ENERGY

| Welding Operation | Shade Number |
|---|--------------|
| Shielded metal-arc welding 1-1/16-, 3/32-, 1/8-, 5/32-inch diameter electrodes | 10 |
| Gas-shielded arc welding (nonferrous) 1/16-, 3/32-, 1/8-, 5/32-inch diameter electrodes | 11 |

| | |
|--|--------|
| Gas-shielded arc welding (ferrous) 1/16-, 3/32-, 1/8-, 5/32-inch diameter electrodes | 12 |
| Shielded metal-arc welding 3/16-, 7/32-, 1/4-inch diameter electrodes | 12 |
| 5/16-, 3/8-inch diameter electrodes | 14 |
| Atomic hydrogen welding | 10-14 |
| Carbon-arc welding | 14 |
| Soldering | 2 |
| Torch brazing | 3 or 4 |
| Light cutting up to 1 inch | 3 or 4 |
| Medium cutting, 1 inch to 6 inches | 4 or 5 |
| Heavy cutting, over 6 inches | 5 or 6 |
| Gas welding (light), up to 1/8 inch | 4 or 5 |
| Gas welding (medium), 1/8-inch to 1/2-inch | 5 or 6 |
| Gas welding (heavy), over 1/2-inch | 6 or 8 |

(c) Where eye protection is required and the employee requires vision correction, such eye protection shall be provided as follows:

- (1) Safety spectacles with suitable corrected lenses, or
- (2) Safety goggles designed to fit over spectacles, or
- (3) Protective goggles with corrective lenses mounted behind the protective lenses.

Note: the wearing of contact lenses is prohibited in working environments having harmful exposure to materials of light flashes, except when special precautionary procedures, which are medically approved, have been established for the protection of the exposed employee.

Based on the Cal/OSHA standard, it is reasonable to conclude that contact lenses present a real hazard to welders and should not be used by welders or people working near welding operations.

Peter Kiewit & Sons works outfall project

Peter Kiewit & Sons is making good time on their 2,300-ft. pipeline and outfall job for a still unbuilt sewage plant to service the Salinas, Monterey and Marina areas.

Local 3 operator Lou Palmer is pictured here on the Linkbelt, lifting a Manitowoc 3900 onto a barge. Carroll Armer, the oiler on the job, took the photographs.



INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

After 25 plus years of serving Technical Engineers in one capacity or another, during the terms of office of four Local No. 3 Business Managers and 18 or so Presidents of the Bay Counties Employer Association, Art Pennebaker will retire at the end of the working day on September 3, 1982.



As a Business Representative, Art represented the Union on October 6, 1961 when the Apprenticeship Program was first Certified by the State of California, served on virtually all committees and sub-committees, was appointed Assistant Administrator of the Operating Engineers Apprenticeship System and the Administrator/Executive Secretary of the Northern California Surveyors Joint Apprenticeship Program/Training Fund.

Upon announcing his retirement Art stated that "If there are to be any credits for the advancement of the Technical Engineers well being over these years, then the real credit has to be given to the employee/union members who have voluntarily and in great numbers participated in every effort that was presented."

Art takes his retirement knowing that the Administration of the important Training Program is in good hands.

Gene Machado has accepted the positions of Administrator/Executive Secretary of the Joint Apprenticeship Committee/Fund. He has been Art's Assistant for 2 years and has a thorough knowledge of the intricacies of the operation. Gene was specifically requested for the position because of this broad experience in working with Labor and Management as a member of the Local No. 3 Technical Engineers Department team. Business Manager Dale Marr who established the Technical Engineers Department lauded the transfer as a strengthening of the Department-Employer relationship.

Gene first joined the Operating Engineers in 1941 as a Stationary Engineer. He has been affiliated with several other Unions in other crafts until 1958 when he started surveying in the San Jose area, joined Local No. 3.

He has taught surveying courses in the Army and has worked in Field and Construction Surveying for over seventeen years. In the early sixties, Gene participated in the Apprentice Program and was Certified as a Party Chief in 1964. He took an early interest in the Apprenticeship program and served as an alternate in the San Jose Sub-Committee for the Northern California Surveyors Joint Apprenticeship Committee in 1965. Gene has served Apprenticeship in one capacity or other for over ten years.

In 1973 he became a Business Representative for Local No. 3, working as a Technical Engineers Repre-

sentative for seven and then was employed by the Northern California Surveyors Joint Apprenticeship Committee as an Assistant Administrator until the present time.

He has full knowledge of the requirement needed to Administer your program and the capabilities to make it work.

As electronics have taken over the field, so it has in the office. Computers, Distant meters, walkie-talkies and tape recorders are common place in the field today and the N.C.S.J.A.C. has joined the trend with the addition of a computer-word processor to its office.

We are in the process of compiling all records into this operation so that your records can be updated and processed with greater efficiency and accuracy for the convenience of all concerned. It will take some time to put all the data into the computer, but time has already been saved using the new processor.

We are utilizing this relatively slack time for programming in order to prepare for the future busy times.

The third safety film of the series, Roadway Safety, Tool Safety and Job Site Safety has just been completed and is ready for viewing upon request at the Employers Office. All apprentices will be shown the film in the classroom and at the Job Corps as an integral part of their curricula. Safety is as an important part of the work process as any other function you may perform during the work day.

The safety slide shows are not intended to teach step by step safety habits, as common sense is the key to safe work habits. The slide show does emphasize the safety hazards encountered by Surveyors on the various job sites, to make all of you aware of these hazards so that common sense and judgment will make your job site a safer place to work.

Talking to Techs

The work picture has brightened up in some areas since the last issue of "Talking to Techs". Standard Oil in Richmond has put quite a few Techs back to work.

The City of Pleasanton approved the construction of the Hacienda Shopping Center and Business Park Complex. It will be the largest complex of its kind in California. Five hundred and eighty-seven acres are involved and it is estimated that it will take approximately five years to complete. This project will keep our brothers working for quite some time.

In Southern Alameda and Santa Clara County, the main projects that are keeping the Techs working are the commercial and industrial park complexes. Also, scattered throughout various Counties are Public Work Projects and Assessment District work.



Retirement

Regretfully, we would like to pass along the news that Art Pennebaker, Administrator of the Northern California Joint Apprenticeship Committee will be retiring September 3, 1982. Art has done an outstanding job over the years and will be missed considerably. Art has been a member of Local 3 since 1954. He began his career as a Chief of Party working for Tronoff Engineers and later Art was hired as a Business Agent, and during this time was extremely successful in contract negotiations, organizing, etc. He then became Assistant Administrator of the Operating Engineers Apprenticeship Program and a few years later he assumed the position of Administrator for the Northern California Joint Apprenticeship Committee. Throughout Art's career, his dedication and enthusiasm benefitted labor and management time and time again. He was never the type of individual to sit back on his apathy, reflecting on what he had already accomplished, but was constantly striving to improve all areas of his endeavors. In closing, we would like to comment that Art has decided to retire. He has definitely earned it. The Tech Department wishes Art and Marilyn a long and happy retirement.

Contract Negotiations

Contract negotiations have been concluded with Trans World Testing lab and Industrial Testing International. These individual contracts have been unanimously ratified and have a guaranteed minimum increase of \$4.25 over the term of the contract.

WAGE AND FRINGE BENEFIT RATES TRANS-WORLD TESTING LAB INDUSTRIAL TESTING INTERNATIONAL

| Classification | Effective August 1, 1982 |
|---------------------------------------|--------------------------|
| Technician Trainee Minimum | \$7.21 |
| Technician Trainee Maximum | 7.86 |
| Magnetic Particle Technician Level I | 9.82 |
| Penetrant Technician Level I | 9.82 |
| Radiographic Technician Level I | 10.21 |
| Eddy Current Technician Level I | 10.21 |
| Ultrasonic Technician Level I | 10.40 |
| Magnetic Particle Technician Level II | \$11.35 |
| Penetrant Technician Level II | 11.35 |
| Radiographic Technician Level II | 11.79 |
| Eddy Current Technician Level II | 11.79 |
| Ultrasonic Technician Level II | 12.28 |
| Fringe Benefits | Effective August 1, 1982 |
| Health and Welfare | \$1.50 |
| Pension | 1.25 |
| Pensioned Health and Welfare | .15 |

Automatic Industries (Con-Am)

We are currently in the process of negotiations with Automation Industries in Richmond, California. Hopefully, by the time this news article goes to press, negotiations will have been concluded.

Activities on Labor Code Section 1777.5

On July 24, 1981 a complaint of noncompliance with Labor Code Section 1777.5 was filed against Cal/Trans District 01 in Eureka. The results of that complaint led to several high level meetings in Governor Brown's office at the insistence of Operating Engineers Union, and the forming of a committee composed of State Officials, Cal/Trans Officers and Members of the Employers.

After negative results and at first, a stalemate situation, further pressure by Operating Engineers Local Union #3 was instrumental in getting a ruling from the Budget Committee that Cal/Trans cannot use State Funds from their Budget to train personnel to compete for engineering and/or surveying on Light Rail Systems, such as the proposal for the center of Sacramento and San Jose.

A small victory for the cause for the original complaint, but much concern was created in that area. Local No. 3 was also able to achieve cooperation from Senator John Foran, Chairman of the Transportation Committee to place into a bill when the Senate convenes in January, the verbage necessary to put a stop to Cal/Trans bidding and performing work on County, City and District roads and other Public Work projects that are not a part of their normal work processes as defined by law.



Local 3 Business Manager Dale Marr shakes hands with retiring N.C.S.J.A.C. Administrator Art Pennebaker. Pictured with them are (left to right) Gene Machado, newly appointed adminis-

trator; Bob Mayfield, Asst. Business Manager and Vice President; and Paul Schissler, Director of the Technical Engineers Department.

Swap Shop: Free Want Ads for Engineers

FOR SALE: SNOWMOBILE '73 Model Skidoo \$500. D7 4x68 Lancer mobile home, 2.03 ac., gd well, 23 gal. \$72,000 Tractor & 12 yd. Scrapper \$9,500. 2gd. terms, N. of Fresno. Ph. 209/855-3195. Reg. #1812603. 6/82.

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

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

WANTED: 1955 TO 1966 T-BIRDS. Call G. Lambert, 408/226-0729 or write P. O. Box 21427, San Jose, CA 95151. Reg. #1225584. 6/82.

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

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

FOR SALE: 2 BR, 1 BATH 1979 12x56 mobile home on rented lot in Nice, CA Lake County, or trade equity for motor home, travel tlr, lg. van or PU w/camper. Ph. 707/274-1741, or 707/274-0066. Reg. # 1878345. 6/82.

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

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

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

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

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

FOR SALE: 40 ACRES, 3 BR, 2 BA, 120' well, septic. Class 2 & 3 soil. Suitable for orchard. Water dist. app. 100 mi. N. Sacramento. Ivil E. Wake, 21500 Meadowbrook Dr.,

Willits, CA 95490. Ph. 707/459-5634. Reg. #1897529. 7/82.

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

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

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

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

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

FOR SALE: '79 FORD SUPER VAN. New furn., 48K mi., new battery, exc. cond. \$8,900. E. E. Norris, Ph. 415/228-8343. Reg. #0955117. 8/82.

FOR SALE: INTL. T-9 SWING CRANE. Gd. cond. \$2,500. Ph. 916/221-1908. Reg. #0766489. 8/82.

FOR SALE: SEARS CONSOLE COLOR TV. New pic. tube with proof of installation. Top shape. \$125. Manuel Romero, 1885 E. Bayshore Rd., #5, Palo Alto CA 94303. Ph. 415/326-4218. Reg. #0310699. 8/82.

FOR SALE: SIX 2-ACRE PARCELS. beautiful Redwood trees, 2 mi. fr. Smith River. Abt 4 mi. N. of Crescent City, off 101. \$25,000 ea. Fred Barber, 161 Lakeview Dr., Crescent City CA 95531. Ph. 707/464-6040. Reg. #1152603. 8/82.

FOR SALE: '79 DBL-WIDE MOBILE HOME. Like new. Deck, awnings, etc. Nr. Cr. City Boat Harbor. \$23,000. \$6,000 dn, bal. @ 12%. Fred Barber, 161 Lakeview Dr., Crescent City CA 95531. Ph. 707/464-6040. Reg. #1152603. 8/82.

FOR SALE: 10 CATERPILLAR TRACTOR 1928 model. Fully restored. R. C. Smith, 17820 Strawberry Ln., Anderson, CA 96007. Ph. 916/365-2007. Reg. #0462544. 8/82.

FOR SALE: 5 ACRES UNDEVELOPED LAND, nr. Auburn, CA \$47,000. Will consider trade for property nr Chico or Watsonville, CA Carroll Stott, 4203 Industry Dr., North Highlands, CA 95660. Ph. 916/483-2978. Reg. #0586517. 8/82.

FOR SALE: CASE 310F DIESEL track loader w/ripper bar and tandem axle trailer. \$4,900 or offer. Gordon Burton. Ph. 415/692-1932 after 6 p.m. Reg. #0865499. 8/82.

FOR SALE: 78 PONTIAC FIREBIRD, V6, PS/PB, 8 track,

air, approx. 45,000 m., yellow, black int., sharp. \$5,500. Jim Halloran, 520 S. 2nd St., Rio Vista, CA. Ph. 707, 374-2740. Reg. #1107400. 8/82.

FOR SALE: 72 HONDA, SL 125, runs. \$300. 66 SUZUKI, 80, runs. \$75. 69 YAMAHA 250, runs. \$225. Jim Halloran, 520 S. 2nd st., Rio Vista, CA. Ph. 707/374-2740. Reg. #1107400. 8/82.

FOR SALE: TRAILER PARK in Centerfield, Utah, 11 spaces completed, approved plans for approx. 12 addl. lots. \$75,000. B. Manwill, Box 173, Centerfield, Utah 84622. Ph. 801/528-3317. Reg. #1382405. 8/82.

FOR SALE: STAR 71 CABLE TOOL DRILL RIG, Monitor 33 pump rig, 2 Dodge pu's, welding & burning equip., shop equip., misc. pipe & fittings. Pkg. \$20,000. Louis A. Wood, 2525 West Ave., 133, San Leandro, CA 94577. Ph. 415/357-2445. Reg. #0572750. 8/82.

FOR SALE: HALF ACRE, 4 BR, 2 BATH, 2 car garage, one out bldg., exc. locale in Modesto, all 6' chainlink fenced. \$12,000 dn, assume loan. James N. Sutton, 916 Parklawn Ave., Modesto, CA 95351. Ph. 209/537-4019. Reg. #1136354. 8/82.

FOR SALE: WANT A HOME/BUSINESS? 8 station salon est. 16 yrs, & 2 BR home, lg fenced back yd. Nr. stores, school, etc. Cash only \$79,500. Ph. 415/232-3444. Reg. #369042. 8/82.

FOR SALE: 2 BR HOME nr Westpoint, CA, Calaveras Co. Low, low dn, assumable loan, county water & sewer. \$34,500. Marvin Collins, P. O. box 147, Wilseyville, CA 95257. Ph. 209/293-7920. Reg. #496057. 8/82.

FOR SALE: CAD 1983, 4-DR, all power. Collector car. \$1,000. 73 Chev. Cheyene 3/4 T pickup w/camper shell. Fact. air, PS, PB, exc. cond. \$3,000. Doll furniture, dolls, doll case. Cecil r. Hollars, 241 Pai Hana Cir., Citrus Heights, CA 95610. Ph. 723-2362. Reg. #1058704. 8/82.

FOR SALE: PORTABLE WELDER with swinging boom, rod and tools, power saw. Gilbert Redmer, 2190 Prater Wy, Sparks, NV 89431. Reg. #0924969. 8/82.

FOR SALE: 35' GREYHOUND BUS motor home, 671 GMC diesel eng. New 110 V gen. \$29,900. Mic. wave oven, new tires. Lewis McAfee, 605 Peach Ct., Suisun, CA 94585. Ph. 707/864-0505. Reg. #0388528. 8/82.

FOR SALE: 1975 YUKON DELTA 25' houseboat. Sleeps 4. 75 HP Chry. motor. Exc. cond. W/new trailer \$8,000. W/out tlr, \$6,500. Ph. 408/637-7918. Reg. #1862722. 8/82.

FOR SALE: 1966 V8 DODGE ton truck, stock rack. \$2,750. Gilbert Edgerton, 2681 N. Bonnyview Rd., Redding CA 96001. Ph. 916/241-8441. Reg. #1025237. 8/82.

FOR SALE: 1970 CASE 450 DOZER - angle blade, safety cab, under 500 hrs. since 1979. \$11,500. Ph. 916/637-4580. Reg. #1117499. 8/82.

FOR SALE: DESERT ROSE FRANCISCAN WARE - 8 pl. settings, many svg pcs, matching wine glasses, used one month. Cost \$1,090. Will cons. trades comp. values. C. Greene, 1592-150th Ave., San Leandro CA. Ph. 415/278-2499. Reg. #1654141. 8/82.

FOR SALE: HARLEY-DAVIDSON PAN HEAD Arlenness winning dhow bike, Beau. body/chrome/mech. cond. \$10,000 invested, sell \$7,800. C. Greene, 1592-150th Avenue, San Leandro, CA Ph. 415/278-2499. Reg. #1654141. 8/82.

FOR SALE: HONDA 1979 LIMITED EDITION. Only 6,000 mi., fact. maintained, like new cond. 2 matching top of the line unused helmets & cover. All \$3,200. C. Greene, 1592-150th Ave., San Leandro CA Ph. 415/278-2499. Reg. #1654141. 8/82.

FOR SALE OR TRADE: 1980 SUNDOWNER horse stock trailer 7 1/2 x 20' \$6,000. D6 9U Cat & Dozer \$12,000, 8 YD Carryall \$4,000. Trade for travel trailer or etc. David L. Johnson, 41841 Rd. 144, Oroquieta, CA 93647. Ph. 209/528-6454. Reg. #1229853. 8/82.

FOR SALE: 71 CONCEPT 24x50 MOBIL HOME, 2 BR, 1 bath, AEK, all redwood exter, w/w carp., fireplace. Must sell ASAP. \$17,000. Terry Ohman, 3836 Annapolis Ct., So. San Francisco CA 94080. Ph. 878-4282. Reg. #1834228. 8/82.

FOR SALE OR TRADE: THOUSAND TRAILS Charter Membership for 24 to 30 ft. travel trailer or land around Grass Valley or Placerville. Ph. 414/462-5813. Reg. #1003124. 8/82.

RULES FOR SUBMITTING ADS

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

Lengthy negotiations finally culminate with Kaiser agreement

Business Representative Bob Delaney reports that after lengthy and time-consuming meetings, the 3 year (82-85) contract with Kaiser Corp. Cement Plant has been negotiated and ratified by the 11 International Unions and the 13 Local Unions involved.

Fleckenstein was elected Chairman of this year's negotiations. "I'm very pleased to report that we ended up with a very good contract considering the way the economy is going at the present time, and construction down as bad as it is," Delaney stated.

These are some of the highlights on the wage package: 77 cents the first year, and 65 cents the 2nd and 3rd year with a Cost of Living Adjustment in the second and third year of the agreement. There will be a sick leave provision in this contract, which is totally new for these employees. This provision will go into effect the second year of the contract.

"I personally feel that putting this new provision in the new contract is an achievement because we've been trying to get it in for the last 10 years," Delaney added.

Altogether there are quite a few improvements in this new contract which range from wages right down to safety and other benefits for all employees covered by this Agreement. Just to mention a few of them, the accident and sickness benefits were improved for each year of the contract.

Employees will also get 2 pairs of safety shoes per year of the contract starting the 2nd year. These shoes will be paid for by the Company. Pension

benefits were raised to \$3.00 over the period of the contract. This whole package was no easy task to accomplish.

"We had numerous meetings to attend, and near the conclusion of the negotiations we went around the clock, but the results are worthwhile and one thing that pleased all the people involved in these negotiations is that this is the earliest this contract has been settled in all the years that I have participated in these negotiations," Delaney said.

"I'd like to take this opportunity to thank the Union Job Stewards at Kaiser, the Company Representatives, and all the other Unions' Representatives for the civilized and democratic manner in which all the meetings were conducted.

The San Mateo Building Trades Family Jamboree, which took place the first week in June at the Santa Clara County Fairgrounds, was enjoyed by all and it is the general consensus that this event brought the Union people closer together.

Delaney had the honor of being in charge of the Backhoe Competition and was very efficiently assisted by Max Spurgeon, Business Representative and Fred Scatena, Dispatcher. The list of winners did not appear in the July issue of this newspaper because of his involvement in the Kaiser Corp. negotiations mentioned before.

"At next year's Jamboree we'll have two backhoes to compete with and have been promised by a local dealer that he will send us a brand new one for the competitions," Delaney added.

To fill you in on the Backhoe Competition, the participants had to pick up 4 5-gallon buckets of water one at a time and place them on a flat bed trailer that was roped off so it was the height of a dump bed. The participants were judged by time and penalized 5 seconds for every inch of water the spilled. First Place winner went with a trophy plus \$130.00 cash. 2nd and 3rd place winners took nice trophies too.

"We sincerely hope to see all participants at our next year's jamboree because we know it will be bigger and better!"

Peter Kiewit low bidder in railroad job

(Continued from Page 4)

made longer and more gradual and will require the construction of retaining walls. The new overpasses will accommodate two twelve-foot traffic lands with six-foot shoulders and a five-foot sidewalk on one side.

Work on this project will require the closure of 800 North from 950 West to 450 West. If the project is awarded, work will begin in the near future. The contract allows 150 working days and should be completed during the summer of 1983.

Eighty percent of the funding for this project is coming from the Federal Highway Administration. The bulk of the remaining twenty percent is coming from Community Development Funds (HUD), with the cities of Clearfield, Sunset, Clinton and West Point and both railroad companies also contribut-

ing. UDOT is providing contract administration.

Ohbayashi-Gumi Construction Company has the contract to build a new section of the old Strawberry Tunnel. The new section will be parallel to the inlet of the old tunnel for approximately 3,000 feet. Midway through the tunnel a 100 ft. deep by 21 ft. wide shaft will be sunk to intercept the tunnel for a water-gate system. Obayashi-Gumi has mined approximately 800 feet of the tunnel at present and are working 3 shifts.

J.F. Shea Company border through 7.5 miles of the vat tunnel last December and currently are relining the tunnel with concrete. This should be completed by March or April of 1983. It has been the longest construction project in the State of Utah, working 6 days a week, 52 weeks a year for the past 6 years.

First Place Winner

John T. Brown
Suisun, CA

Time: 4 minutes, 19 seconds

Second Place Winner

Ron McCabe
San Jose, CA

Time: 6 minutes, 30 seconds

Third Place Winner

Bob Ward
San Jose, CA

Time: 7 minutes, 19 1/2 seconds

ATTEND YOUR UNION MEETINGS

August

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

September

- 9th **Santa Rosa:** Veterans Bldg., 1351 Maple St.
- 15th **Salt Lake City:** Engineers Bldg., 1958 W.N. Temple
- 16th **Reno:** Musicians Hall, 124 West Taylor
- 23rd **San Jose:** Labor Temple, 2102 Almaden Rd.

October

- 5th **Eureka:** Engineers Bldg., 2806 Broadway
- 6th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 7th **Yuba City:** Yuba-Sutter Fairgrnds., Arts/Crafts Bldg., 442 Franklin Rd.
- 21st **San Rafael:** Painters Hall, 701 Mission Ave.
- 27th **Honolulu:** United Public Worker Union Mtg. Hall, 1426 No. School St.
- 28th **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 29th **Mau:** Cameron Center Aud., Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

November

- 2nd **Stockton:** Engineers Bldg., 2806 Broadway
- 4th **Concord:** Elks Lodge No. 1994, 3994 Willow Pass Rd.
- 9th **Fresno:** Laborer's Hall, 5431 East Hedges
- 16th **Auburn:** Auburn Recreation Center, 123 Recreation Drive
- 18th **Ukiah:** Grange Hall, 740 State St.

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

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

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

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

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:

Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103
Please send me: A Membership card for the Magic Kingdom Club

My name is: _____
(PLEASE PRINT ALL INFORMATION)

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

City, State & Zip Code _____ Social Security Number _____

CREDIT UNION INFORMATION

Dear Credit Union:
Send me the following brochures, kits or applications.

- | | |
|---|---|
| <input type="checkbox"/> Phone-A-Loan Application | <input type="checkbox"/> Membership Card |
| <input type="checkbox"/> Tax-Savers Certificate | <input type="checkbox"/> Money Market Certificate |
| <input type="checkbox"/> Vacation Pay Kit | <input type="checkbox"/> Save From Home Kit |
| <input type="checkbox"/> Easy Way Transfer | <input type="checkbox"/> Loan Plus |

(my name)

(social security number)

(address)

(city) (state) (zip)

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.

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Negotiations begin with Holt Bros.

Contract negotiations have begun with Holt Bros Caterpillar dealer in Stockton, reports Business Representative Phil Pruett. The first meeting was held in San Francisco with the second one held at the Stockton office. Negotiations are still underway.

The SOHIO project is getting underway. "A pre-job conference was held this month with Wismer and Becker/-Guy F. Atkinson Company and at that time we found that the project will employ at least fourteen Operating Engineers," Pruett said. Subcontractors and related industries will employ approximately 600 of all crafts.

The amount presently contracted for is approximately \$50 million. Project is scheduled for completion in June 1983.

The principle work will consist of the assembly of 16 modules or skids and storage tanks and 13 pipeways or pipe

racks which will become an integral part of the oil process facilities on the North Slope. Work will include the erection of structural steel, and building siding, installation or owner supplied vessels, pumps, equipment, piping, hangers, electrical equipment, conduit, cable tray and cable. Other work will include instrumentation, H.V.A.C., painting, insulation small bore fabrication and installation, and fire protection.

The contract also calls for, the testing, cleaning, checkout and pre-commissioning of all systems, to the extent possible, prior to loadout. Preparation of the modules for sea shipment is included.

At the present time rock plants are all working at full capacity. Due to Reagonomics no one knows how long they will be operating at full capacity. Orders have been slow at coming in.

\$2.8 million job in Chico

Gerhardt & Berry works on sewer line

Work on the West Side is holding its own, reports Business Representative George Morgan.

Gerhardt & Berry Construction is in full swing with their trunk sewer line construction for the City of Chico. This project went for \$2,766,473.50. Brother J. R. Bagley is running a loader on this project and also, is the Job Steward on the job.

The City of Chico has let several million dollars worth of sewer work. West Valley Construction was low bidder on one of the bids for a trunk line which went for \$62,420. Also, Baldwin Contracting was awarded a reach of the sewer project along with Ray N. Bertelsen and Burdick Construction.

Syblon-Reid Company is working on their \$2.1 million project west of Arbuckle. This project is construction of two pump stations. W. M. Lyles is starting the clearing on their pipeline job in the same area. Harold Meadows helped this project get underway.

Ernest E. Pestana is in full swing, and, this season will complete this \$8.9 million water project west of Artois.

Copenhagen Construction is working on their water project on Hahn Road, west of Arbuckle.

Business Representative Dan Mostats reports that work on the East Side, for this time of the year, is still somewhat slow.

Lawson Mechanical is still moving along on the sewer treatment and disposal plant, with Douglas & Seaberg moving back in to do more of the dirt work.

Baldwin Contracting is moving along in full swing on the Vista Point Project on Highway 49 and the Highway 20 realignment project. Baldwin has also begun work on the bridge job in Oroville, with W. H. Linderman doing the structure work.

Lund Construction is in full swing on the Kelly Ridge Subdivision in the Oroville area.

R. C. Collet was low bidder on, and has begun working on, the storm drainage and improvement project in Wheatland.

Beale Air Force Base has a few projects coming out for bid this month, most of which will be electrical work.

Plumas National Forest has a \$3.9 mile Pacific West Trail Project coming up for bid this month.

Marysville Blood Bank

Anyone who can, should try to make a donation to our District Blood Bank. At this time, we only have five units in

reserve. Anyone, at any time, might have to make use of this service, and, who knows, perhaps there would not be a supply on hand. In the past month alone, we have released a total of 15 units, and this was for two recipients only.

Donations can be made at the following donor centers:

MARYSVILLE — 2nd Tuesday of each month at the Marysville Art Center, 420 Tenth Street, Marysville, between 1:00 and 6:00 p.m.

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

OROVILLE — 1st Thursday of each month between 1:00 and 6:00 p.m., at the Thermalito Grange Hall, 479 Plumas Avenue.

The work picture is 'slow but steady' in Santa Rosa area

District Representative Paul Wise reports that the work picture in the Santa Rosa area is slow, but fairly steady.

Most of the local contractors are now busy enough to keep their regular men working. Most survey firms are slow which is not a good sign for the dirt workers. The heavy duty repair shops are also pretty quiet. The sand and gravel companies are beginning to sell some material now.

"The Geysers remains a bright spot for our Brothers and Sisters in District 10," Wise said. "Three new units are opening up and lots of our operators are currently working on the hill. R. P. Montgomery recently put on another drilling rig which will be employing enough Brothers for three shifts."

Business Representative Pat O'Connell has requested a pre-job on the Cloverdale Bypass project. Pat says that after all these years of waiting, it couldn't have happened at a better time. Over the next several years, this project will mean lots of jobs for the brothers.

Another unexpected "plum" is the Sonoma County discovery of a \$2.5 million tax revenue surplus which they decided to turn over to the road department. Let's hope the jobs soon follow.