



# ENGINEERS NEWS

VOL. 38, NO. 2

SAN FRANCISCO, CA



FEBRUARY 1986

**Page 14 — Important notice announcing the 1986 Scholarship Contest.**

**Page 16 — Schedule of District Grievance Committee Elections.**

**Page 7-10 — Full photo coverage of the storm damage and cleanup effort.**

## We won't forget the 'Storm of 86'



Over 20 miles of Highway 70 along the Feather River Canyon was ripped apart by flood waters.

*By James Earp  
Managing Editor*

It will go down as possibly the worst flood in California's history. Like the great storms of 1955 and 1964, the storm that began on February 13, 1986 and pounded Northern California relentlessly for a week will be remembered by those who survived it, those who lost their homes because of it and those who were fortunate enough to merely have to endure it.

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 granddaddy. 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)*

### Local 3 gives \$50,000 for disaster relief

The plight of Operating Engineers and their families stricken by the flood prompted Business Manager Tom Stapleton and the Officers of Local 3 to make a \$50,000 contribution this month to the American Red Cross, to be used for flood relief efforts throughout Northern California.

The contribution, which was drawn from the Local 3 Welfare Fund, was delivered to Hugh Sheehan, Red Cross Labor Liaison on Feb. 25 and earmarked specifically for disaster flood relief in Northern California.

"As the reports of the widespread damage came in, we discussed what would be the most effective way we could provide assistance to our own members as well as the public at large, who had been stricken by the storm," Business Manager Tom Stapleton said.

"After discussing several different options, we determined that the Red Cross already had established an effective method of channeling immediate assistance to those who needed it most. The best thing we could do was help provide the necessary funds for them to do the job."

Stapleton explained that the decision to donate \$50,000 to the Red Cross flood relief fund was unanimously approved by the Executive Board and the Officers of the union.

"Although we are happy our union is in a financial position that enables us to make a significant contribution,

*(Continued on page 8)*

### 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

*(Continued on back page)*

### Feds hit subcontractors

## Noose tightens around Hatch

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 can determine, 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 Womens 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 that allowable" under law. The DOT cited the fact that "presently, 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

*(Continued on page 2)*





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

# LOOKING AT LABOR

**"...the goals of the Red Cross and the labor movement are...to meet the human needs of workers and their families,"**

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 fumbling around, trying to figure out 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 we could help our own members, and the community at large who were stricken 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 unionists 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. AFL-CIO 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 Coastline Project, which began on 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 qualify 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.

## ENGINEERS NEWS

WIPA



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

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## Feds say Hatch 'minority' contractors phony

(Continued from page 1)

Electric. The DOT charged that the company does not qualify for the federal program because "the two female owners of H & H Electric are married to prominent contractors and cannot therefore, be considered to be socially disadvantaged."

The letter to H & H Electric noted that Suzanne Hatch acts as Secretary for both H & H Electric and her husband's firm, R.A. Hatch. Additionally, the office location of H & H Electric is in office space owned by the Hatch family with no apparent lease agreement.

The DOT letter noted other irregularities, such as the lack of background and expertise of the women co-owners to control the day-to-day operations of the firm or to make "critical" decisions.

"This ruling by the DOT proves what we have been saying about R.A. Hatch all along," declared Local 3 Business Manager Tom Stapleton. "Hatch Construction has been in violation of the law. He runs bogus companies to take advantage of federal construction programs. He violates apprenticeship standards. He has no right to work as a contractor in California."

In a related development, investigation by the Foundation for Fair Contracting has revealed that 21 contractors and material suppliers have filed stop notices against Hatch Construction for its alleged failure to provide timely payment for goods and services rendered on another construction project in the Redding area.

According to information obtained by the Foundation, nearly \$700,000 in progress payments paid to Hatch by

Caltrans had not been forwarded to various subcontractors and material suppliers who had worked on the Redding project.

Involved parties indicate that there is a "lot of resentment against R.A. Hatch in the area" because of people not getting paid.

The complaints also bring up the question of Caltrans' role in the awarding of contracts. According to the law, contractors awarded state and/or federally funded highway projects must demonstrate that they are "responsive and responsible" contractors.

Yet, despite the rulings that have been issued against Hatch Construction and the growing number of complaints about the company's business practices, Caltrans continues to defend its awarding of highway contracts to the Oregon firm.



## 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 "sizeable segments of California voters."

The group includes Senators Reuben S. Ayala, Los Angeles, Daniel Boatwright, Concord; Wadie P. Deddeh, San Diego, Joseph B. Montoya, Los Angeles; Walter W. Stiern, Bakersfield, Rose Ann Vuich, Dinuba, 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 Democratic senators," Presley said.

Montoya commented, "It must be understood that we are seeking to resolve social problems with compassion 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 invariably develops its own momentum and pursues its own direction. We are attempting to insure that political direction should take its course through mutual communication with all segments of the Democratic Party."

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

"Actually, it is more directed at organizing ourselves than aimed at any philosophy or at anyone," Presley said. "We found that as individuals some 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, conservative 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 community and city leaders.

Through the Bricklayers & Laborers Non-Profit Housing Co., union craftsmen 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 communities by the city's skyrocketing prices for 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 craftsmen and an interested 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 September and expect to finish the homes in early spring.



**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.

## It can't be said, 'He never told a lie'

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

Legan denied ever making such a promise.

In Sacramento, McCorquodale formally 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.

McCorquodale's bid for re-election, which had been expected, was announced in a statement issued by his Capitol office. Republican Robert Herriott is also running for McCorquodale's seat.

Legan was appointed to the county board of supervisors to fill the vacancy

created when McCorquodale was elected to the state Senate.

According to Dick Geyer, a Painters Union delegate who offered the reprimand motion at the political committee's meeting Monday night, Legan made the commitment before his appointment as a supervisor.

While the 1982 appointment was pending, Geyer said, Legan appeared before the COPE committee for its endorsement and promised never to run against any Democrat it had endorsed for higher office.

Such a promise would have barred Legan from opposing McCorquodale for state Senate or Rep. Don Edwards, D-San Jose, for Congress.

The reprimand motion was adopted unanimously at the February COPE meeting.

## 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 coverage and 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 Mickelson 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.



## For 'My Hometown'

Bruce Springsteen, "The Boss" to his fans across the country, gives an unscheduled 40-minute performance at a benefit by an Oil, Chemical and Atomic Workers local to raise funds for a campaign to prevent the shutdown of a 3M plant in Springsteen's hometown of Freehold, N.J. With saxophonist 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.





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

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.

The best way to keep our union strong is for every member to take an active part in the union. I appreciate and welcome constructive criticism. There is an old saying, "You never get too old to learn," and how true that is! I learn something new every day.

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 3.1% was effective in December 1985 and you should have received the increase on your January 1986 checks. Also Social Security checks have a new look.

The familiar green punched card checks that Social Security beneficiaries have been receiving 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.

The design 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, the government's financial manager, began planning the paper check conversion project in the late 1970's because of new technology and the need to conform to generally accepted banking practices. Taxpayers will save \$6 million per year in costs of paper stock and storage space.

Supplemental Security Income beneficiaries will continue to receive the gold-colored punched card

checks. The conversion process to the new checks will not effect them until April 1, 1986.

I believe the members are well informed as to what they have to do to apply for their Pension Benefits; however, I still get lots of questions in regard to filing for Social Security.

Any worker who is already 62 or will reach social security retirement age by early 1986 and who plans an end of the year retirement should check with Social Security to discuss the possibility of filing now for monthly benefits.

Although 65 is the current retirement age for full Social Security benefits, most men and women choose to receive them early at a reduced rate. The reduction can range from 20 percent less at 62 to only five ninths of one percent less in the month prior to age 65.

Social Security officials point out that there are both advantages and disadvantages of taking benefits early. The primary advantage is that the retired worker can receive as much as three full years of payments prior to 65. But the major disadvantage would be that such a payment would be reduced and remain at a reduced rate even after the worker reached 65. The same is true for any spouse's benefits which are taken at a reduce rate before age 65.

If the recipient lives more than approximately 12 or 13 years after age 62, then the advantage gained by taking them early is lost. A worker's election of reduced payments before 65 also can result in a somewhat smaller survivor benefit to an eligible widow or widower upon the worker's death.

Anyone thinking about filing for monthly retirement benefits can call the telephone number listed for Social Security in any local telephone directory to get information about possible benefit amounts. If the person then chooses to file, this can often be done by telephone and mail, thus avoiding a time consuming trip to the person's Social Security office.

Those filing for retirement benefits will need to submit a certified copy of a birth or baptismal certificate recorded before the age of five years or two

pieces of documentary evidence of age if no birth record exists.

Many also will need W-2 wage statements for the two preceding years, proof of military service and information about any other family member who also may be planning to apply on the workers record.

Persons can call their Social Security offices for informational booklets, an estimate of benefits if the worker is 60 or older or to make arrangement for applying by telephone and mail.

### Social Security death terminations

Any monthly benefit check received after a Social Security or supplemental security income recipient dies should be returned to the U.S. Treasury Department marked "Deceased — Return to Sender."

Notice of a beneficiaries death can be called in to any Social Security office. This is especially important when a person is receiving checks by direct deposit to a financial institution.

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.

Since lump sum death benefits no longer are payable to funeral houses, this has lessened reports of death made by funeral directors. Although there have been instances where checks have been cashed fraudulently after a beneficiary dies, this is relatively rare occurrence, according to Social Security officials. Most checks are stopped promptly.

Questions often arise about when Social Security benefits may be payable after a recipient dies. No benefits are payable for the month of death. Even when a person may die very late in the month, the check which arrives early the following month for the month of death must be returned. In order for that check to be reissued to an eligible survivor or the estate, the person whose name is on the check must live throughout the month. Checks are not pro-rated based upon the date of the person's death.

## Coming season looks brighter for Redding

The work picture for this year looks a little brighter for the Redding District than it has in the past few years — but it is still not as good as was expected, according to District Representative Don Doser. Governor Deukmejian has delayed the I-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 #3 members. It is the only section of I-5 that doesn't meet freeway standards.

"Brothers and sisters, I believe all of us should take the time and write our senators, assemblymen and the Governor and ask why they keep delaying this project since there are highway fatalities on this stretch on I-5 annually," Doser said.

J.F. Shea Company has quite a number of jobs in the area — Black Butte Project \$6.4 million, off and on ramps on I-5 from Corning to the Oregon border \$1.7 million and various smaller jobs all over the district. Hard-rock Construction was low bidder on

Highway 300 East near Round Mountain \$845,000, also a \$650,000 job in Susanville.

The Ford Construction Company is finishing up their site preparation at the Susanville Correctional Facility. This was a \$1.2 million job which had nine operators on it. The next phase is the tilt-ups for this 500 cell project. Pomeroy has the \$4 million contract on this.

Wright, Schuchart & Harbor are coming along nicely on Diatomaceous Earth Plant at Burney. They had a little down time due to the mild winter we have had. This job kept three operators going all winter. Baldwin Construction Company has a \$2.5 million job on County Road A-21 out of Susanville. This should start as soon as the weather permits.

Stimpel-Wiebelhaus job at Palo Cedro is just about finished. Benco should have the bridge completed by the time this is published. J.F. Shea will finish up the paving. "All in all last year was the best year for the Redding area since 1977. We have a real good outlook for 1986," Doser said.

Don't forget the Redding Barbecue is set for Saturday, June 14th. Hope to see a lot of you hands there.

## Winter slows work in Sacramento

Work in the Sacramento area has wound down for the winter, reports District Representative Ken Bowersmith. 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 glad to get some time off as it has been the best year Sacramento has had in a long time.

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

Tutor-Saliba is moving right along with their job at Folsom Prison and will keep some of the brothers busy all year.

SOFAR has been on and off so many times it is really hard to predict when it will start. The latest word is that they have everything in place now and are anticipating getting started as soon as the snow melts. This project has been in the making for 21 years now. During this time everything from the location, to the design, and the financing has been changed, but they feel that they now have a concept that everyone can live with.

### HONORARY MEMBERS

The following retirees have 35 or more years of membership in the Local and have been determined eligible for Honorary Membership, effective February 1986:

Name	Reg. No.
Howard Blair	0252924
John E. Bullock	0456429
Bruce Burch	0657910
Leroy Christman	0589221
Harvey Edwards †	0515901
Frank Genoni*	0558707
Glenn A. Hardy	0643091
Clarence Hazlewood	0519680
Rollin A. Henriques	0546705
Lawrence Juliot	0589252
Isaac Manley*	0557489
Richard S. Rego	0661095
Neal A. Russel	0657719
Robert Russel	0657720
Herbert Sales	0581570
Cy Shepard	0603377
E. R. Taft	0657842
Woodie Weaver	0549455
Elmer White	0649316
Richard Wright	0612838

\*To be effective December 1985 — inadvertently omitted from the December 10, 1985 Executive Board.

† To be effective January 1986 — inadvertently omitted from the January 4, 1986 Executive Board.



# 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, 620 new residential units, two new hotels and a 200,000 square foot shopping

center. The Metro Center will accommodate 1,600 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 lone existing building. 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.**



The main attraction of the 100-acre Metro Center of Foster City is this 22-story office complex being constructed by Rudolph and Sletten. Even though all the iron is not yet in place, the building is already 50 percent rented out.

## 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.

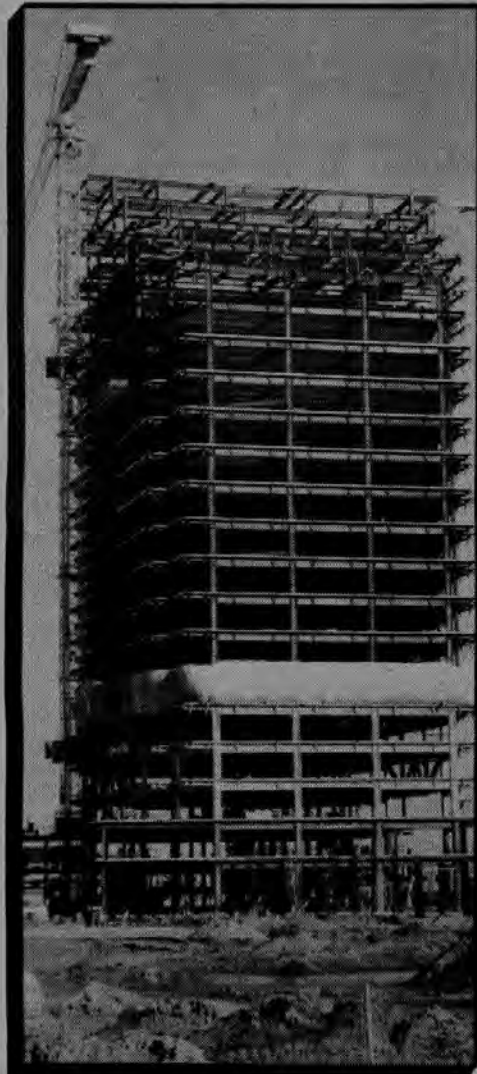
They were unable to release enough effluent to lower the ponds, which led to

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-Que 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.





# Credit Union

**Federal credit union** — Effective February 1986 you will see a new look at your Credit Union. Thanks to your participation and votes the Operating Engineers Local Union No. 3 Credit Union will become federally chartered. Not only will *Federal* become a part of our name but you will also see NCUA signs placed in 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 I. Haywood Hayward CA

Amana Microwave Ovens  
Michael R. Gabbitas Springfield UT  
Ivan V. Butler Modesto

Bushnell 10x50 mm  
Wide Angle Binoculars

Michael R. Coe Auburn CA  
Mike M. Shrum S.F. CA  
Mario Dumlaio Oakdale CA  
Tony Moline Reno NV  
John Goz Oroville CA  
Clarence Winter Morgan Hill CA  
Gwen 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  
Maynard Byrd Auburn CA  
Gordon Turner Pleasanton CA  
Clyde Andorson Sebastopol CA  
Ray Makaio Kailua HI  
Fred Kahle San Leandro CA  
Reba Gonsalves San Jose CA  
Gene Fujihara Kailua HI  
Walter McCray Martinez CA  
Erick Stone Hayward CA  
Fritz Brauen San Mateo CA  
Kenneth Rasley Elko NV

Congratulation 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 the Credit Union must 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. The deadline for 1985 IRA's is April 15 however, take advantage of the savings now by opening your IRA today.

For those members who have 1985 IRA's, you may continue to add to the account until you reach the maximum levels, \$2,000 (\$2,250 for spousal) or 100% of your 1985

(Continued on page 16)

## Local 3 fares well next to other locals

During the week of February 2, 1986, I attended the International General Executive Board Meeting in Bal Harbor, Florida with Business Manager Tom Stapleton, which proved to be a very enlightening experience.

Talking to Business Managers from Local Unions all over this country I find that even with all the problems we have, we are the most successful of them all. Business Manager Stapleton was asked to give a report on how our programs work and their effects.

There was not one other local that had these types of programs in effect. Most locals are losing members drastically. The International has dropped 60,000 members since 1981.

There is hope however; our new General President Larry Dugan, Jr. is a very progressive person. He outlined new programs that he will follow. Organizing seems to be his first and foremost priority for an attack on the nonunion. He has sent people out here to get our ideas and see how our programs are working.

By  
**Norris  
Casey,  
Treasurer**



General President Dugan is looking at things with an open mind and knowing that we are all in trouble and that something has to be done, but he is convinced, as we are that it can and will turn around.

Larry Dugan, Jr. is formerly from Local 428 in Arizona, his father ahead of him was active in the local for many years. Larry, Jr. was the Business Manager of Local 428 before he moved to Washington in 1979 as Assistant to the General President. He is, by the

way, the first General President to come from the Western United States.

I have the distinct feeling that the political atmosphere among the General Executive Board Members is at its best in many years. They all seem to be happy with President Dugan's performance and support him in his new programs and direction. It is apparent that President Dugan has the respect of all factions involved: Management, Politicians, other Unions, and all Locals of our International Union.

Dugan and our Business Manager, T.J. Stapleton, seem to be on the same wave length as to the direction labor has to take to survive. They are both very open minded men who understand the modern world's problems.

In summation, I like what I see in the leadership of our great International Union, as well as in our Business Manager, T. J. Stapleton. It is comforting to know that with all the problems we face, we have men with progressive ideas at the top.

## Tenco doing well for winter

Work in the Marysville area is up and down due to the winter weather, reports District Representative George Morgan and Business Representatives Dan Mostats and Pat O'Connell.

Tenco Tractor is doing very well for this time of the year. The rock plants in the area have started back to work after a few weeks off for the holidays.

Robinson Construction has begun work on the 5th Avenue Project in Oroville and is also back to work on Oro Dam Boulevard for C.C. Myers. Babcock and Wilcox is moving along, in the mud, on the co-generation plant on Feather River Boulevard south of Marysville. Barber Construction of McKinleyville was low bidder on a ditch relocation project for Caltrans on Highway 99 south of Yuba City.

This month, the Department of Water Resources is putting out to bid a cable project at the Thermalito Division Dam Power Plant which should be around \$1.5 million.

Underground/ West Valley Construction is busy in the Oroville area working next to the railroad installing the fiberoptic cable which is going from Oroville to Highway 395. This has been a good winter job for a few of our Brothers. Watch in future issues of *Engineers News* for pictures of the JAWS that this employer has on the railroad.

Negotiations with Peterson Tractor, Chico and Redding shops, are still underway on the January 1, 1986 openers. Peterson Tractor, Willows Division, has already been negotiated and ratified. Negotiations are also in process on the April 1, 1986 renewal of the Material Producers Agreement.

In the upcoming negotiations on the Master Agreement for Northern California, our officers will have the roughest time in history, with other crafts giving concessions.

California's Workers' Compensation laws have again surfaced in our state assembly. The most drastic legislation introduced, though, is AB 1000, introduced by Alister McAlister of San Jose. Adoption of this legislation would drastically impair our present workers' compensation laws, which needs upgrading and improvement, not impairment. Assemblymen Wally Herger, 3rd

District, and Stan Statham, 1st-District, represent the Counties in the Marysville area, and we should write to them immediately urging a "no" vote on this bill. Letters can be addressed to them at the State Capitol, Sacramento, CA 95814.

The following were among 98 members who attended our January 16th district meeting: H. E. Olson, Ed Bruner, E. S. Johnson, Richard Peacher, Ted Watkins, Chuck Asby, Ray Reed, Cy Shephard, Alex Cellini, Gene Garewal, Wilbur Brown, Eugene Hall, Bill Parks, Gary Mathews, J. M. Perez, Richard Zerkovich, Art Dickens, David Whiting, S. W. Mickey, Mike Lithgow, Robert Landes, Vine Wheelock, Patrick G. Barrie, Jack M. Curtis, William C. Schneider, Phillip Ratliff, Steve Ackerman, George Scholey, Roy Larson, D. W. Callison, Ben Shepard, Jim Quinn, Melvin Mills, Dave Slack, Glen Moore, Ernest Dorsey, Jr., Don Masters, Clinton L. Bagley, Clay Adamson, Harry Holland, Jr., Dave Young, Jim Cole, Charles F. Harvey, Robert L. Lucero, Otto R. Samuel, and Ernie Brookins. Thanks to each of you and to all our other members who attended, helping to make our district meeting successful.

### Blood Bank

We are sorry to report that there is a zero balance in our Marysville district blood bank, and regret that we were not able to supply the recent need of one of our members.

"As you know, the blood bank is for the benefit of our members and their families, and it is the responsibility of all of us to make sure there is a supply on hand. Remember, at any time, it could be by you, or someone close to you, who needs blood from our reserve, and at the present time, there is *no* reserve," Morgan said.

Please call the office, 743-7321 from the Marysville/Yuba City area, and 534-1858 from the Oroville/Chico/Paradise area for information on donor centers.

Congratulations to the two new Grievance Committee members, J. R. Bagley and Glen Moore, who join Gene Garewal as Marysville's Grievance Committee for this year.

## Watching television won't win elections Senator cautions

Sen. Howard M. Metzenbaum (D-Ohio) told a group of labor leaders that American unions have lost their political effectiveness due to an apathetic rank-and-file, and urged them to mount a new political offensive against their enemies in Congress, including many Democrats.

"Labor as a political force in this country has lost its punch," Metzenbaum said in an emotion-charged address to a legislative conference this week sponsored by the AFL-CIO Industrial Union Department. "Senators and congresspersons are thumbing their nose at you. They think that you're a paper tiger," he declared.

Charging the labor's rank-and-file were too busy "watching television" to become involved, Metzenbaum cited the first session of the 99th Congress such as the defeat of plant closing legislation, which failed to pass by only three votes.

It is time, Metzenbaum said, for unions throughout the country to "get off their butts" and "insist on the support of your elected officials — and if they don't support you, go out and beat them."

"You've got to come back from where you were years ago. You used to be active. You used to be involved. You used to be a force, but you're not that any more. And if you don't do it, then you're letting down yourselves, you're letting down your kids, and you're letting down your grandchildren as well. The choice is yours," Metzenbaum concluded.

Metzenbaum urged his audience to take an early role in this year's campaign for control of the Senate and was applauded loudly when he asserted that labor's interests would be better served if Sen. Orrin G. Hatch (R-Utah) were replaced as chairman of the Senate Labor and Human Resources Committee Sen. Edward M. Kennedy (D-Mass), and if Metzenbaum replaced Sen. Don Nickles (R-Okla) as chairman of the Subcommittee on Labor.



## Picking up after the storm

(Continued from page 1)

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 coerce through the Delta.

Even so, the damage was incredible. In Sonoma County's Guerneville, the Russian River reached an 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.

The beautiful Highway 70 in the Feather River Canyon was torn to shreds as the swollen river ripped bridges, railroads and pavement (see photos). Over 18 miles of highway will have to be rebuilt from scratch.

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 their 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.

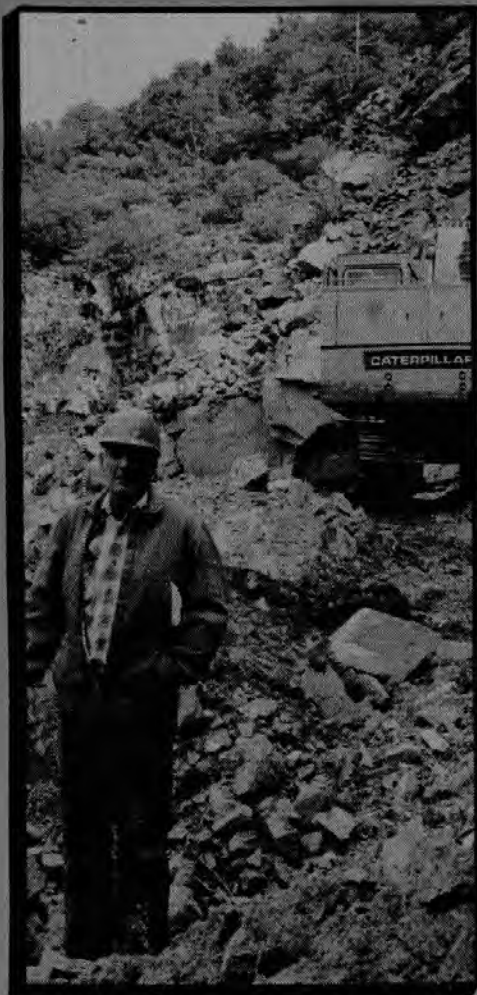
It was a depressing site. "What a mess," was about all you could say, over and over again. Everywhere people were hauling out soaked belongings. Others seemed bewildered and overwhelmed. They stood around in small clumps, drinking beers, sharing their version of the disaster or just staring at their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

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

(Continued on page 8)



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.



Grievance Committeeman Gene Garewol is one of many Local 3 members working for Morrison-Knudson to clear the Union Pacific rail line on Feather River.





# Donation

(Continued from page 1)

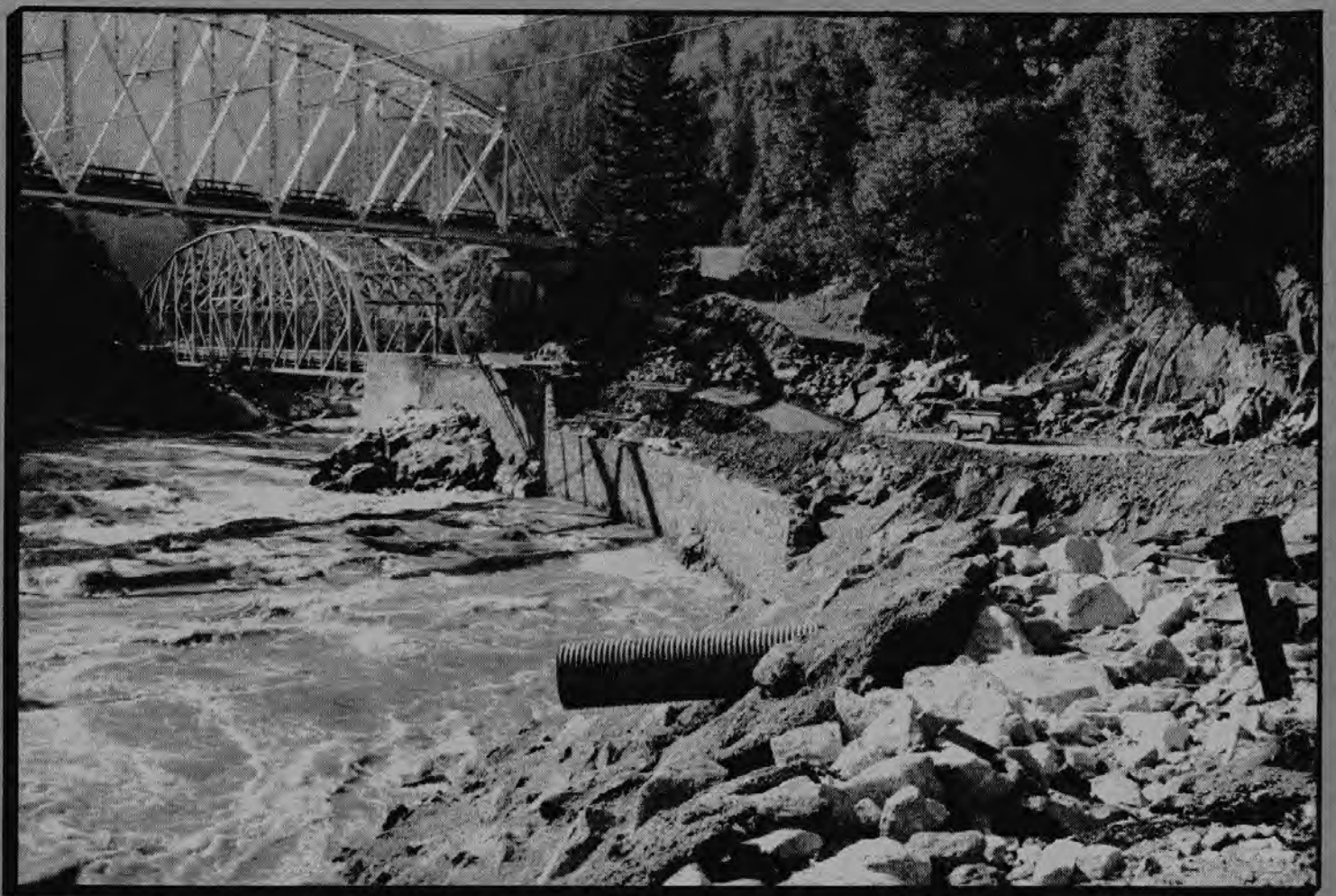
we realize that it is a small amount compared to the total need," Stapleton added. "The Red Cross has been financially drained because of the widespread nature of the disaster in Northern California. We encourage local unions throughout the state to contribute to the disaster relief according to their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

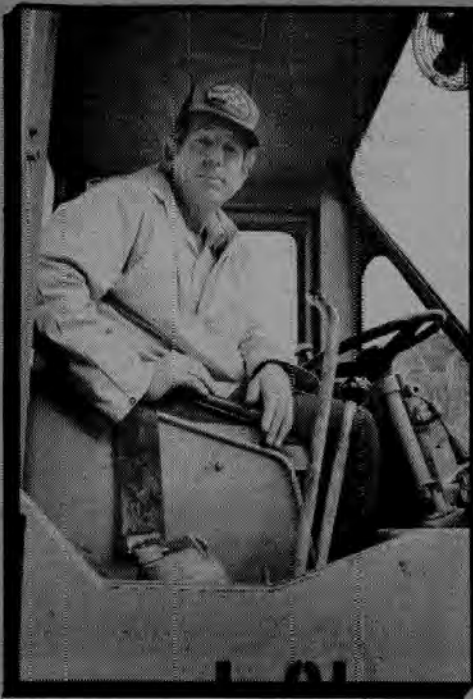
- In Marin County, crews working for Magjora Ghilotti worked around the clock to shovel away slides that were scattered all over the coastal county.

- 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.

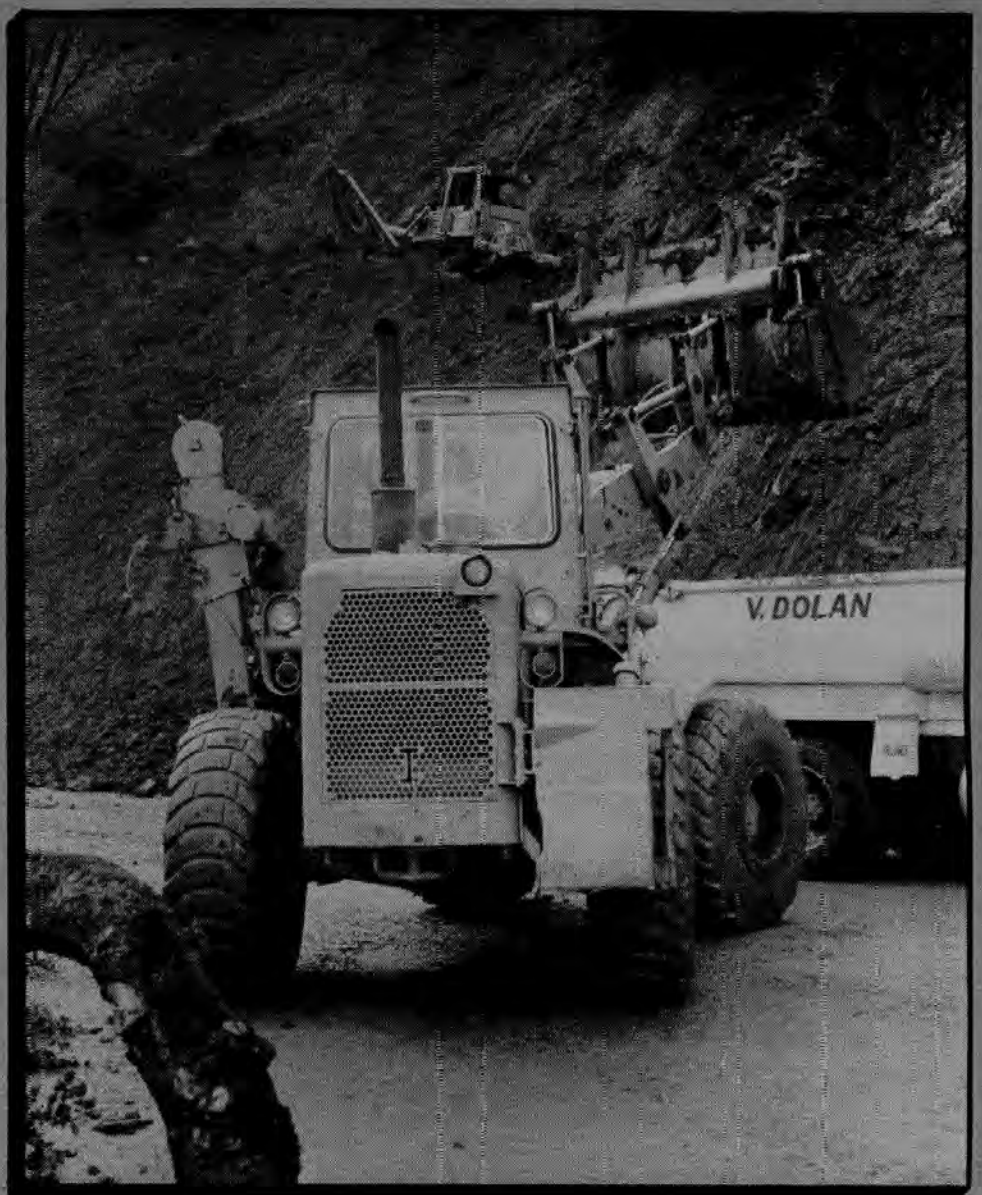
- Dredging crews working for Dutra, Shellmaker and others will be busy this spring cleaning out the waterways swollen with silt and rebuilding broken levees.

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 in place, it would have alleviated the tremendous pressure on the American River levees.



**Loader operator Jim Reagan (above) and dozer operator Jim Piazza were part of the Magjora 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.



## It could have been worse without flood control system

The rainstorms 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 staggering volumes of water — and it got its biggest test in years in the weeklong downpour that began on February 13.

There was so much water behind the Oroville Dam that engineers began releasing 150,000 cubic feet per second into the lower Feather River, the largest outfall in the 20-year history of the dam.

The rate translates into nearly 1.2 million gallons of water pouring over the spillway every second. The flood-gates were also opened on the Folsom Dam, pouring 125,000 cubic feet per second into the American River — also a record.

Without the elaborate system of weirs (gates that open to divert river water) and bypasses, that much water would roar down the Feather and the American rivers and into the Sacramento River. It would have flooded most of Sacramento Valley from Marysville to the edge of San Francisco Bay.

That is what used to happen until about 1911, when construction began on a flood-control program that became a model for the rest of the United States.

Eventually, the Sacramento, the largest and most dangerous of the state's rivers, was tamed by a series of 980 miles of levee, 438 miles of flood-control channels and canals, seven bypasses to hold flood waters that cover 101,000 acres, 31 bridges and 50 miles of collecting canals.

There are two keys to the system. One is a series of dams upstream, serving the dual roles of controlling floods and

trapping water for irrigation and transportation to Southern California.

The upstream reservoirs — like the Oroville and Folsom reservoirs — are huge. The two combined can hold more 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. "It would break out." A river breaking loose, usually through a levee, is what flood experts fear most. The idea, said Davis, is to control the flow of the river so all the water does not crest at once. The floods in Napa and Sonoma counties occurred where such measures were not possible.

The Napa River, which flooded at the lower end of the Napa Valley, does not have much upstream storage and has no bypass system. The Russian River, protected in part by two upstream dams, flows to the Pacific through a relatively narrow valley where there is no chance for diversion.

Although the system spans hundreds of miles between Redding in the north and Fresno to the south, it is controlled and monitored by computers in federal and state command centers that run around-the-clock in Sacramento.

At the federal center, officials are able

to set the release from any dam under their jurisdiction by computer. A network of gauges in rivers around the state provides instant readings on river flows.

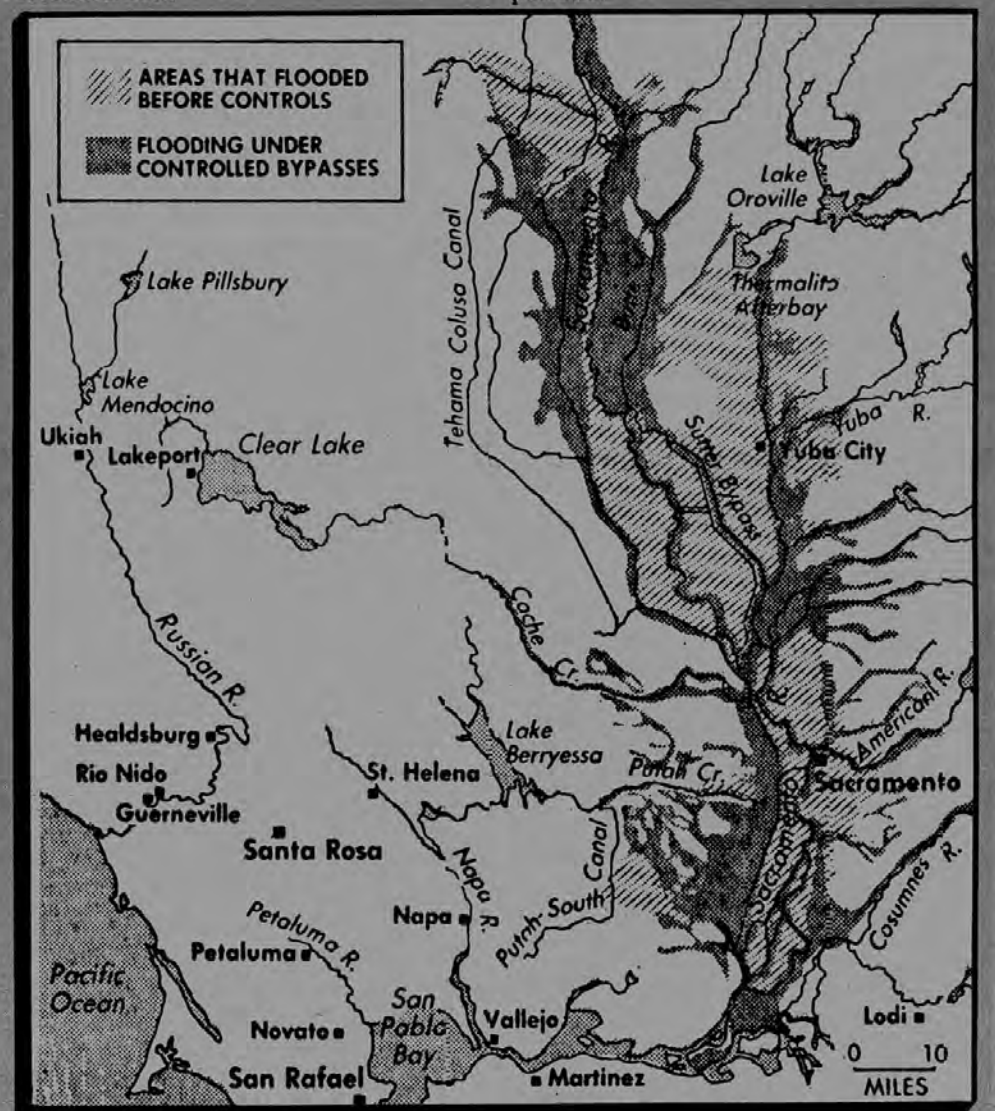
Officials there are in constant communication with both the state center and specialists with the Army Corp of Engineers. It designed and built the dams.

Most of the major flood-control dams — Claire Engle and Shasta near Redding, Black Butte near Chico, Bullards Bar south of Oroville and Folsom — are operated by the federal Bureau of Reclamation.

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.





## Fringe Benefit Forum

By Don Jones,  
Director of  
Fringe Benefits



The most recent in a series of Cost Containment efforts designed to cut costs without cutting the quality of benefits of your Health and Welfare Plans are the Preferred Provider and Utilization Review Programs.

### Preferred provider program

Last issue we discussed the Preferred Provider Program. The Boards of Trustees have contracted with several hospitals throughout Northern California for discounts for Active Engineers and their families and retirees and their spouses. Non-emergency admissions to a contract hospital will save money for the Trust Funds and for you. **Please note** — Members signed up with Kaiser are not affected by this program.

For Active Engineers and their families (California Plan), effective April 1, 1986, the Plan will pay for non-emergency admissions, 100 percent of necessary services at any contract hospital.

For retirees and/or their spouses *not on Medicare* (retirees and/or spouses on Medicare are already participating in Medicare's Cost Containment efforts), the Plan will pay, for non-emergency admissions, 80 percent (75 percent for Schedule II) of the reduced hospital charges. The retiree will be responsible for a smaller co-payment than he would have had he or his spouse used a non-contract hospital.

A few more facts about the Preferred Provider Program:

- Your doctor will be able to treat you at a contract hospital.

- The Plans will continue to cover medical emergencies under the current benefit Plan.

- The Plans will continue to pay the current level of benefits for Active Engineers and their dependents and retirees and their spouses who live outside of the Preferred Provider service area.

- Physicians' services and other medically necessary health care continue to be covered under the current benefit Plans.

### Utilization review

Utilization Review is a program that helps determine whether an elective (non-emergency) admission to a hospital is necessary, and if so, for how long.

Your doctor will contact a local Professional Review Organization (PRO) before you are admitted to a hospital to determine from all the facts if you must be admitted to the hospital. **Please note** — as with the Preferred Provider Program, members signed up with Kaiser are not affected by the Utilization Review Program.

The Trustees have put these two programs into place to help control rising medical care costs without reducing the level of benefits. We need your full cooperation in the program to make it work.

Retirees and/or spouses (not yet on Medicare) — have your doctor contact the Professional Review Organization and use a contract hospital for non-emergency Admissions. The Trust Fund will save money. Hospital costs will be at the guaranteed reduced rate. You will save money. The Plan will pay 80 percent (75 percent — Schedule II) of the reduced hospital charges. You will be responsible for a smaller co-payment.

For Active Engineers and their families (California Plan) — effective April 1, 1986, you have a choice.

If you do not take advantage of the new programs, the Plan will continue

to pay high benefits. The benefit structure, however, will be slightly changed from the benefits currently payable for hospitalization under the Plan.

If you take advantage of the new programs, the Plan will pay 100 percent of necessary hospitalization services at a contract hospital.

Be sure to read you Trust Fund mail carefully to become familiar with how the Preferred Provider and Utilization Review Programs will work. Remember, the programs only affect you if you are going to be admitted to a hospital for a non-emergency.

The following is a list of contract hospitals for Active Operating Engineers and their families. We are preparing a separate list for retirees and their spouses and we will soon make that list available.

**HUMBOLDT:** St. Joseph's Eureka, Redwood Memorial; **MENDOCINO:** Frank Howard Memorial; Ukiah Adventist; **BUTTE:** N. T. Enloe, Feather River; **PLACER:** Auburn Faith, Roseville Community; **SACRAMENTO:** Mercy San Juan, Mercy Folsom, Sutter Memorial, Sutter General, Methodist; **SANTA CLARA:** El Camino, Good Samaritan, San Jose, Wheeler; **SAN JOAQUIN:** Lodi Memorial; St. Joseph's Stockton, Tracy; **STANISLAUS:** Memorial, Modesto; Memorial, Ceres, Oak Valley; **TUOLUMNE:** Sonora Community, Sierra Community; **MERCED:** Merced Community; **FRESNO:** Fresno Community, Clovis, Sierra, Valley Childrens, Selma District; **SANTA CRUZ:** Dominican; **YOLO:** Woodland Memorial; **SONOMA:** Santa Rosa Memorial, Healdsburg General, Petaluma Valley; **MARIN COUNTY:** Marin General, Novato, Kentfield; **NAPA:** Queen of the Valley; **CONTRA COSTA:** Mt. Diablo, Delta Memorial, Doctors Pinole; **ALAMEDA:** Alta Bates, Herrick, Children's Oakland, Samuel Merritt, Peralta, Alameda, Valley Memorial, Washington, Eden, Vesper Memorial, St. Rose; **San Francisco:** UCSF, St. Mary's; St. Luke's; St. Francis; **SAN MATEO:** Peninsula, Mills, Sequoia.

## Update on new programs for membership

The brand new \$60 million Moanalua Valley Kaiser Permanente Medical Center has been in operation now since September 5, 1985. Sixty physicians and staff along with the finest in modern medical equipment give this 202 bed hospital a top rated status (and the 500 place parking lot is a welcome sight for Kaiser members familiar with the fight over the few parking places the old Kaiser hospital had!).

Tours of the new facilities are available. Please contact Carolyn Guard at (808) 834-9506 for a tour reservation.

New medical offices, which include facilities for outpatient services, are currently under construction on a 2.1 acre site on Piikoi Street (between King and Young). The six story \$30 million medical offices project is scheduled for completion by the 3rd quarter of 1986.

Engineers who are signed up with Kaiser may contact the Kaiser Health Plan Office at (808) 521-0803 if they have any questions about Kaiser's services.

Active participants who wish to join Kaiser may do so during the next regularly scheduled open enrollment period in December 1986. Open enrollment for retirees is in March 1986 for effective coverage beginning April 1, 1986.

### New Stockton Kaiser

Active and retired Engineers covered by the Health and Welfare Programs still have the opportunity to join Kaiser during the current special open enrollment period celebrating the opening of Kaiser's new medical offices in Stockton. But time is running out. If you are a covered member living in San Joaquin County and you wish to sign up with Kaiser, please contact the Trust Fund Office or the Fringe Benefit Center immediately.

### New alcohol/chemical dependency program for retirees

Effective January 1, 1986, the Trustees of the Pensioned Operating Engineers Health and Welfare Trust Fund have added an Alcoholism/Chemical Dependency Treatment Benefit to the Plan for Non-Medical eligible retirees and/or spouses. The treatment benefit will allow a total of four treatments of up to 30 days each in a residential chemical dependency treatment program.

The new benefit will be coordinated by the Operating Engineers Addiction Recovery Program (ARP) located at the Union Office in San Francisco.

Participants who have questions regarding treatment for chemical dependency, or who need referral to a treatment program can get help by calling ARP's toll free number. In California: (800) LOC-3ARP; in Hawaii, Utah and Nevada: (800) LOC-ARP3.

### Attention all retirees

Mark your calendars — this year's Retirees Picnic is tentatively scheduled for Saturday, May 31, 1986, at Rancho Murieta.

## New bill addresses taxing of travel expenses

### Schedule of Retiree Mtgs.

<b>Salt Lake City - Pi Chapter</b> Wed., March 5, 1986 Operating Engineers Bldg. 1958 W.N. Temple, Salt Lake City UT	2:00 PM
<b>Reno - Xi Chapter</b> Thurs., March 6, 1986 Carpenters Hall 1150 Terminal Way, Reno NV	2:00 PM
<b>Ukiah</b> Wed., March 12, 1986 LuAnn Motel 1340 State Street, Ukiah CA	10:00 AM
<b>Santa Rosa - Chi Chapter</b> Wed., March 12, 1986 Veterans Memorial Bldg. 1351 Maple St., Santa Rosa CA	2:00 PM
<b>Watsonville</b> Wed., March 19, 1986 V. F. W. Post #1716 1960 Freedom Blvd., Freedom CA	10:00 AM
<b>San Jose - Kappa Chapter</b> Wed., March 19, 1986 V. F. W. Post #3982 1313 Franklin St., Santa Clara CA	2:00 PM

Legislation to revise the tax treatment of travel expenses for construction workers working in remote locations has been introduced in the U.S. Senate by Senator Slade Gordon of Washington.

Under current Internal Revenue Service guidelines, only construction workers whose jobs last a year or less are temporary and therefore eligible for deduction of commuting expenses. The legislation (S.1880) proposed by Gordon would redefine "temporary" to mean two years instead of one year. It would also extend the opportunity to deduct travel expenses to construction workers traveling to "remote" sites.

Gordon said that "remote" would mean cases in which there are no reasonable residential facilities within 30 miles of the work site, regardless of the length of time the worker intends to remain at the job. The bill states that a site is remote if it is "at least 30 miles from the nearest location offering residential living accommodations and support facilities sufficient to provide for the workers at the job site and their families."

The bill is the result of problems construction workers had at the Hanford nuclear plant located near Pasco, Washington. Workers were

barred from living on the 570 square mile federal facility. The same bill was introduced in the House of Representatives last year by Rep. Morrison of Washington.

In a related matter, the U.S. Tax Court has sided with the Internal Revenue Service in a ruling that disallowed the deductions of expenses of a construction worker who was required to commute 150 miles roundtrip each day to his job.

The worker claimed commuting expenses of close to \$6,000 incurred in traveling during the 1980 tax year to the Palo Verde nuclear power plant near Phoenix and a job in California which he characterized as temporary. The IRS disallowed \$4458 of the claimed expense which represented that portion of the Palo Verde commute.

The court said that because his employment was "indefinite", and not "temporary", deductions for the Palo Verde commute were not allowed.

The IRS considers daily commuting expenses to be a personal expense and therefore not deductible. It does allow deductions for travel expenses which are ordinary and necessary, incurred "while away from home." Deductions are also allowed for "temporary employment of less than one year.

## ATTEND YOUR UNION MEETINGS



## Debate over H-3 Fwy. 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, Likelike 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. 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 Kaneohe. 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 Kalihi 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 Kama-lapua 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 galleria 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 derelict 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 \$100 million. Hawaiian Dredging's subcontractor is Koga Engineers, who will be doing all the dirt work at an approximate cost of \$9 million. Within six to eight weeks, the project should finally start in full swing. This would be a one year project with at least 25 members of Local #3.

Hawaiian Dredging has a project at Hanamalua on Kauai. They are presently laying the pipeline and columns,



Pictured above are blade operator Sam Pa and backhoe operator Dennis Price working on the Hanamaula Bridge project.

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 Lihue 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 \$1 million contract to start the sewer system in Ewa and they are also working on a similar project in the

Waianae area. Hood Construction is still working in the Waianae Valley, widening the road and adding a new pipeline system.

In West Beach, the talks have started again with the council members and speakers for the pros and cons of West Beach. Wally Lean was instrumental in getting West Beach underway and getting all the different union trades to attend the meetings.

Escalating their presence in Hawaii, Kumagai Gumi Co., Ltd., is bringing not only increased competition for local contractors, but also financial help for some of Hawaii's developers.

During the past several months, for example, Amfac, Inc. has signed a joint venture agreement with Japan's Tobishima Corp. and Toda Construction Co., Ltd. of Japan began work on a \$12 million center on Maui.

Kumagai Gumi Co., Ltd. meanwhile, was awarded as the general contractor for \$120 million work of renovation work on the Maui and Kauai Westin Hotels. They have also been mentioned as a potential contractor for the \$360 million Hyatt Waikoloa 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. Horita'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 Waikoloa job, as estimated \$300 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, 1985. 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-

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



# Hawaii

(Continued from page 11)

mented that she would like to do other types of large excavation work, such as moving mountains. With her eagerness to learn and her aggressiveness, she will become an asset to the Operating Engineers.

Albert Terry, Driving Improvement Coordinator, runs the driver improvement program. Terry insures that all members of the Operating Engineers that are enrolled in the Driver Improvement Program comply to the requirements set fourth by the State Department of Transportation. The requirements are, anyone driving any truck over the public highway in excess of 10,000 GVM must have the proper and current license, along with a current P.U.C. examination, and have completed an annual over the road test by a certified driving examiner. Terry sees to it that members are current on the needed information.

Jerry Nago, Training Coordinator, is responsible for policing the apprentice training on the Big Island and Maui, while Mala Tamashiro has Oahu and the Island of Kauai.

Training has included journeymen also. Grade setting classes were set up for both apprentice and journeymen. There were alot of journeymen participating in both the grade setting and plan reading classes that were held on Saturdays at the Honolulu Community College. Many journeymen took the class to better understand the grade setters' view and also, to "brush up" in the area of grade setting. These classes were taught by Rannie Henderson, a foreman for Royal Contracting Construction Company. According to Rannie, a lot of journeymen took the classes repeatedly and were very interested.

## WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

The record of accidents often shows that in many cases one or more safety rules were violated.

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

When accidents occur and it is found that the rules have been knowingly violated and that the supervisor has in the past tolerated such violation, the blame is on the supervisor. No supervisor can afford this reputation. Be sure you do not acquire it.

Workers 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 some of the rules will be violated. If employees continue to violate them, 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. No one 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 ours 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 particular characteristic is with all of us, in varying degrees fortunately, and we must be aware of its presence and not let it get the better of us.

I am referring to the constant urge within many of us to shortcut our jobs. 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 is, of course, quite different from trying to avoid work. When you will not take enough time to do a job in the safe way, you are being safety lazy — too lazy to take the safe way.

Have you ever heard of a "lazy man's load?" This refers to someone who is carrying more in one load than is safe to avoid making an additional trip. This is a form of safety laziness and is responsible for many back injuries.

Safety laziness can be found in each of your duties. Any time you take a shortcut on any 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 is 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. Try 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 grading contract. The contractor, Tutor-Saliba-Perini of Sylmar, will move 12 million cubic yards of dirt and rock, install drainage systems, and stabilize the roadway. 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 vehicles.

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 considering 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 removal of 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 and the 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 impacts of the highway 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 temporary salmon-rearing pond at the Iron Gate Hatchery, and restoration of Wetlands north of Orick.

### New industry for Humboldt Bay

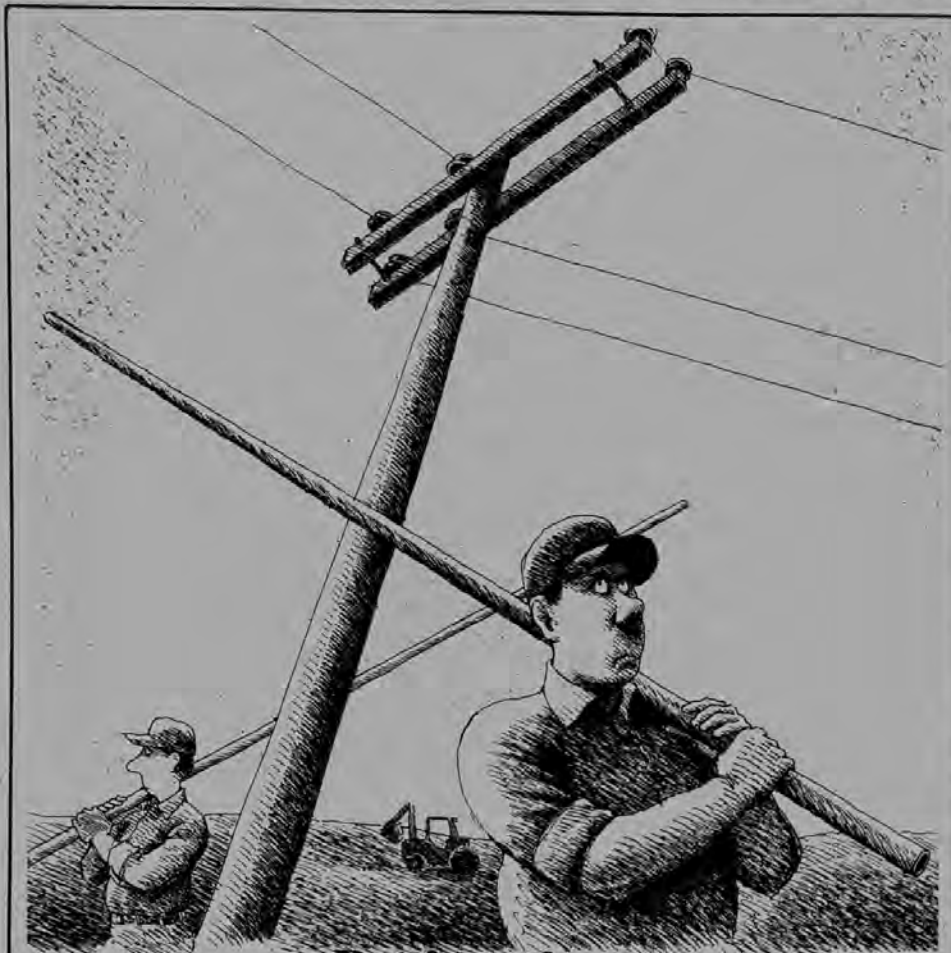
The hard-fought battle to attract new industry to Humboldt Bay soon will pay off — and the benefits are likely to be felt for at least 20 more years. That was the message from Joseph L. Douglas, senior vice president and general manager of Wright Schuchart Harbor Co. of Seattle. Douglas is a former Eureka 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. Assembly of the modules is expected to start early next year and end early in 1988, Douglas said.

About 50 people will be employed for the site development, and 200 to 250 workers will be hired for the module construction. Wright Schuchart is a union contractor, and the negotiated wage should be around \$16.25 an hour,

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### Don't get into something over your head.

That's just what could happen if the piece of heavy equipment you're operating comes in contact with an overhead power line. One instant and your boom or crane becomes a dangerous electrical conductor.

When you're doing construction work with high-rising equipment, be sure to keep it a safe distance from overhead lines.

The same thing applies for underground power lines. When you plan to dig on the job, call the Underground Service Alert toll-free number, 800-642-2444. Describe where you intend to dig and PG&E will let you know if there are high-voltage electric

lines or natural gas lines buried underground. We'll even send someone to the site to mark our facilities. Try to call 48 hours in advance, if possible.

For added safety, call your local PG&E office and sign up for the free "Heads Up" program. A PG&E representative will visit your facility to give you and your crew an easy training session in power line safety. In addition, each person will receive free power safety pamphlets.

With a high-voltage line, your first mistake could be your last. But power line safety is as easy as calling PG&E.

**PG&E**  
At your service.



## Talking to Techs

By Frank Morales & Wally Schissler

*Instead of telling you how the work picture is (slow), or giving you a weather report, we thought we would share this excerpt from the book, "Stand-Up, A Guide To Workers' Rights" by Stan Margaronis.*

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 strength 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 yet today that law and other important labor protections are in the process of being either undermined or destroyed. Unions themselves are under more attack today than at any time since the 1930s.

It is vital that the public's consciousness of the rights of labor be raised. How many Americans, for instance, are aware that a report issued by the Department of Health, Education and Welfare, under President Nixon, esti-



Don Davis and Karim Shahid are pictured above, working on the Bridgeport subdivision in Vallejo for P.R.C. Toups Engineers.

imated 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 sacrificed for money. Isn't it time we started fighting back against such injustices and *Stand Up?*

The Tech Department would like to extend congratulations to Pete Pederson of Bissel and Karn, a long-time member of Operating Engineers on his recent marriage in December. Lots of luck and happiness to you, Pete!

## Teaching Techs

By Gene Machado,  
Administrator, Surveyors JAC

Because of economic reasons the NCSJAC 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 apprentice is concerned. The college credits 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 L.S. 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 ninth for fifth through eighth periods. Ken Morrison, an L.S., will be taking this class on a temporary basis until we can go back to two classes.

Many of you are in the seventh and eighth periods and the NCSJAC will need to verify your Party Chief hours. Please contact our office and get this done so that we can put these hours on your master record for graduation purposes.

With winter 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 work book. When summer comes so do the long work hours and it is easy to get behind. Put some topics in the bank and you will be glad you did when summer arrives.

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 ask your instructor for it. No brownie points but it will help you down the line. Book "C", the HP41CV Field Calculator, is almost completed and also will 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 Local Union No. 3 negotiates contracts with hundreds of employers and employer groups. Since these are negotiated contracts and not a standard contract forced upon the different employer groups or individual 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 very 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. There is continuity within these 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 Contractor's 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 contracts are available at your local union hall. Obtain copies of each agreement and become familiar with each. Know which contract you are dispatched under and many of the questions we receive will be answered and in some cases a grievance will be avoided.

If you have questions about either contract contact your Union representative in the Tech department. Frank Morales, department head, in Oakland at (415) 638-9355, Wallace Schissler in the San Jose area (408) 295-8788 and Bill Schneider in the Sacramento area at (916) 383-8480. It is important to them and you that you understand your working agreement.

## True account from a 'grateful alcoholic'

*The following is a true story. Albert is an Addiction Recovery Coordinator with the ARP program at the Operating Engineers Local #3, this is his story.*

Hi, my name is Albert!

I am a grateful alcoholic. I am not only grateful to know that I am an alcoholic, but I am thankful that I had alcohol to drink when things were so bad, or so good that I didn't know how to handle it. I feel that alcohol kept me alive until I got to a place where it was possible for me to alter my attitudes, because my life was so bad. Now, I live my life like I'm sure it was meant to be, after getting help and alot of love.

I really had a good start in life. I was raised by loving parents in Cicero, Illinois. They were hard working people and strived to give me and my brother all the things they never had. They raised us as Catholics and taught us to work for what we wanted.

The turning point in my life and attitudes seemed to be at age 13, at which time my father passed away. I was by proclamation the head of the house. For a while we lived on what I made delivering papers. It seemed like I

was supposed to know all the answers, in truth, I didn't even know what the questions were. I think this was the beginning of my superior attitude.

Time passed and the Second World War started and by this time I had a good start on my drinking. The motto was "live for today for tomorrow you may die," and I sure did! I joined the Merchant Marines, and in each port it was a new experience; plus a great hangover. Drinking seemed to be a part of my everyday experience at this point. If I was happy I drank to celebrate, if I was sad I drank to raise my spirits. The only other time I drank was when I was bored or with somebody.

During this period of my life there were two broken marriages, some lost jobs and quite a bit of traveling. To be brief, I worked in the woods, joined the Marine Corps, during the Korean War, and just blew from one place to another until 1959. I joined the Operating Engineers Local #3 in that same year.

The first job I got was working the night shift in South San Francisco. Working nights from 3 to 11, kind of cut into my regular drinking time, so I made up for it on the weekends. It was a

Scraper job, maybe 15 three axle and five two axle Scrapers; plus a lot of Cats and Cans. We really moved the dirt. I never felt I had a problem with drinking cause sometimes at night, the guys would have a couple of bottles for medicinal purposes. They would pass them around from Scraper, to Push Cat, to Scraper, and I never drank then. There were never any bad accidents, no one ever got caught, but a lot of pit stops.

After one year of this they put me on days and I finished the job. By this time I made friends and was stopping on the way home from work for beer. I lived only about a mile from the job and it was a way to wash down the dust. Most of the time I got home by 7:00 p.m.

I got a job with a contractor in the 1960's and was with him for over 15 years. I started with running a dozer and ended up running everything. In 1965, he made me a foreman and the company began to grow. A couple of jobs passed and I was promoted to superintendent. This new position got me into excavations, concrete, underground, estimating, whatever. It was a

(Continued on page 14)



# 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 winners for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

Two college scholarships of \$500.00 each will be awarded 1st runners-up for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

### 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 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 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 who 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 verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group 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 winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and 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 filled out by the high school principal or person he designates 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, family friends or others who know the Applicant. These may be submitted with 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:

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

or to College Scholarships 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 expense account. It was only in the line of better 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, they were taking me. My drinking began in earnest.

I can remember one night the company had a safety meeting in a very class banquet room. It was supposed to start at 8 p.m. with a 7 p.m. "happy hour." Well, after the happy hour, dinner and more drinks, the owner, myself and another superintendent ended up in a restaurant, with a bottle under the table, talking and drinking until 2:30 a.m. I'm glad I didn't have to walk home because I couldn't walk straight. So I got into my company truck, started home and got lost. I finally made it home around 5:30 a.m. My wife was really mad, I couldn't quite figure out why, because she knew where I was. I changed my clothes and went back to the main office to turn in my time. My buddy (the other superintendent) was there and we both needed a drink. We broke into the bosses liquor cabinet and had some. He got sick, sick, sick, but not me. A labor foreman that was at the safety meeting went out and drank some more and ended up in the hospital for over two weeks. I knew these guys had drinking problems, but not me. I never missed a days work.

I went on, drinking at lunch and sometimes what happened after lunch was a mystery to me. A couple of times I woke up after dark, and I was parked crossways on a levee. Everyone else had

*"Since I've been sober, it's the first time I feel like I have a choice to drink. I never realized either how much time I spent drinking or planning to drink."*

gone home. The madness continued, driving home on the Bayshore at rush hour, I'd wake up and wonder how I got there. Lunch hour became a time for drinking alone in a little bar I knew, my usual was two or three double martini's. The people got to know me after a while and when I came in they'd look me in the eye and say, "What will it be Al Martini?" I began to wonder if maybe I had a problem, but not enough to stop my drinking.

There were other jobs and towns, and many incidents. A couple of drunk driving tickets, an accident in the company truck while under the influence. My wife and I finally went to a head doctor to see what was wrong with her. It all came to a head when the outcome was, of course, that I was an alcoholic. I wasn't working for the family anymore, I was working for John Barleycorn. The doctor, using some pretty bad language, recommended I immediately call Alcoholics Anonymous. The Addiction Recovery Program was nonexistent back then.

I called up A.A. and told them to come and get me. They guy on the phone told me, "this is not how it works." He would meet me at a meeting at noon. So I took a shower. I was always taking showers because I felt so dirty and lonely. I put on my good suit, took my wife and our new car and went to my first meeting. It was in a building a few doors from the Rescue Mission in San Jose. I was met by the guy on the phone outside the meeting and he shared a little about himself. He mentioned he had been married seven times. I knew then that I must not be an alcoholic because I'd only been married three times. We went in the meeting and I glanced around the room and noticed most of the people were bums and street

people. I knew I wasn't like them or that bad. Anyhow, there was a blond lady (good looking) that talked about her story. I received a glint of hope. I didn't hear all she said, but when the meeting ended I felt better. I did hear her say, "If I can stop drinking, anyone can stop drinking." I had been able to stop lots of times, but could never **stay stopped**. This was the beginning of my journey with Alcoholics Anonymous and my start to a sober life. The one thing I had to overcome was that I was normal and could drink like everyone else.

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. Everytime I drank the fear returned. The only hope I saw was in the A.A. program. By this time I knew I could drink, but wasn't sure anymore that I could stand sobering up. I realized for the first time I could no longer drink because I was happy, or sad, or if I was bored, I had a superior attitude, with an inferiority complex and a bad drinking problem.

I felt it was my last chance, I had to ask for help. My work was fine, but my personal life was "zip." So I got involved in my recovery. I got a sponsor (friend) and, in my forty's started a new life journey. I was told my life would be better if I didn't keep making the same mistakes over and over. I committed myself to the A.A. program and my new life began. I was further told it would work if I was honest, open minded, and willing to be of service.

As time went by, I learned to be honest, to trust people, to dance sober,

work sober and make love sober. Now, when I talk to people I can look them in the eye. I began to make new friends and become a responsible person. I found a new and working relationship with God and what was left of my family.

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 to Mexico down the Baja to La Paz, across on the ferry to Mazatlan, then up the mainland to Los Angeles. I have always wanted to do that. I was going with another guy, but he chickened out. So I went by myself and that was ok, because I'm worth it.

Alcoholism is an insidious disease and booze got me gradually, before I knew it had me. Since I've been sober, it's the first time I feel like I have a choice to drink. It used to be I would have a drink and after the first one I lost my ability to stop. I never realized how much alcohol affected me. My thinking, my emotions, and my spirit, were all clouded over by booze. I never realized either how much time I spent drinking, or planning to drink.

My life is different now. I am 14 years 10 months and 10-days sober. I have found a joy in living. Each day that goes by I'm thankful and do what is in front of me. I bought the newest and biggest motorcycle I could find and I'm planning some great trips. I love my new sober life and I live each day like it is my last one on earth, and someday I'll be right.

### Addiction Recovery Program



For information, confidential inquiries or referral please call:  
California (800) 562-3277  
Outside California (800) 562-2773



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: Rebuilt 453 diesel eng., \$4,000.** Jake brakes for 6V92; 12 used 400 Cummins pistons, dismantled 453 eng. \$1,200 or b.o.; 351 W. Ford eng. 5,000 mi. or rebuild \$650. Charles Crane (916) 587-4072 or (916) 587-7487, P.O. Box 773, Truckee CA 95734. Reg. # 0908527. 12/85

**FOR SALE: 4 yr. old, 2 story, 4 bdrm, 2 bath home.** 18 x 24 garage. Bay windows, tiled kitchen, bath, forced air gas heat. Airtight wood heater. Very economical. Appraised at \$130,000 will sell for \$99,500. Charles Crane (916) 587-4072 or (916) 587-7487, P.O. Box 773, Truckee CA 95734. Reg. # 0908527. 12/85

**FOR SALE: Mobile home, N. Lake Tahoe.** 2 bdrm, 2 bath, sacrifice for amount of loan \$9,500. Guido Massone (415) 682-9392, 1685 Roseland Drive, Concord CA 94519. Reg. # 1075443. 12/85

**FOR SALE: Furnace, basement type,** new still in box, 80,000 BTU \$450. Furnace new out of box 150,000 BTU \$350. Both have dual flame fuel saver. Electric ignition. Miguel Pantoja, 542 Irving Ave., San Jose CA 95128. (408) 286-9178. Reg. # 0750523. 12/85

**FOR SALE: Lumber rack,** factory blt. for full size Ford \$150. Bruce Dougherty (415) 685-8089, 1870 Granada Dr., Concord CA 94519. Reg. # 1967834. 12/85

**FOR SALE: Calculator cases.** Leather cases for HP11 & 15, \$20. HP 41 \$25; black or brown. Bill Jordan, 9164 Lazon Circle, Sandy UT 84070. Reg. # 1511575. 12/85

**FOR SALE: 73 Bronco 4X4,** new wide tires and shocks. Beautiful shape \$3,800. Trade up or down for good MPG rig OBO. Dave Reed, 4117 Hwy. 20, Marysville CA 95901. (916) 742-4193. 12/85

**FOR SALE: 1958 Ford flat bed dump, \$700.** 14' reefer box w/220 plug ins.; 2 compressors \$700. 1-1974 Toyota long bed P.U. \$50. 1-1972 Toyota Corona \$50; 1 pull type hard bed \$100. 1-1956 Chevrolet P.U. bed made into utility trailer \$50. Pat McFarlane (702) 867-3444, 6500 Workman Road, Fallon NV 89406. Reg. #1609838. 12/85

**FOR SALE: 1960 Chevrolet Corvair,** 2 dr. coupe. Motor & transaxel in gd. shape. Body fair, good for rejuvenation. Needs 2 wheels. B.O. of \$250. Tim Lairby (209) 688-8772, 1435 Salome St., Tulare CA 93274. Reg. # 636228. 12/85

**FOR SALE: 1979 Ford Supercab F250, 4X4.** Consider trade for '72-75 Man. Trans. Bronco. Dave Johnson, 41841 Rd. 144, Orosi CA 93647, (209) 528-6454. Reg. # 1229853. 1/86

**FOR SALE: 12' Atlas Drag scraper,** 8yds. Ateco carryall. Make offer! Dave Johnson, 41841 Rd. 144, Orosi CA 93647, (209) 528-6454. Reg. # 1229853. 1/86

**FOR SALE: Lake Tahoe A-Frmo,** 3 bdrms, 1 bath, frplc, dk. Located Kingsbeach, CA, close to ski resorts. 2 mi. from Nevada state line. Gary Radcliffe, P.O. Box 577, Santa Rosa CA 95402, (707) 792-1097. Reg. # 1973998. 1/86

**FOR SALE: 4 imp. comm. lots.** Fronts New City Park, City Offices, Hwy 40 Frontage. Exc. potential. Owner fin. or trade. No reasonable offer refused! Giles Chivers, 130 South 1500 West #21, Vernal UT 84078, (801) 781-1237. Reg. # 1386839. 1/86

**FOR SALE: 1976 Dodge Ramcharger, 4X4,** 3/4 ton, A/C, cruise cont., auto. 70,000 mi. \$2,200 or b.o. Warren J. Wallers, 970 6th St., Meeker CO 81641, (303) 878-4193. Reg. # 0848982. 1/86

**FOR SALE OR TRADE: 2 houses on 2 lots** in Meeker CO., (gd. deer and elk hunting) for Utah property. Warren J. Wallers, 970 6th St., Meeker CO 81641, (303) 878-4193. Reg. # 0848982. 1/86

**FOR SALE: Backhoe buckets,** Case 12"- \$300, 24" - \$350, Ford 36" - \$350, Ford Jubilee Tractor w/cutter \$2,250. W.L. Maddox, 17311 S. Mercy Springs, Los Banos CA 93635, (209) 826-0684. Reg. # 1043556. 1/86

**FOR SALE: 10 ft., Killifer offset disc** 22" blades, 16 ft. Equip. tilt trailer snl. axle; Misc. Cat 28 parts; Used Cat D-2 rollers; Antique iron wheel, wood tank spray rig. George Sliensen, 3051 Browns Valley Rd., Napa CA 94558, (707) 226-9762. Reg. # 0811384. 1/86

**FOR SALE: 60 X 12 Nushua Mobile Home:** 2 bdrm, 1 bath, Storage shed; in nice park. No children. Leon Petty, 1055 South Main, Space 15, Fallon NV 89406, (702) 423-3119. Reg. # 1178193. 1/86

**FOR SALE: 1978 Ford Courier P.U.,** Ing. bd., Canopy; new tires. Exc. Cond. \$3,000 or b.o. Vernon Voss, Box 505, Lucerne CA 95458, (707) 274-8584. Reg. # 0625912. 1/86

**FOR SALE: 1972 11' P.U. Cab over camper.** Real Clean. \$1,200. Vernon Voss, Box 505, Lucerne CA 95458, (707) 274-8584. Reg. # 0625912. 1/86

**FOR SALE: 1986 - 16' trailer.** New, 2 axle, 4-wheel brake; ramps, fenders; designed to haul cars, etc. \$2,500 or b.o. Vernon Voss, Box 505, Lucerne CA 95458, (707) 274-8584. Reg. # 0625912. 1/86

**FOR SALE: Modern 3 bdrm, 2 bath house,** 2 car gar. & Indry, 16x23 Rec. Rm.; well hse. & barn. RV parking. Fenced. \$76,500. Clayton Fullton, 7611 Butte House Rd., Sutter CA 95982, (916) 755-1038 or (916) 674-7304. Reg. # 1046727. 1/86

**FOR SALE: 3 bdrm., 1 bath house** on 2.29 acres, cnr. lot. Fenced irr. pasture. Lrg. shop, out bldgs. Close to Redding & Anderson off Hwy 273. \$78,900. Thomas E. Gilbert, 7220 Lloyd Ln., Anderson CA 96007, (916) 243-4169. Reg. # 0813772. 1/86

**FOR SALE: 3 bdrm home,** 1.2 acres, pasture; Horse colt & cow calf, chicken coup, pig pen, garden. Utah county. \$53,000. Harold Johnson, Box 187, Goshen UT 84633. Reg. 386054. 1/86

**FOR SALE: Two 6.6 rec. lots** at Acord Lake, 30 mi. east of Salina UT. Access to lots yr. round. Gd. hunting, fishing & winter sports. \$13,000 for both. Terms. Verl Keisel, P.O. Box 423, Castle Dale UT 84513, (801) 381-2532. Reg. # 0971417. 1/86

**FOR SALE: Wang 720 B Computer,** \$200; IBM Selectric w/Interface, \$300; Topcon AT-D2 Auto Level \$550; Topcon TL-20E Theodolite, \$1,800 - w/bracket for electronic measuring. Floyd Harley, 112 Shoreline Dr., Pittsburg CA 94565, (415) 439-0623. Reg. # 1419455. 1/86

**WANTED: Watch jobs,** old and new. Caterpillar International, Euclid Terex, John Deere, Case & any others. Will pay cash. Mike McGinty, 832 5th St. West, Sonoma CA 95476, (707) 996-1987. Reg. # 1768903. 1/86

**FOR SALE: Swartz Tilt flat bed** w/winch on 2 tn Ford cab over truck \$3,000. Tandem Axel eq. trailer 7.50-20 tires, elec. brakes, \$500. 3 1/2 yd. dump box & hoist \$500. Erwin R. Anderson, P.O. Box 5672, San Jose CA 95150, (408) 225-0803. Reg. # 1230043. 2/85

**FOR SALE: 1979 Chev. dump truck,** 6 yd. 366 gas w/turbo.

new tires. 1972 Case backhoe, 580 B. Both \$27,000. Dan Ramirez, 2772 Cryer St., Hayward CA 94545; (415) 782-3112. Reg. #1136327. 2/86

**FOR SALE: 14 ft. Speed Boat (Glen Is. Missol)** 283 V-8 Chev. 12" 3 blade Prop. New paint - w/trailer \$1,500. J.E. Caumiant, 211 N. Bridge St., Winnemucca NV 89445. Reg. #1750002. 2/86

**FOR SALE: Gold Dry Washer -** Portable hand op. or pwr. unit. Saves gold in fine sand. \$550. John Gardner, 20 S. Kingston St., San Mateo CA 94401; (415) 344-2608. Reg. #461203. 2/86

**FOR SALE: 1+ acres at Rainbow Acres,** nr. Dunnellon, FL. 18 mi. from Gulf of Mexico. B.O. over \$2,000 cash. A.J. Benish, P.O. Box 144, Lewiston CA 96052. Reg. #00884521. 2/86

**FOR SALE: Case 350B Tilt-angle dozer,** \$20,000. Case 350 Tilt-angle dozer, \$10,000. Allis HD5 Loader 4x1 & Ext. Bucket, \$10,000. All street pads. Gd. diesel eng., ripper, rops. 90% under carriages. 16' GMC Flatbed, \$3,000. All ready to work. Russ Davis, P.O. Box 6033, Fremont CA 94538, (415) 656-4070. Reg. #1528211. 2/86

**FOR SALE: 1977 11 1/2' Dreamer camper,** w/bath, queen bd, S/C. Xlt. Cond. Delbert Rossiter, 11530 Torrey Pines Dr., Auburn CA 95603; (916) 269-0684. 2/86

**FOR SALE: 1979 Road Ranger Trav. Trailer.** Self-cont., 3-way refrig., sep. bds. Sleeps 6. 28' \$5,500. Charles Crane, Box 773, Truckee CA 95734; (916) 587-4072 or (916) 587-7487. Reg. #0908527. 2/86

**FOR SALE: Approx. 1/4 acre lot,** nr. Oroville. Will take 32'-35' 5th wheel in trade or cash. Charles Crane, Box 773, Truckee CA 95734; (916) 587-4072 or (916) 587-7487. Reg. # 0908527. 2/86

**FOR SALE: 2 bdrm, 1 ba. furnished home.** Chicken coop, gar. 1 mi. to golf, fishing & hunting. Jack Edwards Sterling UT 84665; (801) 835-4844. Reg. #1270837. 2/86

**FOR SALE: D4 Cat, rebilt. eng.,** nw. clutch, log can., tilt ang. dozer, winch. Lawrence H. Freeman, 203 Gateway Lane, Glendale OR; (503) 866-2457. Reg. #0512523. 2/86

**FOR SALE: Shotcrete Machine** incl. Thompson pump 185 Joy compressor, 1981 Chev. 1 tn. truck, 200' hose & all fittings. This mach. is ready to work. \$25,000. Herschel LaRue, P.O. Box 97, Skull Valley AZ 86338; (602) 442-3263. Reg. #0791408. 2/86

**FOR SALE: Lux. Silver & Blue Dodge Custom Van,** Ram 250, Suitable for limo service. To many extras to list, to beautiful to pass up. James Gonsalves, 3014 Los Prados #A321, San Mateo CA 94403; (415) 572-2863. Reg. #1889764. 2/86

**FOR SALE: 1960 World's Heavyweight** fight ticket, Johansson vs. Patterson at Loews Warfield Theater, \$300. Charles A. Schram, 1512 Third St., Susanville CA 96130. Reg. #0828727. 2/86

**FOR SALE: 2 chippers,** 1 Wards, 5 h.p., 1 Sears, 6 h.p. - Like new \$225 ea. Earl D. Hagle, 150 Wright Ave., Morgan Hill CA 95037; (408) 779-3663. Reg. #307911. 2/86

**FOR SALE: 1969 Case loader-scraper.** Gd. Cond., no R/B. \$5,500. Ewell Paxton, 1169 Sonuca Ave., Campbell CA 95008; (408) 378-0856. Reg. # 1043707. 2/86

**FOR SALE: 9' Kit Cab over camper.** Queen bd., sep. ba. Gd. Cond., \$750. Carle Criss, 623 Almond St., Corning CA 96021; (916) 824-5208. Reg. # 0798176. 2/86

**FOR SALE: 1982 Alto Aly Trav. Trailer,** 24', self-cont., a/c, awn, t.v. ant., am/fm stereo cass., loaded & immac., \$7,600. Al Jensen, 240 Danielle Way, Folsom CA 95630; (916) 4359. Reg. #1351451. 2/86

**FOR SALE: 1956 Chev. p.u.,** ground up restoration, \$3,900 or b.o. 1956 Hudson, needs little work, b.o. Joseph G. Alberto, 15679 No. Hwy 88, Lodi CA 95240; Days: (209) 334-3791 or (209) 369-6476. Reg. #0736295. 2/86

**FOR SALE: 44 acres,** 13 mi. north of Winnemucca NV on Hwy. 95, P.W. Byrnes, H.C.R. 1922, Winnemucca NV 89445; (702) 529-0575. Reg. #1051265. 2/86

**FOR SALE: 2 metal water tanks,** 9' high & 14' dia., No tops. Coated inside & out. \$1,200 or b.o. Phone after 6:30. Ray Orman, Rt. 1 Box 316, Oakley CA 94561; (415) 634-4944. Reg. #1123505. 2/86

**FOR SALE: 3 bdrm, 2 ba., custom home** on 1/2 acre parcel, 2,100 sq. ft. Fruit trees. Inspections & corrections already complete. \$169,995. Gary Wagnon, 5767 Yerba Buena Rd., Santa Rosa CA 95405; (707) 539-5306. 2/86

**FOR SALE: 10 acres (wooded),** 8 mi. east of Redding, rd. frontage on 2 sides. 4 acre min. James Cannon, 4494 Silver Bridge, Palo Cedro, CA 96073; (916) 547-3521. Reg. #0626477. 2/86

## Personal Notes

**Sacramento:** We would like to express our sympathies to the families and friends of departed Brothers Norman Bailey, Glenn Barker, James Batten, Ted Berg, Eugene Biondi, Kenneth Bounds, Notley Byrd, Paul Candler, Farris "Shorty" Cummings, Jack Daugherty, George Dean, Roy Ellis, Frank Gates, Bill Green, Stewart Himes, Ervin L. Hunt, Arthur Ingwersen, Claude Kee, Larry Lacazette, Lee Mower, Raymond Ochs, Cecil Peach, Robert Riley, Fred Salas, Lyle Seward, Lowell Thomas, Carl Ward, and Dallas Worden.

**Eureka:** It is with great sorrow we report the death of retired brother John "Pete" Brannon on 12/24/85. We extend our condolences to his family and loved ones.

**Marysville:** We extend our sympathy to the families and friends of the following deceased retired Brothers: Lester Washburn, Oland Victor Tolle, Walter Davis, George Dean, Charlie Dutton, E.A. Beasley, Lloyd Olen, Herman Rowland, Lee Cooper, Frank Tido, and Arthur Arp; also to retired Brother Ray Graham on the death of his wife Viola and to retired Brother Lonnie David Gibbons on the death of his wife Viola.

**Fresno:** Our sympathy is extended to the families and friends of our recently departed members: Roy McHaney, Bonnie Phelps, wife of Leroy Phelps, Dana Taylor, Floyd Welch, Howard Clemons, Sam Vought, Jr., Phillip Carvalho and Merle Isbell. Merle was a former Executive Board member. We will miss our Brothers and Sisters.

**Santa Rosa:** Our deepest sympathy is extended to the family and friends of George Shanks who died on 10/29/85.

**Fresno: DONORS!** We are in need of Blood Donors. Our current supply is at zero for the Fresno area. Please donate for our fellow brothers and sisters.

Our sympathy is extended to the families of the following members who have recently died: Roy Hamilton 9/19; Jim Booth 10/6; Domingo Vigil 10/19; Harold Teter 10/26; A.K. Shepard 10/31; Jack Goodwin 10/28; Dewey Tyrner 11/11; Homer Pinon 11/21; Leroy Salter 11/19; Emerson Ferrell 11/23 and Frank Jackson 11/30. We will miss our brothers.

**Reno:** Congratulations to John and Corinne DeMartin on the birth of their new baby boy on October 16th, and to Casey and Marci Holloway on the arrival of their daughter, Summer, on November 12th, and Roger and Rene' Williams on the birth of their baby girl, Kimberly, on November 5th.

Our sincerest and deepest sympathy is extended to the family and friends of our dear, departed Brothers Gene Thacker, 10/25, and Delbert Armer, 11/1.

**RULES FOR SUBMITTING ADS**

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



## 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**  
Engineers Building  
1958 W.N. Temple
- 6th District 11: Reno:**  
Musicians Hall  
124 West Taylor
- 12th District 10: Santa Rosa**  
Veterans Building  
1351 Maple Street
- 19th District 9: San Jose**  
Labor Temple  
2102 Almaden Rd.

### April

- 8th District 4: Eureka**  
Engineers Building  
2806 Broadway
- 8th District 17: Kauai**  
Wilcox Elementary School  
4319 Hardy Street
- 9th District 7: Redding**  
Engineers Bldg.  
100 Lake Blvd.

- 10th District 6: Marysville**  
Engineers Building  
1010 "I" Street
- 15th District 17: Kona**  
Konawaena School  
Kealahou
- 16th District 1: San Mateo**  
Laborer's Hall  
300 - 7th Ave.
- 22nd District 17: Honolulu**  
Kalihi Waena School  
1240 Gulick Ave.
- 23rd District 17: Hilo**  
Kapiolani School  
966 Kilauaea Ave.
- 24th District 17: Maui**  
Kahului Elementary School  
410 S. Hina Ave.  
Kahului, Maui

## 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 drawing 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 downhill 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 6)

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. Utah members should call (801) 261-2223. 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 \$.65 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 would be entitled to dividends as follows: 12 months, \$78 dollars; 24 months, \$156 dollars; 36 months, \$234 dollars; and 48 months, \$312 dollars.

In order to apply for the special dividend, veterans should send their name, social security number, address, service serial number, date of entry into the service and date of discharge to: WWII Insurance Eligibility, V.A. Processor, Veterans Center, P.O. Box 8079, Philadelphia, PA 10101.

## 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's module yards in other areas have been used to build barges, "floating bridges" and other projects.

Exxon awarded the module contract to 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.

## GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary William Markus has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committee members shall take place at the first regular quarterly district or sub-district meeting of 1986. The schedule of such meetings at which the Grievance Committee members will be elected, is as follows:

### March

- 5th District 12: Salt Lake City**  
Engineers Building  
1958 W. N. Temple
- 6th District 11: Reno**  
Musicians Hall  
124 West Taylor
- 12th District 10: Santa Rosa**  
Veterans Building  
1351 Maple Street
- 19th District 9: San Jose**  
Labor Temple  
2102 Almaden Road

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

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| <input type="checkbox"/> Vacation Pay Kit                    | <input type="checkbox"/> Save From Home Kit |
| <input type="checkbox"/> Easy Way Transfer                   | <input type="checkbox"/> Loan Plus          |

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(address)

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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.

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