



**The Geysers area enjoys a resurgence of work (pages 6-7).**



**Dredgers know how to put on a picnic! See pages 8-9.**



**Potomac restoration preserves the legacy of FDR (page 3).**



**ENGINEERS  
NEWS**

OPERATING ENGINEERS  
LOCAL UNION 3, AFL-CIO

VOL. 37, NO. 10

SAN FRANCISCO, CA



OCTOBER 1985

## **HR. 281 gathers support in Congress**

# **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."

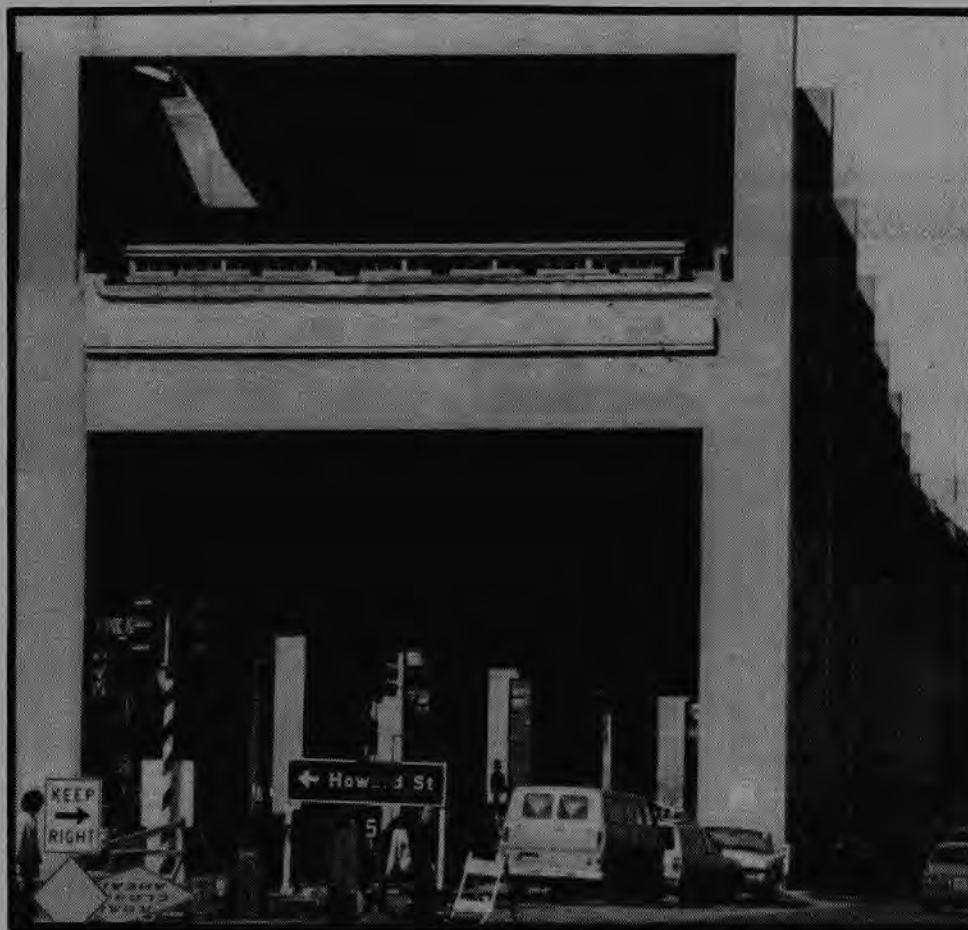
Dugan said that "this shell game has brought an escalating growth of the open-shop sector at the expense of jobs for members of our union and other construction trades."

The end result of this practice has been fewer job opportunities for operating engineers, a loss in the economic security for their families and a dangerous corruption of the collective bargaining system.

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 legislation was introduced by Missouri Democratic Congressman William L. Clay, Chairman of the House Labor Management Relations Subcommittee. Under the provisions of the bill, where 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.

*(Continued on back page)*



**Embarcadero Fwy., though never completed, may come down.**

## **S.F. votes to demolish Embarcadero Fwy.**

# **They giveth and they taketh away**

After thirty years of controversy and a decade of planning, two committees of the San Francisco Board of Supervisors have voted to demolish the Embarcadero Freeway. The elevated roadway has been called everything from an ugly eyesore to an important part of The City's transportation system.

The uncompleted 1.2 mile freeway was built in the mid-1950's. As originally planned, it was to continue through the Marina District connecting with the Golden Gate Bridge. Also planned at

the time was Interstate 280, along the eastern waterfront, connecting with the Bay Bridge. Those projects have long since died.

In addition to the demolition of the Embarcadero Freeway, The City planners want to tear down the unused stretch of I-280 between Third and Sixth Streets, including the eastbound off-ramp at Fourth Street.

In its place, the Board has proposed a tree-studded boulevard, shared by auto-

*(Continued on back page)*

## **Important Notice**

Business Manager Tom Stapleton has announced that an election of a Pre-Negotiation and Negotiations Advisory Committee will be held as a special order of business at the Quarterly District Meetings in October, November and December. The committee will be comprised of one rank-and-file member from each district in Northern California for the purpose of advising and assisting the Local 3 Officers in the forthcoming contract negotiations for the Northern California construction industry.

## **The pen is more powerful than the sword**

When the Operating Engineers public employee unit in Red Bluff ran into a problem last month with the city manager on their contract negotiations, they turned to Local 3 for help and got it in a big way.

Negotiations reached an impasse when the city manager of Red Bluff gave a final offer of a three percent increase for the public employees. The Local 3 public employee unit in Red Bluff represents all the firemen, police officers and public works employees in the city.

In the meantime, the city manager had managed to get a 13 percent wage and fringe package increase approved for himself by the city council and a 7 percent package for the management personnel.

Working with Public Employee Director Jack Baugh, the Public Relations Dept. wrote a large half-page advertisement that was published in both of the community's newspapers.

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-

*(Continued on back page)*



By T.J. (Tom) Stapleton, Business Manager

# LOOKING AT LABOR

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 employee 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.

This is what's happening in a nutshell:

Last spring Reagan went on national television to announce a sweeping new tax reform package which he claimed would make taxes simpler and more fair for everybody.

Closer examination of the entire package showed that Reagan's plan left a great deal to be desired as far as the middle income worker was concerned.

Here is a brief summary of what Reagan wants as opposed to what 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 idea 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.

Dan "Rosti" Rostenkowski, the chief architect of tax reform in the House of Representatives stated that his Ways and Means Committee, which will write the tax bill, is looking for new sources of tax revenue, such as employee benefits.

At least 175 House members have co-sponsored a labor-backed reso-



**Now is the time to protect our hard earned employee benefits**

lution opposing the taxation of employer paid job benefits.

The resolution, initiated by Rep. Augustus Hawkins (D-Cal.), sends a strong bipartisan message to the Ways and Means Committee as they prepare to draft the tax reform legislation.

The resolution is based on a survey that 44 Congressmen sent to their constituents. The information received back from the voters shows that most working men and women, when asked specifically about Reagan's tax proposals, are not in favor of them.

• More than two-thirds of those polled opposed taxation of any part of their employee benefits.

• Nearly three-fourths opposed Reagan's plan to eliminate state and local tax deductions.

• More than three-fourths opposed lowering the top income tax bracket from 50 percent to 35 percent.

• An overwhelming 87 percent said the oil and gas industry shouldn't receive more favorable tax treatment than other industries and 83 percent opposed any tax cuts—even for themselves—that would result in a higher federal deficit.

The message is clear. We had better send a letter now and express our opposition to Reagan's package if we want to avoid paying even more taxes than we do already.

## ENGINEERS NEWS

WIPA



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

T.J. "TOM" STAPLETON

Business Manager and Editor

HAROLD HUSTON

President

BOB SKIDGEL

Vice President

WILLIAM MARKUS

Rec.-Corres. Secretary

NORRIS CASEY

Treasurer

WALLY LEAN

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JAMES EARP

Managing Editor

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## Duke maintains '0' batting average for labor

Gov. George Deukmejian has vetoed the bills 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 eliminating cabooses, no matter how long the train or how hazardous its cargo. So were bills to lower the rate of unemployment that triggers extended jobless 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 governor big business got.

"The veto actions showed no feeling for the thousands of workers each year maimed and injured on the job. No feeling for the widows and children of the hundreds of workers killed on the job.

"Further, the governor showed absolutely no concern for the more than 900,000 unemployed workers of California. The present maximum unemployment benefits hold jobless workers far below the poverty line. Apparently the governor wants to keep it that way."

Workers' compensation improvements were fought all the way to the veto by employer organizations operating behind a front they called "Californians for Compensation Reform."

They argued that no cost of living increase should be allowed in workers' compensation benefits unless the entire 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 where 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-

(Continued on page 15)

# U.S.S. Potomac keeps FDR's legacy alive



*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, he would be one of them.

He served longer than any other president of the United States. He led us out of our deepest depression and he kept us going during the bloodiest war this world has ever known.

More than any other president, he is 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 once regal vessel. The Potomac has gone through many hands during the past four decades and now sits on a bed of drydocking timbers at the Port of Oakland.

She doesn't look anything like she used to. Vandals have long since stripped her down. Preliminary work by volunteers has left her looking more like a skeleton than a ship.

But plans are now well underway to restore the Potomac to her former

glory and create a "floating classroom" to teach our young people the legacy of Franklin D. Roosevelt.

All that is needed is a lot of money and hard work.

Through the efforts of the Building Trades unions, the Port of Oakland and Congressmen Vic Fasio and Ron Dellums, Congress has pledged \$2.5 million in matching funds to restore the ship as a floating museum of labor history, showing F.D.R.'s contribution to working men and women to an estimated half million school children at ports-of-call each year.

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 who made such things as Social Security, prevailing wage laws and the National Labor Relations Act possible.

Even after 50 years, we still enjoy the benefits that Roosevelt's "New Deal" brought. Many of our retirees remember how difficult it was for unions to organize freely and bargain collectively before the National Labor Relations Act and the Wagner Act guaranteed those protections.

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)*

## 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 needed a place to relax and unwind. He took office in 1933 and a year later found some joy in the Presidential yacht Sequoia, a wooden, ornate but bulky old 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 cutters being turned out by the Manitowoc Shipbuilding Company of Wisconsin as a Works Progress Administration (WPA) project, a recovery jobs program F.D.R. launched on May 6, 1935. All work was done under the Davis-Bacon Act, a new law guaranteeing prevailing wages to workers on federal projects. The sleek, seaworthy patrol boats caught his eye, and in November he dispatched the U.S.S. Electra to Norfolk Naval Shipyard for conversion to Presidential service.

The riveted steel Electra, later to be named the U.S.S. Potomac, was completely remodeled to accommodate the crippled President, equipped with a hand-powered elevator, staterooms and deep leather furniture. In just a few months, President Roosevelt was onboard the U.S.S. Potomac — at the wheel, or meeting with dignitaries, fishing off the side, or reading official documents, conferring with chief adviser Harry Hopkins, shaping the New Deal.

For the rest of his Presidency, and unknowingly his life, the U.S.S. Potomac became F.D.R.'s chief refuge from his strenuous battles with the Supreme Court and Congress, as well as the threats of Nazism and impending war. On March 29, 1941 President Roosevelt broadcast his Jackson Day speech from the Radio Room of what was then known as "the Floating White House":

"I am sitting in the little cabin of the little ship Potomac, in the Harbor

of Fort Lauderdale, Florida after a day of sunshine in the Gulf Stream . . .

I try to get away a couple of times a year on these short trips on salt-water. So there is a chance for a bit of sunshine or a wetted line, or a biography or a detective story or a nap after lunch.

"Above all there is the opportunity for thinking things through, for differentiating between principles and methods, between the really big things of life and those things of the moment which may seem all important today and are forgotten by the world in a month."

Throughout the war, the U.S.S.

*(Continued on page 14)*



**Manning Peter Klewit & Sons' 'Jan B' and rigging donated by Smith-Rice Company, Local 3 members lift the ailing Potomac from the Bay to begin restoration efforts.**

**Yes, I want to help restore the U.S.S. Potomac, so that future generations will remember how Franklin D. Roosevelt helped the American Labor Movement to protect the rights of working men and women. Enclosed is my check for:**

\$5

\$15 (and receive an Operating Engineers T-Shirt.)

\$50 (and receive an Operating Engineers Jacket.)

Please insert your contribution in a stamped envelope and address to: **RESTORE THE POTOMAC, c/o Operating Engineers Local 3, 474 Valencia St., San Francisco, CA 94103. Include your name and address.**



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 staff has tentatively decided, pending final action next month, to delay for one year the \$174 million widening and interchange improvements of Interstate 680 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 vow 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" contained in the current State Transportation Improvement Plan (STIP). All the projects facing delay in Contra Costa and Alameda counties 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 serviced 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 I-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 I-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 shelve the (I-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 lawmakers 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 I-680 improvements that would be delayed include work at Rudgear Road to Newell 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 \$1.4 million, and the Burr is owned by the Utah Department of Transportation. The John Burr has a capacity for two buses, eight cars and 150 passengers. The cost one way will be \$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 \$30 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 spring's thunderstorms 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



John Atlantic Burr takes maiden voyage across Lake Powell.

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 section of I-15 from Wildcat to the Millard County line. The amount of the bid was \$4,213,730, with work having started in June.

Also, Elbert Lowdermilk was low bidder on Route 55 Price City Main Street to the Carbon County Airport, a total of 3.2 miles. Their bid was in the amount of \$984,400 on this job.

W. W. Clyde & Company was low bidder on a section of Interstate 70 in Grand County. The first project begins east of Crescent Junction at Whitehouse and runs 18 miles to Westwater. The cost of this job is \$2,373,218.

Work on both projects involves some

minor surface rehabilitation in areas where wheel rutting is evident. A heater-scarifier will be used to heat the highway surface so that a thin layer of pavement can be scraped off to provide a more uniform surface for the seal coat to be placed over. A seal coat is a thin layer of specialized paving which seals the highway surface against air and moisture deterioration and extends the life of 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 avert a more extensive 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 Wellman Road out past I.P.P. on Highway 272 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 Curtiss	0652458
Dorris Dalton	0652936
Hugh Davis	0617992
Harold Floyd	0652467
Cloyd E. Fowler	0652469
C. A. Gilstrap	0595199
Joe Hamernick	0541324
Sam Lowrey	0386828
Lee Roy Matthews	0652590
Rial C. Price	0652513
Floyd E. Webb	0652614
A. R. Whitehead	0627524
Sonny Woods	0649325



**Communications Workers** and Electrical Workers in Columbus, Ohio protest AT&T's recent announcement that it will lay off another 24,000 employees. The rally was part of a nationwide demonstration focusing on the impact of divestiture.

## 'Equal access' promotes non-union phone companies

### 'Reach out and touch' with union carrier

The biggest choice Americans ever have had between buying from union or from non-union companies is confronting telephone customers across the country.

"Equal access" to the long-distance phone business is one of the results of divestiture of the Bell System. Customers will be asked to choose which long-distance company they'll use. If they don't choose, one will be assigned.

And in California, American Telephone and Telegraph is the only company among a score clamoring for a piece of the long distance market that pays them with union benefits.

This is why the Communications Workers of America is conducting a nationwide Call Union and Buy Union campaign.

CWA members' jobs are in danger immediately. But, the union points out, the tug-of-war over long-distance telephone consumers is the opening skirmish in a big, new battle with the union-busters who want to change the nature of employment in America.

If the new, non-union long distance companies succeed in wresting away a significant portion of the business, the pattern will have been set for many industries, especially those facing deregulation or technological change.

It is one of the reasons for the massive ad campaign that's been blazing away at television viewers for months and is spilling over into all the media.

Each carrier's ads push arguments about the economy of the rates it offers. But service also is vital, and CWA is pointing out that the opportunistic, non-union companies are capital-intensive rather than labor-intensive.

The non-union companies cut services to the bone. None of them provides operator service that Americans have come to take for granted. There is no operator at hand to give credit when the consumer dials a wrong long-distance number, or to render assistance when a caller is in trouble.

"Long distance consumers are being

asked to choose between quality service that requires the extensive employment of CWA members and a style of service that does not," said CWA President Morton Bahr.

"If the non-union companies capture a large share of the long-distance market, it will be terrible news for all CWA members," Bahr continued. "The non-union companies will be encouraged to take their job-cutting tactics into other areas of telecommunications and the entire information/service sector of the economy. And that would threaten the job security of all."

Pitfalls of the lottery-like equal access procedure are pointed out by the CWA. Besides giving union-busters a toe-hold in a new part of the economy, the system has the potential for embarrassment and expense to customers.

An individual who fails to exercise the right to choose a union long-distance company has a very large chance of being assigned to one of the non-union firms. Changing services at some future date would involve significant costs.

## 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 in Utah — Kennecott, Geneva, Anaconda, Eimco, Sperry Univac,

Brigham Apparel, Western Steel, Bar-bizon and Mode O'Day.

"Imports are systematically driving American goods from the American marketplace," Mayne said. Essential industries are being severely injured by the policies of the Reagan Administration, he said.

"We find an Administration dedicated to emasculating the federal government and to dividing the country, region against region, race against race and rich against poor," Mayne said.

The convention adopted resolutions urging the state legislature to help bring in new businesses to Utah, calling for legislation to stem the tide of imports that are destroying American jobs, and supported the state AFL-CIO's lobbying efforts to blunt the Utah legislature's attacks of workers.

Another resolution condemned the union busting tactics of Wheeling-Pittsburgh Steel Corp., which filed for bankruptcy in order to abrogate its union contract. Delegates called for stronger laws to prevent companies from using the bankruptcy courts to negate their labor agreements.

Delegates picketed during the first day of the convention with members of Communications Workers locals here as part of the nationwide Job Savers Day — CWA's protest against job cuts being made by AT&T.

Steelworkers Treas. Frank S. McKee told the convention the problem with the nation's steel and copper companies lie with economics, corporate power and politics — not the American worker.

McKee declared, "You can't roll over and play dead," when the employers are pressing for givebacks. No amount of giveups will solve those companies' problems, he said.

## 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 1464 committed an unfair labor practice in refusing to sign a 1980 contract with Kansas City Power & Light Co. that lacked a union label.

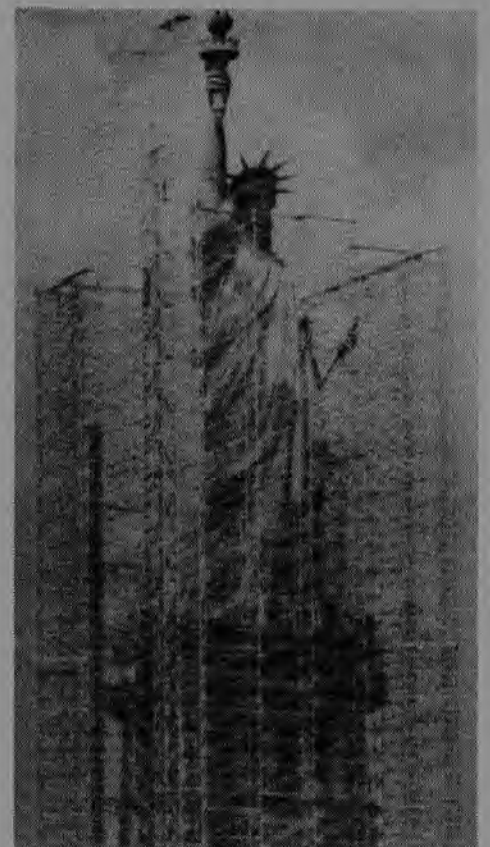
The board's 2-1 ruling rubberstamped an opinion by NLRB General Counsel Rosemary Collyer. But it was in jeopardy of being overturned in the U.S. Court of Appeals for the District of Columbia.

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.

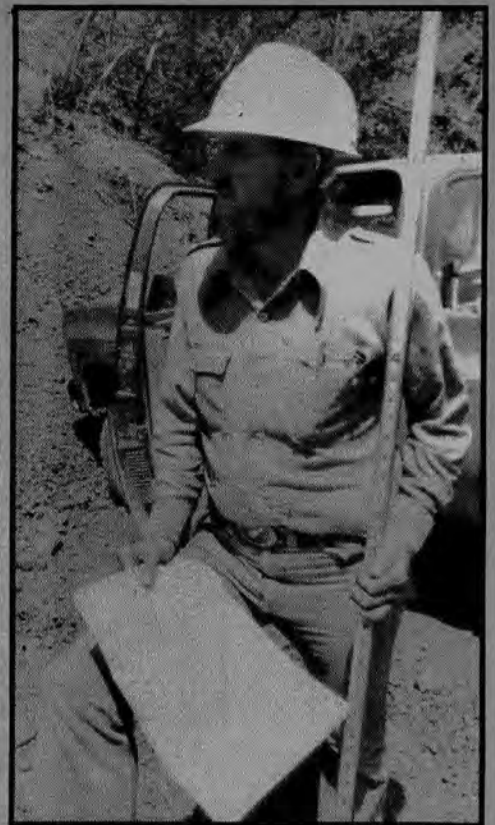
Former NLRB member Robert P. Hunter, who left the agency Aug. 27, stood by his earlier decision. He insisted that the union violated the law by conditioning its signing of the agreement on the inclusion of the union bug on the contract.



**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.



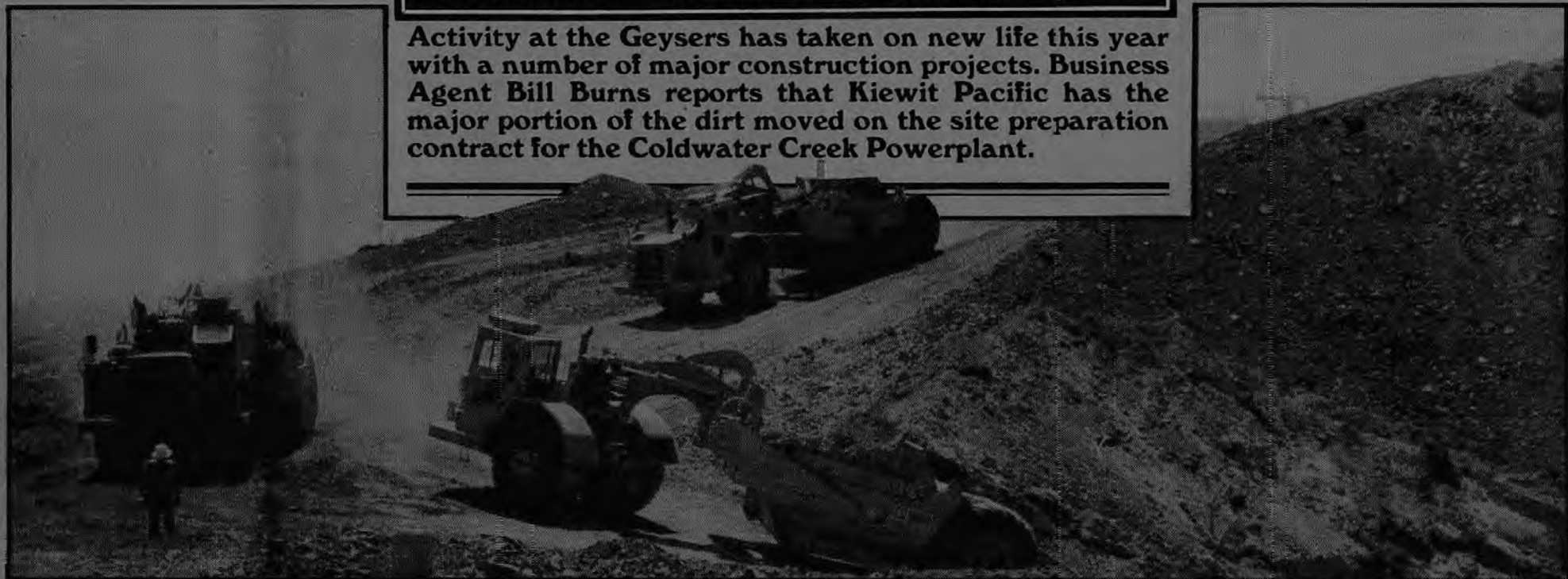
Running backhoe on a rugged stretch of the Squaw Creek job is Dale Rossiter. Starting at the upper right photo and moving down are: Robert James, gradechecker and member of the Bylaws Committee, scraper operator Ron Hamilton, Henry Haberman, Dana Gollenbusch and scraper operator Billy Jack McBurney. 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

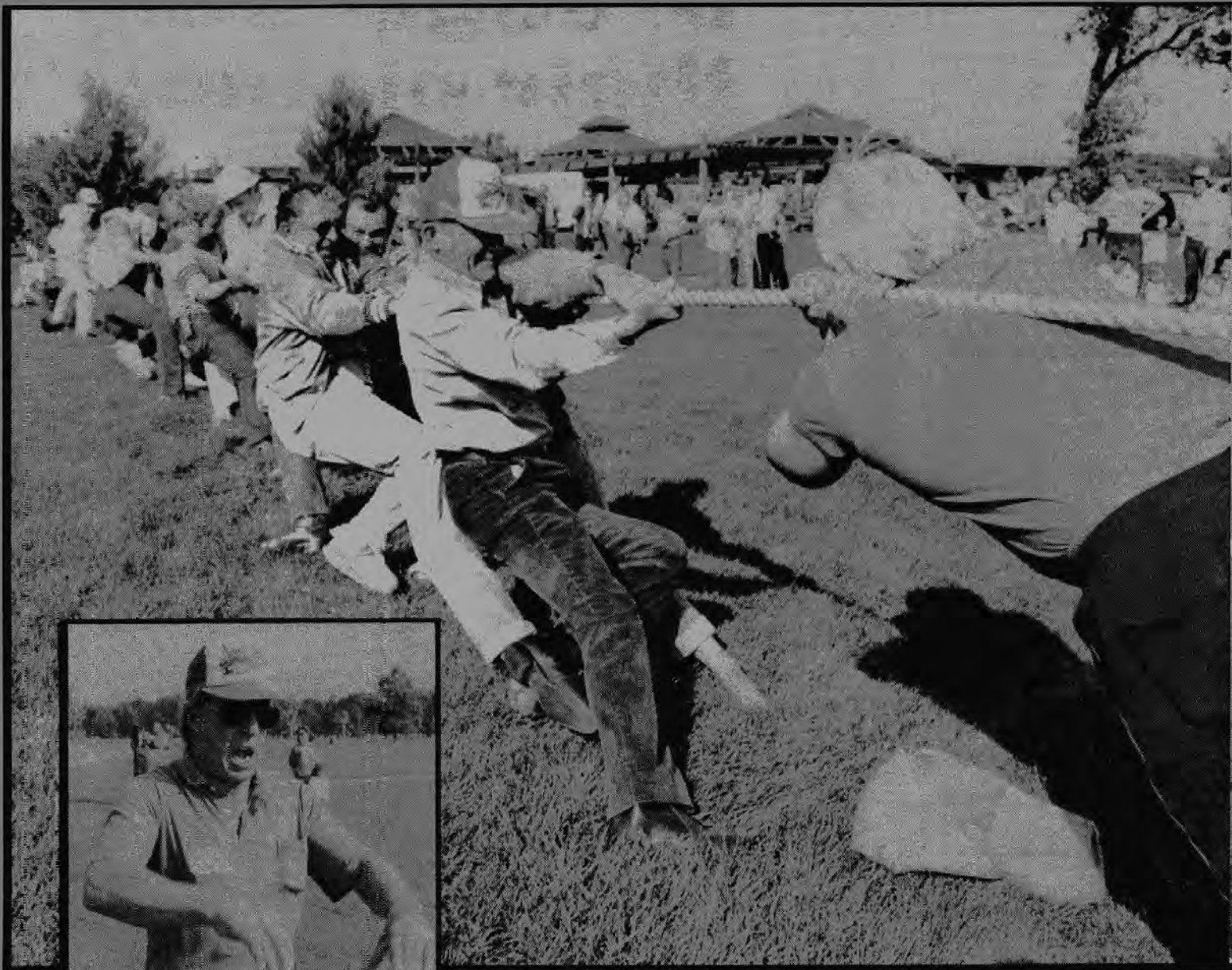
## Coldwater Creek Geothermal Project

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.

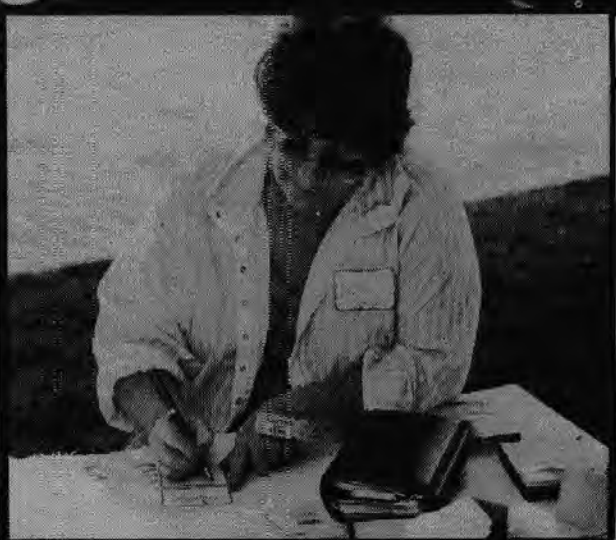


Local 3 operators keep the dirt flying on the \$7 million Coldwater Creek Project (top photo) being done by Kiewit Pacific. Going clockwise from the top photo are: gradechecker Bill Forsythe, mechanic Ray Owens and Bob Baxley on a D-8 giving a push to scraper operator Tom Topper. In the bottom photo, 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, Canonie Offshore, Delta Dredging, Dredge Master, Great Lakes Dredging, R&W Marine, Shellmaker and Smith-Rice Company.

The tug-of-war was one 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 Chowder and Martin Wibbenhorst.

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



Pictured upper right are Treasurer Norris Casey and Recording-Corresponding Secretary Bill Markus. To the right is the Dredge Committee which worked hard to make this year's event a big success.

*Engineers News Photos by James Earp*

## Fringe Benefit Forum

By **Bon Jones**,  
Director of  
Fringe Benefits



It just celebrated its 20th birthday. It has helped millions return to reasonably good health; it makes other millions groan, "wasteful government spending." Some claim it has thrown true charity out the window; others, that it has succeeded in offering quality health care to those who could not otherwise afford it.

We're talking of course about 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 controversy since (and even before!) its inception.

Set aside, if you will, any preconceived notions you may have about the Medicare program, and let's take a brief look at how Medicare works today and what we may expect from it (and if any of you are tempted to pass over this subject, just ask one of the seasoned veteran engineers you're working with how quickly the past 25 years have gone by).

Take another careful look at Harold Huston's article in the September '85 issue of *Engineers News*. It contains some fine detail about the cost and workings of Medicare.

### Coverage

Medicare covers the following:

A) **Hospital** — covers inpatient hospital care, some skilled nursing facility care (*not* custodial), home health care and hospice care (for terminally ill).

B) **Medical** — Doctors' services,

outpatient hospital care, outpatient physical therapy, etc., home health care and many services and supplies not covered under hospital coverage.

Medicare *hospital* insurance pays for all covered services from the first day through the 60th day in each benefit period, except the first \$400 ('85 amount) the deductible. It also pays for each day from the 61st day through the 90th day, except for \$100 ('85 amount) each day. If a person is hospitalized longer than 90 days, there is a reserve of 60 days under which Medicare will pay the bill, except for \$200 ('85 amount) each day.

Medicare will also pay for skilled nursing facility care for the first 20 days in full (after the deductible) and the entire bill for 80 days after that, except for the \$50 ('85 amount) per day.

Medicare *medical* insurance pays 80 percent of the **approved charges**, after a \$75 deductible (once each year).

### Approved charges

Medicare law provides that the carrier handling Medicare in a given area determines the approved charges under procedures established in the law. Approved charges may be the full amount of actual charges. But in many instances your doctor's or other health care professional's actual charges may be much higher than the Medicare approved charges. Since Medicare pays 80 percent of the approved charges, the remaining portion of the bill for the Engineers Retiree Health and Welfare Plan and for you may be greater if your doctor's charges exceed the Medicare approved charges.

The Engineers Retiree Welfare Plan will pay 80 percent of the usual and customary charges, as determined by the Plan, after first subtracting the amount Medicare has paid.

A word of caution — Medicare *does not* cover every service and supply. Some examples of services/supplies that may not be covered: acupuncture, custodial care, foreign health care, hearing aids, hearing aid exams, and nursing care on a full time basis in your home.

For some services Medicare may provide only limited coverage, such as chiropractic care and psychiatric care.

It is very important to check whether services or supplies are covered by Medicare before you obtain services or purchase supplies. Ask your doctor or health care professional whether they are approved for Medicare payments and whether the particular service/supply you seek is covered by Medicare. If there is any doubt, be sure to check with the Medicare carrier before you get services or supplies. The Trust Office of Fringe Benefit Center would be happy to assist you.

### How to use Medicare coverage

Virtually all Medicare approved hospitals have accepted an assignment of the medical insurance payment. This means that the hospital does all the claims filing with Medicare and Medicare pays the hospital direct for covered services. You will get an explanation from Medicare of payments made to the hospital. Examine this 'explanation' carefully. You are the best 'auditor'. You are the one who received the services! Get in touch with the hospital and with Medicare if you find any errors in the services provided, etc.

Many doctors have also accepted an assignment with Medicare. They have agreed then to accept Medicare's payment for covered services as payment in full except, of course, for deductible and co-payments. If your doctor is on assignment, he or she will file with

Medicare. Medicare will pay direct to your doctor and send you an **Medicare Explanation of Benefits**. This Explanation will show you the payments made (or not made) to your doctor and services for which payment was made.

### Easy way to file

You may file with Medicare by yourself, if your doctor is not on an assignment basis. However, you may wish to use a relatively new procedure established by the Trustees. The Trust Fund office can file with Medicare for you! With your written authorization, the Trust office can take care of almost all the paperwork. All you need do is send to the Trust Fund office a completed Medicare claim form, a signed authorization and the itemized bill(s) you receive from your doctor. The Trust Fund office will file with Medicare, and when Medicare has processed your claim and the Trust office has received Medicare's check and Explanation of Benefits, the Trust office will photocopy the check and Explanation, mail the originals to you promptly, and them, within a short period of time, issue corresponding Trust Fund benefits. Trust benefits are 80 percent of usual and customary charges as determined by the plan, after first subtracting the amount Medicare has paid.

Keep in mind that the **Medicare Explanation of Benefits** is a very important document in the 'world' of medical claims. The Trust Fund office must have a copy of the Medicare Explanation of Benefits before a claim under the Plan can be processed. If you are letting the Trust Fund office file with Medicare for you, please allow sufficient time for Medicare to do its processing. If you haven't heard anything about a claim for a while, get in touch with the Trust office and they will be happy to follow up on your Medicare claim.

If you are filing with Medicare by yourself, you must, of course send the Trust Fund office a copy of the Medicare Explanation of Benefits for the Trust to be able to process corresponding Trust Fund benefits.

For all of your claims, make it a practice to keep a careful record of what you have filed, when you filed it, with whom, what payments you have received, etc. If you have access to a copy machine, make copies of all paperwork you send. If this is too inconvenient, at least keep a brief written record of claims filed so you have accurate information if a follow up is needed.

### Is Medicare worth it?

The hospital coverage of Medicare is provided to you *at no cost*. The medical coverage is a minimal cost (deducted each month from your Social Security check). If you should happen to need medical attention, Medicare, along with the Engineers Retiree Health and Welfare, will in most instances cover a significant portion of all medical expenses.

And the best answers to this question come from retired Engineers at almost every Retiree Association meeting: "I often complained about Medicare, but when I landed flat on my back in the hospital, I was sure glad I had the coverage!"; and "I'm happy to hear that Medicare is paying what it pays. That saves a lot of money for the Engineers Retiree Health and Welfare Plan."

Be sure to contact your local Social Security office or Medicare and pick up a copy of the **Medicare Handbook**. All the important facts about how the Medicare program works are contained in the Handbook. Some easy reading and your anxiety about the program will be laid to rest.

## 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 Fund Manager on November 15, 1985, and will be available for withdrawal at the Credit Union on November 30, 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 may obtain a request card at any district office or the Fringe Benefit Center. The Trust Fund office must receive your completed request no later than October 31, 1985. Checks will be issued November 15, 1985.

Accounts for member on monthly transfer or time payment option 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 Annuant 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 \$1000 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 would be paid to you for your lifetime. If your wife lives longer than you, she would begin receiving, at your death, \$450 per month, one half 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 Annuant Option, you may choose to receive \$850 per month for your lifetime. If your wife lives longer than you, she would begin receiving, at your death, \$637.50 per month, 75 percent of the amount you were receiving, for the rest of her lifetime.

Under the 100 percent Contingent Annuant Option, you may choose to receive \$810 per month for your lifetime. If you wife lives longer than you, she would begin receiving, at your death, \$810 per month — 100 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 \$1000 at age 62, and that his wife is also age 62. Actual calculations for you will be different.

Note that these new options allow for additional flexibility in how your benefits may be paid when you retire. You now may consider taking a slightly lower monthly pension benefit at retirement to guarantee a higher continuing benefit to you wife if she lives longer than you.

## HONORARY MEMBERS

At its meeting on August 11, 1985, the Executive Board approved Honorary Memberships for the following Retirees who have 35 years or more in Local 3:

Name	Reg. No.
Herman C. Albright	0373241
Jay Betts	0649224
Frank C. Callahan	0512626
Clair L. Doyle	0603811
Eugene L. Foster	0645818
Edward J. Halm	0636965
Broy Lee Hazard	0529164
John B. Lebkicher	0643153
James C. Little	0628204
Glenn Earl Lloyd	0589318
Harold S. McGee	0649358
Edward McPherson	0553064
Clifford R. Mizer	0605154
Clint Mortensen	0386099
Elmer Nicholson	0593036
Kenneth Palmer	0649363
Donald Peck	0645840
James M. Powell	0625892
Gordon Strain	0649307
Thomas Tackett	0640906
Rudolphus Walters*	0593101
Johnnie E. Woods	0643107
Henry H. Wyman	0268708

\*(To be effective March 1985 — inadvertently omitted from the March 10, 1985 Executive Board Meeting).

# City Councils take priority in 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 assessment districts, 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 SamTrans sales tax revenues. The project would require no new taxes.

With the current Daly City station at virtual capacity, a Colma station would provide new access to the rail system for some 85,000 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.

# Candidates endorsed for local elections

**District 1 — San Francisco**  
*San Francisco*  
 Mary Callanan  
 City Treasurer  
 Jeff Brown  
 Public Defender  
**San Mateo County**  
 San Mateo County Measure A  
 Vote "Yes"  
*Burlingame:*  
 Rosalie O'Mohoney  
 City Council  
 Bud Harrison  
 City Council  
*Millbrae:*  
 Mary Griffin  
 City Council  
*San Mateo:*  
 Michael S. Mooney  
 City Council

**District 2 — Oakland**  
**Contra Costa County:**  
 Al "Fred" Granzella  
 Director West Contra Costa Sanitary District  
 Bill Oliver  
 Director West Contra Costa Sanitary District  
*Concord:*  
 Steve Weir  
 City Council  
*Richmond:*  
 George Livingston  
 Mayor  
 Richard Griffin  
 City Council  
**Alameda County:**  
*Emeryville:*  
 Tom Fox  
 City Council

**District 3 — Stockton**  
*Modesto:*  
 Richard Patterson  
 City Council  
 Gary A. Kailles  
 Modesto Irrigation District Director  
*Stockton:*  
 Jeannette Michaels  
 City Council  
 Lorelee McGaughey  
 City Council  
 Jim Thibodeaux  
 City Council  
 Jim Parkinson  
 City Council  
 Ann Stallworth  
 Unified School Trustee

**District 4 — San Jose**  
**Castro Valley:**  
 Jean Westgard  
 City Council  
*Fremont:*  
 Leon Mezzetti  
 Mayor  
 William K. Sweeney  
 City Council  
 Alan L. Nagy  
 City Council  
*Livermore:*  
 Tom Vargas  
 City Council  
 Judy Bartoli  
 City Council  
**So. Alameda County:**  
 Isobel Dvorsky  
 Trustee College Board  
 Joan Bowen  
 Trustee Comm. College  
*Union City:*  
 Jean Westgard  
 City Council

**District 5 — San Jose**  
*Gilroy:*  
 Pete Valdez  
 City Council  
*San Jose:*  
 Jim Beall  
 City Council  
 Mary Ruth Gross  
 Gov. Board of San Jose Community College  
*Santa Clara:*  
 Eddie Souza  
 Mayor  
 Delores Sandoval  
 Board of Education  
 Vern Deto  
 City Council  
*Sunnyvale:*  
 Bob Reese  
 City Council  
 Larry Stone  
 City Council

**District 6 — San Francisco**  
 Florence Rhoads  
 City Council  
 Paul J. Gumbinger  
 City Council  
*South San Francisco:*  
 Caesar A. Churchwell  
 City Council  
 Charlie Getz  
 City Council  
 Larry Smith  
 City Council  
**Marin County**  
*Corte Madera:*  
 Richard Skaff  
 Mayor  
*Novato:*  
 Don Shank  
 City Council  
*San Rafael:*  
 Gary R. Frugoli  
 City Council

**District 7 — San Francisco**  
 Sacramento  
 Karolyn Simon  
 City Council  
 Terry Kastanis  
 City Council

# 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 being in the Rock, Sand & Gravel Industry. Virtually all have been ratified by the membership with still 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 had caused some the contractors to start working overtime to beat "Old Man Winter." All the long range weather forecasts have predicted a cold, wet winter. "We are hoping these forecasts are inaccurate so the brothers and sisters can work up to Christmas," Smith said.

Business Representative Bill Burns, reports that things are really moving in Sonoma County. Argonaut, Don Dowd and A.B. Siri 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)

# Treasurer's Report

By Norris Casey, Treasurer

On September 20, 1985 I attended the dedication ceremony for Gold Quarry and Carlin Number 2 Mill located in the mineral-rich Tuscarora Mountains of Northern Nevada. Gold Quarry is the sixth major deposit discovered there since 1962 by Newmont Mining Corporation and its wholly-owned Carlin Gold Mining Company.

Gold Quarry contains an estimated eight million ounces of gold disseminated in micron-sized particles, requiring the treatment of 10 to 30 tons of ore to recover one ounce of gold. Low-cost gold recovery by way of open-pit mining and efficient metallurgical processes will be used in Carlin's new \$130 million facility for exploiting the Gold Quarry and Maggie Creek deposits. The new Carlin Number 2 mill will produce about 170,000 ounces of gold annually.

Dump leach pads adjacent to the mill will produce an additional 35,000 ounces. This incremental production will bring Carlin's output of gold to approximately 345,000 ounces in 1986. In all, Newmont owns outright or controls mineral rights on some 400 square miles of land in the Carlin area. Much of the prospective area 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. That agreement will also cover this new operation. We now have about 250 member between both operations.



At the dedication ceremony on September 20, the Chairman of the Board of Newmont Mining stated that another nearby property has also been discovered and a new mine will be developed named "Genesis" within the next few years.

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 was the case 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.

# Oakland comes on strong after sluggish start

Brian Bishop, Oakland business representative reports that after a slow start, the work picture around the Oakland area is ending on a fairly decent note. Most companies, the same as last year, have been screaming for finish blade hands and graders.

Piombo has employed up to 30 hands on their Castro Valley job. Phase One (\$30 million) is about 75% complete and will probably end next summer. They still have around 300,000 yards to move on this phase. The Second Phase is nearing 45% completion and should have employment for some hands for a couple more years. Piombo is also working on five other sites in Alameda and Contra Costa counties, using Castro Valley as their headquarters.

Underground Construction is employing some 25 to 30 hands and reports that their work began increasing starting in July. They stated that most of the increases in work was due to P.G.&E. They are putting a lot more of their underground work out for bid.

McGuire & Hester has also reported a "good year"; just completing a \$21 million job on the Nimitz Freeway. They are starting on a \$31 million sub-contract for Moseman just west of the Posey Tube in Alameda. They also have about three months work remaining in Livermore, as well as a \$3 million job in Dublin and San Ramon. It looks like they have a good start for next year. McGuire & Hester are employing about 34 engineers (35 counting Mel).

Independent Construction is currently employing about 65 to 70 hands on eight sites throughout the Alameda and Contra Costa areas. They started out with two million plus yards to move this year, and still have approximately a half million to go. They'll work until it rains and they also have a fair start for next year.

Joe Foster's job in Castro Valley is nearing completion. This job gave a lot of work to 25 to 30 engineers who started off working Saturdays. The surrounding residents complained of



Local 3 members working on Gallagher & Burk's Harbor Bay Parkway use 22-ton weight for shock compaction of the sand.

the dust and noise on the weekends; thus, costing Foster, as well as our brothers time and money.

Gallagher & Burk is currently employing approximately 55 operators on their sites, shops and quarry. They have approximately \$10 million worth of contracts presently; including three jobs for the Port of Oakland, Harbor Bay Parkway, and a job in Richmond for Caltrans. According to Harold Burk, they will even work through the rains this year on their Harbor Bay Island job since this job is on the sand. Part of this job entailed "shock compaction," which was sub-contracted to Bigge Crane & Rigging.

This process calls for lifting a 22 ton weight 100 feet above the sand and letting it free-fall to the ground. The weight is dropped 25 times, then after the entire area is compacted, the process is repeated at a lesser number of impacts going down 13, 7, and the 3 repetitions. Two 3900's were originally brought in

(Continued on page 13)

## Awards given to top trainees

# Outstanding apprentices recognized

By Paul R. Headings, Administrator

We have all heard the saying "a little competition never hurt anyone!" and in this case, it holds true. In fact, we have found that competition has actually encouraged our new Operating Engineer Apprentice trainees to do the best they can and to get the most out of their initial training at Rancho Murieta Training Center. Probationary Orientation Program trainees are informed during their first week of training that there will be an award plaque given to the Outstanding Construction Equipment Operator and Heavy Duty Repairman in their graduating class.

The initial idea behind giving an award to the trainees who excelled the most during their ten weeks of Probationary training was set up by the Rancho Murieta Training Center instructor staff as a way to recognize those Apprentices who made the extra effort to acquire as much skill and knowledge of their new trade as possible in ten weeks, and in doing so proved to be outstanding trainees.

The Outstanding Apprentice trainee in the Construction Equipment Operator branch and the Heavy Duty Repairman branch are selected by the Instructor staff at the end of the ninth week of training. A computer generated report provides an up to date list of the top five Construction Equipment Operators and top five Heavy Duty Repairman. Attributes taken into consideration are the apprentices ability to follow instructions, grade point average (performance), work attitude (ability to work with instructors and other trainees), etc. . . The Outstanding apprentice's in the CEO and HDR branches are selected by a majority vote of the Instructor Staff, and the award is announced at the following Safety Meeting in front of an audience of all Apprentices and Journeyman training at the Center.

The award plaque has turned out to be a great asset in motivating our new Operating Engineer Apprentices. It shows them that they can take pride in their accomplishments and proves to them that their efforts are recognized.



Instructor Gene Herndon presents HDR award to apprentice Darrell Murphy.



Instructor Bob Christy presents award to CEO apprentice Alex Brister.



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).



By JACK SHORT, Director of Safety

## Reducing your exposure to methylene chloride

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 on 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 tight clothes that get wet with methylene chloride can hold it

against your skin and cause a burn. Repeated skin contact can cause dermatitis (a rash).

**Eyes, Nose and Throat:** Methylene chloride in the air at levels above about 500 parts per 1 million parts of air (500 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 most organic 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 under *nervous system*.

### 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 habits 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 type of engineering control is ventilation.

When engineering controls are not possible or do not sufficiently reduce exposures, a respirator approved by OSHA or MSHA must be worn. If respiratory equipment is necessary, a supplied-air respirator or a self-contained breathing apparatus must be used.

If direct contact with methylene chloride is necessary, or splashes are likely to occur, other protective equipment such as gloves and faceshields should be worn. Polyvinyl alcohol, Viton, and polyurethane are reported to be among the materials most resistant to methylene chloride.

Do not use methylene chloride around open flames or very hot metal, including welding operations. Methylene chloride (like most solvents containing chlorine) can decompose into hazardous compounds including phosgene and hydrochloric acid.

## OAKLAND

(Continued from page 12)

for the job but the weight and stress proved too much for them and they had to be replaced by a couple of 4100's. Approximately 12 operator and oilers were employed on the job at different times with only oiler, Ernie Cox holding on from start to finish.

From all indications, it appears that the dirt hands around the Oakland area will have a pretty good start next year.

On a different note, the Oakland office has moved into its new building at 8105 Capwell Dr., Oakland. This location should prove less difficult to find, and the vastly improved parking facilities should cause less swearing. We appreciate the consideration and patience you have given us during the confusion and difficulty faced during this move.

dependency is present, the moderation will seldom last long, and the use will most usually increase when the pressure of family concern eases.

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 "hit 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.



For information and referral please call the Addiction Recovery Program:  
No. California 800/LOC-3ARP  
Hawaii, Nevada, Utah 800/LOC-ARP3

## Dealing with chemical dependency

By Nate Davidson, A.R.P. Director

Contrary to the myth, not all chemically dependent people drink or use alike, nor 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 of alcohol, others consume relatively small amounts. For some, alcoholism appears early in life, for

others it seems to appear after years of apparent "social drinking."

Other people may develop problems with drugs. The case of the adolescent or young adult who becomes hooked on amphetamines or illicitly 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 not likely to recognize chemical dependency in themselves, and unfortunately, many families will not easily recognize it either. In chemical dependency denial is almost always present: "I don't have a problem," or "I can quit any time 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 might be periods of moderate drinking or usage without any harmful consequences. But if chemical depen-



The dependent person is a self-deluded person



## Your Credit Union

By Bill Markus, Treasurer

**Sticker Shock** — The average price of a new car has tripled in 10 years, from \$4,390 in 1964 to \$11,100 in 1984 according to the National Automobile Dealer's Association as reported in *USA Today*.

**MoneyWise Car Program** — Your Credit Union is completing some details on a Program to help save you money when you buy a new or used car. It's called the MoneyWise Car Program and you'll receive information on it by mail if you're a member of the Credit Union. If you're not a member, call or write for a MoneyWise Car Program brochure.

The program will consist of a fleet discount service, special weekend new and used car sales, a consumer advisory and no-nonsense financing.

Special weekend new and used car sales are currently being arranged in the Bay Area, Utah and Hawaii for early and mid-November. Members will receive special invitations to those sales. We are working on sales for other Districts also.

**Home loans** — You can finance the purchase of your new home or get cash on the equity in your present home with a fixed-rate loan from your Credit Union. For current rates, information and application packages, call Beth or Cindy at (415) 829-4400.

**Share savings rate** — You are earning 8% per-annum on your share savings account. Compounded quarterly that gives you an annual yield of 8.24%; one of the best, if not the best, rate you can find on a savings account that doesn't ask you to tie up your money.

**11.626% on IRAs** — You probably won't find a better rate on Individual Retirement Accounts (IRAs) than the one currently offered by your Credit Union: 11% per-annum, compounded daily for an 11.626% annual yield. If you have your IRA elsewhere, transfer it to your Credit Union. Call Diane or Veda at (415) 829-4400 for more information. Utah members can call Diane or Wilma at (801) 261-2223.

**Auto Dues** — Save time and money. Have your dues paid for you automatically on an annual or quarterly basis. Just sign up for Auto Dues and your Credit Union will pay your transfer money from your share savings account to Local Union No. 3 to pay your dues.

## Talking to Techs

By Frank Morales & Wally Schissler

"The labor movement is dead, unions have lost their effectiveness," is what you hear a lot of people say. Well, the only way the unions are going to die, is if the members let it.

We have noticed more Techs attending the district meetings, and we hope that more of our members will get involved. We have a tough battle ahead, with the double breasting, double gates and union busters.

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 crusade is H.R. 281 — The Construction Industry Contract Security Act. H.R. 281 would bring an end to double

breasting and make double breasting in the United States illegal. We can't afford to lose this bill. And by working together we can't lose. So again, attend your district meetings and get involved.

For those members who don't have the Tech Agents' phone numbers:

Frank Morales  
Office ..... (415) 638-9355  
Home ..... (415) 689-3152

Wallace Schissler  
Office ..... (408) 295-8788  
Home ..... (415) 783-8179

Bill Schneider  
Office ..... (916) 383-8480  
Home ..... (916) 687-6405

Dan Senechal  
Office ..... (415) 638-9355  
Home ..... (415) 837-5664

The Tech Department would like to congratulate Paul Ford and Stan Rose for their 30 years as members of Operating Engineers Local #3.



Pictured from left to right are Ed Rogers, 32-year member of Local 3; Gus Byrd, 36-year member and Sammy Reynoso, 32-year member. They all work for Smith-Randlett-Faulk and Stock in Redwood City.

## Preserving the legacy of FDR Potomac has long, varied history

(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 fliers 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 was really like. The breadlines. The blackouts. The bombing of Britain. But maybe, just maybe, they can come to understand how important he 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.

(Continued from page 3)

Potomac served F.D.R. well as an asylum from raging battles overseas and enormous sacrifices at home. Here is where he came to rest or relax, write speeches and plan strategy. Some of the famed "Fireside Chats" were composed here, some even delivered from the Radio Room of the U.S.S. Potomac.

At first the U.S.S. Potomac was confined to inland waters to protect the President from marauding German U-boats off the Atlantic Coast. 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 inland Missouri, had no use for the presidential yacht, and the Coast Guard decommissioned and transferred her to the Maryland Tidewater Fisheries Commission. Until 1960 the U.S.S. Potomac served double duty as 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 refit and maintain the U.S.S. Potomac. Elvis then offered it to St. Jude's Hospital in hometown 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. Poto-

mac 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 to California investors, sold again that decade, and in 1980, the U.S.S. Potomac, flying the flag of a fictitious charity group, was seized by federal agents who found 20 tons of Columbian marijuana on a sister ship in a container marked "Crippled Children's Society," a bogus operation of the owners. The beaten-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 piling 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 Roosevelt, 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."



Early photo of U.S.S. Potomac.

# Swap Shop: Free Want Ads for Engineers

**FOR SALE: 1 Gallon Asphalt Roller**, 8 ton \$2,000; William T. Clark, 3530 Carlfield, El Sobrante CA 94083, (415) 223-8846. Reg. #693622. 8/85

**FOR SALE: 190 Dynahoe**, Series III, with 2 buckets and extra hydraulic valve for use with an auger or hydraulic breaker. \$23,000. May consider trade for real estate. Fred Spaulding, P.O. Box 357, Lafayette CA, (415) 284-7355. Reg. #354798. 8/85

**FOR SALE: 1972 1/4 ton Ford camper special**, P.S., P.B., A.C., new brakes, spare on front, 4 extra tires w/rims. Runs good. With 8' telc. camper, stove, icebox, 5 gal. pro. tank-camping equipment. Jacks. \$1500 cash or best offer, trade? Earl O. Hagle, 150 Wright Ave., Morgan Hill CA, (408) 779-3663. Reg. #307911. 8/85

**FOR SALE: 1962 6 cyl. Rambler classic Std. Wag.**, over drive, good mileage (92,000 mi.). Grandma original owner. New brakes, org. paint & upholstery, off white. Good shape. \$800 cash or best offer. Earl O. Hagle, 150 Wright Ave., Morgan Hill CA, (408) 779-3663. Reg. #307911. 8/85

**FOR SALE: 23.5 twin axel "Fire Ball" trailer**, x-clean, self-contained. Sleeps 5. 2-way stove & refrig. Bath in rear w/shower, sink & flush toilet. Awning over windows. Two 7 1/2 gal. butane tanks \$3,100. John Hartman (415) 229-3873, 1001 Palm Ave., Martinez CA. Reg. #732073. 9/85

**FOR SALE: 18.9 wooded acres**, beautiful view, road & pad in, ready for building or mobile home. \$54,500. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85

**FOR SALE: Modified A-Frame house**, 2 bedroom+, 2 bath, flr. to ceiling fireplace, ceramic tile, Jen-air kitchen, sep. garage w/studio apt. \$157,000. also adj. 10 acres, water & power in. Walnut trees. reduced to \$67,000 or best offer. Buy both & save. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85

**FOR SALE: 2 extra large lots** over looking Clearlake, w/single wide, 2 bdrm mobile, city water & sewer in. \$47,500 or best offer. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85

**FOR SALE: Established landscaping supply yard** w/concrete batch, loc. on Hwy. 20, included in sale: 27 bins of decorative rock, sand, bark, etc., 1979 Ford dump truck, John Dere front loader, 5 concrete U-Haul trailers, extra large metal shop & storage building w/attached office. Call or write: D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85

**FOR SALE: 1978 Dodge motor home**, 22' long, fully self-contained, cab & roof air, generator has only 35 hours,

new tires, 1 owner, 35,000 actual miles, see to appreciate. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85

**FOR SALE: Reg. Arabian Gelding**, 13 yrs. old, beautiful animal, sacrifice, must sell \$900 or b.o. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819. 9/85

**FOR SALE: 73 Tollycraft 26.8 x 10 wide**, flying bridge, fiberglass, New 1984 360 Chrysler Marine eng., inter-cooling battery charger, new batteries, new bottom paint, new prop, shaft and strat, trim tabs, full delta canvas, loaded w/quality extras. Excellent running condition, \$27,000 will consider small boat as part down. Richard Bryant (916) 273-8098, 13758 Wheeler Acres, Grass Valley CA 95959. Reg. #1181546. 9/85

**FOR SALE: 1984 Starcraft "Islander" 19'**, cuddly cabin, 115 h.p., Johnson/VRO, trailer, many extras. \$2,800 & payments or cash payoff. Roger H. Soule (408) 262-8632, 1933 Limewood Dr., San Jose CA 94132. Reg. #1382816. 9/85

**FOR SALE: Large lot in Florance, OR**, nr. north jetty, partially cleared, septic in, water and elec. to prop. line. \$21,800. Roger H. Soule (408) 262-8632, 1933 Limewood Dr., San Jose CA 94132. Reg. #1382816. 9/85

**FOR SALE: 3 acres. 2176 sq. ft. home**, 3 bedrooms, 2 bath, den, fireplace w/heatalator & insert. Heat pump & air. 2 car garage and elec. opener, guesthouse, elec. heat, kit, shower bath, horse barn, chicken house, storage buildings, pool, year round creek, landscaped & auto. sprinklers. Oaks & pine trees. \$182,000. Dean H. Bailey (916) 877-8534, 1870 Bille Rd. Ext. Paradise CA 95969. Reg. #0529325. 9/85

**FOR SALE: 3 bedroom, 1 1/4 bath home**, 5 yrs. old. Beautiful view of Clearlake, fully landscaped, \$75,000. Greg Wright (707) 277-7501, 9564 Tenaya Way, Kelseyville, CA 95451. Reg. #2965567. 9/85

**FOR SALE: Fishing boat 12' aluminum w/seats & 4 spd.** trolling motor; custom built trailer. Like new. Bill Madsen (707) 642-1895, 109 Barnes Court, Vallejo CA. Reg. # 442698. 9/85

**FOR SALE: 1952 - 34' Hunter Sedan Cruiser**, twin engine, new Delta canvas; good cond., covered berth in Antioch. \$12,000. No reasonable offer refused. Donald K. Bryant (415) 825-4283, 2866 Garden Ave., Concord CA 94520. Reg. #1022285. 9/85

**FOR SALE: 1968 Chevy dump truck**, tilt trailer & 580 case backhoe. All in gd. cond. Ewell Paxton (408) 378-0856, 1169 Sonuca Ave., Campbell CA 95008. Reg. #1043707. 9/85

**FOR SALE: Fishing at CA**, best 1 1/2 miles to Lake McClure

and 1 1/2 miles to Lake Don Pedro. Large tri-story home, 3 bedrooms, 2 1/2 baths, lrg. shop area on 1.2 acres, paved rds., good vacation or year round home. Will take motor home as partial down payment. We will carry our own papers. Gene Estep (209) 852-2156, 1771 Alazan Way, La Grange CA. Reg. #0982939. 9/85

**FOR SALE: Townhouse in Santa Rosa**, 2 bedrooms, 1 1/2 baths, fully equipped electric kitchen, fireplace, upgraded w/w carpeting, custom drapes, fully mirrored wardrobe doors, large 2 car garage, small enclosed patio. \$80,000. J. J. Taddei (707) 944-2482, 7391 St. Helena Hwy., Napa CA 94558. Reg. #0821417. 9/85

**FOR SALE: 1969 Lincoln Cont. Mark III**; 88,000 mi. very good cond. licensed to 7/86 \$3,400. Clayton Abbott, (209) 673-2333, 17668 Brook Dr., Madera CA 93638. Reg. #0821337. 9/85

**FOR SALE: Paving & excavation equip.** Includes backhoe, trucks, grader, paving equip., etc. Everything goes plus 2,000 sq. ft. home, 1,750 sq. ft. metal shop. Owner retiring. \$195,000. Tom Gardner (916) 534-6767, 3321 Olive Hwy. Oroville CA. Reg. #1091194. 9/85

**FOR SALE: 1975 International 412 paddle wheel scraper** \$15,000 firm. Terry Farris (209) 846-6215, 1150 Bishop, Kerman CA. Reg. #1157899. 9/85

**FOR SALE: 1975 International 412 Paddle Scraper**, 11 yds. \$17,500. Terry Farris, 1150 So. Dishop, Kerman CA 93630 (209) 846-6215. Reg. #1157899. 9/85

**FOR SALE: Delta Utah**, 10 acres, 3 miles south of I.P.O. plant. \$5,500. Norman Clemens (916) 395-4025, P.O. Box 62, Lockeford CA 95237. Reg. #1238702. 9/85

**FOR SALE: 2.03 acres fenced pasture**, app. 23 gal. p.m., 9 x 15 shed, built in BBQ & part. sprinkler sys., deck, pool, 3 bedroom, 2 bath, 24 x 68 Lancer, stove, refrig., dishwasher, extra's, \$79,000 terms. C/A. Close to Dinkey Creek area. Lewis Petersen (209) 855-3195, P.O. Box 174, Prather CA 93651. Reg. #1812603. 9/85

**FOR SALE: 2 acres in Gridley**, 17 mi. north Yuba City, 4 br., 2 full baths, auto s.s., new nat. gas, central heat & air, screened patio. 2 car garage, irr. water, new barn, corral. \$149,500. Joseph E. Wingham (916) 846-4374. Reg. #0711891. 9/85

**FOR SALE: 1983 K11 companion trailer**, 22' long, tandem axle model with air conditioning & awning. Excellent condition, barely used. Asking \$6,700 or best offer. Don Mendes (415) 726-4643, P.O. Box 194, El Granada CA 94018. Reg. #1296083. 9/85

**FOR SALE: Coleman tent trailer**, Brandwine model, gd. cond., sleeps 6, asking \$2,700 or b.o., other extras. Don Mendes (415) 726-4643, P.O. Box 194, El Granada CA 94018. Reg. #1296083. 9/85

**FOR SALE: All aluminum fuel tank** to fit back of truck,

double 75 gal. \$275 or b.o. Don Mendes (415) 726-4643, P.O. Box 194, El Granada CA 94018. Reg. #1296083. 9/85

**FOR SALE: All steel fuel tank**, 80 gal. \$125 or b.o. Don Mendes (415) 726-4643, P.O. Box 194, El Granada CA 94018. Reg. #1296083. 9/85

**WANTED: Driving axle for Gallon Grader #101**, Serial #G23564A, Axle #A699E, Warren A. Miles (916) 885-6742, P.O. Box 2, Greenwood CA 95635. Reg. #0256621. 9/85

**WANTED: 8-Trac stereo player component** that I can attach to the amplifier of my home stereo system. Send name & phone number and I will call you. Tom Eck, P.O. Box 11005, Reno NV 89510. Reg. #535714. 9/85

**FOR SALE: 3 bdrm., 1 bath on 1.9 acres**, cnr. lot, fenced, irr. pasture. Lrg. shop and outbldgs. Close to Redding and Anderson. Off Hwy. 273. \$78,900. Thomas E. Gilbert, (916) 243-4169, 7220 Lloyd Lane, Anderson CA 96007. Reg. #0813772. 10/85

**FOR SALE: 1,100 ft. of 8" vitraulic pipe**, Coupler's, T's & L's. Nice cond. \$2,500. Ron Sindorf, 8470 Ranchette Dr., Redding CA 96001. (916) 243-3270. Reg. #0858020. 10/85

**EQUIPMENT FOR SALE: 1980 Peterbilt w/65 ton cozad** expando, \$71,500; Cat 12F blade, \$29,000; Cat 953 Locader M/P bucket & ripper (1500 hrs), \$85,000; 815 Compactor w/tilt 91P1939, \$95,000. Bill Hamilton (408) 779-5783, 15960 Bucher Dr., Morgan Hill CA 95037. Reg. #1102001. 10/85

**FOR SALE: 1979 Ford super cab F250**, 4X4, 3 gas tanks, \$7,000 or b.o. Consider trade for '72 - '75 man. trans. Bronco. Dave Johnson, (209) 528-6454, 41841 Rd. 144, Orosi CA 93647. Reg. #1229853. 10/85

**FOR SALE: 12 ft. Atlas Drag scraper**, \$2,500 or b.o.; 8 yds. Ateco Carryall, \$4,000 or b.o. Dave Johnson (209) 528-6454, 41841 Rd. 144, Orosi CA 93647. Reg. #1229853. 10/85

**FOR SALE: 3 bdrm, 1 bath house**, lrg. lot, fruit & nut trees, elec. and wood heat. Low int. assum. loan. \$21,700. Jesse R. Carter, 409 Powell St., Paris TN 38242. (901) 642-0649. Reg. # 0826796. 10/85

**FOR SALE: Cat road grader**, 12 ft. blade, \$2,250. G. W. Gardner (801) 527-4245, 195 N. 2 W. Monroe UT 84754. Reg. # 351398. 10/85

**FOR SALE: 2 bdrm., 1 bath older home**, 1.4 acres, fenced, 3 stall horse barn attached, tack and feed rm., goat rm. C. W. Gardner (801) 527-4245, 195 N. 2 W., Monroe UT 84754. Reg. # 351398. 10/85

**FOR SALE: 1975 8 - 12 ton Hyster Roller**, new rebuilt gas eng. & sunstrand pumps. \$12,500. Clifford Gouker, 101 Buena Vista Dr., Freedom CA 95019. Reg. # 0657788. 10/85

**FOR SALE: 8 ft. camper shell**, Like new. \$295 w/out jacks or \$350 with. B. F. Edelman (415) 674-1094, 104A Elder Dr., Pacheco CA 94553. Reg. # 0689209. 10/85

**FOR SALE: Boat 17'6" Sabersat Fiberglass** v. hull, 100 h.p. Evinrude Tr. Fully equip. \$2,595. B.F. Edelman (415) 674-1094, 104A Elder Dr., Pacheco CA 94553. Reg. # 0689209. 10/85

**FOR SALE: 1980 Ford 1 ton pickup**: Invader 5th wheel w/lrg. onan, gen. Both Clean. 1980 Diesel chev 1/2 ton long bed. Sell or trade w/pink slip toward larger/newer model. Travel-eze trailer (25-26 ft.). J. Basham (415) 439-9056, morn. or even. 223 MacArthur, Pittsburg CA 94565. Reg. # 0413422. 10/85

**FOR SALE: Model 255A truck crane**, gd. cond. w/ 3/4 yd. dragline, clam shell & concrete buckets. Trade for John Deere 350 Hoe, 450 dozer or 570 grader. Harry Binder (916) 389-2631, P.O. Box 611, Alta CA 95701. Reg. # 0678286. 10/85

**FOR SALE: 5 acres, doub. wide, mobile home**. Trees. Sunroom, lrg. patio w/adj. store rm. 3 mi. from town. O.W.C. w/fair down paymt., \$59,500. Boyd Barney (702) 463-3257; 14 Yermo Lane, Yerington NV 89447. Reg. # 0977712. 10/85

**FOR SALE: Old bottles** (Jim Beam, Avon), magazines & books. Boyd Barney (702) 463-3257; 14 Yermo Lane, Yerington NV 89447. Reg. # 0977712. 10/85

**FOR SALE: 1965 Mustang 6ft Gd. Cond.**, needs paint, \$2,250 or b.o. J. D. Furber (415) 344-1321, 54 Ninth Ave. San Mateo CA 94401. Reg. # 0330845. 10/85

**WANTED: Undeveloped property** in N. Calif. (Napa, Sonoma, Lake, Mendocino, Humboldt Co.'s) suitable for future homesite(s). S. J. Brummett (415) 826-9233; 771 - 27th St. San Francisco CA 94131. Reg. # 1490348. 10/85

## Rules for Submitting Ads

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

## More from Santa Rosa

(Continued from page 11)

served by the regional system, serving Rohnert Park, Cotati, Sebastopol, South Park Sanitation District and the greater Santa Rosa Metropolitan area. Unfortunately, anti-growth activists and lack of funds are making it difficult for government agencies and officials faced 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 City of Santa Rosa is to deliver a long term treatment and disposal plan to the North Coast Regional Water Quality Control Board next May.

Business Agent Rob Wise, reports that the contractors in his area are all busy. Edward J. Pestana has opened up the \$8.8 million sewer assessment project at Clearlake and currently has ten to twelve operators. Bill Ley has a good dirt job in progress in the East Geysers area. There is lots of steam line work going in and Valley Engineers, Underground, Swinerton and Walberg and Oilfield Construction are running crews,

## Duke strikes out labor bills

(Continued from page 2)

qualified to offset any cost of living increases.

"SB 390 does not provide adequate eligibility reforms to offset these increased costs," the governor wrote.

Employer groups also campaigned heavily against this measure, arguing that the program should be "reformed" before any adjustment in benefits was allowed.

Thirty states now have higher maximum weekly unemployment insurance benefits than does California. The bill, by Herschel Rosenthal, D-L.A., would have raised the \$166 maximum benefit currently paid to \$181 next year, \$196 in 1987 and \$211 in 1988.

In vetoing the pesticide posting bill, Deukmejian wrote that he was concerned lest "... a saturation of signs would occur, which would diminish the effect of posting on those fields that were truly dangerous."

Farm interests and Deukmejian Administration officials from the Department of Agriculture argued less about a proliferation of signs and more about burdensome costs when they succeeded in getting posting amended out of the bill three times in committee hearings.

The measure, SB 269, finally was amended back into the form in which Nick Petris, D-Oakland, originally submitted it, after failure of last minute maneuvers to tack posting requirements onto pesticide related bills desired by the growers. The governor signed the

growers' bills, one of which provides \$8 million for farmers whose watermelons were destroyed this summer after hundreds of people got sick from eating melons contaminated by illegal pesticide.

Bills sponsored or supported by labor that were vetoed also include:

- The South African Disinvestment Bill, AB 1134 by Maxine Waters, D-L.A., which would have curtailed future state investments in banks and other institutions doing business with that country's apartheid regime.

- AB 620, by Richard Floyd, D-Gardena, which would have lowered by a percentage point the unemployment rate required to trigger extended jobless benefits for eligible workers.

- AB 376, Floyd, which would have made public agencies violating Occupational Safety and Health standards liable for civil damages.

- The Hazardous Substances Information and Training Act, AB 2151 by Jerry Eaves, D-Rialto, which would have revised and made improvements in the workers' right to know law.

- AB 1696, Tom McClintock, R-Camarillo, which aimed at enabling California printers to compete with printers in other states by lifting the sales tax from materials printed here and delivered to customers in other states.

- AB 7, Johan Klehs, D-San Leandro, which would have protected workers from polygraph and psychological tests not connected with their jobs.

# ATTEND YOUR UNION MEETINGS

## November

- 5th District 3: Stockton  
Engineers Building  
1916 N. Broadway
- 6th District 2: Concord  
Elks Lodge No. 1994  
3994 Willow Pass Rd.
- 12th District 5: Fresno  
Laborers Hall  
5431 E. Hedges
- 14th District 10: Santa Rosa  
Veterans Building  
1351 Maple St.
- 26th District 8: Auburn  
Auburn Recreation Center  
123 Recreation Drive

## December

- 4th District 12: Ogden  
Ogden Hilton  
247 24th Street
- 5th District 11: Reno  
Musicians Hall  
124 W. Taylor
- 12th District 9: Freedom  
VFW Hall  
1960 Freedom Blvd.

## January 1986

- 14th District 1: Eureka  
Engineers Bldg.  
2806 Broadway
- 14th District 17: Kauai  
Wilcox Elementary School  
4319 Hardy Street
- 15th District 7: Redding  
Engineers Bldg.  
100 Lake Blvd.
- 16th District 6: Marysville  
Engineers Bldg.  
1010 "I" Street
- 21st District 17: Kona  
Konawaena School  
Kealahou
- 22nd District 1: San Francisco  
Engineers Bldg.  
474 Valencia Street
- 28th District 17: Honolulu  
Kalihi Waena School  
1240 Gulick Ave.
- 29th District 17: Hilo  
Kapiolani School  
966 Kilauea Ave.
- 30th District 17: Maui  
Kahului Elementary School  
410 S. Hina Ave.  
Kahului, Maui

# Embarcadero Fwy. future in doubt

(Continued from page 1)

mobiles and a historic trolley line, all part of the \$171 million transportation plan that would dramatically reshape the 4.8 mile waterfront from Fisherman's Wharf to Mission Bay.

If it obtains the necessary city, state and federal approvals, the so-called I-280 transfer fund project (named because it would use money earmarked for San Francisco's never completed Interstate 280 freeway system) would institute a \$171 million transportation plan including:

- Construction of a 4.8 mile landscaped, "grand boulevard" with timed traffic signals stretching along the Embarcadero from Fishermans Wharf to China Basin.
- An underground loop at the Ferry Building for the Muni Metro's subway cars, whose headways are slowed by a dead-end track.
- A new surface for Municipal Railway streetcar line, the E Line, using historic cars.
- Extension of Muni Metro service from Embarcadero Station to the Southern Pacific-Caltrans railroad depot via the surface.

• Demolition of the 1.2 mile elevated Embarcadero 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 Commission 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 Embarcadero, which is used by 20,000 cars each day, would bring waterfront traffic to a standstill. The Alameda and San Mateo Board of Supervisors 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 an appropriate 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.

"Double breasting is no more than 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 contact their Congressional Representatives. "We need their support and their vote on this matter. We have made postcards available at district meeting and at each dispatch hall 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 office 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.

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)

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(Street number & name, or box number)

City, State & Zip Code \_\_\_\_\_ Social Security Number \_\_\_\_\_

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# ATTEND YOUR UNION MEETINGS

## Red Bluff

(Continued from page 1)

age that was approximately twice as much as what they had been led to believe they were approving.

Both newspapers reported on the error in detail and criticized the City Council for not doing its job.

In the end, the city employees got an additional percent added onto their wage package in addition to receiving all the non-economic issues they had requested.

The city manager lost a large portion of his previously approved increase and the management unit is trying hard to keep from losing half of its increase.

Baugh also reported that the city employees are in the process of gathering support for a number of candidates to run against the current City Council members in next year's elections.

## 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 its 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.