Coast Commission finally approves Devils Slide route

Following two rejections last year, the California Coastal Commission has finally approved a bypass for San Mateo County's Devil's Slide. By a vote of 7-5, the Commission found that Caltrans' current proposal was consistent with federal coastal protection laws.

First proposed in the late 1960’s, the bypass has been the target of long and bitter fights with environmental groups. With the passage of environmental protection legislation in the early 1970’s, a Devil's Slide bypass was removed from active consideration and planning.

But following the severe storms of the winter of 1982-83 when the road was closed for approximately three months, interest in a permanent solution began to grow. The County Board of Supervisors held several long and heated public hearings on a proposed four lane inland bypass between Pacifica and Half Moon Bay.

By a close 3-2 vote, the supervisors unanimously approved by the Executive Board and the Officers of the union.

A ruling by the federal Department of Transportation and continuing investigation by the Foundation for Fair Contracting have tightened the noose around the neck of R.A. Hatch Construction, the nonunion company currently working on an I-580 project in Hayward.

In a letter dated January 23, the federal Department of Transportation (DOT) informed the California Department of Transportation (Caltrans) that two of the subcontractors working for R.A. Hatch under the Disadvantaged Business Enterprise program “have failed to meet the certification eligibility requirements.”

This is a bureaucratic way of saying that, as far as the DOT is concerned, C.E. Croff Construction and H & H Electric are scam operations who do not qualify for the preferential treatment offered by the Disadvantaged Business Enterprise and Women's Business Programs.

C.E. Croff is a former employee of Hatch who went into business with just $600 in cash and received a $3.7 million DBE contract from Hatch on the I-580 job.

In order to be eligible for the DBE program, subcontractors have to demonstrate that they are self sustaining businesses and completely independent from the general contractor.

The DOT charged that the “interwoven relationship between Croff and Hatch far exceeds what is allowable” under law. The DOT cited the fact that “practically all of Croff's contracts are provided through Hatch.” It was also noted that four of Croff's six employees are actually employed by Hatch.

The DOT concluded that Croff is essentially an employee of Hatch, not an independent contractor and is therefore not eligible to bid for contracts under the DBE program.

Isabel Hendricks, owner of H & H Electric, has received $6.2 million under the Women's Business Program, 95 percent of which has been with R.A. Hatch. This includes a $2.1 million contract on the I-580 project.

Suzanne Hatch is co-owner of H & H Electric, and pounded Northern California reservoirs were swollen far beyond their limits.

The storm of 1982 crippled Marin and Santa Cruz counties more than this one did, and 1983 was the wettest year on record, but this storm was a grandaddy.

In one week it dumped so much water on the state that rivers, streams and reservoirs were swollen far beyond their limits.

(Continued on page 7)
Natural disasters as intense and widespread as the great storm that hit our state this month have a way of making us realize how unprepared most of us are for emergencies. No one likes to dwell on the negative. So, rather than plan for contingencies, many people put off important decisions. We refuse to buy adequate insurance. We never get around to learning emergency first aid. We don't put smoke alarms in our homes or prepare a fire escape plan for our family. We put off writing our will.

This tendency to avoid the inevitable seems to find its way into our government agencies, as well. Very few communities can really say they are prepared to handle major disasters like this month's storm.

We can be thankful that the American Red Cross and other worthwhile organizations like the Salvation Army respond with speed and efficiency when communities are in need of emergency relief.

While most people are focusing on what to do, they have representatives on the scene, surveying the scope of the crisis and providing immediate assistance.

That's the main reason the Officers and Executive Board decided the best way they could help our own members, and the community at large who were struck by the flood, was to contribute to the Red Cross.

The labor movement and the Red Cross have a long history of working together to assist those in need. This cooperative relationship is based on the philosophy that trade unions, not only use Red Cross services, they help create them.

The labor movement participates in the Red Cross three ways:

• We contribute funds.
• We perform volunteer services, such as donating blood and doing disaster relief work.

Business Manager Tom Stapleton presents $50,000 check to Hugh Sheehan, labor liaison for the American Red Cross.

• We are actively involved in the planning and administration of Red Cross programs through membership on boards and committees.

Each year thousands of Americans suffer in the wake of natural disasters; and the labor movement is always prominent in helping Red Cross to respond to the needs of stricken communities.

Union halls are used as disaster service centers. Union members donate their skills and their time to help put the pieces together after a disaster has hit. AF-LCIO members also serve on committees which plan disaster relief, including recruitment and supply of skilled union labor to rebuild and repair homes and property.

Last year labor, the Red Cross and the Bell Telephone system established the Joint Disaster Coordination Project, which began in the Gulf Coast and is spreading nationwide.

The project involves the use of union halls as Red Cross disaster administrative headquarters during major disaster operations. Tables are set up, telephones are installed, office machinery is brought in and union volunteers are used to help coordinate relief efforts after a major disaster.

The AFL-CIO also recognizes the value of Red Cross first aid training and encourages wider participation by union members through the development of educational programs and training programs to help union members quality as instructors.

Union members — particularly retirees — have the opportunity to participate in Red Cross projects that reach out and help homebound, disabled and the elderly with shopping needs, transportation and daily support through visits and telephone calls.

Trained Red Cross volunteers serve in hospitals, clinics, nursing homes and VA health care facilities, mental institutions, child care centers, prisons, probation departments and community health fairs.

As you can see, the goals of the Red Cross and the labor movement are very similar: to meet the human needs of workers and their families, whatever they may be and whenever they are needed. This widespread effort helps all of America, whether or not they belong to a labor union or are a member of the Red Cross.
Demos form ‘conservative caucus’

Sacramento — Seven conservative Democrats in the California Senate have formed a caucus which they believe will be able, by bloc voting to influence the outcome of closely-contested issues.

Formation of the “Senate Conservative/Moderate Democrats was announced by Sen. Robert Presley of Riverside, who has stated publicly on a number of occasions that he believes Democrats in the Senate take stands on many issues that are too liberal and that cause problems with ‘middle-of-the-road’ segments of California voters.

The group includes Senators Reuben S. Ayala, Los Angeles; Daniel Beat- wright, Concord; Wade P. Doddle, San Diego; Joseph B. Montoya, Los Angeles; Walter W. Stern, Bakersfield; Rose Ann Vuch, Dimbu, and Presley.

Ayala said, “We want the people of California to know that they don’t have to register Republican to be represented in Sacramento, that there are opinions besides the very liberal view within the Democrats in the State Senate.”

“We have been discussing this since last summer when I began contacting some of the more conservative Demo- cratic senators,” Presley said.

Montoya commented, “It must be understood that we are seeking to resolve social problems with com- passion as is our political history as Democrats. But we do not need to throw money at every social problem or create a new bureaucracy which invari- ably develops its own momentum. We are attempting to assure that political direction should take its course through mutual communication with all seg- ments of the Democratic Party.”

Presley said the group had formed “so that we can hopefully act with a united voice on many of the measures coming before the Senate and help fashion a bill into what we feel will be more reasonable and responsible efforts toward serving the people of California.”

“This group isn’t so much the direc- tion of organizing ourselves than aimed at any- one philosophy or at anyone,” Presley said.

“We feel that individuals who might vote for a bill, some against, without really sitting down, discussing the issue and taking a unified stand. Forming this organization will enable us to make our votes felt as a group,” Ayala added. “We think the views we represent reflect the thinking of the majority of Democrats in California who do not necessarily hold the very liberal viewpoint.

“We want them to know there is an element within the party who not only hear their views but share them as well; senators who are not out in left field but who are moderate, pragmatic, con- servative on many issues.”

Union effort provides low cost family homes

Boston — An innovative housing project spearheaded by two building trades unions is drawing strong praise from a number of city leaders.

Through the Bricklayers & Laborers Non-Profit Housing Co., union crafts- men are building 18 single family homes on abandoned property bought from the city, to be sold to neighborhood residents at affordable prices.

Bricklayers Vice President Tom McIntyre, serves as president of the non-profit company, saw the project as a way to help “the two-dollar bettors,” working families pushed out of their homes by the city’s skyrocketing prices and land and housing.

Patrick Walsh, Business Manager for Laborers Local 223, serves as treasurer for the union-operated development firm.

McIntyre proposed that city-owned land — abandoned schools, burned out buildings, vacant lots — be sold for $1 to a non-profit developer who, with the help of union craftmen and an in- terested bank could turn the property into family homes. Buyers, who must be neighborhood residents, would save on both the land cost and the developer’s profit.

Last June, the Bricklayer-Laborer team was awarded a tract in a south Boston neighborhood. Union craftsmen and apprentices set to work in Sep- tember and expect to finish the homes in early spring.

It can’t be said, ‘He never told a lie’

San Jose — The 12th District state Senate race heated up this month when the Santa Clara County AFL-CIO Com- mittee on Political Education voted to endorse newly declared Republican candidate Tom Legan for allegedly breaking a commitment not to oppose incumbent Sen. Dan McCorkquodale, D-San Jose.

Legan denied ever making such a promise.

In Sacramento, McCorkquodale for- mally announced that he would run for re-election to the 12th Senate district, which includes part of Santa Clara County and all of Stanislaus County.

Legan’s bid for re-election to the state Senate is expected to attract the support of the AFL-CIO Committee on Political Education.

Legan, the first Republican to hold the seat since 1972, is expected to face a tough race against McCorkquodale, who has built a strong base of support in the district.

McCorkquodale is expected to attract the support of the AFL-CIO Committee on Political Education, which has traditionally supported Democratic candidates.

The district, which includes parts of Santa Clara and San Mateo Counties, is considered one of the state’s most competitive races.

Legan, a former member of the state Assembly, has been a strong advocate for labor issues and is expected to draw support from organized labor groups in the district.

McCorkquodale, a former member of the state Senate, is expected to draw support from a wide range of groups, including business and conservative organizations.

The race is expected to be one of the most closely-watched in the state and is expected to attract a large number of voters.

For ‘My Hometown’

Bruce Springsteen, "The Boss" to his fans across the country, has released an unscheduled 40-minute performance at a benefit for an Oll, Chemical and Atomic Workers local to raise funds for a campaign to prevent the shutdown of a steel plant in Springsteen’s hometown of Freehold, N.J. With saxaphonist Clarence Clemons (left), Springsteen opened with "My Hometown," the poignant ballad based on his childhood memory of the closing of a textile plant in Freehold.

Court case opens way to collect fringe benefits

A state appellate court has approved an important tactic to help construction workers collect hundreds of thousands of dollars a year in fringe benefits that contractors didn’t pay.

The 1st District Court of Appeal in San Francisco ruled this month that union trust funds — which collect and pay benefits such as health care and retirement pensions — can obtain mechanic’s liens against the land where contractor’s employees worked.

A lien can be the basis for collecting unpaid benefits from a landowner when the contractor has gone bankrupt or disappeared, said Blythe Mickleton, attorney for the carpenters’ union trust funds, which brought the case. She estimated that hundreds of thousands of dollars in benefits go unpaid each year in California.

She said landowners can protect themselves against getting stuck with the bills through insurance, bonds or by deducting payments to trust funds.

Missouri Protest — A Missouri AFL-CIO rally to defeat attempts to revive a push for right-to-work legislation in the state drew 9,000 union members to the state capitol on the opening day of the legislative session.
We appreciate the fact that 311 brother and sister Engineers took the time to attend the Semi-Annual meeting held in San Francisco on January 4, 1986. We hope each member and his family had a good holiday season, and Santa Claus was really good to everyone. Some of the most important things in life are good health, peace of mind, and a good job. You have heard the old saying many times, “If you have good health you have everything.”

The Social Security Cost-of-Living increase in the amount of 3.5% was effective in December 1985 and you should have received the increase on your 1986 check. Also Social Security checks have a new look.

The familiar green punched card checks that Social Security beneficiaries have received since 1940 have been replaced with a new, more counterfeit-resistant cost effective paper check. The new check is more difficult to alter or counterfeit. More than a dozen security features — three time more than the old check — are contained in the design, the ink and the paper.

For the recipient features a full length reproduction of the Statue of Liberty on the left and a muted close-up of the statue’s head and torch on the right over a multicolored background ranging from light blue to pale peach. The letters “USA” create a background pattern on the front and back of the check.

The U.S. Department of Treasury’s Financial Management Service has been working with state vital statistics offices to do a dozen security features — three time more than the old check — are contained in the design, the ink and the paper.

The Social Security Administration has been matching its records against those of other federal agencies to identify recipients who have died. In California and many other states, Social Security also has been working with state vital statistics offices to obtain prompt death notifications.

The Social Security Administration is trying to prevent the government from paying benefits to deceased individuals. If a check arrives early the following month for the deceased person, it is an old saying, “You never get too old to learn,” and to apply for their Pension Benefits.

In talking with the major contractors this time every year, reports District Representative Ken Bower-smith. Some of the companies are still trying desperately to finish the jobs they can and keeping some of the brothers going. For the most part, the hands are still working but it has been the best year Sacramento has had in a long time.

In working with the major contractors in town, such as Teichert, Granite, and Collier, their books are full for the year, so it really looks good for the Engineers in Sacramento this year.

By HAROLD HUSTON, President

A Personal Note From The President’s Pen

Coming season looks brighter for Redding

The work picture for this year looks a little brighter for the Redding District than it did last year — but it is still not as good as was expected, according to District Representative Don Doser. George Deukmejian has delayed the 1-5 project near Lakehead that was supposed to be bid this winter and start up this spring. He said the state doesn’t have matching funds. This project, estimated at $80 million would have created quite a few jobs for Local 83 members. It is the only section of I-5 that doesn’t meet freeway standards.

Winter slows work in Sacramento

Work in the Sacramento area has wound down for the winter, reports District Representative Ken Bower-smith. Some of the companies are still trying desperately to finish the jobs they can and keeping some of the brothers going. For the most part, the hands are still working but it has been the best year Sacramento has had in a long time.

In working with the major contractors in town, such as Teichert, Granite, and Collier, their books are full for the year, so it really looks good for the Engineers in Sacramento this year.

The best year Sacramento has had in a long time.

Winter slows work in Sacramento

The work picture for this year looks a little brighter for the Redding District than it did last year — but it is still not as good as was expected, according to District Representative Don Doser. George Deukmejian has delayed the 1-5 project near Lakehead that was supposed to be bid this winter and start up this spring. He said the state doesn’t have matching funds. This project, estimated at $80 million would have created quite a few jobs for Local 83 members. It is the only section of I-5 that doesn’t meet freeway standards.

Winter slows work in Sacramento

Work in the Sacramento area has wound down for the winter, reports District Representative Ken Bower-smith. Some of the companies are still trying desperately to finish the jobs they can and keeping some of the brothers going. For the most part, the hands are still working but it has been the best year Sacramento has had in a long time.

In working with the major contractors in town, such as Teichert, Granite, and Collier, their books are full for the year, so it really looks good for the Engineers in Sacramento this year.

The best year Sacramento has had in a long time.
Metro Center development brings commerce to Foster City

By John McMahon

For the people of Foster City, the year 1985 brought something that most other people take for granted—a downtown shopping area. Founded in 1960 and incorporated in 1971, Foster City has slowly and carefully grown into a planned community of over 25,000 residents. But it didn’t have a downtown area.

That started to change last year with the beginning of the $350 million Metro Center development. Included in the ambitious construction project is a 22-story office building, two hotels, a shopping center, parking garages and town houses.

The project, which will cover 100 acres, is one of the largest commercial developments under construction in the state according to real estate industry observers. When finally completed in 1994, the development will offer 1,4 million square feet of office space, 621 new residential units, two new hotels and a 200,000 square foot shopping center. The Metro Center will accommodate 1,000 residents and 6,000 office employees.

Like the city it is being built in, Metro Center is a master planned community with every building, street and fountain mapped out in advance. According to Susan Munday, the project’s marketing coordinator, more than half of the development’s available and projected space has been leased.

Randolph and Sletten Co. the project’s contractor has already moved its Mountain View headquarters into the center’s 132-story space. And even though ground has not yet been broken on the retail portion of the center, more than 80 percent of its projected space has been pre-leased.

On the other side of Highway 92 is another major commercial development project taking shape. The $300 million Vintage Park development has been under construction since 1984. A few of the small office buildings and restaurants have been open for some time. The next major phase to open will be the 280 room Holiday Inn, Foster City’s first hotel. Also coming soon are two additional restaurants.

Work is under way on an eight story office building, two two-story office buildings, one and two story buildings for research and development and the five acre Vintage Lake surrounded by three acres of landscaping.

When complete, probably in 1992, this 132-acre project will have 1.5 million square feet of office, research and development, light industrial and retail space in addition to the hotel, restaurants and water features.

In an attempt to accommodate the projected increased traffic, city planners have designed $30 million worth of traffic improvements to be built during the next three years. Improvements will include a new interchange at Highway 92 leading into both Metro Center and Vintage Park and the widening of Foster City Boulevard from four to six lanes.

Husky Crane (left) does the iron work for part of the $300 million Vintage Park development. Williams & Burroughs is working on a 345-room hotel (below) on Foster City’s waterfront.

Recent rains cause work to grind to a halt in Santa Rosa District

Work in the area has come to a screeching halt due to the rain we have had recently, reports District Representative Chuck Smith. However, the rain is much needed, as Santa Rosa has been in trouble the last couple of years due to the release of treated sewage into the Russian River when rain waters were low.

They were unable to release enough effluent to lower the ponds, which led to illegal releases and finally a building moratorium last year. “If we have another dry year, we might have another building moratorium this year,” Smith commented. The city is working on a plan to upgrade their sewage system, however, that will take time.

The blood bank is doing well. Any member, or his or her family, in need of blood, contact the office and they will help out. The bank is located at 1428 Montgomery Drive in Santa Rosa.

Santa Rosa’s 2nd Annual Western Bar-B-Q will be held June 28th of this year and will be held at the same place, Founders Grove, Sonoma County Fair Grounds. The cost will be the same as last year, $7.50 each and $5 for retirees, on advance tickets. Tickets purchased at the door will be an additional $1. There will be free hotdogs and soft drinks for the kids. “Last year was a tremendous success and we look forward to a great time this year. We will try to have tickets available by March 1. Get your tickets early so we will know how many to plan for,” Smith said.

Business Agent, Rob Wise, reports that work is slow which is usual for Santa Rosa at this time of year. “Although we have not had a whole lot of rain, it has been wet enough to considerably slow the pace of our work,” Wise said. One bright spot in mid-January was Empire Tractor where they have full employment and a shop full of machines to be repaired.
Local 3 fares well next to other locals

Tenco doing well for winter

Watching television won't win elections

Senator cautions

**Federal credit union — Effective February 1986 you will see a new look to the Credit Union thanks to your participation and vote of the Operating Engineers Local Union No. 3 Credit Union will become federally chartered. Eligible members Federal become a part of your name but you will also see NCUC signs placed throughout strategic locations to assure you that along with the federal charter come National Credit Union Share-insurance Fund (NCUSIF) coverage of your deposits up to $100,000. This means your money is secure.

For those members who maintain balances of greater than $100,000 we will still have the NDGC private insurance protection for all funds not covered by the federal plan.

The following is a complete list of the prize winners from the ballot drawing:

25" Color Television
Cheryl L. Osborne Sacramento CA
Fisher Component Stereo System
Florence M. Hayward CA
Amana Microwave Oven
Michael R. Geibitsa Springfield VT
Van J. Butler Modesto CA
Bushnell 10x50 mm
Wide Angle Binoculars
Michael R. Cee Auburn CA
Mike M. Shrum Auburn CA
Maria Duran De Andea Mill Valley CA
Tony Moline Reno NV
John Gob Orovile CA
Clarence Winter Morgan Hill CA
Swin Gilbert Anderson CA
Joseph Deandrea Big Bear Lake CA
William L. Thrower Windsor CA
Emerson AM/FM Clock Radios
Samuel Williams Berkeley CA
Helen Brown Novato CA
Richard Arthur Dixon CA
Maryand Byrd Auburn CA
Gorgon Turner Pleasanton CA
Clay Anderson Sebastopol CA
Ray J. Williams Livermore CA
Fred Kahie San Leandro CA
Reba Gonsalves San Jose CA
George Gonts Oxnard CA
Walter McClung Martinez CA
Erick Stone Hayward CA
Fritz Braun San Mateo CA
Kenneth Bailey

Congratulations to all our winners!

1099 INT — During January you received a 1099 INT form from the Credit Union listing the total dividends paid in 1985. Remember, last year the Credit Union began paying dividends quarterly rather than semi-annually so your dividend income will be higher. All dividends earned through December 31, 1985 that will be declared as income in your 1985 tax return. The 1099 INT has been sent under separate cover to everyone who earned dividends or interest during 1985.

IRA — It is still not too late to take advantage of the tax savings offered by an Individual Retirement Account (IRA) for 1985. For the deadline for 1985 IRA's is April 15 however, take advantage now by opening your IRA today.

For those members who have 1985 IRA's you may continue to contribute to your account until you reach the maximum level, $2,000 ($2,250 for sponsors or 100% of your 1985 earnings).

(Continued on page 16)
Picking up after the storm

Levees on the Sacramento, American and Feather rivers strained to hold flows of water that were thousands of cubic feet per second more than they were designed to withstand.

Like other great storms of the past, Operating Engineers played a key part in helping to save lives and pick up the broken pieces. Although the storm left a path of devastation in its wake, it would have been worse—much worse—were it not for the great system of dams and levees built by our skilled craftsmen (see page 9) to control the tremendous flows of water that come through the Delta.

Even so, the damage was incredible. In Sonoma County’s Guerneville, the Russian River reached unprecedented 54 feet, giving the resort community the worst dousing in its history.

The Napa River also overflowed its banks, forcing thousands to evacuate and wreaking havoc with the downtown businesses.

The Delta, which is literally the great drain in the bathtub of California’s water system, took a beating. Tyler Island, Dead Horse Island, Rio Linda, North Sacramento, were just a few of the areas flooded out.

Santa Cruz County, Sonoma County, Mendocino, Humboldt, Del Norte, the Central Valley and the San Joaquin Valley. Every place was declared a disaster area. You couldn’t travel anywhere and avoid roads closed by slides or floods.

Every storm seems to single out one area to get the worst. This time it was in Marysville, where a burst levee let a wall of water rip into the Linda and Olivehurst areas, forcing nearly 20,000 people—including over 100 Local 3 members—to flee with nothing more than the clothes on their back.

Five days after the flood, families were let back into the area to survey the damage and begin to dig out the mess. Engineers News toured the area with Marysville District Representative George Morgan (see photos page 7-9) in an effort to find out how many Local 3 members were stricken.

Retiree John Minke and his wife Vi had already got a good start by the time we arrived. I guess you could consider them among the luckier ones. The water level came to about a foot in the house—enough to wreck his hardwood floors and ruin the walls and furniture—but not enough to destroy a lifelong collection of prized wall clocks.

It was one of those strange, ironic things that happen in every disaster. The storm was over and the Yuba River was slowly on its way back down. “We were listening on the radio and at 6:00 everything was alright,” Minke recalls. “At 6:10 they said ‘get out!’ It took us three hours to get to Beale Air Force Base (only a few miles away) and five days before we could get back.”

The levee had broken in a backwater area where you would least expect it to break.

Other families were not as lucky as the Minke’s. Even after five days, one large area of town was still under several feet of water. There was no place for the water to drain, so it had to be pumped out. It will be many more days before those houses can be entered.

It was a depressing sight. “What a mess,” was about all you could say, over and over again. Everywhere people were hauling out soaked belongings. Others seemed bewildered and overwhelmed. They stood around in small clumps, drinking beers, sharing their version of the disaster or just staring at the shattered homes.

Policemen, conservation corps, county health officials, PG&E trucks, Salvation Army, Red Cross, National Guard, sanitation trucks, residents and rubberneckers. They were everywhere you looked.

Local 3 Retiree John Minke and his wife, Vi survey the damage left by the flood which forced 20,000 people to flee their homes in the Linda section of Marysville. Pictured below is a PG&E access bridge which was torn in half in the Feather River Canyon.

(Continued on page 8)
Donation

(Continued from page 1)

we realize that it is a small amount compared to the total need," Stapleton added, "The Red Cross has been financially drained because of the widespread nature of the disaster in Northern California. We encourage local unions throughout the state to contribute to the disaster relief according to their ability to pay."

In addition to the Red Cross donation, Local 3 also set up a phone bank in the Marysville District, which was hardest hit by flooding. District Representative George Morgan, who also serves as head of the Marysville Central Labor Council, reports that the union used radio spots and newspaper announcements to ask those who had equipment or skills needed in the cleanup effort to call the Marysville office and volunteer their time.

"We received calls from union members and nonmembers alike, who wanted to help," Morgan said. "By referring this information to the Office of Emergency Services, we were able to get help to those who needed it the most."

Morgan commented that it was "great to see everyone pull together during this crisis and help each other out."

Flooding was so severe in the community of Linda (top photo) that some sections of town were still under six feet of water a week after the levees broke. District Representative George Morgan (far left) surveys the damage on Hwy. 70, which is also shown in the above photo. Crews worked around the clock (left) to plug the levees which broke and flooded Linda and Olivehurst.
Storm
(Continued from page 7)
And it seems like everywhere you look throughout the northern half of the state, you see Operating Engineers pressed into service, getting things back to normal.
- In Marin County, crews working for Maggiora Ghilotti worked around the clock to shovel away slides that were scattered all over the coastal county.
- Local 3 members working for Teichert Construction cleared a massive slide on Interstate 80 near Truckee that shut the highway down for nearly a week.
- Crews working for Jaeger Construction and Morrison-Knudsen will be working for quite some time to come in the Feather River Canyon. Emergency federal funds will have to be used to rebuild major portions of the highway.
- Dredging crews working for Dutra, Shellmaker and others will be busy this spring cleaning out the waterways swollen with silt and rebuilding broken levees.

The storm's wake will be visible for some time to come. It has already spawned debates in the Capitol on reviving the funding for Auburn Dam. Experts agree that if the dam had been heavily used one more day, and or if the tides had been high like they were in the '82 storm, all hell would have broke loose.

It could have been worse without flood control system

The main river that soaked Northern California this month did considerable damage, but it would have been worse without the elaborate plumbing system the state has built mostly by Operating Engineers to control floods.

The flood system is designed to handle stage changes of the Feather River up to 2,500,000 cubic feet per second. The floodwaters are regulated by seven big-headed gates, five that open to divert river water and two that controls water for irrigation and transportation to Southern California. The upstream reservoirs—like the Orovile and Folsom reservoirs—are huge. The two combined can hold more than the 4.5 million acre feet of water, and the Shasta reservoir is even bigger. Most of this water is shipped south. But the other system, described by the authoritative California Water Almanac as "California's least visible public work" is strictly for flood control. It takes water out of the rivers and turns it into other channels.

There are seven big gates or weirs, on the Sacramento and the rivers that feed it. They take the flood water out of the main river channel into huge ponds or bypasses, like the Yolo Bypass between Davis and Sacramento.

"The Sacramento system could never handle it," said Dee Davis of the State Division of Flood Management. 

The only major flood-control reservoir that is state-operated is Lake Oroville. It was built after the Feather River flooded Marysville and Yuba City in 1955.

The critical weakness in the flood-control project are the levees that are supposed to keep rivers within their banks and away from cities. If a levee ruptures such as the one near Marysville did, flooding can be instantaneous and massive.

Of particular concern are the levees in the Delta, constructed decades ago to create "farming islands" that are below the water-level even during normal periods.

Loader operator Jim Reagan (above) and dozer operator Jim Piazza were part of the Maggiora Ghilotti crew who put in long hours to clear mud slides all over Marin County.

Those who argue that such structures are not needed should stop and consider that we narrowly missed an even worse disaster than we got. If it had rained heavily one more day, and or if the tides had been high like they were in the '82 storm, all hell would have broke loose.
Schedule of Retiree Mtgs.

Salt Lake City - Pi Chapter
Wed., March 5, 1986
2:00 PM
Operations Engineering Bd.
1958 W.N. Temple, Salt Lake City UT

Renovo - Xi Chapter
Thurs., March 6, 1986
2:00 PM
Carpenters Hall
1100 Terminal Way, Reno NV

Ukiah
Wed., March 12, 1986
10:00 AM
LuAnn Motel
1540 State Street, Ukiah CA

Santa Rosa - Chi Chapter
Wed., March 12, 1986
2:00 PM
Veterans Memorial Bd.
1351 Maple St., Santa Rosa CA

Watsonville
Wed., March 19, 1986
10:00 AM
V. F. W. Post #1716
1802 Freedom Blvd., Freedom CA

San Jose - Kappa Chapter
Wed., March 19, 1986
2:00 PM
V. F. W. Post #9892
1313 Franklin St. Santa Clara CA
Debate over H-3 Freeway continues after 25 years

Financial Secretary Wally Lean reports that the controversy over the $777 million H-3 freeway continues after 25 years.

Defense, one of the major reasons cited for the freeway, would connect the Kaneohe Marine Corps Air Station and Pearl Harbor Naval Ship Yard, with the federal government picking up 90% of the cost.

At present, Lilikoi and Pali Highways are at maximum capacity with 90,000 to 95,000 cars a day. If H-3 is not built within the next 10 years, it is estimated that there will be more than 120,000 vehicles traveling through these two tunnels. Now it takes approximately one hour each way to commute. It is estimated that in 10 years, it could take three hours to get the same person to work.

The construction industry could sure benefit from this project, with over 2,500 jobs predicted.

This past November, the State Department of Transportation took its case to Capitol Hill in an effort to keep the project alive. State transportation officials asked for a congressional exemption to allow the road to go through as planned, through North Halawa Valley and along Hoomaluhia Park in Kanohe. A decision is expected soon, hopefully in our favor.

Hawaii Bitumuls and Paving Co., Ltd. one of Hawaii's largest paving contractors, has begun its relocation process by moving their office facilities to the 17th floor of the Ala Moana Building. The main plant on Sand Island Road will be consolidated. Other plans call for a new locker room for the employees, surge bins and a new dispatch office for better efficiency.

Hawaiian Bitumuls was recently the successful low bidder on the Barber's Point Naval Air Station runway job. 25,000 tons. H-1 Freeway Resurfacing in Kunia; 31,000 tons, Kapiolani Blvd.; Resurfacing; 8,000 tons, Lanai-Kualapuu Hwy.; 6,000 tons on the island of Lanai and Kahului Airport; 7,000 tons on the island of Maui, just to mention a few.

Union mall project

The dream is a $90 million, state of the art office complex, complete with an upscale shopping gallery and a pristine mini-park fronting Bishop Street in the downtown business district of Honolulu.

The existing 53 year old S.H. Kress building is decaying and littered with debris and debris. Hopes are to start demolition within 12 to 16 months, then the construction of a commercial complex with 400,000 to 600,000 square feet of floor area including some 50,000 square feet of exclusive retail space. A privately maintained public park will front the project entrance.

On the island of Kauai, Hawaiian Dredging has been working on the Kauai Surf project which has a construction cost of $300 million. Hawaiian Dredging's subcontractor is Koga Engineers, who will be doing all the dirt work at an approximate cost of $30 million. Within six to eight weeks, the project should finally start in full swing.

This would be one year project with at least 25 members of Local #3.

Hawaiian Dredging has a project at Hanamaulu on Kauai. They are presently laying the pipeline and columns, which is a $3.5 million job. Next month a bid for the bridge work will take effect and Hawaiian Dredging will be bidding for it.

Hawaiian Dredging is also currently involved in a small project in Princeville, which is only a small job, however, this means steady work for our members at this time.

Harvis Construction Co. is currently repairing the Libue Airport and has been on this job location for six months.

In Waimea, Koga Engineering has the bid for a $1 million project to lay the pipeline, which means more work for our members. Also, Highway Construction Co. has a small job repairing the wall work around the Waimea area.

In Honolulu, E. E. Black Construction has the $100 million job. Hawaiian Dredging is also working on a smaller Kona project.

The construction industry could sure benefit from this project, with over 2,500 jobs predicted.

In attendance at the 22nd annual conference of the Hawaii Joint Apprenticeship Training Committee in Vancouver, B.C. are (left to right) Joseph Treherm, Gilbert Ho, Jerry Nago, Clint Hardisty and Sonny Gascon.

Kumagai Gumi Co. Ltd. meanwhile, was awarded the general contractor for $740 million work on the Maui and Kauai Westin Hotels. They have also been mentioned as a potential contractor for the $500 million Hyatt Waikolao on the Island of Hawaii. Kumagai Gumi is also working on a smaller Kona project and is negotiating for a stake in developer Herbert K. Hori's $2 billion West Beach Project in Central Oahu.

Other foreign construction companies are said to be shopping for projects in Hawaii as well. They have also expanded into Guam said James R. Perry, Vice President and Manager of Operations of Hawaiian Dredging and Construction Company, which will work with Kumagai Gumi on the Westin Projects as primary subcontractor.

In Hawaii, the work situation has slowed down to an idle. With 38 apprentices currently on the work force, this is the lowest in years. As of now, the largest project scheduled for the island of Hawaii is the Waikolao job, an estimated $12 million job. On Oahu all are hoping for the West Beach project, an estimated $1.2 billion dollar job to get started. With these major projects, there will be an increase in the work force for journeymen and apprentices alike.

Evelyn Benito, a 5th period construction equipment operator, employed with Royal Contracting Construction Company, was chosen as outstanding apprentice of the year. Born in Texas, Evelyn moved to Hawaii at the age of four. She joined the Operating Engineers Apprenticeship program and was indentured in October of 1982. Although she has operated numerous pieces of heavy equipment, her main interest is in plan reading and grade setting. Evelyn has done well in her field, to a point that she studies the plans for the underground utilities and does the layout herself. Evelyn com-

(Continued on page 12)
The record of accidents often shows that in many cases one or more safety rules were violated.

What is the cause of many violations of safety rules? Who is at fault?

When accidents occur and it is found that the rules have been known and violated, and the supervisor is in the past tolerated such violations, the blame is on the supervisor. No supervisor can afford this reputation. Be sure you do not acquire it. Works who are fully sold on accident prevention will appreciate the supervisor's efforts to bring about safety on the job. Enforcement of rules will help to avoid accidents. Employees have been given rule books, have read them, and have no reason to violate a single rule.

Sometimes a rule has been violated because of lack of thought to fully apply the safety rule to the job. Sometimes rule books are read and then laid aside and treated lightly. The result is that sooner or later one of the rules will be violated. If employees continue to do so, there is sure to be a serious, perhaps fatal, accident.

It is just as important to know the safety rules and live up to them as it is to know anything else about your job. No one can be efficient and not work safely. Everyone can work safely without knowing the safety rules. The interpretation of rules should be fully understood by every employee.

It is not which way the wind blows, but the way we set our sails. Let's set our toward fewer accidents.

Safety lazy

Let's discuss a trait that some people have and one that is of utmost importance to us in our work as people. This is the lazy characteristic in varying degrees, fortunately, and we must be aware of its presence and not let it become a burden to us.

I am referring to the constant urge within many of us to shortcut our work. Impatience with ourselves and our jobs can add to this urge and can produce disastrous results. "Safety lazy" might be another way of referring to this attitude.

Safety lazy, of course, quite different from trying to avoid work. When you will not take enough time to do a job in the right way, you are being safety lazy too lazy to take the safe way.

Have you ever heard of a "lazier man's land"? This refers to someone who is carrying something that he is able to avoid making an additional trip. This is a form of safety laziness and is responsible for many back injuries, dislocations, and other injuries.

Safety laziness can be found in each of your duties. Any time you take a shortcut on the job and fail to follow the established customs and safety procedures, you are being safety lazy.

The mistaken notion that you can get away with breaking rules is dangerous thinking. Everything that we do either building up or tearing down habits. If you do some things in one way for a few times, soon you will be doing it that way even when you want to do it some other way. Using the safe habits established for your work and forget about safety laziness.

Redwood Bypass job begins in earnest in May

The first year of work on the Redwood National Park bypass east of Highway 101 is over, but the $125 million project is far from complete, reports Eureka District Representative Gene Lake. The major portion of work on the 12-mile-long bypass is set to begin in May, when construction will begin on the tunnel contract. The contractor, Saliba-Perini of Sylmar, will move 15 million cubic yards of dirt and rock, install drainage systems, and stabilize the area. The $74 million contract is the largest single highway construction contract awarded in California.

The park bypass was first conceived in the 1960s when Redwood National Park was created. The new highway is expected to ease the traffic flow through the national park and Prairie Creek Redwoods State Park. Once the road is completed, tourists and other motorists who want to drive slowly along Highway 101 can enjoy the majestic old-growth redwoods without delaying other traffic.

The park bypass will begin south of Elk Prairie, head northeast from existing Highway 101, and then head west again until it intersects with 101 just a half-mile north of the Del Norte County line.

One of the first tasks will be removing the huge old-growth redwood stumps from the highway path. After that, crews will begin moving dirt and stabilizing trenches. The contractor may schedule two ten-hour shifts, five days a week to move about two million cubic yards of material a month. The huge job will require about 130 pieces of heavy equipment.

One key phase of the construction is the availability of 500,000 to 800,000 cubic yards of gravel. The contractor is currently purchasing gravel from three sites on the banks of the Klamath River near the Highway 101 bridge. Del Norte County is currently reviewing one proposal where the owner has applied for a county permit to allow the grading project to move 400,000 to 600,000 cubic yards of gravel over a four-year period. A second site has not yet completed an environmental impact report. A third site, on Indian Rancheria land, is being reviewed by the Army Corps of Engineers.

While construction is underway, Caltrans will be spending about $1 million on environmental projects to offset the impact of this project.

The money will be spent primarily on fish restoration efforts. Included in the mitigation plan is money for the creation of a slough for juvenile salmon at the mouth of Redwood Creek, partial funding for operating Humboldt County's Prairie Creek Hatchery, rehabilitation of Ah Pah and McGarvey Creeks, construction of a salmon-rearing pond at the Hatchery, and restoration of Wetlands north of Crick.

New industry for Humboldt Bay

The hard-fought battle to attract new industry to Humboldt Bay by the county in some way has paid off - and the benefits are likely to be felt for at least 20 more years. That was the message from Joseph L. Douglass, senior vice president and general manager of Wright Schuchart Harbor Co. of Seattle. Douglas is a former Eureka resident.

Wright Schuchart this summer will begin a two-year, $15 to $20 million project to build four oil-rig modules for Exxon Company U.S.A. The project, to be located on Eureka's waterfront, will be the county's first major industrial development in more than 20 years. The module project also offers bright prospects in the short run, and the site has big potential for the future, Douglas said.

Site development is expected to start this summer on the 15-acre industrial site. Wright Schuchart officials expect the site improvements to cost $1.6 million, and that assembly of the modules is expected to start early next year and end early in 1988, Douglas said.

All four modules will be delivered for the site development, and 200 to 250 workers will be hired for the module project. The $15 million project will be a union contractor, and the negotiated wage should be around $16.25 an hour.

(Continued on page 16)
Talking to Techs
By Frank Morales & Wally Schissler

Instead of telling you how the work pictures in (slow), or giving you a weather report, we thought we would share this excerpt from the book "Stand-Up, A Guide To Workers Rights.""A society, and particularly one that historically has depended on the high productivity of its labor, has the duty to protect its workers. When that society does not do so, the workers who do the producing must understand and employ the ways and means of self-protection that are a matter of law.
The mere protections of the law are not protection enough. Workers must look to themselves and their own collective struggle to achieve justice. The best means to that end is through the vehicle of unions.

Today, our society does not pay the attention it should to worker's rights. We have been so successful in achieving material and economic security that we have forgotten that these benefits were, in good measure, achieved by the trade union movement after prolonged struggle.

Because we have taken our successes for granted, we are in danger of having them taken away. Almost half a century has passed since the right to join unions was assured by the National Labor Relations Act. And for that same period, new laws and other important labor protections are in the process of being either undermined or destroyed. Unions themselves are under attack, in some cases, today, at any time since the 1930s.

It is vital that the public's consciousness of the right to labor be raised. How many Americans, for instance, are aware that a report issued by the Operating Engineers on his recent and Rick Morales an LS. will be always the same although the class-

nated that as many as 100,000 Americans a year may be dying from diseases that are job-related? Today that figure may be far higher. Unfortunately, the very safety and health protections that were designed by law to end this tragedy are being dismantled. They are being dismantled by an Administration in Washington that believes the United States is best served by removing government regulations that 'unnecessarily' impede the ability of business to function effectively.

And so, the suffering of American workers is justified. Unions themselves are under attack, in some cases, today, at any time since the 1930s. It is vital that the public's consciousness of the right to labor be raised. How many Americans, for instance, are aware that a report issued by the Operating Engineers on his recent and Rick Morales an LS. will be always the same although the class-

Teaching Techs
By Gene Machado, Administrator, Surveyors JAC

Because of economic reasons the NCSIAC is terminating their agreement with American River College. We will be signing a new agreement with the Hayward Unified School District. This will cause only one change as far as the apprentices are concerned. The college offers a degree in Surveying offered by American River College will no longer be available to you. Since Hayward Unified is not of the college system, no credits will be offered. Classes will not change and we expect no other changes to occur. Due to class size in Sacramento we will be having two classes in this area and Rick Morales an LS. will be instructing the first through fourth periods and Tim Wong will continue with the fifth through eighth periods. The Oakland class has also grown too large and so a third class will start on January ninith for him through eighth periods. Ken Morrison, an LS. will be taking this class on a temporary basis until we can go back to two classes.

Many of you have moved into fifth and sixth periods and the NCSIAC will need to verify your Party Chief hours. Please contact your teacher and get this done so that we can put these hours on your master record for graduation purposes.

You're in shape here now is a good time for you to get ahead in your topics. If you don't have much to do on a rainy day, open your book. When summer comes so do the long work hours and it is easy to get behind. Put in some topics in the bank and you will be glad you did when you need them.

For those apprentices who have just moved into fifth and sixth periods we have just completed period four book "B", slope stake methods, that you missed. It is not mandatory that you take this course but it is available to you if you just complete the work. Two brownie points but it will help you down the line. Book "C", the HPM/CV Field Calculator is almost completed and will also be available for you. You will be notified when book "C" is available.

It is important that new members of the Union know the agreement that they are working under. Operating Engineers JAC has contracts with hundreds of employers and employer groups. Since these are negotiated contracts and not a standard contract forced upon the different employers or individuals employers, the working rules and conditions differ with each contract. Wages also are not always the same although the classifications and work does not change. The Union does its best to maintain continuity in the different contracts but there is a difference. There are three contracts within the Master Agreement for Technical Engineers. The Master Agreement, the Independent Agreement and the Custom Agreement. This is continuous on the three agreements and a knowledge of the Master Agreement will suffice.

There are Surveyor classifications also within the Master Agreement for Northern California between the Associated General Contractors of California, Inc.

Because apprentices are dispatched to firms working under this contract as well as the Technical Engineers Master Agreement one should become familiar with both since working rules, conditions, wages and hiring procedures are different. Copies of these agreements are available at the office. Obtain copies of each agreement and become familiar with each. Know which contract your job is under and keep track of the time you are working. Many of the questions we receive will be answered and in some cases a grievance will be avoided.

If you have questions about either contact your contract union representative in the Tech department. Frank Morales, an LS. can be reached at (415) 638-3095. Wallace Schissler in the San Jose area (408) 295-8788 and Bill Schissler in the San Francisco area at (916) 383-8480. It is important to them and you that you understand your working agreement.
Local 3 announces annual scholarship contest

GENERAL RULES & INSTRUCTIONS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1985 - 1986 SCHOOL YEAR

Two college scholarships of $1,000.00 each will be awarded for study at any accredited college or university. One will be awarded to a son or daughter of a Member of Operating Engineers Local 3.

Two college scholarships of $200.00 each will be awarded for study at any accredited college or university. One will be awarded to a son or daughter of the Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept other grants or awards which do not conflict with the obligations of the scholarships.

Who may apply:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local No. 3 and have at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 may apply for the scholarships. The parent of the applicant must have been a Member of Local No. 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of either: (1) the Fall Semester (beginning in 1985), or (2) the Spring Semester (beginning in 1986), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1986 and March 1, 1986.

Awarding scholarships:

Upon receipt of the application and required forms, Local No. 3 will review the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential scholarship recipients will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, preferably in either May or June. The checks will be deposited in each winning student's name at the college or university he/she plans to attend.

Inquiries concerning the applicant should be directed to:

M. Markus Recording Corresponding Secretary Operating Engineers Local Union No. 3 474 Valencia Street San Francisco, CA 94103 or to College Scholarship at the address shown above.

GRATEFUL ALCOHOLIC TELLS HIS OWN STORY

(Continued from page 13)

Great learning experience, and with all this responsibility came an expensive account. It was only in the best business that I took to lunch, people connected to the job, sub-contractors, suppliers, and sometimes in the search for better relations, business agents. There was no apprenticeship program in those days, and good men were hard to find. So when I wasn't taking people to lunch, I was taking care of my drinking.

At home, I couldn't walk straight. So I got involved with a motorcycle and took a job. I realized for the first time I had a choice to drink. I never realized either how much time I spent drinking or planning to drink.

Well, as it happened I wasn't able to stay sober for very long. I was dry for three months, four months, six months, and one time for one year and two months. Each time the drinking got worse and sobering up more difficult. Something kept me heading back to A.A. because this was the place, when I was sober, I felt great. I drank the fear returned. The only hope I saw was in the A.A. program. By this 10 months and 10 days sober, I have found a joy in living. Each day that goes on I get a little closer to being myself.

I'm still working and have a good job and I enjoy it. I have learned with the right attitude, I can live my life sober and have a ball. When I was nine years sober, I bought a motorcycle and took a trip down the coast to La Paz, across the ferry to Mazatlan, then up the mainland to Los Angeles. I have always wanted to do that. I was going to do it again if God would have it. I was sober and ready, but the checks will be deposited in each winning student's name at the college or university he/she plans to attend.

Instructions:

All of the following items must be received by March 1, 1986:

1. The Application — to be filled out and returned by the Applicant.

2. Report on Applicant and Transcript — to be provided by the high school principal or person being designated and returned directly to Local No. 3 by the officer completing it.

3. Letters of Recommendation — every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, friends, family members, people who know the Applicant. These may be submitted in the application, or sent directly by the writers to Local No. 3.

4. Photograph — A recent photograph, preferably 2 inches by 3 inches with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineers News.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

M. Markus
Recording Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, CA 94103

For information, confidential inquiries or referral please call:

California (800) 862-3277
Outside California (800) 862-2773

Addiction Recovery Program

FOR INFORMATION, CONFIDENTIAL INQUIRIES OR REFERRAL PLEASE CALL:

CALIFORNIA 1-800-862-3277
OUTSIDE CALIFORNIA 1-800-862-2773

\[\text{Grateful alcoholic} \]
**Swap Shop**

**Free Want Ads for Engineers**

**FOR SALE**

- **1983 Ford Escort 750 XL** - 40,000 miles, 3 bdrm. 2 bath house. $4,000 or best offer. ☏ (408) 378-0856.
- **1977 1 1/2' DODGE CAMPERS** - With bathroom, very clean. $225 each. ☏ (602) 442-5075.
- **1979 11/2' DODGE CAMPERS** - With bathroom, $250 each. ☏ (209) 334-3791.
- **1974 1/2 ton truck** - 11 ft. box camper, winch, $1,500 or best offer. ☏ (209) 334-3791.
- **1977 1/2 ton truck** - 9 ft. box camper, winch, $1,200 or best offer. ☏ (209) 369-6476.
- **1977 P.J. C.O. over camper.** - Full 12 ft. box. $800. ☏ (209) 369-6476.
- **1977 1 1/2' DODGE CAMPERS** - With bathroom, $200 each. ☏ (209) 369-6476.

**FOR LEASE**

- **2 acres, pasture. Horse colt and cow calf, chicken coop, pig pen, garden.** - Utah county. ☏ (801) 783-0870.
- **2 acres, pasture. Horse colt and cow calf, chicken coop, pig pen, garden.** - Utah county. ☏ (801) 783-0870.
- **2 acres, pasture. Horse colt and cow calf, chicken coop, pig pen, garden.** - Utah county. ☏ (801) 783-0870.
- **2 acres, pasture. Horse colt and cow calf, chicken coop, pig pen, garden.** - Utah county. ☏ (801) 783-0870.

**FOR SALE**

- **2004 Ford F250** - 4x4, 40,000 miles, like new. $15,000. ☏ (209) 334-3791.
- **1978 Ford 1/2 ton truck** - 11 ft. box camper, winch, $1,200 or best offer. ☏ (209) 369-6476.
- **1978 Ford 1/2 ton truck** - 9 ft. box camper, winch, $1,200 or best offer. ☏ (209) 369-6476.
- **1977 1 1/2' DODGE CAMPERS** - With bathroom, $200 each. ☏ (209) 369-6476.

**Grievance Committee Elections**

At its meeting on January 14, 1986, the District 4, Eureka membership re-elected Brothers O'Conner and Richard Silveria and re-elected Brothers Abe Soussa and Darrell Robinson to serve on its Grievance Committee for the ensuing year.

At its meeting on January 15, 1986, the District 6 Marysville membership elected Brothers Glen Moore and J.R. Bagley to serve on its Grievance Committee for the ensuing year.

At its meeting on January 22, 1986, the District 1, San Francisco membership re-elected Brothers Joe Demery, Pete Fogarty and Ray Maglini to serve on its Grievance Committee for the ensuing year.

At its meeting on January 28, 1986, the District 17, Honolulu membership re-elected Brothers Richard Lacar, William Kapiko and John Popovich to serve on its Grievance Committee for the ensuing year.

At its meeting on January 29, 1986, the District 17, Hilo membership elected Brother Chikara Kaya and re-elected Brothers Charles Pacleb and Richard Shiigi to serve on its Grievance Committee for the ensuing year.

At its meeting on January 30, 1986, the District 17, Maui membership elected Brothers Lawrence Waller and re-elected Brother Donald Papeo to serve on its Grievance Committee for the ensuing year.

At its meeting on February 12, 1986, The District 3 Stockton membership elected Brothers Raymond Tingart and Silveria and elected Brother Billy Barrett to serve on its Grievance Committee for the ensuing year.

At its meeting on February 12, 1986, The District 3 Stockton membership elected Brother Raymond Tingart and Silveria and elected Brother Billy Barrett to serve on its Grievance Committee for the ensuing year.
ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of District 17 (Hawaii) meetings, which convene at 7:00 p.m.

March
5th District: 12; Salt Lake City
6th District: 11; Reno
12th District: 10; Santa Rosa
19th District: 9; San Jose

April
8th District: 4; Eureka
8th District: 7; Redding
9th District: 5; San Francisco

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

(my name)

(city)

(state)

(zip)

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

IMPORTANT

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

REG. NO.

LOCAL UNION NO.

SIC, SECURITY NO.

NAME

NEW ADDRESS

CITY & STATE ZIP

Clipping and mailing to Engineers News, 474 Valencia St., San Francisco, CA 94103 in incomplete forms will not be processed.

Commission OKs Devils Slide

(Continued from page 1)

approved the plan and went to the Coastal Commission to amend their Local Coastal Plan. But after the second rejection from the Commission, the County and Caltrans went back to the drafting boards to scale down the project.

The proposal which was approved this month is a 4.5 mile bypass over Montara Mountain, joining Highway 1 just north of Montara. Along steep sections, the two lane road would have a continuous uphill passing lane and a 24 foot wide unpaved strip in the down hill direction. The purpose of the "vehicle recovery area" is to serve as an emergency escape route for out of control vehicles.

Opponents of the project who condemn it as an environmental disaster and a violation of coastal protection legislation vowed to challenge it in court. According to a Sierra Club activist, over $50,000 has already been raised to fight the construction.

Now that Caltrans has the approval of the Coastal Commission they must go back to the Board of Supervisors for a construction permit. In doing so, they are working against the calendar in getting the project ready to go. In accordance with emergency legislation passed by Congress, a contract must be awarded to a contractor by September 30, 1986 or they will lose over $50 million in federal funds. The State has said that they have no funds to pay for the project, so a lengthy court fight with the Sierra Club could still stop the bypass.

Credit Union

(Continued from page 4)

income whichever is less, or you may open your 1986 IRA and begin taking advantage of the interest and savings available now. Whichever route you choose make sure you let the Credit Union know when you make your deposit. This can be handled by designating on your deposit slip whether you would like the money applied to your 1985 IRA or your 1986 account.

Get to know your Credit Union — 1985 brought a substantial growth in member participation at the Credit Union. That means members are becoming more aware of the programs available. Programs such as Phone-A-Loan, Auto Dues, Auto Transfer and Signature Line-of-Credit are very popular items which have been designed to allow members to use the Credit Union with ease. Take some time during 1986 to find out which programs are offered and what your Credit Union can do for you. Before you call the bank for a service, fill out the Request for Information form located on the back page of this issue or call the Credit Union at (415) 829-4400. Until then, you should call 800-361-7723. We are designing services for you.

Attention WWII Veterans

Veterans of World War II are eligible for a refund on insurance carried during the war, thanks to a special bill recently passed by Congress. The refund is due regardless of whether or not the insurance is still carried.

The legislation calls for a dividend of $6.95 per $1000 of their GI insurance for each month of service. The dividend cannot be received unless it is requested.

The Veterans’ Administration is urging all WWII veterans to apply, regardless of whether any insurance was held. The VA will check all claims for eligibility.

Although the refunds will not make anyone rich, a couple hundred dollars can always come in handy. An example of how the refund is computed for a veteran who had $10,000 in insurance for 12 months is shown below:

Veterans Building - 1351 Maple Street

Eureka (Continued from page 12)

Douglas said. Once the construction is finished, the modules will be loaded on barges and sent to the Independence, an oil installation proposed off Santa Barbara.

But Wright Schuchart doesn’t plan to abandon the site, which will be suitable for many other kinds of construction projects, Douglas said. We’re marketing to anybody who wants to build something that fits,” he said. Wright Schuchart in May, as community leaders were still seeking the jacket project. It was hoped Exxon would locate the jacket project in Eureka, but the oil company last summer awarded the contract to a South Korean firm. For many other kinds of construction projects, Douglas said. We’re marketing to anybody who wants to build something that fits,” he said. Wright Schuchart in May, as community leaders were still seeking the jacket project. It was hoped Exxon would locate the jacket project in Eureka, but the oil company last summer awarded the contract to a South Korean firm.