Labor takes after 'double breasting'

By John McMahon

The International Union of Operating Engineers is spearheading a crusade to eliminate the union-busting practice of double breasting in the construction industry. The focal point of the effort is H.R. 281—The Construction Industry Contract Security Act.

Double breasting is a scheme that is nothing less than a double-cross by management against unions on contracts that have been negotiated in good faith. According to IUOE General President Larry Dugan, Jr., "too many union contractors are using double breasting to place their work with non-union operations that they have created to evade their legal obligations to the collective bargaining process."

Dugan said that "this shell game has brought an escalating growth of the open-shop sector, which has gained control of more than 60% of all construction contracts nationwide.

The practice of double breasting has rolled through the construction industry like a union-busting tidal wave. It is primarily responsible for the stunning growth of the open-shop sector, which has gained control of more than 60% of all construction contracts nationwide.

By eroding the trade union movement and undercutting fair contractors, double breasting has forced wage cuts, weakened fringe benefits and eroded working conditions.

The practice of double breasting has rolled through the construction industry like a union-busting tidal wave. It is primarily responsible for the stunning growth of the open-shop sector, which has gained control of more than 60% of all construction contracts nationwide.

The legislation was introduced by Missouri Democratic Congressman William L. Clay, Chairman of the House Labor Management Relations Subcommittee. Under the provisions of the bill, there is direct or indirect control of two or more businesses engaged in the same or similar work in the construction industry, all of the businesses would be deemed a single employer.

The ad pointed out that the city manager was now making $56,000 a year with the 13 percent increase he had wrangled out of the city council. The inequity of his large raise compared to the city employees final offer was made blaringly clear.

Residents of Red Bluff were encouraged to call their city councilmen and a list of the city council members was published in the ad along with their telephone numbers.

The response was very gratifying, according to Baugh. "The city council members' phones were ringing off the hook," he reports.

Further investigation revealed that the City Council had approved the salary increases for both the city manager and the management unit without checking the figures.

The bottom line was the City Council had approved an economic pack-
There's been plenty of talk about it and even a fair amount has been done to oppose it. But there is much left to do if we want to protect ourselves.

The issue is the Reagan tax reform package. The fight that we are most concerned about is the move to tax our employer benefits. If you don't take a few minutes to sit down now and write a brief letter to your congressman explaining why you can't afford to have your employee benefits taxed, then you won't have anyone to blame but yourself when you get tagged with a big increase in your income tax bill.

The AFL-CIO is pushing for:

**Benefits Tax:** Reagan wants up to $300 per year in new taxes for family health insurance and full taxation of unemployment, workers' comp, and death benefits. The AFL-CIO strongly opposes any taxation of these vital employee benefits.

**Tax Rates:** Reagan wants to lump every income earner into only three tax brackets and reduce the tax rate of the wealthy to only 35 percent. The AFL-CIO maintains that more than three tax brackets are needed so that the wealthy will pay their fair share.

**State & Local Deductions:** Reagan wants to eliminate the current deduction for state and local taxes, which will place a big burden on the middle income home owner. The AFL-CIO favors the present system, which prevents double taxation and is fairer to locales that finance schools and public services.

**Corporate Taxation:** Reagan's proposal leaves big loopholes for corporations to pay little or no taxes.

The AFL-CIO says this is the area that should be looked at most carefully to insure that corporations and the wealthy aren't allowed to escape their fair share of taxes. Anyone who feels this whole issue will simply blow away with time is sadly mistaken. A large number of congressmen are very hot on the issue of tax reform and if we don't do our part to express our views on the issue, we will pay for it out of our own pockets.

Duke maintains '0' batting average for labor

Gov. George Deukmejian has vetoed the bill that organized labor fought hardest for in the 1985 Legislature. This month as his veto deadline approached, the governor killed off bills that would have raised California workers' compensation and unemployment insurance benefits from among the lowest in the nation.

The governor praised the intent of the bill to require posting of fields where dangerous pesticides have been sprayed, but he killed it anyway.

Legislation was vetoed that would have prevented railroads from laying off workers, their cabooses, no matter how long the train or how hazardous its cargo. So were bills to lower the rate of unemployment, that triggers extended benefits for eligible workers, and to set up a study of standards for compensation of workers harmed by occupational disease.

John F. Henning, executive secretary-treasurer of the California Labor Federation, said: "What big business demanded of the system was "reformed." Deukmejian's veto message echoed their lobbying rhetoric.

The author was Bill Lockyer, D-Hayward. SB 1273 would have raised maximum temporary weekly compensation benefits from $224 to $273 a week and death benefits from $70,000 to $85,000 for one survivor and from $95,000 to $115,000 for more than one dependent survives a worker killed on the job.

Thirty-eight states and the District of Columbia have higher weekly benefits than does California.

In his veto message on the unemployment insurance bill, Deukmejian indicated he thought eligibility should be restricted and enough workers dis...
Potomac has long, varied history

F.D.R. was accustomed to working 15 hours a day to get his country back on its feet, but he also loved to relax and unwind. He took office in 1933 and a year later found some joy in the Presidential yacht, which was a wooden, sleek ship that was fine for short cruises down the Potomac River but not seaworthy.

During his cruises and fishing trips he admired the 165-foot Coast Guard methods, between the really big cruises down the Potomac River and the presidential yacht. Roosevelt learned that the ship was often referred to as the "Floating White House," because it was on the decks of this sleek ship that F.D.R. often took refuge to write his speeches and make the plans that shaped the New Deal and brought us victory in World War II.

The years since the death of F.D.R. have not been good ones for this heritage and Roosevelt's legacy. Many of our retirees will always remember how difficult it was for unions to organize freely and bar discriminating wages and the National Labor Relations Act possible. But those days were a long time ago, and many workers today—and their children—have very little idea how important those laws are even now.

We need to keep our labor union heritage and Roosevelt's legacy alive. More than any other group, the American Labor movement should accept the responsibility to restore the Potomac for our children.

(Continued on page 14)

The former 'Floating White House' will become a floating classroom where young people can learn how 50 years ago, it took a president in a wheelchair to teach a nation how to walk again.

By James Earp, Managing Editor

If you were to name the five greatest presidents in the history of this nation, F.D.R. would be one of them.

He learned more about any other president of the United States. He led us out of our deepest depression and kept us going during the bloodiest war this world has ever known.

More than any other president, he was the hero of the working men and women that made this nation great. He left a bolder mark on the laws and programs of our government than any other president that has ever lived.

His name was Franklin Delano Roosevelt.

Now, 40 years after his death, we have a rare opportunity to show our gratitude to the man who gave us a "new deal."

That token of thanks is called the restoration of F.D.R.'s favorite retreat, the U.S.S. Potomac. The presidential yacht was often referred to as the "Floating White House," because it was on the decks of this sleek ship that F.D.R. often took refuge to write his speeches and make the plans that shaped the New Deal and brought us victory in World War II.

The years since the death of F.D.R. have not been good ones for this heritage and Roosevelt's legacy.

Of course, there's always a catch to matching funds. It means that Congress won't give its half until private organizations and individuals come up with an equivalent share.

That's where we come in. As labor union members, we owe a great debt, not only to Roosevelt but to our children and grandchildren who may have very little idea of what made the New Deal and brought us victory in World War II.

We need to keep our labor union heritage and Roosevelt's legacy alive. More than any other group, the American Labor movement should accept the responsibility to restore the Potomac for our children.
By HAROLD HUSTON, President

A Personal Note From The President's Pen

Bay Area representatives have urged the California Transportation Commission not to let a $650 million cut in federal funds sidetrack long-awaited highway projects.

The commission's staff has tentatively decided to proceed with final action next month, to delay for one year the $174 million widening and interchange improvements of Interstate 580 from Fremont to Concord, a $6.6 million segment of the John T. Knox freeway in Richmond and carpool lanes.

Robert Schroder of Walnut Creek, chairman of the Metropolitan Transportation Commission, said if postponement is necessary, he’d at least like a formal state commitment to build "all the projects" when money is available. That would "forestall a self-destructive round of competition" by counties vying for limited dollars, said Schroder, who is also a member of the Contra Costa County Board of Supervisors.

Schroder was told by Commissioner Joe Levy that despite the likely delay of projects throughout California, "We’re not deleting anything." That vow was contained in the current State Transportation Improvement Plan (STIP). All the projects facing delay in Contra Costa County are listed on the five-year plan that is updated annually as projects are built and replaced by new highway priorities.

Schroder also complained that a "disproportionate share" of the delays are proposed for the region served by his commission, an opinion shared by Sen. Dan Boatwright, D-Concord.

According to Boatwright, "almost half of the delays for the entire state" are targeted for Contra Costa County. Boatwright told the state transit commission he’s especially concerned how the slowdown would affect the "absolutely crucial" re-building of the 1-680 interchange with Highway 24 at Walnut Creek, which the senator called "probably one of the worst interchanges in California.”

Work was slated to begin in fiscal 1985-86, and the commission’s staff has proposed a three month delay in that interchange project while the 1-680 widening and other interchange projects would wait a full year.

"I understand when the federal government doesn’t have money something has to be done," said Boatwright, appealing to the Commission “not to shove the (1-680) Highway 24 interchange.”

He asked that "adequate staff time" be provided to continue planning local highway projects so work can begin immediately when the federal revenue problem is solved. Schroder, Boatwright and 20 other law-makers and transit officials from throughout the state were told the state commission is doing all it can to recoup the $650 million from Washington. State transit officials have said the money for California was cut to reduce the federal budget.

Recommended postponements include widening I-680 to six lanes from Route 84 in Alameda County to Interstate 580 from fiscal 1986-87 to the following year; widening I-680 to eight lanes from I-580 to the county line from 1987-88 to the following year; widening I-680 to eight lanes from the county line to Walnut Creek, 1987-88 to the following year.

Further 1-680 improvements that would be delayed include work at Rudgear Road to Newhall Avenue in Walnut Creek; widening and interchange work from Ygnacio Valley Road to the Contra Costa Canal; a similar project from North Main Street in Walnut Creek to Willow Pass Road in Concord; and interchange reconstruction and a new auxiliary lane from Willow Pass to Concord Avenue.

Also, rebuilding the Central Avenue interchange of the John T. Knox freeway would be put off from 1986-87 to the following year while a $1.2 million carpool lane from Orinda to the Caldecott Tunnel would be installed in 1987-88 rather than 1986-87.

Boatwright said during the commission hearing a carpool lane from Pinole to the Bay Bridge may be threatened. "We need some information on that," he said.

John Atlantic Burr takes maiden voyage

Utah Business Agent Jasper Delray reports that the John Atlantic Burr was dedicated at Bullfrog Marina earlier this summer with literally hundreds of excited visitors crowding the Bullfrog docks for the occasion. Moments after these pictures were taken, the Burr was christened and made its first voyage across Lake Powell to Hall’s Crossing and back carrying a tour bus and over a hundred people.

Regular service between the two marinas began on May 15, 1985.

The trip will take 20 minutes and is about 31 miles long, saving about 130 land miles. The cost of the ferry was $14.4 million, and the Burr is owned by the Utah Department of Transportation.

The John Atlantic Burr has a capacity for two buses, eight cars and 150 passengers. The cost for adults is $2 for adults and $1 for children over five years of age. There will be no charge for adults over 65 and for children under five. Vehicle charges are $7 a car, a van or a truck, and $20 for a bus. All vehicle fares include driver and passengers. The first ferry leaves Bullfrog at 7:00 a.m. and continues hourly with the final trip from Hall’s Crossing at 6:00 p.m.

The Utah highway 95 washout in last winter’s snowstorm helped prove the worth of the Lake Powell ferry service, said Utah Department of Transportation officials.

The closure of the road made the ferry services between Bullfrog Marina and Hall’s Crossing on Lake Powell the only viable connection between Blanding and Hanksville. The John Atlantic Burr crossings were doubled to every half hour during the road closure. The road has since been repaired and the Burr crossing returned to hourly services.

Some 1,371 vehicles were transported by the Burr during its first month of operation, with traffic on board for every run, except possibly for the last run daily from Hall’s Crossing at 6:00 p.m.

Delray also reports that W. W. Clyde & Company was low bidder on a highway that has become dry and cracked through oxidation. It also provides better traction for motorists.

A seal coat is a low cost method of preventive maintenance that helps ensure a more efficient and costly resurfacing project. The work on these projects is expected to be done next construction season, since there is a stipulated cutoff date of September 15 for seal coating work. Both contracts should take about 100 working days for completion.

Valley Asphalt was low bid of $1,248,946 on 22 miles of overlay on Brush Way in Millard County.

HONORARY MEMBERS

At its meeting on September 8, 1985, the Executive Board approved Honorary Memberships for the following Retirees who have 35 years or more in Local 3:

Name Reg. No.
Ernest Bean 0632448
James T. Bonner 0349831
Fred A. Crandall 0627479
Fred F. Cunha 0586461
Lee Curtis 0652458
Dorris Dalton 0652936
Hugh Davis 0617992
Harold Floyd 0652467
Cloyd E. Fowler 0652459
C. A. Gilstrap 0595199
Joe Hamernick 0541324
Sam Lowery 0388828
Lee Roy Matthews 0652390
Rial C. Price 0652513
Floyd E. Webb 0652614
A. R. Whitehead 0652590
Sonny Woods 0649325

Engineers News
Labor Roundup

Utah labor focuses on unemployment
Salt Lake City, Utah — Unemployment was the main issue at the Utah AFL-CIO convention where most of the resolutions adopted by the 400 delegates were linked to efforts to save jobs.

State AFL-CIO President Ed Mayne told the delegates, "What is happening resembles what existed in America prior to the Great Depression."

Mayne pointed to the plants that have closed or experienced high layoffs in the past year as Utah — Kennecott, Geneva, Anaconda, Eimco, Sperry-Univac.

Dotson's bugaboo
Facing an embarrassing court challenge, National Labor Relations Board Chairman Donald L. Dotson has decided that a union printing "bug" on a collective bargaining contract has more than just "symbolic value."

With Dotson's turnaround, the NLRB dismissed an unfair labor practice complaint against a Kansas City local of the Electrical Workers.

Last May, the board held the IBEW Local 1664 committed an unfair labor practice in refusing to sign a 1986 contract with Kansas City Power & Light Co. that lacked a union label.

The board's 2-1 ruling rubberstamped an opinion by NLRB General Counsel Rosemary Collyer. But it was in jeopardy of being overturned in the U.S. Court of Appeals for the District of Columbia.

The company filed the complaint even though it had pledged that contracts with the IBEW would carry a union bug.

In switching his vote, Dotson joined member Patricia Diaz Dennis in upholding and administrative law judge's ruling that recommended the power company's complaint be thrown out.

"No matter how trivial the (NLRB) general counsel and the employer view the bug, the union should not be forced to forfeit what it secured during negotiations," ALJ Jay Pollack wrote.

Former NLRB member Robert P. Hunter, who left the agency Aug. 27, stood by his earlier decision. He insisted that the union violated the law by conditioning its signing of the agreement on the inclusion of the union bug on the contract.

Torch for Liberty — Building Trades crews lower Statue of Liberty's torch (left) as restoration work continues on the national monument in New York Harbor. The two-year all union project is scheduled for completion by next Fourth of July to celebrate the monument's 100th anniversary.
Squaw Creek Road Project

Underground Construction is working six and seven days a week to beat the winter rains on the Squaw Creek Road project. The project, which began a little over a year ago, is currently working about 14 operating engineers, according to Business Agent Bill Burns.

Running backhoe on a rugged stretch of the Squaw Creek job is Dale Rossiter. Starting at the upper right photo and moving down are: Robert James, gradechecker and member of the Bylaws Committee, scraper operator Ron Hamilton, Henry Haberman, Dana Gollenbusch and scraper operator Billy Jack McBurney. In the upper left corner and moving down are gradechecker Joy Keller and Larry Eaton on a compactor. Taking a break at lunch are (left to right) Jerry Hudgins, Lawton Jackson and Lew Bigham. Hollis Alexander runs a 980C Loader in the bottom left photo.

Engineers News photos by James Earp
Activity at the Geysers has taken on new life this year with a number of major construction projects. Business Agent Bill Burns reports that Kiewit Pacific has the major portion of the dirt moved on the site preparation contract for the Coldwater Creek Powerplant.

Local 3 operators keep the dirt flying on the $7 million Coldwater Creek Project (top photo) being done by Kiewit Pacific. Going clockwise from the top photo are: gradechecker Bill Forsythe, mechanic Ray Owens and Bob Baxley on a D-8 giving a push to scraper operator Tom Topper. In the bottom photo, scraper operator Scot Harding gets a push from John St. Clair on D-8L. Pictured left are Faye Beaty, foreman Greg Brazier and Business Agent Bill Burns. Running the blade upper left is Jim Murray.
Can you tell which side is winning? By the looks on their faces, it's pretty easy to tell that the suction dredgers on the right have the upper hand. Dredge Agent Steve Fensler (far left) made sure no one got an unfair advantage at the start.

Jim Riley and crew (upper left) barbecued the steaks to perfection. Pictured to the right are the winners of the line contest, Lee Heidrick (left) and Larry Allen, who both decided to try their hand at roping the Engineers News photographer in the photo above. Pictured left at the ticket table is Leslie Wilson.
Dredgers dig their picnic!

Great food, line toss and tug-of-war contests, a raffle and plenty of games for the kids were the highlights of this year’s annual Dredgermen’s picnic, which was held Sep. 29 at Oak Grove Regional Park in Stockton. The yearly gathering is organized by the dredgermen and their wives, along with a lot of support from Local 3 and from a number of dredging contractors.

Dredge agent Steve Fensler reports that committee chairman Cecil Wilson and his wife, Leslie put together a hard working group with Loretta Justice tying it all together. Nick Carlson organized the retired dredgermen, who were provided free tickets to the event through the generous donations of California Dredging, Canone Offshore, Delta Dredging, Dredge Master, Great Lakes Dredging, R&W Marine, Shellmaker and Smith-Rice Company.

The tug-of-war was won this year by the suction dredgermen over the clamshell group. Their winning trophy, which is handed down to the winning team each year, will be displayed at the Fairfield hall until next year’s picnic. The line toss was won by Lee Heidrick with Larry Allen Allen placing second.

No picnic would be complete without the presence of children who had a wonderful time, thanks largely to the efforts of Candy Crowder and Martin Wibenhorst.

Steve Doughty sold tickets to the cash raffle which was won by Ernie Ward (1st place), Sam Wilson (2nd place) and Eric Salonious (3rd place). Jim Riley and his staff took care of the meat at the barbecue pit.
By Don Jones, Director of Fringe Benefits

It just celebrated its 20th birthday. It has helped millions return to reasonably good health; it makes other millions grumble, "wasteful government spending." So, at least in my mind, there is the question of whether the window; others, that it has succeeded in offering quality health care to those who could not otherwise afford it.

We're talking about the cost of Medicare, the federal health insurance program for people 65 or older (and certain disabled people). And as you know, the Medicare program has been embroiled in funds since (and even before) its inception.

Set aside, if you will, any preconceived notions that Medicare is a gravy train. It's true that the current Medicare program is expiring, and the question of what will happen to the program is a hot topic both at the national level and in our area. It's also true that the issue of how Medicare works today is an important one, especially for those of us who are or will be entering our retirement years.

In our examples assume an engineer who receives $850 monthly benefits in the event of his death. The Plan currently allows an engineer to protect his wife with 50 percent of his monthly benefits in the event of his death. Effective September 1, 1985 and after, he may choose a 75 percent or a 100 percent option. In our examples assume an engineer qualifies for a monthly retirement benefit of $1,000 at age 62, and that his wife is also age 62.

You may currently choose a Husband and Wife Pension of $900 per month which will 100 percent protect your wife for her lifetime. If your wife lives longer than you, she will begin receiving, at your death, $675 per month, 75 percent of the amount you were receiving, for the rest of her lifetime.

If you are retiring on or after September 1, 1985, you now have two additional choices. Under the 75 percent Contingent Annuity Option, you may choose to receive $550 per month for your lifetime. If your wife lives longer than you, she would begin receiving, at your death, $350 per month, 75 percent of the amount you were receiving, for the rest of her lifetime.

Remember, the above examples assume an engineer qualifies for a monthly retirement benefit of $1,000 at age 62, and that his wife is also age 62.

How to get your vacation pay

In accordance with various Collective Bargaining Agreements, vacation pay for hours worked from March 1985 through August 1985 will be transferred to the Credit Union by the Trust Fund Manager on November 15, 1985, and will be available for withdrawal at the Credit Union on November 15, 1985.

If you prefer to have your vacation pay issued directly to you instead of to the Credit Union, you may do so by filing a Semi-Annual Payment Request with the Trust Fund office. You should file your request not later than October 31, 1985. Checks will be issued November 15, 1985. Accounts for member on monthly retirement are not affected by this transfer.

More flexibility allowed in new pension options

The Board of Trustees of the Pension Trust Fund has recently expanded the options available to married engineers who are retiring. The new options -- called Contingent Annuity Options -- allow for more flexibility in how engineers' pensions can be paid.

The Plan currently allows an engineer to protect his wife with 50 percent of his monthly benefits in the event of his death. Effective September 1, 1985 and after, he may choose a 75 percent or a 100 percent option. In our examples assume an engineer qualifies for a monthly retirement benefit of $1,000 at age 62, and that his wife is also age 62.

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Remember, the above examples assume an engineer qualifies for a monthly retirement benefit of $1,000 at age 62, and that his wife is also age 62.
Candidates endorsed for local elections

The Executive Board of Operating Engineers Local Union #3 has announced a list of political endorsements for this November's municipal elections, being held in communities throughout the State of California. The endorsements, which for the most part are in campaigns for City Council seats, local school boards and special district seats, were made after intensive interviews by the local district Grievance Committees.

Making the announcement, Business Manager Tom Stapleton said that "these candidates are, we think, the best qualified for their respective positions, and would represent the interests of organized labor and the Operating Engineers. These recommendations are just that - recommendations. The District Grievance Committees have interviewed these candidates and have recommended to the Executive Board that they be endorsed. We hope that the Brothers and Sisters of Local 3 use it as a guide in their local elections."

Explaining the process by which the Local Union endorses political candidates, Stapleton said that after the rank and file Grievance Committees interview a candidate, they make their recommendations to the Executive Board, which meets once a month in San Francisco. The Executive Board, which is also comprised of rank and file members, elected in each district, then vote whether or not to accept the recommendations of the local committee. Only then can a candidate campaign with Local 3's official endorsement.

The candidates are listed (see map) by Local Union District, followed by the City in which they are running and the position sought.

Measure A means BART expansion

For the first time ever, residents of San Mateo County will have an opportunity to vote on whether or not to have BART extend into their County. If approved, the ballot proposition, titled County Measure A, would authorize the San Mateo County Transit District to build a passenger station next to the BART storage yard near Colma.

The BART turnback and storage yard project, currently under construction next to Interstate 280 in Daly City is scheduled for completion around 1990. If Measure A is approved, a passenger station can be constructed at the same time. The station and related facilities would cost an estimated $55 to $60 million. Approximately half of the cost would be financed from federal funds, the remainder from San Mateo County sales tax revenues. The project would require no new taxes.

The recent current Daly City station at virtual capacity, a Colma station would provide new access to the rail system for some 10,000 000 residents who commute to San Francisco and the East Bay. According to Caltrans estimates, Highways 101 and 280 will be at near gridlock conditions during peak commute periods. Without new access to rail transit, thousands of additional motorists would pour into the sluggish freeway system.

Santa Rosa caps off mediocre season

The construction year has been fair, but not as good as last year due to several public funded jobs being postponed, reports District Representative Chuck Smith. Most of the work has been in the private sector. Many agreements came up this year, most of them in the Rock, Sand & Gravel Industry. Virtually all have been ratified by the membership with a few left to go.

Don Clark, working for Mendocino Paving in Willits, reports that he has been kept busy and has been getting a lot of hours. Mendocino Paving started growing a couple of years back and have been picking up quite a bit of work. The recent rain has caused some of the contractors to start working overtime to beat "Old Man Winter." All the long range weather forecasts have been indicating a dry, mild, wet winter. "We are hoping these forecasts are inaccurate so the brothers and sisters can work up to Christmas," Smith said.

Business Representative Bill Barro reports that things are really moving in Sonoma County. Argonaut, Don Dowd and A.B. Sim Co. are keeping a lot of brothers and sisters employed on several subdivisions in the Santa Rosa area. The need to unite and work toward the realization of a long term solution to the sewage wastewater disposal problem in the regional system, administered by the City of Santa Rosa, is mandatory. Failure to bring about such a solution soon could trigger a highly restrictive moratorium on construction; a building ban that could last a long time. This is the opinion of many experts and concerned civic leaders in the area.

(Continued on page 15)
That agreement will also cover this new operation. The efforts of these members award to apprentice Darrell Murphy.

Operation. We now have about 250 bill help us more work when Carlin Instructor Gene Herndon presents HDR Instructor Bob Christy presents award competition never hurt anyone! and in man branch are selected by the In-

member between both operations. have had a real good two years work operation since 1965. We organized this meetings in the mines for the past three

land has yet to be explored. Much of the property was originally part of this land has yet to be explored. This property is approximately 8 miles from Carlin Gold #1 which has been in operation since 1965. We organized this operation in early 1965 and represent all of the non-management personnel there.

This new property just dedicated was built under a Project Agreement with all crafts, and was built 100% union. The project was completed ahead of schedule and under budget, which shows the mining industry and others that we, as unions, can and will perform better and less expensively than the non union companies.

If we had not entered into a project agreement this project would have been built by some non union contractor as the project was with all other developments in the mines for the past three years. Our members in the Elko area have had a real good two years work out of this. The efforts of these members bill help us get more work when Carlin expands again.

Apprentice David Davidson receives HDR award and Instructor Ken Hamilton presents CEO award to apprentice Mark Lane (upper right). Also receiving awards earlier last spring were Darlene Baca and Donnie Manes (not pictured).
Methylene chloride is a widely used organic solvent which in recent tests, has caused cancer in laboratory animals. Whether it can cause cancer in humans has not been adequately studied, but based on the animal tests, you should consider methylene chloride to be a potential cancer-causing substance.

As with most organic solvents, overexposure to methylene chloride can also affect the human nervous system. If methylene chloride is allowed to remain on the skin, it can cause skin irritation and even burns. Breathing the vapors of this solvent also increases the amount of carbon monoxide in your blood, reducing the oxygen supply to vital organs.

Methylene chloride looks like water and has a mild sweet odor like ether. It is widely used because it evaporates very quickly. Because of this quality, it can quickly reach a hazardous concentration in the air.

Methylene chloride is used in many products such as certain paints and adhesives; metal and plastic cleaners and degreasers; cleaners in many industries and work settings; and refrigeration and air conditioning equipment.

**How methylene chloride enters and affects your body**

Methylene chloride enters your body when you breathe it in the air. Small amounts can also be absorbed through your skin. Overexposure most commonly affects your skin, respiratory system, or nervous system.

**Skin:** Methylene chloride evaporates quickly from bare skin, so it usually causes only mild irritation. However, shoes, gloves, or clothing that get wet with methylene chloride can hold it against your skin and cause a burn. Repeated skin contact can cause dermal irritation or burns.

**Eyes, Nose and Throat:** Methylene chloride in the air at levels above 50 parts per million (ppm) may irritate your eyes, nose, or throat. If methylene chloride is splashed into your eyes, it may be very painful but it is unlikely to cause any permanent injury.

**Nervous System:** Methylene chloride, like other solvents, affects your central nervous system (brain) the same way alcohol does. With increasing levels of exposure, these effects include feeling "high," sluggish, irritable, dizzy, and having a headache. This increases your chances of having an accident. At higher levels of exposure, symptoms can include nausea, flushing, confusion, slurred speech, loss of balance and coordination, and even death.

Methylene chloride breaks down into carbon monoxide (CO) in your body. CO prevents your blood from carrying oxygen to your tissues, which can cause symptoms similar to those described above for nervous system damage.

**Reducing your exposure**

Employers are required to use control methods to reduce exposures that are above the PEL. One way to control hazardous exposures is to substitute safer chemicals in place of more hazardous ones. However, the hazards of other organic solvents must be considered before choosing a substitute.

Other control methods include changing work tasks or the work process and installing ventilation. Containers and vats should be thoroughly covered as often as possible to prevent evaporation. Some work processes can be isolated, enclosed, or automated to reduce exposures. The most common solvent is widely used because it evaporates very quickly.

**Dealing with chemical dependency**

By Nate Davidson, A.R.P. Director

Contrary to the myth, not all chemically dependent people are drug users, like, or do they all behave in the same way, drunk or sober? Some alcoholics drink daily, others are "binge" drinkers and stay "dry" for a period of time between binges. Some drink large amounts to alcohol, others consume relatively small amounts. For some, alcoholism appears early in life, for others it seems to appear after years of social drinking without drinking into dependency.

Other people may develop problems with drugs. The case of the adolescent or young adult who becomes hooked on amphetamines or illegally obtained sedatives is familiar. Less well known but not less serious is the problem of the person who has used tranquilizers, sedatives, or "diet pills" under a doctor’s prescription to a point where harmful dependency has developed. Such persons are less likely to recognize chemical dependency in themselves, and unfortunately, many families will not easily recognize their problem. In chemical dependency denial is almost always present: "I don’t have a problem," or "I can stop whenever I want to.

As you learn about the illness you will find the common elements. For all dependent persons, there is generally an inability to stay away from alcohol or other drugs for any length of time, or as it is commonly called the loss of control. Another evidence of loss of control is the inability to stop using the chemical once use is begun. For some there are periods of moderate drinking or usage without any harmful consequences. But if chemical dependency is present, the moderation will seldom last long, and the use will most usually increase when the pressure of family concern exists.

What can the family do once chemical dependency is suspected as a possible cause of family problems? They can begin the process of intervention. Intervention in chemical dependency is a process, not necessarily an event. It is a process by which the harmful, progressive, and destructive effects of chemical dependency are interrupted and the person receives some kind of constructive help to terminate the use of mood-altering chemicals and to develop new healthier ways of coping with his needs and problems. Intervention implies that a person need not be an emotional or physical wreck (or "fat bottom" as is often said) before such help can be given. Intervention in chemical dependency is the most helpful, most supportive act the family can offer.
Preserving the legacy of FDR

(Continued from page 3)

and their children for years to come.

We've got a good running start, having collected over $90,000 during the past year, which is more than any other group or individual has done.

The Operating Engineers Local 3 has played an important role in helping to raise these initial funds. The union printed the programs and flyers used in two labor fund raising dinners held earlier this year in Los Angeles and San Francisco.

These two dinners netted over $75,000, the bulk of all that has been collected by labor. But $2.5 million is a lot of money and we have a long way to go.

The greatest source of help should come not from a small number of large donations, but from a large number of small donations. Imagine how much could be raised for this worthy project if labor union members and families all over the country each made a one time contribution of $5 or even $2.

We would have the necessary funds in very little time, and more importantly, it would have come from those that matter most — working men and women.

F.D.R. would love it. A living monument, a functional classroom assigned to a new tour of duty. A whole new generation of Americans ready to set sail.

You can easily picture the eager expression on the faces of the children. Hundreds of them gazing up at her from the dock. A real ship!

And inside, a museum. They will hopefully never know what it really looked like. The broadlines, the blackouts. The Bombing of Britain. But maybe, just maybe, they can come to understand how important she was to us all.

They'll learn about the sea, about navigation, about history and how 50 years ago it took a President in a wheelchair to show a nation how to walk again.

Each day a handful, maybe more, will be serious, thinking about their own futures. Their experience on the Potomac that day will be a profound one, shaping their goals and aspirations in a way that will change their lives.

This is not a project to simply restore a ship. It's a vision to help shape the lives of a future America. It's worth every dollar.

Potomac has long, varied history

(Continued from page 3)

Potomac served F.D.R. well as an asylum from raging battles overseas and an empty presidential term at home. Here is where he came to rest or relax, write speeches and plan strategies for the future.

As the war dragged on and F.D.R. used his beloved ship less and less, the U.S.S. Potomac was deployed to test underwater detection devices for the Naval Research Laboratory. F.D.R. died in 1945, and within six months of his death, the U.S.S. Potomac was returned to U.S. Coast Guard Service.

President Harry Truman, from Indiana, Missouri, had no use for the presidential yacht, and the Coast Guard decommissioned and transferred her to the Maryland Governor's yacht and as an environmental research vessel.

For a brief period of time the ship, now owned by private investors, served as a ferry vessel between Puerto Rico and the Virgin Islands, and later as a floating F.D.R. museum. Then, in 1964, the U.S.S. Potomac was bought for $55,000 by entertainer Elvis Presley who thought that F.D.R.'s beloved ship belonged in public, not private hands.

At first Elvis offered the ship to the March of Dimes, but the voluntary nonprofit agency couldn't afford to retrofit and maintain the U.S.S. Potomac. Elvis then offered it to St. Jude's Hospital in Memphis. Entertainer Danny Thomas accepted the gift as a fundraiser for the children's hospital, but getting it there was a problem.

Finally Elvis sold the U.S.S. Potomac to a West Coast entrepreneur who ripped out the teak wood upper deck, poured a concrete dance floor, and opened up a floating disco palace on F.D.R.'s favorite ship.

In 1971 the U.S.S Potomac was sold again, this time to a group of 20 Columbian marijuana on a sister ship in a container marked "Gripped Children's Society," a bogus operation. The beat-up presidential yacht had just about sunk to its lowest depths.

Moored at the Treasure Island Naval Base, young sailors knew her best as Elvis Presley's yacht, not the once-proud floating White House. "A broken pilings becomes a spear at low tide," said Ed Mackin, a former merchant marine who is now raising funds to restore the U.S.S. Potomac. Sure enough, her hull was pierced, and slowly she sank in 35 feet of water in March of 1981.

Navy salvage crews raised the ship for the U.S. Customs for $60,000 and towed her to an auction for sale at $20,000. The Port of Oakland finally bought the waterlogged U.S.S. Potomac for $15,000. The nonprofit Association for Restoration of the Presidential Yacht Potomac began work on her and launched a fund-raising drive.

The Association hopes to restore the U.S.S. Potomac to serve as a floating classroom, museum and research facility. With regular calls at the ports of San Francisco, Sacramento, Stockton and others, "F.D.R.'s Floating White House" will be to the West Coast what Old Ironsides, Colonial Williamsburg and the Statue of Liberty are to the East Coast.

I think it's important to restore this ship," said James Rosevelt, now 75 and oldest son of F.D.R. "My father conducted rather serious business aboard her. She is part of our nation's history."
More from Santa Rosa  
(Continued from page 11)

served by the regional system, serving Rosarito, Colati, Sebastopol, South Park Sanitation District and the greater Santa Rosa area. Unfortunately, anti-growth activists and lack of funds are making it difficult for government officials to move forward with the burden of bringing about a solution.

Clearly, representatives of the construction industry and all private businesses need to get together to select the best basic disposal alternative and to get action going immediately toward its construction and implementation.

So far, the Sonoma County Board of Supervisors is insisting on more study of alternative systems of sewage disposal before recommending a policy that would prohibit discharges into the Russian River. The board’s plan is to deliver a long term treatment and disposal plan to the North Coast Regional Water Quality Control Board next month.

Business Agent Rob Wise, reports that the contractors in his area are all busy, with the exception of the $8.8 million sewer assessment project at Clearlake and currently has ten to twelve operators. Bill L. says he got a good job in progress in the East Geyser area. There is lots of steam line work going in and Valley Engineers, Underground, Watson and Walberg and Oilfield Construction are running crews.

 Duke strikes out labor bills  
(Continued from page 2)

qualified to offset any cost of living increase.

"SB 300 does not provide adequate eligibility reforms to offset these increased costs," the governor wrote. 

Free or low-cost groups also benefited heavily against this measure, arguing that the program should be "reformed" before any adjustment in benefits was allowed.

Thirty states now have higher minimum weekly unemployment insurance benefits than does California. The bill, by Herschel Rostenkau, D-L.A., would have raised the $166 benefit currently paid to $181 next year, $196 in a percentage point increase, and $210 in 1986.

In yet the pesticide posting bill, Deukmejian wrote that he was "concerned about a saturation of signs," which would diminish the effect of posting on those fields that were nearby.

Farm interests and Deukmejian Administration officials from the Department of Agriculture argued less restrictions of signs, which may lead to burdensome costs when they are posted in unprofitable areas. The bill was heard for the first time in committee hearings.

The measure, SB 269, finally was amended into the bill in which the governor signed, one of which provides $8 million for farmers whose watermelons were destroyed this summer after hundreds of people got sick from eating them.


FOR SALE: Mod. 1255A truck crane. gd. condition w/3/4 yd. bucket. Finley (707) 275-2441. P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85.

FOR SALE: Air compressor 10 h.p. 4 cylinder, $12,000. No reasonable offer refused. Donald K. Bryant (707) 275-2441. P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85.

FOR SALE: 2 tone large iron forming equipment. $4,500. Tom McClintock, R-16061. Sonoma CA. Reg. #1043707. 9/85.


FOR SALE: 12 it. Allis Drag scraper. $2,500 or b.o. 8 yds. Orosi CA. Reg. #1229853. 9/85.

FOR SALE: 1979 Ford super duty flat bed. 4 door. 4 x 4. 3 tanks $7,000 or b.o. Consider trade for '72 - '75 man. trans. John Wright, (707) 275-2441. 14 Yermo Lane, Yerington NV 89447.


FOR SALE: 1975 Int. truck. In paddle wheel scrip, $12,000. No reasonable offer refused. Donald K. Bryant (707) 275-2441. P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85.

FOR SALE: 1981 12' aluminum water truck & 4 bolt trailer. 15,000 gvw. $12,000. Norman Clemens (916) 395-4025, P.O. Box 54, Upper Lake CA. Reg. #1312819. 9/85.


FOR SALE: 1200 sq. ft. home for sale. 1000 sq. ft. living area, fireplace, bedroom, 3 full baths, enclosed front porch, $28,000. P. O. Box 2, Greenwood CA 95635. Reg. #G23564A, Axle #A699E, Warren A. Miles (916) 885-3815, (707) 275-2441. 14 Yermo Lane, Yerington NV 89447.

FOR SALE: 3 bedroom, 1 bath house in santa rosa, 2 bedrooms, 1'/2 bath in sukoma, 1'/2 bath in norwood, $7,000 or b.o. C/A Closeto Dirley 6454, 41841 Rd. Orosi CA 93647. Reg. #0813772. 10/85.

FOR SALE: 200 sq. ft. garage, 1000 sq. ft. living area, gas cooking, fireplace, 3 bedrooms, 2 car garage, $19,500. P.O. Box 2, Greenwood CA 95635. Reg. #G23564A, Axle #A699E, Warren A. Miles (916) 885-3815, (707) 275-2441. 14 Yermo Lane, Yerington NV 89447.

FOR SALE: 3 bedroom, 1 bath in sonoma county, 2 bedrooms, 1'/2 bath in sukoma, 1'/2 bath in norwood, $7,000 or b.o. C/A Closeto Dirley 6454, 41841 Rd. Orosi CA 93647. Reg. #0813772. 10/85.

FOR SALE: 1976 Chevrolet truck. 17 ft. $15,000. D. E Warren (702) 463-32571 14 Yermo Lane. 

FOR SALE: 3 bedroom, 1 bath home in santa rosa, 2 bedrooms, 1'/2 bath in sukoma, 1'/2 bath in norwood, $7,000 or b.o. C/A Closeto Dirley 6454, 41841 Rd. Orosi CA 93647. Reg. #0813772. 10/85.

Embarcadero Fwy. future in doubt

(Continued from page 1)

- Demolition of the 1.2 mile elevated Embardadero Freeway which since its completion in 1965, has been condemned as an unsightly barrier between The City and its waterfront.
- New ramps leading to the I-280 freeway near Spear and Howard Streets.

Thus far the demolition proposal has received endorsements from the Public Utilities and Port Commissions, the Redevelopment Agency, the Supervisors Transportation Committee and the Planning, Housing and Development Committee. In addition to the full Board of Supervisors, the regional Metropolitan Transportation Commissions and the California Transportation Commission would need to give approval before the freeway could be demolished.

Opposition to the plan is growing however. The freeway is used by 60,000 motorists each day. Channeling that amount of cars onto the ground level Embardadero, which is used by 20,000 cars each day, would bring waterfront traffic to a standstill. The Alameda and Highway 101 ramps have voted to opposed the demolition project.

Labor supports H.R. 281

(Continued from page 1)

In addition, when that employer has a collective bargaining agreement, the agreement would apply to all of the employer's construction business entities within the geographical area covered by the agreement. Lawful agreements, between unions and management such as prehire agreements, would be binding unless the National Labor Relations Board conducts an election and certifies that a majority of the employees in a particular bargaining unit have selected another bargaining representative or have chosen not to be represented by any labor organization.

The bill has been reported out of the Labor-Management Relations Subcommittee and is currently being heard in the House Education and Labor Committee. A vote is expected there soon, which would send it to the full House of Representatives.

In a recent letter to all local unions from General President Dugan, he stated that members should write their representative in Congress or contact their local office in support of the bill. "Labor-breasting is no longer a modern version of a very old practice," Dugan said. "Plainly and simply, it is union busting."

Echoing those feelings, Local 3 Business Manager Tom Stapleton urged the membership to write or call their Congressional Representatives. "We need their support and their vote on this matter. We have made postcards available at district meeting and at each chapter office for our members to sign and send to their representatives. For our sake and the future of our Union, I strongly encourage Local 3 members, families and friends to get involved in this important legislation."

In addition to the postcard and letter writing campaign, Local 3 and representatives from the International Union have been showing a short film on the problems of double breasting at all district meetings. Business Manager Stapleton has urged Local 3 members to attend their district meetings to view this informative and important film.

Grievance Committee Elections

At its meeting on September 11, 1985, the District 12, Salt Lake City membership elected Brother Kelsey C. Thompson to serve on its Grievance Committee for the ensuing year, filling the position left vacant by the resignation of Brother Don Barney.

At the meeting on September 12, 1985 the District 11, Reno membership elected Brother Charles Billings, Jr. to serve on its Grievance Committee for the ensuing year, filling the position left vacant by the resignation of Brother James Caumiant.

ATTEND YOUR UNION MEETINGS

January 1986

14th District 1: Eureka
Engineers Bldg.
2026 Broadway

14th District 17: Kauai
Wilcox Elementary School
4156 Hardy Street

15th District 7: Redding
Engineers Bldg.
100 Lake Blvd.

16th District 6: Marysville
Engineers Bldg.
101 "F" Street

21st District 17: Kona
Konaawaena School
Konaakakea

22nd District 1: San Francisco
Engineers Bldg.
474 Valencia Street

28th District 17: Honolulu
Kalili Waena School
1240 Guilick Ave.

29th District 17: Hilo
Kopilani School
966 Kilauea Ave.

30th District 17: Maui
Kahului Elementary School
410 S. Hina Ave.
Kahului, Maui

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