

# Trustees authorize major pension improvements

Business Manager Dale Marr announced this month that, after a careful annual actuarial valuation by Martin Segal Company, Local 3 officers on the Board of Trustees introduced major benefit improvements in the Local 3 pension plan, which were approved by the full Board of Trustees.

"The bottom line on these new improvements is this," Marr stated, "every active participant who is eligible for a pension will receive an increased benefit and will be able to retire at an earlier age to receive it."

The following improvements will become effective January 1, 1982:

- **Reduction of the normal retirement age to 62 years.** Under the cur-

rent plan, the normal retirement age is 65 years. Those who opt to retire before age 65 receive a 3% reduction in their pensions for each year they are younger than 65.

With the new improvements, a participant who is 62 years or older can receive the full retirement benefit that he would not have received until age 65. "There are many members in Local 3 in this 62 to 65-year category who would like to retire, but are continuing to work because they don't want a reduction in their pension," Marr pointed out. "Under this new improvement, these participants can retire any time after January 1, 1982 and receive their maximum benefit."

The 62-year retirement age will

also result in a higher pension for those who take early retirement. As an example, suppose a participant retires at age 60. Assume he has 25 years of credited service and his pension came to \$900 a month. Under the current plan, there would be a 15% reduction because of his early retirement and he would therefore receive only \$765.

With the improvements that become effective January 1, his reduction in benefits would be based on 62 years. He would therefore receive only a 6% reduction in benefits, and his pension would be \$819 a month.

Disability pensions will also be calculated on the 62-year retirement age, instead of 65 years.

- **Adoption of a Service Pension beginning at age 60 for those participants who have 30 or more years (up to 35 years) of credited service.** Under this improvement, a participant can retire at age 60 and receive his maximum retirement benefit as long as he has 30 to 35 years of credited service.

This improvement provides a tremendous increase in the pension of those who have 30 or more years of credited service but do not want to wait until they are 65 to retire.

As an example, suppose a 60-year old member who has 30 years of credited service has a \$1,000 a month pension coming to him. Under the current plan, he would receive a 15% reduction, or \$850 if he chose to retire at 60. With the new Service Pension, he can receive the full \$1,000 at age 60.

- **Increase the benefit factor to 2.1% of contributions.** Under the current plan, a participant's monthly retirement benefit is calculated according to the following formula: (Amount of hours worked) X (Contribution Rate) X 2%. The 2.1% factor will result in an approximately 5% across-the-board increase for all new credit earned after January 1, 1982.

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## Members' action needed to save Davis-Bacon Act

By James Earp  
Managing Editor

The federal Davis-Bacon prevailing wage law as we know it today is rapidly headed for destruction. Forsaking an earlier promise to the building trades that he would not allow the demise of this vital wage protection law, Ronald Reagan this month is entertaining major "administrative revisions" that will have nearly the same effect as outright legislative repeal.

Labor Secretary Ray Donovan, who appears to be doing everything he can to give open shop contractors an unfair advantage, has submitted to Reagan the following proposed changes:

- **Elimination of the 30 percent rule.** Prevailing wage rates on federally funded construction jobs have always been based on the rate received by the largest number of workers in the job classification being surveyed, provided they constitute at least 30 percent of all workers in that classification.

The Labor Department now proposes to raise the 30 percent requirement to 50 percent. If no single wage rate is received by 50 percent of the workers in the survey area, an average wage would be used. This would automatically drop the prevailing wage rate in most areas, as nonunion wages would be factored into the total rate, and make it more difficult for union firms to win contracts.

- **More semi-skilled "helpers."** This new proposal would allow contractors to use one "helper" for every five journeymen on a contract, a move that would dramatically undermine the number of jobs available for journeymen workers. Current surveys show a ratio of 17 journeymen to one helper on urban, unionized jobs, and a 10-to-1 ratio in rural areas.

The Labor Department estimates that this new rule will put at least 38,000 more helpers on Davis-Bacon projects.

- **Deletion of weekly payroll submissions.** Under the current law, contractors on Davis-Bacon projects must submit actual payroll records every week so that enforcement officers can determine whether or not they are paying the correct wage rates.

Under this new proposal, contractors would only have to submit a weekly "compliance statement" which would simply state without proof that they are obeying the law. The overall result would be a complete emasculation of enforcement.

"We have a lot of members who every year earn thousands of dollars on federally funded projects protected by the Davis-Bacon Act," declared Local 3 Business Manager Dale Marr. "Those jobs will be in immediate jeopardy if these rules become final. We only have until October 13 to comment on these changes and after that it will be too late."

In Local 3's jurisdiction, thousands of operating engineers would be affected by these changes in the Davis-Bacon rules.

In the Central and San Joaquin valleys, where the open shop sector has gained a strong foothold, prevailing wage rates would take a drastic plunge once these nonunion wage rates were averaged into higher union rates. The result would be fewer and fewer federal construction jobs going to union firms.

In Utah, where the state Davis-Bacon rate was repealed last spring, there would be virtually no protection.

The Davis-Bacon Act was passed during the depths of the Depression after unscrupulous contractors found that the way to win government construction contracts was to cut wages well below the locally prevailing level in order to underbid competitors. Because of the deplorable employment scene at that time, these contractors were able to hire workers, even at these low wage rates.

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## DEAR PRESIDENT REAGAN:

During your election campaign, you pledged not to repeal or weaken the vitally important **Davis-Bacon Act**.

We know you are a man who keeps his promises. But some politicians are trying to get you to break your promise to defend **Davis-Bacon**.

**The Davis-Bacon Act** was enacted more than 50 years ago by a conservative business-minded administration to protect taxpayers, employers and workers from unscrupulous contractors.

It is a law designed to stabilize the fragile economies of local communities by protecting workers from exploitation and employers from unfair cut-throat competition.

We support prudent and responsible spending by the government. But the administrative changes proposed for **Davis-Bacon** are penny-wise and pound-foolish. These changes will cost taxpayers far more in the long run.

We support efforts to make the administration of **Davis-Bacon** more efficient and less costly, but we oppose the wholesale weakening of basic protections for workers now being proposed.

Mr. President, tell your leaders in Congress, the Labor Department and the Office of Management and Budget that Ronald Reagan is an honorable man who keeps his word. Tell them to stop tampering with **Davis-Bacon**.

President Reagan, America needs **Davis-Bacon**. We are counting on you to keep your promise.

Respectfully,

Building and Construction Trades Department, AFL-CIO, Robert A. Georgine, President; Joseph F. Maloney, Secretary; Treasurer International Association of Bridge, Structural and Ornamental Iron Workers, J. H. Lyons, General President International Brotherhood of Painters and Allied Trades, S. Frank Rattery, General President International Brotherhood of Electrical Workers, Charles H. Pillard, International President International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, Harold J. Budy, International President United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada, Martin J. Ward, General President Laborers' International Union of North America, Angelo Fosco, General President International Union of Operating Engineers, J. C. Turner, General President International Association of Heat and Frost Insulators and Asbestos Workers, Andrew T. Haas, General President International Union of Bricklayers and Allied Craftsmen, John T. Joyce, President United Brotherhood of Carpenters and Joiners of America, William Konyha, General President International Union of Elevator Constructors, Everett A. Treadway, General President Tile, Marble, Terrazzo, Finishers and Shopmen International Union of Roofers, Waterproofers and Allied Workers, Roy E. Johnson, International President Sheet Metal Workers' International Association, Edward J. Carrough, General President Operative Plasterers' and Cement





By DALE MARR, Business Manager

# LOOKING AT LABOR

## ENGINEERS NEWS

WIPA

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

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At the Semi-Annual Membership Meeting last July, the general membership, acting on the recommendation of the Executive Board, voted to temporarily suspend all automatic dues increases effective October 1, 1981, with the exception of \$8. I don't know of anyone that looks forward to a dues increase. However, it has always been gratifying to me that the vast majority of our members recognize our dues are a necessary part of maintaining good collective bargaining agreements and representation.

Nevertheless, there is always a small, but vocal minority who seem to oppose any dues increase. I'm not sure that any explanation of the facts will convince this group, but I would like to speak plainly to the many members who pay their dues faithfully and have a legitimate interest in this union. Here are some facts about your Local 3 dues:

- Since 1973, when this administration took office, Local 3's dues have held the line at approximately 1% of the gross wage, based on the Group 8 wage/fringe package. In 1973, dues were \$14 a month and the Group 8 member was earning \$10.76 an hour. Based on an average 1,600-hour work year, that came to .98% of the gross salary.

The \$48 a month dues rate that will be effective October 1 represents 1.5% of the total wage/fringe package of a Group 8 member, who will be earning \$23.95 as of November 1. This modest increase in the dues rate has been maintained, despite the fact that skyrocketing fuel and automobile prices, increased government regulations on affirmative action, and a rapidly escalating open shop movement have exerted tremendous inflationary pressures on running a union.

- Local 3 dues are among the lowest in the building trades. We recently took an

informal survey of the dues rate in other major crafts and found that they generally pay more dues than Local 3 members. Many of the other crafts charge a flat rate plus supplemental dues that can be at least 2% of their gross earnings.

Based on a 1,600-hour work year, Carpenters are averaging \$64 a month in dues, Ironworkers are paying \$53 a month and Plumbers are paying \$52 a month. Electricians are paying over \$90 a month. Several of the local unions we talked to have stated that they are not able to meet their expenses on a 2% formula and are looking seriously at 2½% of the total wage.

- Since its inception in 1965, Local 3 has avoided taking the full dues increases provided for in Article VI, Section 2 of the Local By-Laws. This section states that there shall be an automatic dues increase of 50¢ per month for each \$1 per day increase in the total wage/fringe package. If the full automatic dues increase had been incorporated since 1965, our dues would be at least \$89 a month today. Instead, the Local 3 Executive Board each year has taken a hard look at the union's actual needs and recommended the suspension of all or part of the dues increase.

The bottom line is, our union dues are a modest price to pay for the wages and working conditions we have come to enjoy. There is not a local union in the IUOE that can claim to have the top wages, fringe benefits, and pension plan that Local 3 has today.

I am very concerned about those few who seem to harbor the attitude that they don't need the union and they resent paying dues. My only suggestion to these people is that perhaps they should take a withdrawal and go to work for an open shop contractor. There will be many working for these scab outfits now who

would jump at the chance of taking their place in Local 3.

I have to emphasize that simple payment of our Local 3 dues does not constitute full participation in our union. We are currently experiencing a concerted attack by open shop contractors the likes of which we have not seen since the birth of the American trade union movement. If we fail to shed our apathy and unite together to protect our livelihoods, the issue will no longer be: "Why did we have an \$8 dues increase?" It will be: "Why can't I find a good, union-scale job to work on?"

What I am saying is not meant to be some kind of scare tactic. It is simply a report of what is going on in our industry today. As you will notice on page one, the Reagan administration is about to adopt changes in the Davis-Bacon rules that will put many of our members out of work. Last year, we fought tooth and nail in Congress against 15 attempts to repeal or dismantle the Davis-Bacon Act. We won every single battle. Now, in one drastic move, Reagan is about to make administrative changes that would accomplish the same design.

I hope that Reagan receives a literal flood of protest letters from members of the building trades and I hope that a good many of those letters are from Local 3 members. We cannot tolerate an emasculated Davis-Bacon law.

Neither can we survive half-hearted, partial participation in our local union. My experience has been that anything worth having is worth sacrificing and even fighting for. It took a total commitment to bring this union up to the stature we enjoy today. It will take a total commitment from all of us if we want Local 3 to remain something we can all be proud of.

## Brown signs vital gas tax legislation

As *Engineers News* went to press, Governor Edmund G. Brown signed a two-cent gas tax increase intended to bail out the state's financially troubled highway system. SB 215, authored by State Senator John Foran (D-Daly City), was the subject of heated debate and revision before it finally cleared the legislature earlier this month.

"The tremendous importance of this bill is reflected in the fact that it is the first tax increase the Governor has signed in the seven years he has been in office," declared Business Manager Dale Marr. "It is also the only tax bill in recent history that has received the support of Democrats, Republicans and even tax reform groups in the state. As far as Local 3 is concerned, this is the single most important piece of legislation this year and we're extremely pleased it has been signed into law."

In addition to hiking the state gas tax by two cents, the new law will also raise drivers licence and auto registration fees and weight charges for trucks. These changes are effective January 1, while the gas tax increase will not become ef-

fective until January 1983.

The added revenue that these increases generate will prevent a projected \$1 billion to \$2.5 billion deficit in the state highway fund over the next five years. Many highway and freeway projects, which were on the verge of being killed indefinitely will in all like-

hood be saved.

The measure was supported heavily by Local 3 and the rest of the building trades who viewed it not only as an important source of future highway construction employment, but the only means of keeping California's highway system from falling into costly and even

irreversible disrepair.

City and county officials have likewise supported the bill, because local streets and roads have suffered serious deterioration since the passage of Proposition 13.

The measure is expected to raise  
*(Continued on Page 12)*

## Pension Plan receives improvements

*(Continued from Page 1)*

"These are major improvements to the pension plan that the Board of Trustees could not have considered until this month, when we received our annual actuarial valuation," Marr emphasized. "That report indicated that the plan was in good financial condition and could sustain these improvements."

Marr also reported that those pension applications which are currently being processed are being put on hold until the first of the year to take advantage of the new increases, if the member so desires.

"Those who have pension applications being processed at this time will soon receive notification from the Trust Fund on the status of their application," Marr stated. "They will receive a breakdown of how much more their pension will be if they opt to wait until January 1 as opposed to what it would be if they retire now. Because it can

amount to a significant increase, we assume that most of those with applications in now will prefer to wait until January to process their retirement."

Marr added, the Board of Trustees feels "extremely fortunate" that the pension trust fund remains in good financial condition, despite the current economic slump.

"There has been considerable interest among some of our members for a service pension, whereby a participant could retire at any age once he has attained a required number of years of credited service," Marr explained. "Because the costs and uncertainties associated with 'unlimited' service pensions are so great, there are service pension plans in our industry today that are unable to continue the benefit package and options that our plan enjoys."

"We feel confident that we have satisfied two major concerns with the service pension that will be initiated in January," Marr continued. "First, we

have in one step reduced the retirement age for many Local 3 members by five years, which is no small achievement. Second, by keeping a 60-year minimum age limit on the service pension initially, we can be confident that the pension plan will maintain its financial integrity."

Next month, the "Outlook" page of *Engineers News* will feature an article providing more detailed information on the new pension plan improvements.

## Attention Retirees

On September 8, 1981, the Board of Trustees authorized the payment of a full month's additional pension check to be paid in March 1982 to all living retirees and beneficiaries who were on the pension rolls as of December 31, 1981 and who were eligible for pension benefits on March 1, 1982.

# PROJECT

## Colusa Water District gets Bur Rec contracts

The second of three major contracts for construction of the Colusa County Water District Distribution System in California's west Sacramento Valley has been awarded for \$1.8 million, Commissioner of Reclamation Robert N. Broadbent announced this month. Colusa Contract 2A was awarded to Copenhagen Utilities and Construction, Inc., of Clackamas, Oregon, based on the firm's low bid of \$1,836,526.

Work to be performed under Contract 2A includes furnishing and laying approximately 10.4 miles of 8-through 30-inch-diameter pipe and constructing two steel regulating tanks and related structures for the distribution system, located northwest of Arbuckle in Colusa County. Pumping plant structures for the 2A distribution system will be constructed under Contract 2B, scheduled for bid opening September 1. A contract for construction of a separate pipeline distribution system just south of the 2A system was awarded July 15 to the W.M. Lyles Co. of Fresno for \$7.6 million.

Both systems will deliver Central Valley Project water from Reach 7 of the Tehama-Colusa Canal to supplement inadequate ground-water supplies. During 1965 and 1966, a partial distribution system was constructed for the district to offset a rapid drop in ground water under established almond orchards. The partial system supplied water from the Colusa Basin Drain on an interim basis pending completion of the Tehama-Colusa Canal.

## Oakland Port clears way for hotel, shuttle work

OAKLAND — At its meeting this month, the Oakland Board of Port Commissioners approved a building permit for a \$3.2 million extension of Airport Hilton Inn and they authorized port staff to execute an agreement with BART covering a project to upgrade the Oakland Air-BART shuttle. The Hilton project is currently out to bid to a selected list with the opening set for Sept. 23.

The undertaking involves construction of a three-story addition with 73 guest rooms and seven meeting rooms just south of the existing three-story buildings that presently make up the Hilton complex. Additional parking facilities are also to be provided.

The ground floor of the new building will contain an elevator lobby, seven meeting rooms totalling 5,418 sq. ft. and nine guest rooms. The second and third floors are to contain 64 guest rooms. A new canopied walkway will be constructed from the new building to join the one extending from the existing one-story banquet room and restaurant building. Action on the shuttle was triggered by the fact that the U.S. Urban Mass Transit Administration has approved a \$2 million grant to upgrade the system which operates between Oakland International Airport and the 75-mile BART system. Application for the grant was made by BART in behalf of the Port of Oakland.

Port planners contemplate "substantial" improvements to the Air-BART shuttle service as an interim measure pending development of a major electrically-powered guideway system at a later date. The \$2 million in grant money will be put with \$500,000 in matching funds from the port and will be used to: Construct improved bus terminals at Oakland Airport and at the Coliseum/Oakland Airport BART station, and construct an Air-BART bus storage and fueling facility at the Oakland Airport.

## Reagan expected to settle for scaled-down MX system

Within a month, President Reagan is expected to announce a new, scaled-down system for basing MX intercontinental ballistic missiles on land. While Pentagon sources emphasize that the President has not made a final decision, they now are willing to suggest the type and dimensions of the MX basing that will be asked for. Richard D. Delauer, undersecretary of defense for research and engineering, predicts that up to 1,000 vertical silos—not horizontal shelters—will be built to accommodate 100 MXs probably in Nevada, in what he describes as a "defended, deceptive basing mode." What this means is that the Pentagon will step up its development of an antiballistic missile system to defend the MXs and will disguise the actual positions of the MX missiles by electronically generating "MX signatures" from the silos which do not contain them. "We would not move the missiles around very much at all," says Delauer, in contrast to the periodic shuttling planned for 200 missiles among 4,600 horizontal shelters in the former Carter administration's basing plan. Until Reagan announces the final plan, estimates of construction costs and scope will remain too speculative for comment, Pentagon officials say.

## Oakland Airport terminal slated

OAKLAND — Port Commissioners have authorized the Port of Oakland staff to prepare an agreement with Ratcliff Architects, Berkeley, for design and preparation of plans for a new \$40 million terminal complex at Oakland International Airport. The two-level complex will be developed as part of a master plan for long-term expansion of the airport to meet future requirements. It will be occupied by PSA and Air Cal airlines and will be designed to handle passengers from seven aircraft at the same time; seven loading bridges will link aircraft with seven gates at the second level. Features include ticketing, baggage claim and waiting lounge areas, a coffee shop and gift shop-newstand. Road approaches will also be redeveloped to provide more car parking facilities.

## \$2 million Reclamation contract for Willows and Red Bluff

K. R. Whitmire Co., Inc., of Redding, California, has been awarded a \$2 million Bureau of Reclamation contract to construct operation and maintenance (O&M) headquarters at Red Bluff and Willows, California, Commissioner Robert N. Broadbent announced today. The firm will furnish materials and construct concrete masonry buildings for Phase II of the Red Bluff O&M headquarters and expand the Willows O&M headquarters. At the Red Bluff site, located about 3 miles southeast of Red Bluff in Tehama County, the required buildings include an office, shops complex, and storage areas for heavy equipment, vehicles, paint and chemicals.

Work on the Willows Center, which is located about 5 miles west of Willows in Glenn County, includes construction of an automotive-welding shop and a heavy equipment storage building. The work also involves site preparation for buildings and parking areas, construction of sewer systems; furnishing and installing electrical systems, domestic water pressure, fire and irrigation systems; air conditioning, and landscaping for both headquarters sites. The contract is expected to be completed within 450 days from notice to proceed.

## California lets Interstate job

With a \$940,149 low bid, a joint venture of Duanco Construction and B. Duane Hunsaker, both Fresno, Calif., captured a California Department of Transportation contract to reconstruct a highway section near O'Brien. Duanco bid about \$14,000 below the runner-up, J. F. Shea Co., Inc., Redding, Calif., but exceeded the engineer's estimate by 6%. The winning contractor will reconstruct a 20-year-old section of Interstate 5, replacing badly broken concrete slabs. Duanco priced removal and replacement of the concrete pavement at \$160 per cu yd. The contract also calls for placing 1,000 tons of aggregate asphalt concrete, priced at \$53 per ton, and over 2,000 cu yd of lean concrete base, priced at \$63 per cu yd. Duanco will also install plastic edge drains and rehabilitate expansion joints in some sections. The winning firm will install a temporary traffic control system at a cost of \$61,000. Completion time for the project is 80 working days.

## Isabella Lake Hydro Project

The State Water Resources Department has received a Federal Energy Regulatory Commission preliminary permit for the Isabella Lake Hydroelectric Project. The 24-month permit provides the Department priority of application for a license while conducting investigations and securing data to support the application. Isabella Dam is owned by the Army Corps of Engineers and the Department contemplates installing an 8 MW power unit generating 18,500,000 kWh a year. This amount of energy could supply the residential needs of 9,000 persons. The Department plans to complete the environmental, technical, and economic studies within a year in order to have the plant on line by 1984.

## \$150 million ocean floor pipeline project

Morrison-Knudson Co. and three other firms have been awarded a \$151 million contract for construction of a 4½-mile ocean floor pipeline designed to carry treated effluent and storm water from San Francisco into the Pacific Ocean. The pipeline will consist of sections of reinforced concrete pipe of 12 feet (inside) diameter. The pipe will be buried in a trench below water as deep as 80 feet. Both the pipe and connections will be of special design and will have walls 18 inches thick where the San Andreas Fault is crossed. The contract was held up for several months pending litigation over minority contractor issues. But with these resolved, the company is gearing up immediately to begin work.

## Wharf plan moves ahead

The Port Commission has unanimously approved and sent to the planning department the final version of a rad-

ical plan to revamp Fisherman's Wharf and inject fresh blood into its anemic commercial fishing industry. The planning department—and the Bay Conservation and Development Commission—will begin work on the proposal once the required environmental impact study is completed, about two to three months from now, said Anthony J. Taormina, deputy port director. The preliminary Fisherman's Wharf Action Plan—which calls for an extension of the Hyde Street Pier and a new breakwater at its end, improved fish handling plants and docking facilities, and development of Pier 45—was approved by the commissioners in February.

Estimates of the project's cost run as high as \$100 million, \$12 million for the Hyde Street Pier portion alone. The tab would be paid by a combination of port, state and federal funds, Taormina said.

Before voting on the measure, the commissioners heard praise for their concept but warnings that it was far from perfect. Critics of the original plan had said the extended pier would create a backwash during stormy or windy periods that would severely damage the vessels of the city's Maritime Museum.

## Benicia revokes decision on EIR

BENICIA — Southampton Co. will not be required at this time to have an environmental impact report done for future projects, the Benicia City Council has decided. (See EN, August.) Instead, independent consultants will review the 1977 EIR for the company's 1,551-acre housing development. In addition to the overall review, the city's ability to supply and distribute water, meet park and recreation needs and provide adequate fire protection will be scrutinized by the reviewing firms. The decision prompted Southampton Co. president Bill Turnbull to agree to submit future plans according to schedule. He had threatened last week to not process any applications with the city until next April, pending outcome of council elections between now and then.

The compromise, approved by a 4-1 vote, came at the end of a 90-minute session. Councilman Jack Cody dissented because he felt the council's original option was still appropriate. The other four council members said they were satisfied the review process will address all the areas of concern they want examined. Therefore, an EIR—focused, supplemental, or complete—is not needed, they indicated.

## USBR Auburn Dam staffing cut by half

While a U.S. Bureau of Reclamation official spoke optimistically recently about the future of the Auburn Dam project, half of the bureau workers at the dam site prepared to move on to other federal jobs. Chief Project Engineer Rod Somerday confirmed that 50 percent of the staffing at the Auburn Dam site was cut by the Reagan Administration this week. According to Somerday, 40 to 50 of the employees at the dam site will be leaving the Auburn area, possibly to other USBR jobs in Arizona. Somerday said the remaining 50 employees at the dam site will finish the Sugar Pine Dam project on the Foresthill Divide.

## Office Tower Plus Conservatory

SAN FRANCISCO — Swinerton & Walberg crews are expected to start construction in late October, for Citicorp, of an office tower complex including a 10,000 sq ft glass-roofed conservatory which will retain the facade of an old banking temple. The tower itself will rise from 36 to 40 stories in height; on Aug. 6, the San Francisco Planning Commission gave final approval to the project, with two options, one for a 36-story building with 576,000 sq ft of office space and the other for a 40-story structure with 610,000 sq ft of office space provided that the latter would increase views into the Standard Oil Court located adjacent to the One Sansome St. complex.

## Nevada hails discovery of molybdenum deposit

CARSON CITY, Nev. — A "substantial" deposit of molybdenum has been found in central Nevada, Exxon Corp. announced this month. Gov. Bob List hailed the discovery by Exxon Minerals Co. as a key element in what he termed Nevada's "third renaissance" of mining. It probably will be at least three years before the extent of the mineral deposit is known. It was found at Mount Hope, 20 miles northwest of Eureka. The company won't proceed with development of a mine until it has drilled 36 new exploratory holes and determined whether a molybdenum mine at Mount Hope could be profitable. Exxon drilled an original series of 17 holes, 15 of which found significant deposits of molybdenum.

# UPDATE



By HAROLD HUSTON, President

## A Personal Note From The President's Pen

Major California Labor Federation legislation to raise the maximum benefits available to workers suffering off the job disabilities was approved in the State Assembly by a 66 to 5 roll call and sent to the State Senate. An identical bill previously passed the Senate on a 23 to 1 vote on June 11. Before final adoption, the two versions will be reconciled into a single measure.

AB 1270 by Assemblyman Leo T. McCarthy (D.-SF) would raise the maximum weekly benefit from \$154 to \$175 and the minimum from \$30 to \$50. The ceiling on wages for paying disability insurance would be increased from \$14,900 to \$17,000.

California is one of five states in the U.S. providing workers with an unemployment disability insurance program to help sustain their purchasing power when they incur non-occupational illnesses, injuries or other disabilities.

The program is financed exclusively through a tax on earnings of covered California workers. Last year the program paid out more than \$637 million in benefits to over 650,000 incapacitated workers. Last year more than 93,000 claimants were paid for pregnancy related disabilities, a benefit included in the program by labor-backed legislation in 1979.

The State AFL-CIO has worked throughout the 35 years the disability insurance program has been in effect to keep benefits in step with current economic conditions. It's very important to increase benefits in light of double digit inflation over the past few years.

The companion measure is Senate Bill 347 by Senator Bill Green (D.-LA) chairman of the Senate Industrial Relations Committee.

California's failure to require mandatory smog checks for cars and trucks is stalling \$775 million in Contra Costa development projects, Bay Area smog officials have announced.

They are Louisiana-Pacific's \$115 million wood-burning boiler for its Antioch plant, Chevron USA's \$440 million plan to rebuild its refinery at Richmond and Tosco Oil Company's \$220 million plan to expand its refinery east of Martinez at Avon.

The delayed projects were among seven cited at the Bay Area Air Quality Management District

board's meeting as reasons for supporting SB33, which would establish mandatory smog checks for vehicles in six metropolitan areas in California.

SB33, is authored by State Senator Robert Presley (D.-Riverside) and is scheduled for a hearing by the State Senate.

The state's failure to establish such inspection programs in 1979 led the U.S. Environmental Protection Agency to ban all new industrial construction.

A copy of a July 24, 1981 letter to Presley from Milton Feldstein, district air pollution control officer, lists seven projects totaling nearly \$1 billion that would be or are affected by the EPA's construction ban. The other projects were in Marin and Santa Clara counties.

Smog district spokesman Ted McHugh said the Louisiana-Pacific boiler project had been approved by the district and the others are being reviewed.

SB33 has the support of the Contra Costa Board of Supervisors, minus one—Supervisor Tom Tarlakson of Antioch.

Torlakson and other opponents of the bill fear it may lead to a centralized auto inspection program and claim such a program in Southern California run by Hamilton Test Systems is inefficient and overcharges customers.

Presley's bill leaves it up to local air quality management districts in California to run either a centralized inspection program, such as Hamilton does, or a decentralized program that would allow inspections to take place at existing service stations.

We appreciate all the brother and sister engineers who took time out to fill out the "Equipment Dealers Questionnaire" survey cards, which had been mailed out to all employees working under the East Bay Equipment Dealers, (Independent) agreement, and the West Bay Equipment Dealers agreement.

Each member had an opportunity to state their preferences on how they wanted the Guaranteed Dollar plus Cost of Living increase allocated, effective September 1, 1981.

In my humble opinion, this is the true democratic way of the members freely expressing themselves to the officers of their wishes.

After carefully reviewing the results from the Employee Preference Survey, the Officers recommended to the Executive Board the following allocation of the 9.5% effective September 1, 1981.

### East Bay Equipment Dealers

Pursuant to Section 07.03.00 (Additional Increase—\$1.30) and Section 07.04.00 (Cost of Living Adjustment—9.5%) effective September 1, 1981 of the existing Agreement, the Union's Executive board has made the following allocations effective on the dates set forth hereunder:

WAGES	Wage Rate		Wage Rate 9/1/81
	9/1/80	Increase	
Heavy Duty Repairmen Foreman	\$15.35	\$1.22	\$16.57
Heavy Duty Repairman	14.11	1.11	15.22
Heavy Duty Repair Helper	12.69	.97	13.66
Welder Production	14.11	1.11	15.22
Welder	13.43	1.04	14.47
Journeyman Partsman	13.43	1.04	14.47
Partsman	12.39	.94	13.33
Utilityman	10.51	.76	11.27

Health and Welfare: \$.15 increase.  
\$1.45 per hour—Effective 9/1/81

Pensioned Health and Welfare: \$.05 increase.  
\$.42 per hour—Effective 9/1/81

Pensions: \$.45 increase.  
\$3.10 per hour—Effective 9/1/81

Affirmative Action; No Increase.  
\$.05 per hour—Effective 9/1/81

All other terms and conditions shall remain and be the same.

## OSHA may restrict worker access to health records

The Occupational Safety & Health Administration is proposing to erect stiff monetary barriers to workers and their unions seeking access to workplace health records and data on exposure to toxic substances.

This is all a part of the proposed "interim modification" of the OSHA standard on Access to Employee Exposure & Medical Records that was issued by the Carter Administration in May 1980.

As outlined by Assistant Labor Sec. Thorne G. Aucter, the standard would be modified by "strengthening" the trade secret protection provisions of employers. This could be achieved, Aucter suggested, by allowing employers to establish monetary penalty clauses in confidentiality agreements employees must sign before gaining access to their records.

George H. R. Taylor, the AFL-CIO's job safety director, warned that the proposed changes in the regulation could effectively block access to medical records and scientific information sought by a worker's physician or union.

By using the trade secret provision as a shield, employers could withhold all types of pertinent information, Taylor

said. "A trade secret could be anything they declared it to be."

Sheldon Samuels, safety director of the Industrial Union Dept., expressed concern that the proposed confidentiality agreement could halt the release of all information on workplace hazards by employers.

He said the monetary penalty clause could make both workers and their unions liable in civil suits that could add up to millions of dollars in damage payments.

In addition to proposing the changes in the standard, OSHA asked a federal appeals court to delay for six months a briefing schedule on the challenged regulation until next February while the agency reviews its provision.

Industry groups, including the U.S. Chamber of Commerce and the Chemical Manufacturers Association, sought to block implementation of the regulation largely on the argument that its provisions inadequately protected trade secrets.

The IUD had sought in a court suit to strengthen the original standard so as to assure union-designated physicians access to workplace records.

The access standard now permits

workers to examine and copy their own medical and toxic exposure records. It also allows union representatives access to the records of a particular employee if they have written consent from the worker.

According to an AFL-CIO analysis of the standard, trade secret data that disclose manufacturing processes or the percentage of a chemical substance in a

## Work is slow in Sacramento

District Representative Clem Hoover reports that work in the Sacramento area is the worst he has seen in many years. "We have over 600 people on the Out-of-Work List, which is unheard of this time of the year," he states. "The outlook isn't very encouraging. The interest rate continues to keep the housing industry shut down. The forecast by the experts indicates it will be next year before we will see any relief in the interest rate." There are plenty of subdivisions ready to go pending the lowering of the interest rate.

A. Teichert & Son has shut down to one shift at their aggregate plant at Perk-

mixture may be withheld, but sufficient alternate data must be provided to evaluate the chemical.

Employers may also require a written agreement from workers or their union when releasing so-called trade secret information that prohibits the misuse of the data. The standard presently does not permit monetary sanction clauses in the access agreements.

ins for the first time in my memory. They report if their stock piles get any higher, they will have to put red lights on top of them to keep low flying aircraft from hitting them.

The Sacramento office has completed negotiations with Bird & Son, California Portland Cement, Amstar Corporation, Cal State Equipment, Action Equipment, Geremia Pools, Rancho Murieta Country Club, Rancho Murieta Association, Rancho Murieta Cart Handling. "We are still battling Cen-Vi-Ro Pipe for an agreement," Hoover said. "We still have hopes of getting an agree-

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# Rigging Lines

By Bob Mayfield  
Asst. Business Manager & Vice President

This past month has been a month that has kept all of us in Local No. 3 most concerned as to what the fate of the Inter Mountain Power Project will be. This project is not just another big project that we suddenly need because of a poor work posture we in 1981 have found ourselves, not only in Local No. 3, but really for the whole Building & Construction Trades everywhere in America.

The I.P.P. Project would be the world's biggest Coal Fired Power Plant, and has a projected cost (at today's dollars) of \$8.7 billion dollars. It is really hard for me to comprehend just how huge and comprehensive this project really is. When you start to measure what is under construction any place in our 4 States of Jurisdiction today, and of any single job in the last 20 years, there is none even remotely close in size to this job.

For example, the Warm Springs Dam project now in the last year and a half of its construction, has been a job of great proportions and has employed several hundred Operating Engineers over the past three seasons, on a two shift basis most of the time. This job had a low bid of under \$120 million dollars, which means that more than 50 Warm Springs Dams could likely be built with this same money.

The largest highway job ever let in Local No. 3 went to the S. J. Goves Company three years ago, and has been under construction mostly on two shifts ever since, and it was bid for under \$48 million dollars, which means at least 150 such highway sections could be built for an equivalent amount of money. If we were to buy new houses at \$100,000 each, this amount of money would buy 87,000 new houses and pay for them.

If you were to construct 25 story buildings at a million dollars a floor or 25 million each, this would create enough work with this money to complete over 320 such buildings, and still have money left over, which I am only guessing is more than presently exists in downtown San Francisco.

My whole point in this story till now, is this isn't just another project we need, but a life & death struggle for us, and the entire Building Trades in this country to do everything in our power to ensure the project is built on a Union basis, and at this moment we still are not 100% assured, although it looks much better at this moment than at many times over the past three weeks or so.

I have said on many occasions, that there is not a worse collection of anti-Union legislatures (both State & Federal Senators and Assemblymen) existing in any one State than what now exists in Utah. Two of these people who thus far have openly led the fight out front to ensure this huge project would be let to Daniels (a notorious non-Union Contractor based out of North Carolina) has been Senator Orren Hatch and State Assemblyman Mac Haddow.

Their efforts and statements for the past month have filled newspapers and T.V. broadcasts, not only in Utah, where the project is to be constructed, but to some degree in most States in this country, at one time or another. These two men (Senator Hatch and Assemblyman Haddow) accused Governor Brown of being a pawn for Bechtel Power of San Francisco, and further in so many words accused the world's biggest, and probably most knowledgeable, *Bechtel Power* of being a Union Contractor only. The loudest and most lingering critic till the bitter end has been Haddow. He has said

Bechtel would cost the people of Utah an excessive amount of money because of its Union ties, and that further this company would import a substantial part of the work force needed to complete the project. The records will clearly show that in neighboring states such as; Arizona, Wyoming, Washington and many others where projects are now complete or under construction and done on a Union basis the facts show the very opposite is true.

First of all, they have hired through the Local Unions in the State in which a project is under construction which means that all local skilled tradesmen have first chances at the jobs, plus a goodly, bonafide number of trainees through certified apprenticeship programs are on-the-job trained. Only after this takes place would other outside craftsmen really be sought and brought into the project.

Further, their on-time completions as compared to the Brown & Roots and Daniels, both of whom are non-Union, are excellent. Further, in most places where these non-Union companies come in and construct, they import a substantial amount of the work force and really do not have the bonafide, recognized certified apprentice programs we have long been affiliated with.

Stkll Mr. Haddow has threatened to file an injunction, or something of the like, if Bechtel would be the construction manager, and would attempt to do the project on a Project Agreement basis. He may very well get the chance, because I am now certain Bechtel Power has been awarded the construction manager's role, and hopefully, will negotiate a Project Agreement with the entire Building Trades of the State.

I am now told, the newspapers of that state have told the story whereas, at least Haddow and four or five other prominent congressmen traveled to Carolina in a whirlwind-tour trip, compliments of the Daniels Constr. Co. We are told a private jet picked them up in Utah and a golf trip, hotels, meals and other wining & dining and donations or contributions occurred. Now that this story has opened up, there is now strong talk of an investigation and ethics committee's probe.

(Continued on Page 7)

## Slow work picture plagues Nevada

Business Representative, Howard Luzier, reports that the Nevada work picture for the coming months looks as though it will continue to be extremely slow. Much of the work has been completed in the eastern areas as well as the Reno-Sparks and Carson-Tahoe areas causing the Out-of-Work list in the District 11 Hall to grow longer each day.

"Interest rates in the private money sector, being what they are today, are making it very difficult for small contractors to keep our members working for even two and three days a week," says Luzier.

Mining, however, in the Silver State has been fair to good for most members

reports Mine Agent, Mike Lassiter, with the rest of the season looking about the same.

Highway work in the Reno area at this time is all but complete, with R. L. Helms Construction starting to pave both of their Ring Road projects, north and south, in addition to completing some minor paving at their Stead Industrial Park project. Helms has been paving on the 20 Mill Hill portion of I-80, south of Lovelock, Nevada, with much of that project completed at this time.

Also nearing completion is the \$8.7 million dollar I-80 By-Pass project at Lovelock. At their Winnemucca project the work situation is pretty much the same with most of the 5.641 miles of freeway almost complete. Also in the Lovelock area C.B.I. is about 50% complete with the gas storage tank for Southwest Gas.

The \$1.1 million dollar Sun Valley widening and over-lay project is well underway with a completion date expected late this fall. Gerhardt & Berry Construction has begun work on their Cross Town City Sewer project, keeping their underground crew busy and following up with a small paving crew.

H. M. Byars Construction continues

to work on a small street extension in the Lake Ridge area. The majority of Byars' employees have had out of town jobs this season.

A small number of members have been working in the Stead area on the Granite Construction Co. Silver Lake Sub-Division project, The rock crusher and hot plant crews have had a fair summer making materials for their I-80 shouldering project which is in its final stages, running from Stateline to Truckee, California.

G. P. Construction Co. in Battle Mountain has all but finished their part of the I-80 By-Pass with only minor paving to be done and the removal of tie-ins and detours.

In the Elko area the outlook is much the same as it is in our other areas. Max Riggs Construction Co. is continuing work on the Elko Railroad Relocation project, however, because of the different phases involved in this particular job work has been slow. G. P. Construction Co. has most of the base material crushed for the Riggs project.

Acme Construction Co. has begun placing the white paving on J. B. Parsons' portion of I-80 at Wells, Nevada. The west bound lane of Parsons' I-80

## Credit Union

Operating Engineers  
Local Union #3  
Credit Union  
6300 Village Parkway  
Dublin, CA 94566  
415/829-4400  
DALE HANAN, Gen. Mgr.



"25.75%!" "Tax-Free Savings!"  
"\$2000 Tax Free!" "Thank you  
President Reagan!"

You've probably seen or read dozens of ads like these in the last few weeks. They're all shouting about and selling the new All Savers Certificate recently authorized by Congress . . . even though it won't be available until October 1.

If you want straight information about this new Certificate call us and ask for a "tax-savers specialist." The new Certificate is a good opportunity . . . but not for everyone.

The high interest rates spread across these ads in large type will not be the interest rate you'd earn on the new Certificate. They apply to an interim account that's not insured by the federal government like the new Certificate will be. Most of these interim accounts don't allow you to pull out if you change your mind and don't want to invest in the new Certificate. That means you're stuck with the Certificate until October 1, 1982 . . . unless you want to pay the penalties for early withdrawal.

What is this new Certificate?

It's a one-year investment that requires a minimum of \$500. It will be available starting October 1, 1981 through December 31, 1982.

*It's a strong point:* you can earn up to a *maximum* of \$2,000 interest (on a joint return) *free* of federal income taxes during the 15-month period this Certificate is available for purchase.

The rate will be 70% of the average investment yield on a 52-week Treasury Bill. During those weeks the ads were shouting 17% to 25%, the actual rate, if the new Certificate was available then, would have been 11.62%.

By the time you read this we will know what rate will be available on October 1. It will be established by September 4 once the auction is held by the U.S. Treasury.

If you now have one of our Special Investment Certificates or you have a Money Market Certificate at a bank or savings and loan, you may be interested in this new Certificate.

It may be a good opportunity for you to keep all the interest you earn.

Call or write us if you want information, advice or rates on this new Certificate. Or if you want to purchase one.

In future columns we will discuss some of the other parts of the tax-cut program that will have significant impact on your money.

**RETIREES BARBECUE  
AT  
RANCHO MURIETA  
TRAINING CENTER  
SAT., OCT. 17, 1981  
DON'T MISS IT!**

project is all but complete at Wendover with only a small amount of clean up and shouldering to be done.

The Wells Cargo Shop Agreement was recently completed by District Representative, Dale Beach, and Business Representative, Dave Young, and most members felt comfortable with the settlement that was achieved.

As a final note, we would like to take this opportunity to thank all of those members who supported the Operating Engineers Local 3 Picnic effort.

# Hawaii member William Wright receives Gold Card, recognition

District Representative Harold Lewis, Jr. reports that the Executive Board at its June meeting granted Brother William E. Wright an honorary membership. He has received his Gold Card which denotes his lifetime membership in Local 3.

At the District 17 membership meeting June 29, Brother Bill was presented with a beautiful red carnation lei and was highly honored when he was personally congratulated for his achievement by Business Manager Dale Marr.

Brother Wright wears with pride his Local 3 pins signifying his many years of membership. He has intentions of having made for himself a special neck piece for his pins. He also has an album of memories. Those who have had an opportunity to view his album have found it to be very interesting.

The first Mobile Crane (Model 150) in the State of Hawaii has been operated by Brother Bill while he had been employed by Clark Transportation. He can rightfully claim that he is Hawaii's OLDEST Mobile Crane (Model 150) Operator today at age 75.

Brother Bill remembers receiving 40¢ per hour as an Oiler and \$1.00 per hour as an Equipment Operator. Brother Bill emphatically says that he is a "self-taught" man since there were no training programs during those days. In 1941 he had worked for CPNAB at \$1.65 per hour and Brother Bill says that was "big money" during those days. As a point of interest, the same equipment pays \$13.39 per hour today. Before his early retirement, Brother Bill had been employed by Reed & Martin. By remaining "cool" and understanding, never scolding his oiler, Brother Bill had demonstrated his ability as a highly skilled Operating Engineer.

Brother Bill points out that during the old days there were no sophisticated safety devices as we have today. "We are thankful that he has safely retired without experiencing any serious injury," Lewis commented.

Brother Bill's ancestry is one-fourth Chinese, one-fourth Hawaiian and half English. He was born in Hookena in South Kona on the Island of Hawaii. He was married to Phoebe before her demise and says she was his "boss and superior." They had five children; four

sons and one daughter.

Currently Brother Bill enjoys his retirement and looks forward to attending cooking class with fellow senior citizens in Pearl City, Hawaii. At his age he does not cook; only tastes.

"This friendly fellow loves to talk with people," Lewis added. "We all enjoy chatting with him when he visits our Union Office. He makes all of us laugh especially when he demonstrates his physical fitness at age 75 by bending over and touching his toes."

When asked what advice could he give to the younger Operating Engineers, Brother Bill replied: "Always obey your superiors."

Business Rep. William Crozier reports that the Island of Hawaii has experienced one of the driest years locally that most oldtimers can remember. The farmers and ranchers are having a very difficult time keeping their crops and livestock alive.

As always happens when there is a shortage of water, people and politicians all start talking about building reservoirs and dams.



Receiving a kiss from his wife and a red carnation lei, 75-year-old William Wright receives his Gold Card. Also pictured are Recording-Corresponding Secretary James "Red" Ivy, Business Manager Dale Marr and Financial Secretary Harold Lewis.

"Our dry spells seem to be hitting us about once every three years lately and each time the problem occurs, there is a lot of lip service about storing the vast amount of water that runs off into the ocean each year," Crozier said.

"Since this is the worst drought in decades, maybe this time some of this talk will produce action to develop some of these reservoirs and dams. We certainly need the water and also the work." The County Council is presently try-

ing to revive the Kamuela Dam project that was shelved several years ago. This project was to be an earthen dam in the South Kohala area. In the meantime, work on the island is very slow. The Hilo area presently is at an all time low and the Kona area is slowing down also.



Brothers Vic Fergerstrom and Francis Bettencourt on the Maunalani Resort project, which is contracted out to General Construction Company.

## Grievance Committee Election

At its meeting on July 31, 1981, the District 17 (MAUI) membership elected the following to serve on its Grievance Committee to fill vacancies left by resignations: Brothers Albert Napoleon II and James T. Taylor.

Please remove the following from the District 17 (MAUI) Grievance Committee: Brothers James P. Rust and Isaac Nakooka.

## ALCHOLIC PROGRAM

The disease of alcoholism has been called the most neglected public health problem facing the nation today. It is a killer illness that is attained, in most cases, through progression over a period of years. It is neglected because of ignorance.

Most non-sufferers often do not recognize identifying signs of the progression of alcoholism. Too many people do not know that the alcoholic can be helped if aid is asked soon enough.

The Union's Alcohol Recovery Program offers help for those members suffering from alcoholism or alcohol related problems. Information or an interview can be obtained by contacting the program director or one of the local coordinators.

SAN FRANCISCO	
Gary Atkinson, Dir.	(415) 431-1568
Nate Davidson	(415) 431-5744
SANTA ROSA	
Pat O'Connell	(707) 546-2487
OAKLAND	
Norris Casey	(415) 638-7273
EUREKA	
Jim Johnson	(707) 443-7328
FRESNO	
Ron Ward	(209) 485-0611
MARYSVILLE	
George Morgan	(916) 743-7321
REDDING	
Bob Havenhill	(916) 241-0158
RENO	
Dave Young	(702) 329-0236
SACRAMENTO	
Bill Marshall	(916) 383-8480
SAN JOSE	
Jack Bullard	(408) 295-8788
SALT LAKE CITY	
Don Strate	(801) 532-6081
RANCHO MURIETA TRAINING CENTER	
Dick McGill	(916) 351-0555

## Fresno District Report

# State backs construction of 'Valley Drain'

Fresno District Representative Claude Odom reports that the State Water Resources Control Board voted to ask the Federal government to start preparing its plan for discharging used, brackish irrigation water in Suisun Bay. The U.S. Bureau of Reclamation for several years has been working on plans for a two hundred ninety (290) mile drainage canal to remove brackish water from the fertile San Joaquin Valley.

The brackish water has already hurt crop production on an estimated 400,000 acres in the Valley. Government officials, including Governor Brown, fear that if the water is not removed it could eventually damage or ruin up to 700,000 acres of farmland by the year 2000. The Bureau has constructed eighty miles of the drain in Merced County.

William E. Brewer of Fresno has been awarded a contract of \$1.2 million

for the widening of M Street in Merced. A pre-job conference has been held and work started the middle of August. Gentz Construction Co. of Fresno has been awarded a contract of \$300,000 for work on 17th and R Streets in Merced.

Erickson Equipment Co. of Fresno has kept ten operators working on the Delta-Mendota Canal just north of Highway 152 west of Los Banos.

The City of Fresno began eliminating a major bottleneck in traffic at West Ashlan Avenue and the Southern Pacific Railroad tracks when the City Council awarded M.C.M. Construction a \$3.1 million construction contract. Completion of the project, which will include an overpass over the tracks, is also a key in the development of the area's westside.

Total cost of the project will be more than \$5.5 million and is expected to be completed in May 1983. The overpass, a major part of the construction, will take

Ashlan Avenue over the railroad tracks and eliminate the four street intersection.

On July 29th, members at Gray Lift, Inc. ratified a three year contract. The contract provides for \$1.02 per hour the first year for Journeyman Mechanic and \$1.90 per hour increase yearly or the cost-of-living which ever is higher. Increases were also negotiated in swing and graveyard shift premiums, vacation leave, sick leave and pension contributions. The Local 3 Health & Welfare Plan was maintained with increases in Company contributions.

R. H. Gorman members ratified a wage increase of 9.5%. Also, Local 3's Health and Welfare Plan was maintained. This year's negotiations were for openers on wages and fringes only. The vote was unanimous to accept the increases. Negotiations continue for Edward R. Eacon Co. and the County of Madera.

## Santa Rosa busy with contract negotiations

The Santa Rosa district has been very busy with contract negotiations, reports District Representative Paul Wise. Those negotiated and ratified were LAMBAMS (Lake and Mendocino Building and Material Suppliers) master agreement for a two year contract and also Empire Tractor a two year agreement.

For Hogue Equipment a three year agreement was reached which included a COLA, as did the LAMBAMS agreement, which is a first for both of these companies. The Cinder Products contract is coming up soon so by the time you read this article we will have had pre-negotiations meeting with the hands and should be in negotiations with the company.

Work in The Geysers is coming right along. Recently had two Pre Job Conferences for jobs in that area, the first with Scott Co. of California for \$12 million for construction of a power house plant and the second with Badger America, Inc. for \$15 million for construction of a scrubber abatement system.

Peter Kiewit Sons' Co. is keeping quite a few Brothers busy on Unit #18 and the SMUDGE sites. Hopefully work will get going at N.C.P.A. #2 as soon as Fefels Power Service has completed its phase of work. Scott Co. is getting underway on Unit #17 and will be calling for a few hands in the near future while Santa Rosa Crane & Rigging & Husky Crane are keeping busy on this project also.

Ghilotti Bros. nearing completion on the Dept. of Water Resources project on the Lake County side of The Geysers area.

Up in Mendocino County Soiland Co., Inc. is now getting underway on its underground project in Redwood Valley and looks like a pretty good winter show. Further up north, near Piercy, Stimpel-Baker laid off the swing shift but will have about a dozen Brothers busy until the rains come.

Over in Lake County things have slowed up some with Ferrante Const. finishing up its Hwy 29 job near Lower Lake. Ray N. Bertelsen Co., Inc. has also completed its job on Hwy 29 near Middletown. Syar is nearing completion on its Hwy 20 job near the Colusa County line. Several road jobs are coming up in this area in the near future.

Ferrante Const. is going again on its job on Moorland Avenue in Santa Rosa that had been shut down because of the Sonoma County strike. The Castlerock sub-division has started up again off of Summerfield Rd. in Santa Rosa as has the P.G.&E. job Ferrante is also doing in the same area.

Argonaut Constructors have two more sub-divisions going, making a total of four they are working on at the

present, with both underground and street work.

Work on the downtown Santa Rosa shopping center is starting to wind down with just about four Brothers working there. Munkdale Const. has started to pour concrete for the streets and sidewalks for the 4th Street walking mall. Most of the other contractors are keeping busy with small jobs here and there throughout the area.

Work at the Warm Springs Project is going along well after a short shut-down due to the belt breaking but everything is going smoothly now on a two shift operation.

Just recently Shell, Union, Aminoil, S.M.U.D. and NCPA let a job to a non-union firm to do the Socrates Mine Rd. at approximately \$2.5 million. The Santa Rosa office received word of it and immediately started to find out what was taking place.

## More from Bob Mayfield

(Continued from Page 5)

Who knows, this may yet prove to being close to a baby ABSCAM. I really hope at this time next month, I will be able to report that a project agreement has been signed on the I.P.P. Project, and that we have many members working on this job in a similar fashion that is now occurring on the Moon Lake Project in Eastern Utah, that I have written about in almost every column these past three or four months.

It was with great satisfaction this month, that all of your Union Pension Trustees, as well as those of management were able to vote on a host of improvements that will become effective on a prospective basis, effective January 1, 1982. For starters, a service pension will be implemented. This will mean that a person 60 years of age and one whom has 30 past and future service credits in Local No. 3, will be able to retire with full benefits, and no cut back at all. Further, the normal retirement age for all vested members will be 62 rather than 65 as it has been. Another major change to be effective on January 1, 1982, is that the factor of 2% will be increased to 2.1%, which by my own calculation, means a 5% real increase to the per month per year award.

I will not try to go in depth into these changes, because I am certain a full and complete explanation of all Pension improvement changes are listed in a special article, on page one. As one Officer, I am most happy that these changes were possible and will be a fact on January 1, 1982.

"Upon finding out some of the facts we knew this was too big a thing to handle on a local level so we contacted Business Mgr. Dale Marr and Asst. Business Mgr. and Vice President Bob Mayfield," Wise reported. They immediately took the matter in hand and after some high level contact with Aminoil (a company that is notoriously a non-union supporter, as are the other oil companies involved) Marr and Mayfield were able to have them look at the matter a little closer.

To make a long story short and sweet, the nonunion firm was dropped and a union firm awarded the job for \$2.5 million, which will put a number of Local 3 members to work who would otherwise be sitting home.

"Our office at this time would like to personally thank Bros. Marr and Mayfield for their assistance and a job well done," Wise commented.

I am sure the viewpoint of all Officers and other Union Trustees are equally as happy, and even with these major upgrades they will be done without increasing the unfunded vested liabilities of the overall Plan. Few Plans in American can make this boast, that their Plan has zero dollars of unfunded vested liability, such as the Martin Segal Company, now says our Plan so enjoys.

Only one negotiation that I am involved with this year has yet to be completed. Were it not for an attempted intervention by the Steelworkers, I am certain the Anaconda Company (Carr Fork Mine) and Local #3 would have completed negotiations that began in late July. I have the highest hopes that these negotiations for around 650, mostly underground miners will commence immediately, and by this time next month we will have completed this bargaining and that those involved will be enjoying the successful efforts of the Union's negotiations, which will, of course, mean wage & benefit increases that this hard working group certainly deserves.

Last but not least, I will be attending the Retirees' Barbecue and Picnic to be held at Rancho Murieta on October 17. There are now 7,800 living retirees and beneficiaries, and I am told that as many as 3,000 may actually attend. I will be looking forward to shaking hands and visiting with many of my old dear construction buddies, and I am certain a great time will be had by all and enough dirt moved at this get together to fill up the Oroville Dam.

## New vaccine for Valley Fever being tested

(Editor's Note: ENGINEERS NEWS recently received a letter from a member in Stockton along with several newspaper articles on a new vaccine for San Joaquin Valley fever. Having previously suffered from the disease and losing three years of work himself, he pointed out that this illness threatens many operating engineers who work on excavation projects, and asked that we provide the membership with information on the current testing of this new vaccine.)

A vaccine developed by a University of California scientist against San Joaquin Valley fever, the fungus-borne disease common in the drier farmlands of California and Arizona, is now being tested in 3000 volunteers after nearly 20 years of delay.

Nearly 300 volunteers have already received the vaccine without ill effects in a first series of safety tests, and now the large-scale trials have begun at medical centers in the Bakersfield area.

The vaccine was developed by Hillel B. Levine, a research bacteriologist at the University of California at Berkeley who has been working for more than two decades at the Naval Biosciences Laboratory in Oakland.

According to Levine, the new drug was successfully tested in a first group of animals and was ready for human trials as long ago as 1963. But fears of drug testing in humans generated by the birth defect problem that led to the banning of thalidomide forced a halt to research on the valley fever vaccine.

Finally, earlier this year, the state of California approved a \$300,000 grant to launch a three-year testing program for the vaccine. Because of the vaccine's success in animals as varied as mice and monkeys, Levine said yesterday, he is optimistic that the new drug will prove effective in humans.

Valley fever is a lung disease caused by inhaling fungus spores that are common in the soil of arid regions throughout the Southwest as well as in Mexico and Central and South America.

When the fungus infection spreads from the lungs to the rest of the body it invades tissues painfully and sometimes fatally. The disease is known medically as coccidioidomycosis.

About 85,000 persons in the United States are infected with valley fever each year, but for more than half of those the disease is so mild they do not even know they have it. But between 5000 and 7000 become seriously ill and may be disabled for months or years. About 70 to 100 victims die of the disease each year.

## Money may flow once again for water projects

The Reagan administration is moving to open the federal water projects pipeline—after nearly five years without a new construction start being authorized—in a new national water policy that will emphasize cost-sharing with nonfederal beneficiaries. As proposed, the guiding principle will be to give preference to projects that contribute to economic goals, with environmental concerns taking a back seat.

Once the policy is implemented, federal officials expect some of the 52 projects that have been tangled in a sea of red tape to be forwarded to Congress for authorization. Congress has not ap-

proved funds for a variety of navigation, flood control, power and irrigation projects since 1976, largely because of stringent approval requirements imposed by regulatory agencies.

But the approach being taken by the Reagan administration is ruffling some feathers because the policy is being developed without the participation of Congress. Legislators are becoming increasingly insistent on playing a role in developing a national water policy.

The focal point of the evolving Reagan policy is a new panel called the Assistant Secretaries' Working Group on Water Resources and is headed by

William R. Gianelli, a former consulting engineer who is assistant secretary of the Army for civil works. This panel reports to the Cabinet Council on Environment and Natural Resources, which is headed by Secretary of the Interior James G. Watt.

Gianelli, who was director of California's Water Resources Control Board during Reagan's governorship, has close ties to the White House and the President himself. As a result, the strong-willed and controversial Watt has left the new water group alone. The Gianelli-led group is beginning to function in much the same role as the soon-to-be-defunct

Water Resources Council (WRC), which he says "has been a graveyard for water projects."

Already the water resources group has ordered the scrapping of WRC's principles and standards for water project approvals that the Carter administration had implemented. The lengthy and complicated procedure incorporated in the principles and standards, which called for multiple reviews and approvals, will be replaced by what Gianelli calls a "simplified guideline."

Also, the panel has returned the 52 projects that have been bogged down in

(Continued on Page 12)

# Actuarial valuation reports pension in good standing

The Twenty-first Actuarial Valuation report on the Pension Trust Fund for Operating Engineers was just recently completed for presentation to the Board of Trustees. The report is prepared and reviewed each year in order to determine the financial soundness of Local 3's Pension Plan. It contains comprehensive statistical and financial information about the Plan and its development and performance over the past years. Also included are projections about the future of the Plan and the funds that must be reserved for upcoming retirement benefits.

The report is prepared by the Martin E. Segal Company, one of the nation's largest Pension consulting and actuarial firms. The Segal Company calculates the cost of providing lifetime benefits to all working Operating Engineers in Local 3. They take into account factors such as, hours worked, monthly benefits dollars earned, interest income to the Plan, average retirement age and life expectancy. An analysis of these factors determines the cost of providing the benefits promised by the Plan. These factors are carefully updated and studied each year in order to accurately assess the progress of the Pension Plan. Historically, the Annual Valuation has provided the basis for benefit improvements.

During 1980, Local 3's Pension Plan received \$64 million in employer contributions. Another 31 million dollars of interest income from Plan investments was earned. At the same time, over 11 million dollars in retirement benefits was paid out to Local 3 Retirees and beneficiaries. By the end of the year, the Pension Plan ended up with assets totaling over 500 million dollars guaranteeing pension benefits to current and future retirees.

Even though employment activity was off by 6% from the previous year, during 1980 Local 3's Pension Plan actually generated some 33.5 million dollars more than it needed to for the year.

The majority of this actuarial gain will be set aside or reserved to ensure that all those who are vested in the Pension Plan have their benefits fully funded. This means that the Plan has enough assets today to actually pay out all of the vested members benefits in the future. In other words, the Plan is in extremely good financial shape.

Over 9,700 Local 3 members have already retired and collect their benefits from the Pension Plan. Currently, some 6,600 Retired Operating Engineers

receive monthly checks which total over 1.8 million dollars each month. During this year, another \$22,000,000 in benefits will go to retirees and beneficiaries.

The 1980 Actuarial Valuation will be carefully examined by the Pension Plan Board of Trustees. During their review, they will determine the possibility of further benefit improvements for all Local 3 members in the Plan. If a sufficient surplus of funds develops, Business Manager Dale Marr

and the other Labor Trustees can propose changes in the Plan and benefit improvements.

Local 3 and the Trustees of the Plan are only interested in progressive and permanent improvements in fringe benefits. Short term and marginal Plan changes are unacceptable substitutes. Only through careful and conscientious Plan administration can the leadership of Local 3 and the Pension Plan Trustees act in your best interest and for all Plan participants.

## Annual Kaiser option deadline October 15

This time each year Operating Engineers who live within a 30-mile radius of Kaiser medical facilities have the option of electing their health coverage from the Insured Plan (Union Labor Life) or Kaiser Foundation Health Plans.

You can make this change from one Medical/Surgical coverage to the other only once each year in October for November coverage. Therefore, you are urged to carefully consider the merits of both Plans before making any choice. Your decision, once made, will remain in effect for twelve months. (Exception: if you move beyond 30 miles from a Kaiser facility.)

All other benefits such as Life Insurance, Dental, Vision Care, Prescription Drug and Burial benefits will continue to be provided directly by the Trust Fund regardless of which medical coverage you elect.

If you wish to change to the Kaiser Plan you must:

1) complete both sides of the Kaiser enrollment card. (Cards are available in the District Offices, the Fringe Benefit Center and the Trust Fund Office.)

2) return the completed enrollment cards to the Trust Fund Office by October 16, 1981.

If you wish to change to the Insured Plan, you must notify the Trust Fund Office by letter, stating "I wish to change to the Operating Engineers Insured Plan" and give your name and Social Security number by October 16, 1981.

If you do not wish to change your Hospital, Medical and Surgical cov-

erage—no action is necessary.

The benefits provided by Union Labor Life and the Trust Fund are described in the Health and Welfare Booklet. Kaiser Health Plan benefits are described in a separate brochure. Both are available at your District Office, the Fringe Benefit Center and the Trust Fund Office.

### KAISER MEDICAL & HOSPITAL SERVICES

<b>In the Physician's Office</b>	Physicians' Office Visits • Paramedical Services	No Charge
There is No Limit to the Number of Visits	Laboratory Tests • X-ray • X-ray and Isotope Therapy	No Charge
Diagnosis and Treatment • Specialists' Care • Continued Care for Chronic Conditions • Preventive Services including Physical Checkups • Vision and Hearing Tests • VD Tests • Cytology Examinations • Pediatric Checkups for Children • Eye Examinations for Glasses • Family Planning Services	Casts and Dressings	No Charge
	Short-term Physical Therapy • Inhalation Therapy	No Charge
	Injections • Allergy Test and Treatment Materials Administered Medications	No Charge
	Immunizations generally available on April 1, 1979	No Charge
<b>Prescribed Care in the Hospital</b>	Physicians' and Surgeons' Services, including Consultations and Operations Room and Board • Anesthetists Services • General Nursing • Use of Operating Room Intensive Care • Cardiac Care	No Charge
	Drugs and Medicines • Injections • Special Duty Nursing • Dressings • Casts • Blood Transfusions, including Blood if Replaced in Accord with Designated Blood Bank Rules	
There is No Limit to the Number of Covered Hospital Days	Laboratory Tests • X-ray • X-ray and Isotope Therapy	No Charge
	Short-term Physical Therapy • Inhalation Therapy	No Charge
<b>Prescribed Extended Care in a Skilled Nursing Facility</b>	Up to 100 Days of Coverage Per Calendar Year including: Room and Board General Nursing • Physicians' Services • Drugs • Medicines • Injections Supplies • Medical Supplies and Equipment Provided by the Skilled Nursing Facility	No Charge
<b>Ambulance Service</b>	Provided When Medically Necessary Within the Service Area if Authorized or Approved by a Plan Physician	No Charge
<b>Maternity Care</b>	Physicians' Office Visits • Paramedical Services	No Charge
	All Hospital Services and Physician Services for Mother and Child During Mother's Confinement • Caesarean Section • Complications of Pregnancy • Interrupted Pregnancy	No Charge

## Fringe Benefits Forum

By Art Garofalo,  
Fringe Benefits Director



It's no secret that health care costs have been increasing at an alarming rate for the past several years. However, we are buffered from most of it because we happen to have coverage under one of the best health and welfare plans in the country. In fact, it's difficult to get too worried about rising health care costs when the Operating Engineers Health and Welfare Plans cover so much. But, we really should because as health care demands more from us all, the bigger the burden will be for our health and welfare plans.

Remember this good news—bad news story:

"The doctor stood at the side of his patient's bed in the recovery room. As the patient awoke, he smiled and said, 'Mr. Jones, I have some good news and some bad news. The good news is that your operation was a complete success; you will recover fully and your health insurance will cover 90% of the hospital bill.'

"That's wonderful, doctor, but what could be bad news after all that?' the patient asked.

"The bad news is that the hospital staff now refers to you as the \$6,000,000 man."

The point is that health care can cost too much

regardless of your health insurance coverage. If we allow health care costs to continue to rise unchecked—our Health and Welfare Plans will be faced with bigger and bigger bills, and eventually we will all have to pay the price.

### WHAT IS HAPPENING

Since 1978 the average cost for hospital room and board has increased over 40%. In Northern California it costs about \$300 per day for the hospital bed alone and an additional \$400 per day for the hospital extras. A routine doctor's office visit typically runs about \$40.00 and a little X-ray or lab work costs about \$55.00 more.

WHY IS ALL THIS SO IMPORTANT? This year in Northern California alone, the Operating Engineers Health and Welfare Plans will spend more than 40 million health care dollars to provide benefits to Local 3 members. That would make us one of the single largest purchasers of health care in the State today. We have a very large interest in where health care costs go. There are ways to help keep those costs down and still get the best possible care and treatment and coverage from our Plans.

### WHAT WE CAN DO

The Operating Engineers Health and Welfare Plans are designed to provide eligible Local 3 members and their families with the best possible health care coverages. We enjoy a package of broad and comprehensive benefits. The Plans provide coverage for an Annual Physical Examination for eligible members, Second Surgical Opinions and Pre-admission Testing. These three benefits contain the key to lower health care costs.

Active working members can get a routine phys-

ical examination by their doctor or a health screening facility once each year. The Plan covers up to \$100 for the examination and any routine diagnostic and X-ray tests provided as part of the examination. If anything turns up in the examination, any additional expenses for testing or treatment would be covered by the Comprehensive Health Plan at 85%.

The Plans also give eligible members and their dependents the opportunity—on a voluntary basis—to obtain a second opinion or even a third consultation if necessary from a specialist before undergoing non-emergency surgery. The Plans cover 85% of the doctor's usual, reasonable and customary examination fee and the necessary X-ray and lab work. When there is a difference of medical opinion, the Plans cover a third consultation to resolve the matter.

Before actually entering the hospital for surgery or treatment, it may be possible to have some of the diagnostic testing, X-rays, and lab work done on an out-patient basis. This is called Pre-admission testing and the Plans do cover such charges at 85%. Pre-admission testing minimizes hospital charges by eliminating unnecessary days spent in the hospital, while only routine testing is being done and the patient is not actually receiving treatment.

By taking advantage of all or any of these three benefits whenever possible, Operating Engineers can help our Plans contain rising health care costs. On the other hand, if we ignore these important procedures, we could suffer both financially and physically. All three procedures are recognized as assets for better health and elimination of unnecessary surgery and health care costs.

In the interim, your Operating Engineers Health and Welfare Plans will continue to be monitored by the Trustees and Local 3 in order to ensure that Operating Engineers receive the very best in health care coverages and benefits.



## New windmill project a sign of the future

A significant change is starting to take place on the skyline South of Fairfield reports Business Representative Stan McNulty. Construction is well under way on the prototype windmill with 300 foot diameter blades that is the first of a planned 79 on two hundred foot towers.

The \$700 million project, by Windfarms Ltd. of San Francisco, will produce 350 megawatts of electricity, or 1 billion kilowatt hours annually for sale to PG&E. For comparison, Rancho Seco near Sacramento produces in excess of 2½ billion kilowatt hours annually.

Subcontractors employed on initial job include Jack Johnson Surveyors, Huntington Brothers Excavators, North Bay Concrete, Chicago Bridge and Iron and Boecon, the construction division of Boeing.

McNulty reports that in addition to the above project several large industrial parks are in the initial stages of earth moving and underground installation, that will eventually lead to approximately 500 million of plant and road construction.

1982 looks at this point to be an excellent work year for District 04 with Highway 12 bypass bidding shortly, continued Solano Mall construction, an excellent rumor of expansion at Exxon's Benicia Refinery (Recall Winston), and hopefully the initial stages of the North Bay Aqueduct.

Assemblyman Hannigan is really pushing the Aqueduct for 1984 completion to alleviate the water shortages in South Solano and Napa Counties. Hope to see you all at his barbecue September 26th, in Dixon.

## WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

We reported in the April issue of Engineers News that we had petitioned for environmental cabs and are happy to report that the petition has been granted, and will now go into an advisory committee for further review.



The Cal/OSHA Standards Board has advised us as follows:

On February 26, 1981, the California Occupational Safety and Health Standards Board received the proposal of Mr. Jack Short, Director of Safety and Training, Operating Engineers Local No. 3 to amend the California Administrative Code, Title 8, Construction Safety Order to adopt a new regulation to require environmental cabs on all earth moving equipment manufactured after January 1, 1982.

Mr. Short petitioned the Board to amend the Construction Safety Orders to require environmental cabs to protect the operator against harmful effects of noise, heat, dust and exhaust products and that such cabs be designed to be compatible with rollover protective structures already required by the safety orders. The petitioner did not provide suggested language for the proposed revision.

The petitioner states that there is a clear line of evidence from both the environmental and medical point of view to support a standard of this type. Petitioner references four studies that have been conducted by independent agencies to evaluate various environ-

mental exposures that affect the health and safety of operating engineers in the pursuit of their day-to-day occupations.

The first study, conducted in 1964 by the U.S. Public Health Service, indicated that heat stress among equipment operators in California was a factor that contributed to reversible daily physiological deterioration due to operator dehydration that was of sufficient magnitude to interfere with operator coordination and awareness—both important factors if equipment is to be operated in a safe manner.

A second study conducted by the California Department of Health in 1965 indicated that equipment noise levels prevailed in excess of the standard for noise at that time (90 dbA for 8-hour exposure) and pointed out that significant hearing loss occurred among heavy equipment operators.

A third study conducted in 1936 addressed the prevalence of coccidiomycosis (Valley Fever) in California and concluded that air conditioned cabs on heavy equipment would reduce both the incidence and severity of this disease.

Aside from the obvious advantage of providing comfort for the operator, cabs also afford protection from extremes in climatic conditions when equipped with heaters and/or air conditioners. Greater operator comfort and efficiency can result in increased machine productivity for the contractor. Safety in the operation of equipment on the job can also occur when the operator is less affected by heat, noise and air contaminants.

The only opposition to the use of environmental cabs expressed by the manufacturers of construction equipment pertained to the retrofitting of such cabs on older equipment. They maintain that retrofitting should not be required for the following reasons:

- A) The electrical system on the equipment may not be adequate to accept the additional load imposed by an air conditioner.
- B) It may be impossible to install an air conditioning compressor on some models due to a lack of sufficient space.
- C) It may not be practicable to install a 'hang on' air conditioner on the ROPS because it may destroy the structural integrity of the ROPS cab.

### CONCLUSION AND ORDER

The California Occupational Safety and Health Standards Board has considered the petition by Mr. Jack Short of Operating Engineers Local No. 3 to consider a new safety regulation in the Construction Safety Orders, Title 8, California Administrative Code, to require environmental cabs on all earth moving equipment. The Occupational Safety and Health Standards Board hereby grants the petition to the extent that the Board's staff will convene a representative advisory committee for the purpose

of reviewing the petition and, if appropriate, developing proposed regulations with respect to environmental cabs. The consensus or recommendations of the advisory committee will be considered by the Standards Board at a future business meeting or public hearing."

We will keep you informed as to when the Advisory Committee will hold their meetings.

### Import Notice

During a recent fatality investigation, a situation involving a G-880 Warner & Swasey Gradall was found. It appears that when the Gradalls are traveling and the boom "extend or retract" lever is operated at the same time, air is drawn into the boom "extend or retract" hydraulic cylinder. This produces a condition where the boom inner section is free and will react to its position up or down in an uncontrolled manner. If the boom is lowered with the inner section retracted, the inner section will fly out very rapidly to full extension creating a hazard for anyone standing in front of it. In the accident investigated, a man was pinned between the bucket and a portable building.

Warner & Swasey representatives were contacted and provided the following information:

The models affected are: G-880, G-660, G-440, and G-800 crawler mounted machines and G-440 hydraulic remote wheel mounted machines. On those models, it is possible for the telescoping boom to extend or retract rapidly and unexpectedly (without the control actuation), if the following sequence of events takes place:

- 1) With the boom raised and extended, the operator actuates both hand lever travel controls and also actuates the hand lever boom retract control (this requires the operation of a hand lever with a foot or leg). Then, when the boom is lowered, it will run out rapidly.
- 2) With the boom lowered and retracted, the operator actuates both hand lever travel controls and also actuates the hand lever boom extend control. Then, when the boom is raised, it will run in rapidly.

Strict adherence to warnings and instructions to stay clear of machine and to stay away from the front of the boom and away from under the boom while machine is operating, will minimize exposure. These warnings and instructions are found on decals applied to the machine and in the operator's manuals.

The company also indicated that they were working on the problem, but it may be some time until the situation is resolved.

Compliance officers should be aware of this situation during inspections. If the above mentioned Gradall equipment is observed during an inspection at a job site, employers and employees should be alerted to the possible uncontrolled movement of the equipment.



## AL BRITTON IS ABOUT TO BE GROUNDED PERMANENTLY.

Al didn't bother to check the clearance before working his rig under those high voltage lines. When the crane touches them, the entire rig will become electrified. Al not only risks his own life, but the lives of his co-workers.

So when you are working around power lines, look up, look around, and make sure your equipment clears the lines by at least 10 feet.

Also a lot of high voltage and natural gas lines are buried, so you can't see where they are.

So to stay healthy, check before you dig or drill. It's easier now than ever before.

Call the Underground Service Alert (USA), toll-free at 800/642-2444, and you'll reach a center in Pleasant Hill. Describe where you intend to dig, and PG&E or any of the other 43 sponsors will describe the approximate location of underground facilities. Or a representative will visit and mark the spots for you.

This service is available in all central and northern counties.

Remember, dial before you dig. After all, there's no sense in putting your life on the line.

**PG&E**

## More from Sacramento

(Continued from Page 4)

ment with them."

Negotiations still pending are: Case Power & Equipment, Clark's Welding and Machine, George's Contractors & Industrial Supply, Inc., H. E. Graf, Inc., J & J Machinery, Sierra Metal Fabricators, and American River Aggregates.

Lund Construction has picked up a few jobs here and there that will keep some of his crews busy. Granite Construction is bidding on two jobs at this writing that will help keep some of their

crews working. Teichert picked up a good job in the Vacaville area that will be run out of their Woodland office, which will keep some of their crews busy.

Ken Allen has been successful in signing several new agreements around Lake Tahoe. Most of these are not large contractors, but the small ones help keep that work union.

Brothers should remember that there is an Area 2 for dispatching purposes for the Lake Tahoe area and everything from Highway 49 East.

# ENGINEERS • TECH ENGINEERS • TECH ENGINEERS • T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

## Teaching Techs

Several years ago the Individual Employers making up the Bay Counties Civil Engineers and Land Surveyors Association, Inc. and the Surveyor members of Operating Engineers, Local Union No. 3 decided on the common goal of upgrading the Professional and Technical productivity offered to the utilizers of the Surveying industry.



A lot of extra hours were expended by both, the many Individual Employers and most of the Surveyor members of Local No. 3. The project has proven to be economically advantageous to both employer and employee.

One of the elements given over to the Union-Management, Joint Training Committee was the Certification of persons who had successfully met the requirements of an educational program that the members of both groups had participated in producing.

That extra effort by the individual Surveyor member of Local Union No. 3 over the years is not just recognized by a piece of paper to hang on the wall. The effort has been more practically recognized by a premium amount on the paycheck as the Collective Bargaining process has progressed.

Not everyone has earned the right to that premium on the paycheck. Only those persons who can show the Certificate or the official wallet signed card are eligible when they have earned it.

Working within the computerized dispatch system - the NCSJAC has designated those persons who have been Certified as having met the criteria of the educational program. We have been informed by the programmer that this is how it works: When you request that your name be placed on the out of work list - tell the dispatcher that you are a Certified Chief of Party. Designate whatever other classifications you can handle or desire to be considered for, but be certain to also specify Certified Chief of Party.

If you are one - the computer will accept it. From then on - each time you register, the computer will automatically accommodate Certified Chief of Party. If you are *not* - then the computer will not accept the Certified Chief registration.

The NCSJAC has gone back into the records and attempted to find everyone who is Certified. When the computer belches (hopefully never) and won't accept your certification then immediately contact the NCSJAC office and we will research the records, readvise the computer or whatever it takes to resolve the matter. It is the intent of the Joint Committee that if you were a participator then you deserve the extra advantage - you have earned it!

It is also the intent of the Joint Committee to block out of the dispatch system those persons, who for whatever reason, couldn't find the time to involve themselves toward the economic best interest of ALL the many participants in the industry. Only those persons who have participated will be accommodated.

While there is currently a great deal of activity across the nation, leaning toward destroying Union-Employer efforts in building competency into the service offered clients, this has been one more example where both Union members and Individual Employers have prospered through a joint effort.

The Apprenticeship philosophy is to pass along from one to another whatever knowledge and experience that has been accumulated over the years. The NCSJAC will be following that philosophy as from time to time other apprenticeship Surveyor Training Programs spring up here and there.

Rest assured that the horn tooting doesn't stop here in this column with a few beeps now and then. Every one of the Administrators from other Local Union Training Programs requesting the secret of our success are being thoroughly educated to the fact that the magic ingredient has been the quality and motivation of the Local No. 3 Technical Engineers Troops.

We mentioned before that the Training Program in Western Washington was putting together a Technical Engineers Apprenticeship Program. Since that time the Training Program in Eastern Washington and Idaho have become interested. Their representatives will be meeting with us early in September to discuss the probability of offering Surveyor Training.

Just received another letter, this time from an on-going Operating Engineers Apprenticeship Program headquartered in Burnaby, British Columbia, again requesting assistance in putting together a Training Program for Surveyors.

It may get a little boring to regularly put up with the Administrator tooting the horn of the far sighted Local

No. 3 Technical Engineers but the truth of the matter is that their extra energy, together with the Union's leadership and the unqualified participation of the many Individual Employers has proven a success that is noticed far and wide.

## Talking to Techs

Bissell and Karn recently were involved in the new monumentation at Moffett Naval Air Station. Their degree of accuracy was so impressive that they (Bissell and Karn) were retained to accurately adjust the AZMUTH readings on a new experimental weather aircraft. The Tech Engineers involved with both the monumentation and this additional work were Ted Taylor, Party Chief, and Socorro Vera, Rodman/Chainman. Here is a thumbnail sketch NASA was confronted with.



NASA had a problem as how to accurately adjust their AZMUTH readings on a new experimental weather plane equipped with a 20 million dollar carbon dioxide infra red laser beam. The plane will be used for mapping storm clouds. It is the only plane like it in the world. The plane is equipped with a bank of onboard computers and this large laser beam configuration.

Their problem was to relate the axis of the plane with the various AZMUTHS of the laser both horizontally and vertically. This was done from an arbitrary base line layed out at random parallel to the plane, about 300' away. Triangulation was then performed to the nose and tail of the plane and also the laser window and the ends of the laser beam at various places where it touched the ground at about 1000 feet. Their AZMUTHS were recorded at these points and ours were calculated to give them the AZMUTH. Corrections could then be fed to the computers. These measurements were done at night between 6:30 P.M. to 2:30 A.M.

There were officials from NASA, Northrup, Raytheon, and the U.S. Government present. The equipment used was a HP3820 with reflectors on legs at each point.

The funny point of the story is—these experts on lasers seemed to be more interested in how the HP3820 works than their 20 million dollar machine. They collected around it like a herd of cows. The accuracy was in the range of 1/50,000. The officials were quite impressed and very pleased with the results. The comment was made that they may use the skills of surveyors more often for their calculations of these complex machines.

### Testing and Inspection

We have been having some problems with some members not being paid properly on overtime. Each member should keep a diary of his hours for each day worked. If there are any problems, this will help in resolving the dispute. Read your Contract! There was a lot of hard work put into getting the language

we have in there and it is for your benefit. Take advantage of what you already have!

Organizing efforts have been paying off recently, with two new firms signed in August. Peter Kaldveer and Associates of Oakland have been successfully organized and their contract will become effective September 1, 1981. Further south in San Jose, Nordmo and Associates Inc. has become signatory and their contract becomes effective September 1, 1981.

We concluded negotiations with Cooper Clark and Associates, and their contract is retroactive to March 1, 1981. We're sure the members working there are happy that negotiations have been concluded! We would like to thank them for their patience in these lengthy negotiations.

We would like to express our sympathy to Tom Holden, a member of Local 3 working for Nuclear Energy Services, upon the death of his wife. Tom and Jennifer had just gotten married on June 7 of this year. Twenty-four year old Jennifer had gone with Tom on an out-of-state job to Goodyear, Arizona to be with her new husband and became a victim of a brutal crime. She was found in her Goodyear, Arizona motel room, victim of a murder. The local police have recently arrested a 17-year old maintenance man at the hotel and charged him with the crime. There has been a memorial fund set up to help Tom defray the transportation and burial expenses. Anyone wishing to contribute should send their contributions to the Bank of America, El Sobrante Branch, in care of the Jennifer Holden Memorial Fund. Any amount will be greatly appreciated.

### Organizing

Tech Engineers' organizing campaign in the Fresno and Visalia areas is beginning to show results! With pay scales at a low of \$4.25 per hour for the Chainmen and \$8.50 per hour for Party Chief, and in most cases little or no benefits, these surveyors are now ready for a change. We are holding weekly organizing meetings in Visalia for surveyors of Quad Engineering, Zimmerman Forester Engineers, Michael Knopf and Associates, R.L. Schaffer and Associates, Wayne F. Harris and Associates, Jim Self Surveys and David Zack and Associates, to name but a few.

### Celebrity in the Tech Engineers

Larry Savio of Kister-Savio Rei Engineers located in El Cerrito, has been racing for seven years, since finishing high school at DeAnza, and attending college at Armstrong Business Institute. Larry is having the time of his life this year. Savio topped the San Francisco Region's point standings and ranked third nationally in Monterey at the Sports Car Club of America's "G" Production racing finals. Savio finished second and now stands second in America "G" Production racing.

His spitfire racer, the creation of Savio's crew chief and brother Chris, has broken down only once this racing season. "If you can hold your car together," Larry says, "you've got a good chance of doing something big! I've been interested in placing every time out, and we've managed to do just that."



Larry Savio at a Sears Point race in which he won.



# Governor signs gas tax legislation

(Continued from Page 2)

about \$3 billion over the next five years, about one-third coming from the higher tax and the rest coming from the registration and fee increases.

Imposition of the new tax will re-

quire the blessing of local county boards representing at least two-thirds of the state's population. This requirement was written into the bill because a number of legislators wanted to avoid any heat that might arise from their constituents over

voting for a tax increase. Nevertheless, approval is expected quickly from most counties who will be anxious to begin receiving gas tax revenue.

Specifically, the new law will do the following:

- Increase the state gas tax from 7 to 9 cents a gallon effective Jan. 1, 1983. The increase—the first since 1963—is worth about \$200 million annually and will be divided between state and local road funds.

- Raise diesel fuel taxes by the same amount and for the first time, share diesel fuel revenues with local government.

- Raise auto registration fees from \$11 to \$22 effective Jan. 1, 1982.

- Boost the drivers license charge from \$3.25 to \$10.

- Authorize counties, with voter approval, to impose a one-cent increase in the gas tax if the money is used for streets, roads and mass transit.

# Water projects may get boost

(Continued from Page 7)

the WRC pipeline to the three main water development agencies—the Corps of Engineers, Bureau of Reclamation and the Soil and Conservation Service—for reconsideration and resubmission.

Gianelli, who is the civilian chief of the Corps, has ordered the agencies to assign priorities to the projects when they report back early this fall. To gain a high spot on the group's priority list, the projects must show a "very favorable" benefit/cost ratio using a realistic discount rate to reflect the cost of money.

Additionally, Gianelli is telling the Corps that projects lending themselves to cost-sharing will have the greatest chance of approval. Already the Reagan administration is proposing legislation specifying that ports and waterways must have some portion of their costs defrayed by nonfederal sources.

## ATTEND YOUR UNION MEETINGS

### 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.

#### October

- 6th **Eureka:** Engineers Bldg., 2806 Broadway
- 7th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 8th **Yuba City:** Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Rd.
- 15th **San Rafael:** Painters Hall, 701 Mission Ave.
- 21st **Honolulu:** United Public Worker Union Meeting Hall, 1426 No. School St.
- 22nd **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 23rd **Mauli:** Cameron Center Aud., Rms. 1&2, 95 Mahalani St., Wailuku

#### November

- 3rd **Stockton:** Engineers Bldg., 2626 N. California St.
- 5th **Concord:** Elks Lodge #1994, 3994 Willow Pass Rd.
- 10th **Fresno:** Laborers Hall, 5431 E. Hedges
- 17th **Sacramento:** Woodlake Quality Inn, Hwy. 160 & Canterbury Rd.
- 19th **Ukiah:** Grange Hall, 740 State St.

**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: \_\_\_\_\_  
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### GIVE ME THE TAX BREAK

Dear Credit Union:

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

- Easy Way Transfer  Save From Home Kit

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P.S.

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

OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION P.O. BOX 2082, DUBLIN, CA 94566

### IMPORTANT

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

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



## Action needed on Davis-Bacon

(Continued from Page 1)

The Davis-Bacon Act was passed to prevent the federal government from being responsible for disrupting local wages and working conditions.

The principles that led to passage of the Davis-Bacon Act are still valid today. Incentives still exist for contractors to use wage cutting as a device for winning government contracts, as the recent growth in the open shop movement testifies. Persistently high unemployment in the construction industry caused by the current high interest rates makes workers vulnerable to accepting lower paying jobs.

The charge by Davis-Bacon opponents that the law is a device to impose union wage rates on federal construction jobs, even in areas where these rates do not prevail, is completely unfounded. A majority of all Davis-Bacon wage rates today are set below union scales.

There is also the complaint by opponents that building trades workers are overpaid and that rapidly escalating

wages are the cause of inflation in construction. The facts are these:

- It is true that *hourly* wage rates are relatively high in construction, however, because of slack time between jobs, seasonal shutdowns and the periodic depressions that plague the industry, few building trades workers are able to work year around. This high unemployment means the average annual income in construction is below that in sectors such as manufacturing and transportation.

- Wages are not pushing up construction costs. Over the past five years, construction wages have risen at an average rate of 6 percent a year. Material prices and financing costs, on the other hand, have increased by 9 percent per year and the profits of large construction firms have increased by 13 percent per year.

Efforts at controlling construction costs should be directed at items that are causing the real problem: land costs, interest rates and excessive profits. Construction workers should not be the scapegoat.

## How You Can Protect Your Job And Help Save The Davis-Bacon Act

As the anti-Davis-Bacon campaign launched by business and anti-labor groups continues, it is crucial that both the Administration and Congress be made aware of the importance of Davis-Bacon to building tradesmen and all working Americans. Here are four things you can do to get this message across.

### Write your Senators and Representative.

Tell them you don't want to see Davis-Bacon repealed or weakened in any way.

Honorable \_\_\_\_\_  
United States Senate  
Washington, D. C. 20515

Honorable \_\_\_\_\_  
U. S. House of Representatives  
Washington, D. C. 20510

### Write the Secretary of Labor

Tell Secretary Donovan you don't want Davis-Bacon weakened administratively or the protections of the law eliminated.

Honorable Raymond S. Donovan  
Secretary of Labor  
200 Constitution Ave., N. W.  
Washington, D. C. 20210

### Write the President

Tell President Reagan to keep his campaign promise and not to let Congress or the Labor Department destroy protections that working people and their fair employers have enjoyed for over fifty years.

President Reagan  
The White House  
1600 Pennsylvania Ave.  
Washington, D. C. 20500

### Spread the Word About Davis-Bacon

Write a letter to the editor of your local newspaper, outlining the need for the Davis-Bacon Act. Distribute literature to local union groups or other community organizations on the continued need for Davis-Bacon. To obtain further information, contact the Building Trades Department.

**Send copies of your letters to Engineers News!**