How Local 3’s candidates fared in the election

With the exception of Utah, political candidates supported by Local 3 fared well in the election. A strong majority of candidates endorsed by the Local 3 Executive Board and supported by union contributions managed to win their respective campaigns.

In Utah, however, the tide of GOP conservatism persists. Gubernatorial candidate Wayne Owens lost to a close one to GOP opponent Norm Bangerter, losing by less than two percent of the vote.

Two close losses are the good news in Utah. Things went downhill from there. Attorney General candidate Joe Tesch and four state legislators endorsed by Local 3 were all defeated.

Nevada did slightly better. Assembly candidates Bob Sader, Len Nevin and Jack Jeffery all won their seats. As well as Deborah Agosti for Judge. On the loss column were Assemblymen Chuck Bourne and Ken Haller. Both candidates lost their bid for State Senate.

The scene looks considerably brighter in California, where every incumbent supported by Local 3 was victorious, as well as several open seats.

In the State Senate, Local 3 endorsed candidates John GARAMENDI, Daniel Boatwright, Nicholas Petris, Al Alquist, Rose Ann Vuich, Henry Mello and Republican Milton Marks were winners. Two senate candidates endorsed by Local 3 lost in hotly contested races. Ray Johnson, a former Republican forced to run against ultra-conservative John Dougan, lost because of re-apportionment, losing by 3 percent of the vote.

Alden Geppert of San Mateo County also lost in a tough campaign against GOP opponent Becky Moeckel.

The Assembly also fared well, despite a number of extremely tough races. First-term incumbent Dan Hauser edged out opponent Danny Walsh in the Redwood Empire by a four percent margin.

All other Democratic incumbents were re-elected.

(Continued on back page)

Four more years of Reagan

Victories for labor in congressional, state seats offset Mondale’s loss

By James Earp
Managing Editor

Despite President Ronald Reagan’s resounding victory at the polls this month, there is still room for optimism for trade union members. The “coattail effect” that Reagan supporters had hoped for clearly did not manifest itself in the election results.

“Give me a Congress I can work with.” Reagan urged in the closing days of the election. Obviously, the voters’ idea of how that Congress should be made up differed from Reagan’s.

He wanted a legislative rubber stamp to summarize approval every one of his schemes. What he got was a Senate with two more Democrats and a House with 11 more Democrats. They are the trade union members that still hold a clear Democratic majority.

When America re-elected Ronald Reagan, they were voting primarily for the man. He is personable, popular and exudes a certain aura of leadership. But the voters’ temper their support for him by electing a Congress that he truly will have to work with if he wants to enjoy any measure of success during the next four years.

House Speaker Tip O’Neill put it aptly: “The people set a mandate for a congressional, state seats offset Mondale’s loss, House Speaker Tip O’Neill put it aptly: “The people set a mandate for a balanced government, not a one-party government, not a one-man government.”

Labor’s fear that the election would be a “little Davis-Bacon” law. It is the intent of many public officials in Nevada to destroy the existing prevailing wage structure.

Public officials and their representatives argued before the labor commissioner that they should be able to take advantage of the depressed economy and resulting low non-union wages in the building of their public works projects. This testimony was given by non-union contractors.

Evidence presented by non-union contractors at the request of the public agencies was said evidence as to the wages and working conditions of non-union employees. Skilled tradesmen were generally paid half the existing scale of union contracts. And few employers provided health care or retirement benefits. Yet public officials argued that it was in the public interest to return to these levels.

Local 3 District Representative Les Lasater, presented strong evidence as to the appropriateness of existing wage and benefit levels for union members working on public works projects in Nevada. Testimony from other building trades representatives was much the same. In every case union wages and benefits were superior to those paid by the non-union contractor.

Labor Commissioner MacDonald is presently reviewing evidence presented at the hearing. A final determination is not expected in the immediate future. It is clear however that whatever the outcome, some public officials in Nevada plan to continue their attacks on trade union members.

Nevada prevailing wages under attack

By Larry Edginton

A recent court ruling by the Nevada State Supreme Court has thrown out the method utilized by the State of Nevada in determining the prevailing wage paid on construction projects. The decision, in response to a suit brought by public officials in Eko, Churchill and Douglas counties, struck down the prevailing wage rates in these counties, and ordered Nevada State Labor Commissioner Frank MacDonald to establish a new method to determine prevailing wages pursuant to Nevada’s “Little Davis-Bacon” law.

In late October, MacDonald held three days of hearings for the purpose of taking evidence to establish a new prevailing wage for Elko county. From testimony given at this hearing it is clear that it is the intent of many public officials in Nevada to destroy the existing prevailing wage structure.

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

Largest labor union writes off NLRB

The president of the largest labor group in the AFL-CIO said this month that his union will not take disputes to the National Labor Relations Board because President Reagan has reduced it to “little more than a management tool.”

William Wynn, president of the 1.3 million-member United Food and Commercial Workers, said his union’s legal department studied the decisions that the federal board has made since Reagan appointees took control and said it found “a systematic and almost total bias” on the part of the Reagan board against employees and their unions.

The NLRB is a government agency that mediates disputes between labor and management, and the president appoints its members. The Teamsters union, which has endorsed Reagan for re-election, has waged a strong battle to have the board as a fighting chance.

Finally, in the coming year, we plan to carefully assess our legislative needs and present a solid package of legislative proposals to the whole whose union we can and the president appoints, its members. The Teamsters union, which has endorsed Reagan for re-election, has waged a strong battle to have the board as a fighting chance.

The union cited these areas as examples of the sweeping nature of the board’s recent decisions:

Collective Bargaining: “The Reagan appointees decided a company could unilaterally move its operations and escape its collective bargaining obligations, unless such a move was specifically prohibited by the union contract.” The board also said that when a company decides to consolidate operations, that is not a mandatory subject for bargaining even if the consolidation causes layoffs and is partially attributed to layoffs.

Employee rights: Employees who protest hazardous working conditions, file for workers’ compensation or seek back pay for the no-layoff bias program under the National Labor Relations Act. The board also said that when a company decides to consolidate operations, that is not a mandatory subject for bargaining.

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Wynn issued a 28-page account of decisions the board has made since Reagan’s three appointees—Dotson, Robert Hunter, and Patricia Diaz—became the majority. He said the changes they have made “will have for many years a dramatic impact on labor law.”

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Corporations get free tax ride... 

Corporations are making a mockery of federal income tax laws by capitalizing on the 1981 Reagan tax bill to avoid paying their fair share, a new study charges.

A survey of 250 major U.S. companies conducted by Citizens for Tax Justice reveals that 51 percent 128 of the companies paid no federal income taxes at all in any of the three years since enactment of the Reagan tax measure. Some actually made money off the system.

"Back in the 1950s and 1960s, the corporate income tax supplied one-fourth of all federal government revenues," Robert S. McIntyre, author of the report and the coalition's director, said. But the largest single loophole for corporate taxes came in 1981 with passage of President Reagan's "tax relief bill.

The Reagan measure created a new system of tax benefits for business investments of all kinds and removed by law a corporate tax loophole. The Accelerated Cost Recovery System (ACRS) opened massive new possibilities for tax avoidance, said Robert S. McIntyre, author of the report and the coalition's director of tax policy.

"It's clear, when you look at the companies surveyed here and other profitable companies, that American business is no longer paying its fair share of taxes," he said. "As a result, we're witnessing the largest federal budget deficits ever and our nation's families are being asked to pick up the tab."

According to the congressional Joint Tax Committee, the average effective tax rate on individuals this year is 12 percent. Americans are wondering why the federal government is incurring the largest deficits in history while they are paying the highest taxes ever, and this study documents one important answer: the disparity between the statutory rate on individuals this year and the actual rate at which they pay taxes.

"Americans are wondering why the federal government is incurring the largest deficits in history while they are paying the highest taxes ever, and this study documents one important answer," McIntyre observes.

Zero taxes

Five of the 18 firms paying zero or less in taxes that are, they received rebates of taxes paid in earlier years or sold "excess" tax benefits - GE, Boeing, General Dynamics, Lockheed, and Grumman - are major Pentagon contractors.

Twelve of the 250 companies in the survey averaged tax payments of 40 percent or more over the three-year period. The highest-tax companies reported to their shareholders the amount they actually pay in taxes. Seven 37 percent of the companies reported to their shareholders the amount they actually pay in taxes. Seven

The Treasury Department is exploring the possibility of taxing a whole range of fringe benefits as part of the Reagan Administration's tax package which might be presented to Congress next year. In other testimony at the hearings, Robert A. Georgine, appearing as chairman of the national coordinating committee for multiemployer pension plans, said cutbacks in federally funded or assisted programs "will certainly result in new revenue pressures on federally funded or assisted programs," thus minimizing the revenue gain.

Wall to wall pickets: Striking machinists picket the General Dynamics Corp. plant in Fort Worth, Tex. Police used tear gas and water cannons to move the strikers from the plant gates. Negotiations are continuing with the firm which is known for its non-union tactics. The 6,400 IAM members walked out Nov. 4 after rejecting regressive contract demands.

... while we get stiffed with more

"Worker benefits negotiated through collective bargaining should not be subject to the vagaries of the tax code," Tiner urged.
First, please let me take this opportunity to wish all the members and their families a Happy Thanksgiving and a very Merry Christmas! Thank you for allowing me the opportunity to serve as your President.

I really appreciated the opportunity to attend the Western Conference of Operating Engineers at Portland, Oregon during the month of October. It was great to see all the hard work our members are doing throughout our International. I’ve reached the conclusion that all local unions are having serious problems in today’s world and to overcome these problems, labor must unite and fight harder than we ever have before to survive and move ahead.

We have found that negotiations are getting harder and more time consuming, and when the employer knows the members are 100% behind us! “Thanks” to all the members for the tremendous support you have given your officers.

All the Retiree Associations special called meetings have been well attended as usual. This is a very special group of people and I learn something every time I meet with them. My personal thanks to all of you and your lovely wives for that extra effort you always put forth. Please let us know if you ever have problems or any suggestions.

Social Security benefits will go up 3.5 percent in January, putting an extra $15 a month in the checks of the average retired worker and $25 for an elderly couple, the government has announced. It will cost Social Security’s trust funds $6.2 billion to pay for the extra benefits to the system’s 36 million retired workers and their families in the year ahead.

But when benefits go up, so does the ceiling in Social Security taxes. The payroll tax in 1985 will be levied on earnings up to $38,600 in 1985, up from $37,800 this year.

Coupled with a scheduled tax rate increase to 7.05 percent from 6.7 percent, the payroll tax will hit $9 million on 9 million workers up to $259,200 each, boosting the maximum annual levy to $2,791.80. Employers will see their taxes rise by $145.60 per worker at the top.

The benefit increase is the second consecutive annual 3.5 percent hike, the smallest since benefits were tied to inflation in 1975. It became official when the government released the Consumer Price Index for September.

Benefits now have climbed 108 percent since 1975. The biggest jumps were in 1980 and 1981 - 14.3 percent and 11.2 percent respectively.

Welfare checks for almost 4 million aged, blind or disabled poor people in the Supplemental Security Income program will up by the same percentage at the top, at a cost of $200 million.

Although Congress recently passed legislation guaranteed an increase even if inflation fell below the 3 percent trigger, it turned out they needn’t have bothered.

Actuaries had forecast in the summer that the CPI might fall below 3 percent and the politicians didn’t relish telling the elderly two weeks before the election there would be no Social Security increase this year. But the pace of inflation quickened.

Margaret Heckler, Secretary of Health and Human Services, said the boost “assures that those who depend in Social Security will have their

standard of living keep pace during this nation’s strongest economic recovery in more than a generation.”

Her department said benefits will go up in January:

- $15 a month to $449 for the average retired worker living alone.
- $26 a month to $776 for the average elderly couple.
- $25 a month to $729 entitlements to the maximum who retires this year at age 65.
- $33 a month to $988 for a mother with two children.
- $14 a month to $415 for an elderly widow.
- $16 a month to $473 for a disabled worker.
- $30 a month to $893 for a disabled worker and family.

Medicare changes for 1985

Effective January 1, 1985, persons eligible for Part A of Medicare will be required to pay higher “deductible” amounts with respect to each “benefit period” beginning in 1985. The Federal Register recently announced the list of new deductibles, as follows:

- $300 for hospital bills (now $156).
- $100 a day for 61st through 90th day of hospitalization (now $89).
- $50 for the 21st through 60th day of post-hospital extended care (now $44.50).
- $200 a day for each day in hospital during 60-day lifetime reserve (now $178).

In addition, the monthly premium cost per person for Medicare Part B will increase from $14.60 to $15.50 on January 1, 1985.

Dirt has really been moving this year in Fairfield

Business Agent Cliff Wilkins reports that Fairfield has had its best year yet. The dirt has really been moving.

And since everyone has just finished his job and now they are moving to the $100,000 hospital jobs out of way delayment. Shea also has quite a few projects all over the district.

The Redding Airport is down for the first of the year.

The work in the Redding area is still going full bore. SYAR at Lake Herman near Buckhorn Summit. This job will be a good shot for us. •

A few of the jobs coming to bid:

- Hiway 36, a $2.8 million project to have their hydrosew line job are the next ones going to Redding this spring.
- Hiway 44, the Deschutes overcrossing job is being run by brother Bud Gardner, and Alex Holmes is the Job Steward.
- Hiway 36, a $2.8 million project to be let this fall. The Kwaleti-Pacific job is getting ready to be let by an O’Brien’s job. The Kwaleti-Pacific job in Somers is winding down. It has been a good job for the Alaska through last winter and all summer.
- Hiway 220 Construction, is guarded with the rain hitting here the second week in October, reports Business Representative Tom Hester.
- Carl Woods finished their rip-rap job moving along at a fair pace with the rain hitting here the second week in October, reports Business Representative Tom Hester.
- Hiway 299 job near Backhouse Summit. This job will be getting underway shortly Stimpel-Baker is moving right along at Beaver Creek and probably will be done in November.
- Granite job at Slate Creek is moving right along. This has been a good job for a few Brothers this summer. North Valley Construction is doing a lot of Chip Seals all over the District.
- J. F. Shea Company and Hardrock Construction are moving along on the Cambry overcrossing job. This $2.4 million project has experienced some right of way delay. Shea also has quite a few projects all over the district.
- Hiway 44, the Deschutes overcrossing is supposed to be let this fall. The Engineers’ estimate is $5 million on this project.

But still could be better

Work scene improved in Redding

The Redding District work is a little better than it has been the last three years, but still not as good as it has been in the past. Exxon is supposed to be let this fall between Red Bluff and the Mt. Lassen area. $5 million on this project has experienced some right of way delays. Shea also has quite a few projects all over the district.

The work in the Redding area is still going full bore with the rain hitting here the second week in October, reports Business Representative Tom Hester.

Carl Woods finished their rip-rap job at Red Bluff and Danville. This was one of the better jobs this year — we had 18 brothers working.

West Valley Construction Company started their waterline project at the Redding airport. At the present time there are nine members working on this job. This project is scheduled to go forward by the end of the first quarter.

Loo Davis Company project at the Forks of the Salmon is down for the winter. J. F. Shea and Tallas Associates are finishing up their paving jobs in the area. Hardrock Construction finished their waterline at Cambry Avenue and their job at Fall River.

Moseman Construction moved in and started work on the bridge at Cambry Avenue. McAuley & Hester were low bidders on the Cottonwood Sewer line job. This one went for $3,460,690. The Cottonwood Sewer Plant and the Corning Sewerline job are the next ones going to bid.

Gracie should have their hydrosew line job at LaMeine finished by mid-November. Stimpel-Baker is finishing their job at Beaver Creek.

This office has dispatched nearly 80 men more than we did last year. Things are looking better — with the rumor that the State is going to advertise the big 1-5 job north of Redding this spring.

HONORARY MEMBERS

At its meeting on October 14, 1984, the Executive Board approved Honorary Memberships for the following Retirees who have 35 years or more of membership in Local 3.

Name Reg. No.
Gasper Alessi 0581455
J. E. Andis 0400043
Evan Ashby 0226428
Emeri Cukm 0529120
Champlin L. Cox 0477240
Chuck Fisher 0226358
Donald E. Griffith 0524800
Obie Gill 0620216
G. S. Harris 0627467
Ernest Heinreich 0625865
Paul L. Jensen 0509675
Grandy Lovel 0622770
Harold Nelson 0641472
Paul H. Quisenberry 0181026
W. C. Ralloy 0529420
H. C. Ricker 0608027
Marcus L. Shotlar 0304968
William Tullis 0622266
William S. Valente 0627531
Kenneth L. Williams 0627527
Hwy. 50 realignment under consideration

A geological study of land under a potential new realignment of 11 miles of storm-plagued Highway 50 in the American River canyon is in the works.

Burt Brockett, senior engineer for the California Department of Transportation in Maryville, said the study will explore composition of the earth in the area, water table, underground springs and whether the area would be susceptible to landslides.

Planning studies conducted this winter, he said, included field studies next spring in time to present a report to the Transportation Commission if they adopt the 1985 improvement plan in June.

Most all damage to Highway 50 caused by heavy rain and snow occurs in the noon to one-mile stretch between Riverton and Kyburz. The road winds through the steep American River canyon where hillsides easily give up rain and snow melt until the saturated earth seems simply to melt away.

Caltrans spokesman Pat Miller said that since July 1981 Caltrans has spent $4.7 million on that 11-mile stretch of Highway 50 just for maintenance and repairs because of water problems.

Highway 50's worst day was in April 1983 when a huge mudslide at Alder Creek 23 miles east of Placerville closed the road for 175 days.

Brockett said that at today's prices, the freeway is not likely before March.

They would like to see an evaluation of the previously adopted alignment options.

The same alignment under study, Brockett said, once was proposed for a freeway. It lies about 190 feet higher than the present highway on the north side of the river.

Many in El Dorado County and at Lake Tahoe have worked for a new alignment in the canyon and four lanes all the way to the lake.

“Local officials are concerned about future business shutdowns,” he said. “They would like to see an evaluation of the previously adopted alignments.”

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Many in El Dorado County and at Lake Tahoe have worked for a new alignment in the canyon and four lanes all the way to the lake.

Brockett said that at today's prices, a new two-lane road from Riverton to Kyburz would cost $75 million and a four-lane road, $125 million.

Whether it would be less expensive to build a new road or keep repairing the current one is one question that will have to be answered, he said.

State pushing ahead on North Bay Aqueduct

State officials will ignore a request by Napa County supervisors to delay the North Bay Aqueduct and build the massive project to deliver badly needed water to Solano County.

The bid dispute between Napa and Solano counties over how Napa will be compensated for additional costs incurred by rerouting the 280-mile-long project to Solano and Napa counties.

The department's position is that any

internal reallocation of costs is the responsibility of the two counties,” Ed Huntley of the State Dept. of Water Resources said. “We're trying to stay out of it.”

Huntley said the state has already awarded the contract for the first portion of the $80 million project, a 63-inch, 13,000-foot long underground pipe, to parallel Interstate 80 to Fairfield.

The state department has sent a letter to aqueduct users suggesting the intake point at Cache Slough, where the water quality is poor, should be changed to Barker Slough. The estimated cost of relocating the intake point is $2.5 million, Huntley said.

The original aqueduct route was a southerly one that drew objection from environmentalists who feared the effect of the project on Solano's Jenkinson Prairie reserve.

While an alternate route is more expensive, it is closer to water treatment facilities in Fairfield, Vacaville and Suisun. While construction costs will increase, the expense of transporting water through the cities will decrease.

In Napa, however, the new route will be no closer and the overall project cost will be significantly higher.

Contra Costa and east Alameda are riding the crest of a building boom as developers there are hustling to plan nearly 28 million square feet of commercial space.

This growth, clustered along Highway 680 between Concord and Pleasanton, roughly equals 14 buildings the size of BankAmerica Corp.'s 52-story World Headquarters in San Francisco.

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Eight proposals for San Francisco's Embarcadero Freeway, from tearing it down to extending it, are among the options in a new study of the controversial waterfront roadway.

Other ideas in the long-awaited report draft include changing the 1.2-mile freeway and include new mass transit proposals.

The options listed in the report, which was prepared by an ad hoc Policy Control Committee of state and city representatives, could change the face of the city's waterfront.

The project's $2.5 million report is only one of the first steps in a long process in determining the future of the freeway, which has been a source of worry for city and state authorities since 1969 when plans for completing it were dropped because of widespread opposition to a waterfront freeway.

Officials say a decision on the fate of the freeway is not likely before March.

Here are the alternatives listed in the report:

1. Keeping the freeway "as is," with some maintenance costs. Cost: $4.2 million.
2. Building a two-lane entry ramp at Third and King streets to Interstate 80.
3. Moving the end of the freeway from Third Street to the west side of Fourth Street. A new ramp would be constructed at Third and King streets connecting to Interstate 280. The Embarcadero roadway would be totally expanded to four lanes, and Muni Metro would be extended. Cost: $149 million.
4. Adding two ramps to Interstate 280, extending from Second Street to the eastern end of the freeway at Third Street. The freeway structure would be torn down from Beale Street to Broadway. New ramps at Spear Street and Howard Street would be constructed and the Embarcadero roadway would be rebuilt. Southern Pacific tracks would be extended. Cost: $364.9 million.
5. Keeping the existing Interstate 280 structure and building two additional ramps from Second Street to the eastern end of the freeway at Third Street. The freeway structure would be torn down from Beale Street to Broadway and the Embarcadero roadway would be reconstructed to accommodate four or six lanes of traffic. Muni Metro would be extended. Cost: $317.9 million.

East Bay riding crest of building boom

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Here are the alternatives listed in the report:

1. Keeping the freeway "as is," with some maintenance costs. Cost: $4.2 million.
2. Building a two-lane entry ramp at Third and King streets to Interstate 80.
3. Moving the end of the freeway from Third Street to the west side of Fourth Street. A new ramp would be constructed at Third and King streets connecting to Interstate 280. The Embarcadero roadway would be totally expanded to four lanes, and Muni Metro would be extended. Cost: $149 million.
4. Adding two ramps to Interstate 280, extending from Second Street to the eastern end of the freeway at Third Street. The freeway structure would be torn down from Beale Street to Broadway. New ramps at Spear Street and Howard Street would be constructed and the Embarcadero roadway would be rebuilt. Southern Pacific tracks would be extended. Cost: $364.9 million.
5. Keeping the existing Interstate 280 structure and building two additional ramps from Second Street to the eastern end of the freeway at Third Street. The freeway structure would be torn down from Beale Street to Broadway and the Embarcadero roadway would be reconstructed to accommodate four or six lanes of traffic. Muni Metro would be extended. Cost: $317.9 million.
The California Transportation Commission this month approved over $83 million for 43 highway construction projects throughout the state. These projects will now go to the bid process, which means that construction should start within three to six months.

Among the largest of the projects is one for $17 million to construct high occupancy vehicle lanes on Route 101 in Marin County to reduce commute delays and congestion.

The 15.7 mile project includes the construction of southbound and northbound High Occupancy Vehicle (HOV) lanes from North San Pedro Road to just north of Miller Creek Road and a northbound auxiliary lane from Mission Ave. to Miller Creek Road:

Other work includes construction of soundwalls from Mission Avenue to North San Pedro road and north of Manuel Freitas Parkway and widening of the Lindey Lane undercrossing, Forbes railroad overpass, Lucas Valley undercrossing and Miller Creek Bridge and the reconstruction of the North San Pedro Road undercrossing.


The following, related projects are programmed later in the 1984 State Transportation Improvement Program:

- Roadway reconstruction and median barrier replacement on Route 101 from the junction with Route 17 to the San Rafael Viaduct for $0.7 million scheduled for the 1984-85 fiscal year.
- Construction of an undercrossing on Route 101 at Meryl Dale Road for $3.4 million scheduled for the 1987-88 fiscal year.
- Construction of an overcrossing on Route 101 at Manual Freitas intersection for $0.3 million scheduled for the 1986-87 fiscal year.
- Construction of a southbound HOV lane on Route 101 from Miller Creek to Route 37 for $7.3 million scheduled for the 1984-85 fiscal year.
- I-80 reconstruction

An allocation of $2.7 million for reconstruction of Route 580 in Livermore, Pleasanton and Dublin in Alameda County was also approved by the Transportation Commission.

Restoration of this heavily traveled section of Route 580 from the Altamont Sidehill Viaduct to the Arroyo Los Positas Bridge and from just west of the Cottonwood Creek Bridge to just west of Route 680 involves nearly ten miles of major reconstruction and improvements for the roadway.

Advertising for bids was anticipated for November 1984 with work to begin in Spring 1985 and completion by Fall 1985.

I-80 project approved
A $4.8 million for roadway reconstruction and the installation of median barriers on Route 680 in Fremont and Pleasanton in Alameda County will go to contract this month, with work to begin by spring.

Restoration and improvements of this heavily traveled section of Route 680 between Washington Boulevard and Pleasanton Industrial Park Overcrossing involves major rehabilitation of the roadway and replacing the existing metal beam median barriers with new concrete barriers which meet higher safety standards.

Highway widening on Route 99
The Transportation Commission has allocated $1.2 million to widen a section of Route 99 in Yuba City in Sutter County.

The 1.3 mile project, which will add two lanes to the existing highway, extends south of Lincoln Road, to Franklin Road. The widening will significantly reduce traffic flow in this rapidly growing residential area of Yuba City.

Also included are the installation of traffic signals at Linwood Road.

Advertising for bids is anticipated for June 1985 with construction beginning this fall and completion of Phase I by the end of 1985.

Caltrans awards contracts for north state hwy. projects
The California Department of Transportation has awarded contracts for the following highway construction projects:

- A $1.6 million contract to Roy E. Ladd, Inc. to reconstruct embankment and build retaining wall on Route 249 in Trinity County about seven miles east of Douglas City.
- A 2.3 million contract to Teichert Construction to resurface highway and widen bridge on Highway 20 near Loma Alta, Vista Mar, and near the Bear River, about seven miles east of Colfax.
- A $1 million contract to Galagher and Burke, Inc., for AC surfacing on Route 17 in Alameda County, in Oakland at various locations.
- A $1 million contract to Bay Cities Paving & Grading, Inc. to reconstruct roadway on Route 4 in Concord, Contra Costa County near West Pittsburg.
- A $1.9 million contract to Reach Construction Co. to reconstruct roadway on Route 101 in Sonoma County, and in near Menlo Park and Redwood City.
- A $1 million contract to O'Grady Paving, Inc., to construct ramps on Route 237 in Santa Clara County.
- A $2.5 million contract to Granite Construction Co. to rehabilitate pavement on Route 101 in Monterey County, in near Salinas.
- A $3.7 million contract to The Carl J. Limata Co. to widen and resurface highway on Route 145 in Fresno County.
- A $1.3 million contract to Teichert Construction to rehabilitate pavement on Route 4 in San Joaquin County west of Stockton.

Manning the controls: At Basalt's Todd Road batch plant in Santa Rosa are Lloyd Gianonni, plant engineer (top) and George Newport, boxman (bottom photo).
Putting back the pieces at Caribou

By John McMahon

As this year's rainy season is just getting started, P.G.&E. and Peter Kiewit Pacific are continuing to clean up and replace a power plant damaged in last year's storms.

Located on the steep canyon walls of the Feather River, 20 miles west of Quincy, P.G.&E. and Kiewit are busy replacing the Caribou Hydroelectric plant which was severely damaged last year by a massive rock and mud slide. Believed to be caused by a rupture in the penstock which undermined the canyon walls, thousands of tons of rock and mud slid down the hill, destroying one of two power plants located on the river.

The Caribou power plant consists of two power houses located on the Feather River. The slide knocked one of the power houses into the river. It is estimated that P.G.&E. lost 360,000 kilowatts of energy generating capacity when the slide occurred.

The project, which began last April, consists of replacing the penstock and the Caribou Power House #2. The work has been steady for approximately 12 operators on the job. Kiewit has been running two shifts a day, six and seven days a week.

Completing the work is the steep terrain in which the project is located. The canyon walls rise virtually straight up several hundred feet above the river. Much of the material must be flown to the job site by helicopter crane.

Kiewit is using a walking gantry crane, suspended from above to lay the plant pipeline on the canyon walls. Each section of the 36-inch diameter pipe weighs over seven tons and is approximately 40 feet long. Because of the steepness of the Feather River Canyon, helicopter cranes will be used for the final sections of pipe.

The rugged terrain at the Caribou project is shown in the large top photo, which provides a view of the site and the canyon below. The new penstock to be laid into the foundation at left is fitted into place by a gantry crane operated by Local 3 member Dick Coster (driver right photo).

Marysville Business Agent Dan Mostats is pictured in top right photo with large engines Leon Rose and Jordan Morris. Two photographs at right show the cable support system used to lower the gantry crane down the steep side of the canyon, and part of the crew working on the site. From left to right are Jerry Hudgins, Dan Mostats (Business Agent), R.C. Sando, George Morgan (District Representative) and Dick Hardin.

Backhoe operator Dick Hardin shovels up a retaining wall at the bottom of the canyon (photo on lower left).
The articles on this fringe benefits page in coming months will each be directed to specific groups. There will be articles discussing special issues of special interest to members in Northern California, Northern Nevada, Utah, and Hawaii. The Pension Plan will have its own features and news. Please look at all of the articles. The ones on retiree health and welfare are really of interest to you who are still working. You will want to retire some day.

Articles for each area will not appear each time because of space limitations, but each area will have articles of interest to you in later issues.

Give us your comments

Call or write your District Office or the Fringe Benefit Center if you have any questions or comments about fringe benefits. We are here to help you. Your questions and comments will help us to help you through the pages.

What are we up to?

Your benefit plans are designed to give you the maximum protection against future health care costs. We are providing these expanded articles because you are vitally interested. Many of you have told me that if you just knew some one thing you would have acted differently at a particular point in your life. We will try to cover as much information in these articles as possible.

Holding down costs

Communication is one of the most important things we have to do in our lives. It is also the most difficult when it comes to fringe benefits. Communication cannot be stressed enough. We are providing these expanded articles because you are vitally interested. Many of you have told me that if you just knew some one thing you would have acted differently at a particular point in your life. We will try to cover as much information in these articles as possible.

Please, please, when you have questions or comments about your fringe benefits call or write your District Office or the Fringe Benefit Center. You will receive a response immediately. If your general interest will also be discussed on this page.

Utah plan helps control rising costs

Medical care costs are going out of sight. Throughout the nation medical costs are rising at a rate of 16%. Inflation is less the 4%. Utah contributions to keep up with the increase in costs have gone from $500 to $800 a year for a normal hospital room. Intensive care facilities are much higher. By cutting one day off a hospital stay, we can cut medical bills enormously.

Your fund has contracted with Blue Cross, Blue Shield of Utah. The staff of Blue Cross is there to assist you and your doctor to choose alternative methods of treatment. Registered nurses, employed by Blue Cross will take calls from you and your physician and answer your questions. The nurses have experience in medical care and they perform their duties for several groups including several city employer groups in Utah.

It is extremely important to understand what your fund will not determine how you and your family should be treated medically. The nurses will not interfere with your doctor's decisions about your care. They will suggest alternatives.

(Continued on Page 11)

Hawaii Annuity Fund completes first year of operation

Contributions to the Hawaii Operating Engineers Annuity Plan have been made since November of 1983. The fund is growing. Today it has over $1,450,000.

The fund is earning interest from the day the money is deposited in the bank.

For every hour you work under a collective bargaining agreement which requires an annuity contract, $1 is coming into the fund.

Vacation money can add to your benefits

A mailing was sent recently to those members who are in the annuity fund. In it, we advised you that you could add money to what is already being paid in. Your vacation plan contribution can go into the annuity plan. It can be left there to build up a larger pension. Read the material we sent you and complete the card you receive with it.

What happens next?

We are waiting for the necessary Internal Revenue Service approval of your plan. You can go ahead and keep your vacation money deposited to your annuity account so it builds up.

Anytime you have any questions about the forms we sent you or how much you have in the account, call your nearest benefit office. We will give you all the information about the annuity plan and how it works.

Next month we will discuss the annuity plan some more. We'll also have information about the new program for cutting health care costs.

Nevada Retirees

Recently, the Pensioned Operating Engineers Health & Welfare Fund negotiated the acceptance of United Healthcare Systems of Nevada. Under the agreement, services of many providers, such as St. Mary's Hospital, are available at a discounted rate to retirees living in the Nevada area.

Retirees and their wives who are hospitalized at St. Mary's in Reno will have lesser charges than if they use other hospitals in the Reno area. The same will be true of physical therapy.

There is no charge necessary on your part. You can continue to use the doctor or hospital of your choice. If the doctor or hospital is a participant in the agreement, the charges will be reduced.

This cost containment program has been in effect for active Engineers living and working in the Nevada area for many months. The program was designed to help control increasing costs without putting any burden as far as participation on the part of the retired operating Engineers.

We are working on similar arrangements with hospitals in other local 3 areas.

Fringe Benefit Forum

By Don Jones, Director of Fringe Benefits

Retirees associations throughout Local 3's area had their semi-annual meetings during the last few months. The turnout was good. The retiree engineers and their wives once again showed their interest in catching up on the interests of their friends and hearing what was going on in their union and benefit fund.

The meetings included many of the retirees and their wives. They were concerned with how to file their claims, how to use Medicare when that becomes available to them and what coverages they and their wives have.

Here are some of the matters discussed at the retiree meetings.

13th Check Paid

Payment of a 13th check was unpopular. The checks were sent out in October 1984. The retirees should know that the 13th check is a one time payment. There have been others before, but not paid in accordance with the Trust Fund's authorized.

It was specifically based on money available from the operating work program and active operating engineers and good investment return. Retirees, do not assume that another 13th check will be paid in 1985. It may not be.

Retirees can enroll in Kaiser during the open enrollment period each year during the month of October. They can then start using Kaiser on November 1. Their wives will also be allowed to choose Kaiser. They go to Kaiser facilities for doctors visits, hospitalization, emergency care and a full range of all services at no costs. There is a $3.00 charge for doctors visits. You save money. So does your retirees health plan.

Some people think they won't be able to choose their own doctor at Kaiser. This is not true. When you and your wife first visit Kaiser, if you have an opportunity to select physicians who fit your needs. You can change physicians by contacting Kaiser. You are also encouraged to attend orientation sessions at Kaiser facilities. If you are Kaiser nearest Kaiser facility for dates of these sessions designed to give you more information about Kaiser.

Coverage for widows

You are eligible for retiree health and welfare coverage, so is your wife. Retirees were told at the round of Kaiser. It is extremely important to understand what your fund will not determine how you and your family should be treated medically. The nurses will not interfere with your doctor's decisions about your care. They will suggest alternatives.

(Continued on Page 11)
Talking to Techs
By Frank Morales, Wally Schissler

As we have said in past articles concerning work, it has been a very good year and the outlook for 1985 looks as good, if not better. As we move into the rainy season we want to remind you of a few things.

Out-of-work list
When you sign up on the out-of-work list, don’t forget to re-register before the 84th day, if you fail to re-register, your name shall be stricken from the list effective as of the week following the eighty-fourth (84th) day.

Unemployed dues
In order to be eligible for unemployed dues, you must apply at the job placement center between the 1st and 10th of the following month that you were unemployed, have been registered on the out-of-work list for the entire month except for employment at the trade of 24 hours or less, and be a current dues paying member each month you apply.

Certificate of Illness
When you are off work 30 days or more because of illness call your business agent and he will give you a Certificate of Illness card, that your physician can fill out and sign, so your dues can be paid from the good standing fund.

Certificate of Death
To be in good standing your dues must first (61st) day of the month that you were deceased. The arrearage is paid in full.

Certificate of Illness or Death benefits his or her dues shall by action of the fund effective as of the week following the eighty-fourth (84th) day.

Certificate of Illness card
A member who is sixty (60) days delinquent in the payment of his or her dues shall by action of the local union be suspended as of the sixty-first (61st) day unless on or before the fifteenth (15th) day of the third (3rd) calendar month of such delinquency the arrearage is paid in full.

Certificate of Death card
Those members who have phoned the Tech Department upset because Standing.

Certificate of Death card
The Tech Department would like to congratulate the following members upon receiving their service pins:

Certificate of Illness card
By Nate Davidson

In the laboratories it’s called Erythroxylon coca, on the streets it’s called “snow”, “blow”, “white lady”, “cola”, “coke”; commonly it’s referred to as COCAINE.

Cocaine is considered to be an “in” drug. National statistics show a steady increase in both the numbers who have tried cocaine and those who are current users: cocaine is second only to marijuana in its growing popularity. Cocaine use is most prevalent in the 20-40 age group. It is considered a status drug among young, affluent professionals.

Cocaine is a drug that shows you a world which does not exist. It relieves hunger, and fatigue. It produces a sense of well-being and self-confidence. It is a drug you shouldn’t take. Weight loss, insomnia, anorexia, hyperactivity, anxiety reactions, paranoia, delusions and hallucinations are all associated with cocaine usage.

Cocaine is a vasodilator when used as an inhalant (which means it constricts the blood vessels to the lungs). Intravenous use can cause emboli or infection caused by contamination, irritation and exposure to toxic chemicals.

For abusers, a popular method of intake is through freebasing. Basically, freebasing is the process of returning cocaine to its raw form. In this form it vaporizes. Cocaine in its raw form is called base or paste. In this form it is heavy and bulky therefore it is hard to smuggle. It also is not water soluble.

Cocaine hydrochloride is made by adding the base. This is water soluble which means it can then be inhaled or fixed.

Cocaine has a biphasic effect. When the high wears off, you go down as far as you went high. Secondly, you spend as much time down as you do high. It is common for a user to take his second dose before the first dose has a chance to plateau.

You can overdose from cocaine. These are not just panic attacks. In 1983 there were 64 deaths attributed to cocaine overdose. Cocaine overdose causes respiratory arrest (symptoms are a tightness in the chest and shortness of breath). What is the difference between use, abuse and dependence? Listed below is a profile of a person in each stage.

TREATHERY (Use Stage):
• uses for special purpose; using is deliberate and planned;
• use is infrequent — less than once a month;
• method of intake is through inhalation;
• this is a normal person;
• this person can overdose the first time he uses;
• this person needs education about the drug and the disease.

BETRAYAL (Abuse Stage):
• a tolerance for the drug has developed.

(Continued on Page 10)

Is alcohol or drug use causing you or your family embarrassment or guilt?

Alcohol or drugs most commonly used or abused:
Beer, Wine, hard liquor, prescription drugs, street drugs and recreational drugs.

Does the use of any of the above help you to cope with life problems?
Does it really help or does it create greater problems?
There are those of us who found this to be true. We are willing to help you or your family.
If you have a question please call.
All inquiries are handled with strict confidentiality.

Operating Engineers Local Union No. 3
Nate Davidson, Director
Alcoholism Recovery Program
474 Valencia Street
San Francisco, California 94110
(415) 431-1568
A.R.P. 24 hour "Hotline": (415) 621-0796

Snow Blind

By Nate Davidson

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TREATHERY (Use Stage):
• uses for special purpose; using is deliberate and planned;
• use is infrequent — less than once a month;
• method of intake is through inhalation;
• this is a normal person;
• this person can overdose the first time he uses;
• this person needs education about the drug and the disease.

BETRAYAL (Abuse Stage):
• a tolerance for the drug has developed.

(Continued on Page 10)
Snow Blind

(Continued from Page 9)

- there is a relationship with the drug.
- use is indiscriminate - doesn't even think about using.
- begins to fear being without drug.
- dosage increases.
- method of intake changes to include freebasing.
- peer group changes to other coke users.
- behavior changes; begins lying, cheating, stealing, dealing to support habit.

LAST JUDGMENT (Dependency Stage):
- use is continual.
- no longer has a peer group.
- is irrational and delusional.
- doesn't eat or sleep.
- life falls apart but continues to use.
- needs inpatient care.

Treatment of the cocaine-dependent patient involves detoxification; dealing with the depression that follows; changing the attitudes and life-style of the user by behavior modification, psychotherapy, counseling, and/or Cocaine Anonymous Groups.

Most important in treatment is a commitment that being clean and sober is a priority #1. Significant others must be involved. Other people in relationships are affected and they too must be involved in treatment. In addition an abstinent peer group (such as Cocaine Anonymous) is essential.

If you or anyone you know is having a problem with Cocaine, please call the ARP office for absolute CONFIDENTIAL help. Remember, Cocaine is a very tricky drug that leads you into its use of reliable accident prevention inadequate rollover protection structures. It was felt that the majority of accidents are preventable through the use of reliable accident prevention technology.

Table 1 presents the primary causes of the 1980 fatal accidents. Twenty-seven of the accidents were classified as machinery accidents and one was classified as a maintenance accident.

To increase productivity and achieve economics of scale, the mining industry has increasingly relied on large mobile mining equipment in recent decades. Widespread use of such machinery has prompted the Bureau of Mines to periodically analyze mining accidents involving large mobile mining equipment that occurred in 1980.

The 1980 data, currently the most recent detailed accident information on this specific subject available from MSHA, show the hazards associated with mechanized mining operations. Equipment included in the analysis are large haulage trucks, large front-end loaders, power shovels, tractors, down-hole drills, scrapers and maintenance equipment. Not included are pickups and cars involved in typical over-the-road automotive type fatal accidents.

By analyzing the 41 fatal accidents in 1980 that involved large mobile mining equipment, we are analyzing one in six, or 17 percent, of all mining fatalities (which totaled 236) in coal and metal, nonmetal, surface and underground mining. The aspect that is clearly evident from this study is that the majority of these accidents are preventable through the use of reliable accident prevention technology.

Table 1 also indicates that the most important of the fatal 22 injuries involved multiple causes. The human-factor related types of accidents, in particular, might be prevented in many cases, in the view of the analysts, through better use of accident prevention technology and development of better safety features in the latest large mobile mining equipment.

Better use of the existing safety features was felt, would reduce the severity of many accidents, such as the 11 accidents involving non-use of seat belts, the four accidents involving inadequate rollover protection structures (ROPS), and seven accidents involving impaired driver vision.

Table 2 identifies the job classification of the victim. The highest fatality percentage by job classification involved truck drivers (eight of 41 accidents, or 19 percent). Heavy equipment operators were next, followed by dozer operators and mechanics. Seventeen of the 41 people killed were not heavy equipment operators.

Summary: The analysis of large mobile mining equipment fatalities indicates that human error (failure to use seat belts, alertness, speeding, inadequate ROPS, inadequate maintenance) was a contributing factor in 84 percent of the cases.

Haulage trucks were involved in 12 percent of the accidents analyzed. The operator’s inability to locate the edge of the dump point and failure to maintain the slope of the ground were among the main factors involved in haulage truck accidents. Inadequate maintenance of berms in the sides of the haulage roads, in the center of the haulage roads, and at dumping areas was a major contributor in 22 percent of the moving vehicle accidents.

Table 1. — Equipment fatality accidents by primary cause

<table>
<thead>
<tr>
<th>Primary Cause of Accident</th>
<th>Fatalities</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large machine (off road and overturned)</td>
<td>9</td>
<td>22.9</td>
</tr>
<tr>
<td>Haulage truck was backed over by equipment</td>
<td>12</td>
<td>2.4</td>
</tr>
<tr>
<td>Large machine was backed over and moved forward</td>
<td>3</td>
<td>12.3</td>
</tr>
<tr>
<td>Crushing of victim</td>
<td>4</td>
<td>9.4</td>
</tr>
<tr>
<td>Haulage truck left road and overturned</td>
<td>3</td>
<td>7.5</td>
</tr>
<tr>
<td>Haulage truck backed over an embankment</td>
<td>3</td>
<td>7.5</td>
</tr>
<tr>
<td>Victim fell off a large machine and dropped underneath</td>
<td>2</td>
<td>4.9</td>
</tr>
<tr>
<td>Fatally struck by a large haulage truck, trapping victim underneath</td>
<td>2</td>
<td>2.4</td>
</tr>
</tbody>
</table>

Table 2. — Equipment fatality accidents by secondary cause

<table>
<thead>
<tr>
<th>Secondary Cause</th>
<th>Fatalities</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Alertness — Unaware of danger in the area</td>
<td>2</td>
<td>2.4</td>
</tr>
<tr>
<td>2. No seat belt or did not use</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>3. Inadequate lighting</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>4. Poor visibility</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>5. Inexperience</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>6. No rollover protection</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>7. Did not follow instructions</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>8. Speeding</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>9. Driving on road he should not be on</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>10. Diving in a no diving zone</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>11. Drunk</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>12. Lack of maintenance</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>13. Brakes failed</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>14. Failed to use rollover protection</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>15. Hydraulic steering failed</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>TOTAL</td>
<td>41</td>
<td>100</td>
</tr>
</tbody>
</table>

Table 3. — Fatalities by Occupation

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Fatalities</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck driver</td>
<td>8</td>
<td>20.5</td>
</tr>
<tr>
<td>Heavy Equipment Operator</td>
<td>6</td>
<td>14.6</td>
</tr>
<tr>
<td>Dozer Operator</td>
<td>5</td>
<td>12.1</td>
</tr>
<tr>
<td>Mechanic</td>
<td>4</td>
<td>14.4</td>
</tr>
<tr>
<td>Front End Loader Operator</td>
<td>3</td>
<td>7.5</td>
</tr>
<tr>
<td>General Laborer</td>
<td>3</td>
<td>7.5</td>
</tr>
<tr>
<td>Supplyman</td>
<td>3</td>
<td>7.5</td>
</tr>
<tr>
<td>Foreman</td>
<td>2</td>
<td>4.9</td>
</tr>
<tr>
<td>Tractor Operator</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>Trimmer</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>Electrician</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>Crane Operator</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>Welder</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>Superintendent</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>Engineer</td>
<td>1</td>
<td>2.4</td>
</tr>
<tr>
<td>TOTAL</td>
<td>41</td>
<td>100</td>
</tr>
</tbody>
</table>

*Percentages do not total 100 because figures are rounded.

For Sale: 1967 MERCURY LYNCH AIR. Motor, sell or store. new nos. W/Doc. San Jose CA. 1951 18th St. Ph. 415/773-7733. #1985136. 10/84


FOR SALE: 3 X 5 COLOR PROCESSING. 1 Black & White 16 X 20 1 Color 8 X 10 Darkroom. River Creative, 13600 River Pkwy., Ca. 95662. Ph. 916/933-4823.

FOR SALE: 1982 FORD LTD 4-d. cherry body, new black int. 1982 FORD LTD. 400 W. Alameda St., La Grange CA 95329. Ph. 415/667-5960. #1987423. 10/84

FOR SALE: 1981 FORD LTD 10. white w/white top. 1981 FORD LTD. 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

FOR SALE: BERNER BUCKET PROPS from imported bulk. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. 10/84

FOR SALE: 64' BRICKS 24x24, 24 color sizes. Aprox. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

FOR SALE: 200 FIBERGLASS BOATS. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84


FOR SALE: 1973 FORD LTD 284. white, all prod. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

FOR SALE: 1972 FORD LTD 500. white w/dk gray. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84


FOR SALE: RED BARON CURRENCY COPS. From imported bulk. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

FOR SALE: 1990 CHEVROLET CAMPER. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

FOR SALE: 1990 CHEVROLET PICKUP. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

FOR SALE: 1979 VACATION SEAROUGER 6'4" overlight. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

FOR SALE: 1980 FORD T10 PICKUP TRUCK. 1981 FORD LTD 10. white w/white top. Los Altos CA. Ph. 415/962-8857. #1987423. 10/84

For Sale: Two 6.6 ACRE RECREATIONAL PLOTS, Accord 1984 after a battle with cancer. Mario was discovered that he had cancer. Stimpel-Baker and Associates of Red-Drill rig to the Eureka city dump landfill. Important note for·traveling, which he did for a Oregon, was a Past Commander, of the American Legion Post No. 318 of 1984 after a battle with cancer. Mario was discovered that he had cancer. He entered into rest September 13, 1984. His last wish was to receive a second opinion at 100% and pay for the second opinion at 100% and deduct 10%.
ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

Semi-annual Meeting

January 1985

5th Eureka: Engineers Bldg., 1600 Broadway
16th Redding: Engineers Bldg., 100 Lake Blvd
24th San Francisco: Engineers Bldg., 474 Valencia Street

November

27th Auburn: Auburn Recreation Center, 123 Recreation Drive
29th Concord: Elks Lodge #1994, 3994 Willow Pass Road

December

5th Ogden: Ogden Union Station, Dunke Rim., 25th & Wall Ave.
6th Reno: Musicians Hall, 124 West Taylor
13th Sacramento: Laborer’s Hall, 6545 Stockton Blvd.
19th Fresno: Laborer’s Hall, 1240 Gulick Ave.
26th Sacramento: Laborer’s Hall, 6545 Stockton Blvd.

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

Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103

Please send me: A Membership card for the Magic Kingdom Club

My name is: [PLEASE PRINT ALL INFORMATION]

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

City, State & Zip Code Social Security Number

CREDIT UNION INFORMATION

Dear Credit Union:

Send me the following brochures, kits or applications.

☐ Phone-A-Loan Application
☐ Membership Card
☐ Individual Retirement Account (IRA)
☐ Homeowner Loan
☐ Vacation Pay Kit
☐ Save From Home Kit
☐ Easy Way Transfer
☐ Loan Plus

(name)

(social security number)

(address)

Operating Engineers Local Union No. 3 CREDIT UNION
P.O. Box 2082, Dublin, CA 94568

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SOC. SECURITY NO.

NAME

NEW ADDRESS.

CITY & STATE ZIP

(Continued from Page 1)

Reagan had short coattails

(Continued from Page 1)

generate a tide of ultra-conservatism designed to pass. Yet, we must be ever vigilant in protecting our interests during the next four years. No, we must not be flattered by the anti-labor legislation written by the pens of the right wing.

It was an encouraging sign in this election that the electorate has shown itself to be a discriminating one. We chose our candidates carefully, on the issues and across party lines. Nowhere was this more evident than in California.

Despite Reagan’s last minute sweep through the state, the GOP did not prevail in the state legislature. A host of statewide initiatives authored and financed by the right wing suffered decisive defeat.

The GOP’s massive campaign against the Democratic-controlled State Legislature netted them a gain of only one seat in both houses—not nearly enough to shift the balance of power.

Local 3’s substantial efforts on behalf of the Senate and Assembly leadership played a key role in maintaining that majority.

“The membership can rest assured that our role in this election was a worthwhile one,” declared Local 3 Business Manager Tom Stapleton. “We will be presenting a comprehensive package of legislation to the Legislature designed to protect and promote the interests of our members.”

Just as important as the outcome in the Legislature was the vote on a number of key propositions.

All of the bond issues supported by labor were approved by the voters. These included a $325 million bond to provide water pollution control, a $450 million bond to construct and improve schools, a $100 million bond for hazardous substance cleanup and a $75 million bond to meet drinking water standards.

Referendums spearheaded by ultra-conservative interests went down in defeat, including the destructive “ Jarvis Initiative.”

A decision to pursue both federal and local funding for the Little Dell dam east of Salt Lake City was endorsed last month by the Metropolitan Water District of Salt Lake City. Leo Hoyton Jr., director of public utilities for Salt Lake City, said approval of the agreement means local water agencies are now formally considering two methods to building the dam just above Mountain Dell Reservoir in Parleys Canyon:

• Use local funds only to build a reservoir just large enough to provide flood control benefits in Salt Lake City and produce a moderate amount of drinking water. This reservoir could be built in about four years at a cost estimated at $40 million.

• Seek federal funds to help finance the $80 million Little Dell project sponsored by the U.S. Army Corps of Engineers. This would be a substantially larger reservoir providing more drinking water and more recreational facilities. Under proposed federal cost-sharing guidelines, local government would have to pay about $40 million. Construction of this larger dam would take about six years.

Little Dell Dam gets step closer

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How Local 3’s candidates fared

(Continued from Page 1)

supported by Local 3 also posted victories. The only losses were for candidates running in efforts to unseat Republican incumbents.

In Marin County, Paul Chiglil lost in a second try against GOP incumbent William Filante. Mary Jaldir of Lake County put together a surprisingly effective campaign against Senator, losing by only four percent.

On the local scene, a crucial initiative in Alameda County calling for a one-half cent sales tax increase to provide funding for local highway construction won support. In addition to Local 3 spending and monetary contributions supporting Measure A, San Jose District Representative Don Lugo and Business Agents Joe Welnit, Lou Braton and Dispatcher Armand Herrera spent many hours in the days before the election displaying Measure A signs at key on-ramps to South Bay freeways.

Unfortunately, another Measure A—this one in El Dorado County—did not go our way. Local 3 opposed this referendum, which called for severe restrictions on mining operations throughout the county. The measure passed handily.

In the San Francisco District, all candidates for San Francisco County Supervisor endorsed by Local 3 won, except for Kevin Starr, who was not an incumbent. Daly City Council incumbents Anthony Giannouras and Albert Legia were also re-elected to their seats.

The most noteworthy race in the Oakland District was for Alameda County Supervisor. Local 3 originally backed incumbent Don Excell, who died of a stroke two weeks before the election.

His opponent Ed Campbell was subsequently endorsed and won out against a late effort to get Excell elected posthumously, so that the Governor could make his own selection to the seat.

In the Stockton District, San Joaquin Supervisor Terry Snyder was locked in a close one, behind by 18 votes as of press. There will no doubt be a recount.

In the San Jose District, all candidates supported by Local 3 won with the exception of Richard Vincent, who lost his bid for a city council seat and Charles Benson, who lost in a close race for Monterey County Supervisor against Sam Karan.