A unanimous U.S. Supreme Court ruled this month that American workers may refuse, free from employer retaliation, to perform tasks that they believe pose an immediate danger of death or serious injury.

The Court upheld a Labor Department regulation that bars employer action against workers who base their refusals on a belief that the assigned tasks present an immediate danger of death or serious injury.

Local 3 Business Manager Dale Marr hailed the court decision as a victory for workers' job safety rights. "Our union has long been in the forefront in protecting workers on the jobsite," Marr declared.

"In our collective bargaining agreements and safety training programs, we have always protected our members' rights to refuse to carry out a job if he or she believes it to be unsafe. The Supreme Court's ruling this month reaffirms that basic right. Failure to have upheld the Labor Department regulations would have destroyed everything we have worked so long and hard to gain in the area of job safety."

The decision, written for the unanimous court by Justice Potter Stewart, came in a 1974 case against Whirlpool Corp. in Ohio, in which two workers refused to crawl out on a screen from which a co-worker had plunged to his death nine days previously.

The two workers were told to go out on the screen 20 feet above the floor to retrieve small appliance parts spilled from a massive conveyor belt system above. The screen was in place to protect workers from spilling parts, but the retrieval had resulted in other workers falling partially or completely through the screen.

Whirlpool supervisors sent the workers who refused the assignment home for the day, docking them about six hours pay. Filing a lawsuit, Whirlpool Corp. in the lawsuit was the Chamber of Commerce.

"The Act does not wait for an employee to die or to become injured," Justice Stewart wrote. "It is in this kind of situation that a worker's right to refuse an assignment must be upheld by the law."

The court's decision has sent an "unequivocal signal to employers and workers alike that the law protects employees who refuse to work when forced to choose between their jobs and their lives."

That situation may be accompanied by circumstances "in which the employee has reason to believe there is not sufficient time or opportunity either to seek effective redress from his employer or to appear before OSHA of the danger."

Interview with Gianturco
On Feb. 21, Engineers News spent a couple of hours with CalTrans Director Adriana Gianturco in an exclusive and in-depth interview on the state's highway program. Turn to page 6 for this exclusive feature.

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Labor sets up for 'Big Business Day'

A drive by a coalition of labor, consumer and public interest groups to expose corporate abuses is in high gear. Called Americans Concerned About Corporate Power, the coalition is sponsoring "Big Business Day" on April 17 in a nationwide event that will involve hundreds of communities.

According to Robert Georgine, president of the Building and Construction Trades Dept., AFL-CIO and a co-sponsor of the event, "Big Business Day" will be a "day of solidarity, education and action aimed at exposing the excesses of corporate power we have all felt."

On April 17, the coalition, among other things, will release a legislative package that seeks to reform the corporation by increasing the accountability of its decision-making process. It would grant greater rights of access and voice to the various constituencies of the giant corporation—workers, consumers, communities and shareholders.

William Wynn, president of the United Food and Commercial Workers, observed: "Just as the 1950's scrutinized the labor movement and the big government of the 1970's, the big government of the 1980's, will mark the day will focus on the abuses of big business. We in the labor movement think it's time for a 'landmark' to be as Griffin Act for big business.'"

The Landrum-Griffin Act of 1959 was supposed to be the "exposure of abuses in some unions. It imposed certain provisions of an "anti-handicapping" nature related to, and on unions.

The planned event has evoked support from some of the nation's top economists. Professor John Kenneth Galbraith commented: "Because I would like to see big business better understood. I urge that we all take a day to see how it sets prices, persuades consumers, influences legislation and otherwise plans our lives. We want the government to red-line communities, not the corporation... regularly get away with murder for the voice of the masses."

About 60 prominent groups and organizations have backed the event, including the Big Business Day Reader, "The Big Business Day Reader, "The 50 Businesses You Don't Know Who Run America." The coalition says: "The event is not against corporations per se, but rather, it attacks the "corporate cadre" which has no regard for stockholders, employees or the nation.

Grievance Committee Elections

At its regular quarterly meeting on February 25th, the District 8 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Billy Burns, Jack Minner and Glen Roberts.

Hawaii Meeting Changes

The regular quarterly District 17 meeting scheduled for April 24th has been moved to the 1 U.O.E. Convention which will be held in Honolulu. The meeting dates have been changed to April 8th-HONOLULU, April 11th-HONOLULU, April 22nd-HOLO, April 24th-HOLO. The meeting has been changed to the Kahului Elementary School, So. Hina Ave., Kahului.
Infamous ‘Freeway to Nowhere’

To Go to Bid this Month

In the next few weeks, the State Dept. of Transportation will advertise for bids for construction of 3.2 miles of surfacing and structuring at the Route 280, 680 and 101 interchange in Santa Clara County. The project includes an application for certification with the California Energy Commission for the project on Oro Dam Boulevard at the railroad crossing to directly link downtown Oroville with the Port of Redwood City, which wants the access to promote growth and to open up adjacent land to industrial development. The study notes that the access would cross “environmentally sensitive and the proposed road would stir a hornet’s nest among certain groups. However, Port Director Fred J. DiPietro said he wants the access badly enough that he would be willing to swap it off, giving up 138 acres north of the port in exchange for a more or less free hand in development of 600 acres to the south. What becomes of the California Transportation Department’s study for the Dumbarton connector would depend on how political and regulatory agencies react and what funding is available.

PG&E Delays Application

For Solano Coal Plant

Pacific Gas & Electric Co. will delay filing applications to build a massive coal-fired power plant in Solano County, primarily because they are very worried” it could cost $1 billion to comply with regulations intended to reduce the amount of smog in the Sacramento and San Joaquin valleys. State Air Resources Board officials immediately disputed PG&E’s cost estimate and a spokesman accused the company of trying to “manipulate” the rate of environmental review by “gutting the regulations.” PG&E applications to the state Energy Commission to build the proposed $1.6 million-kilowatt Montezuma Coal Fired Power Plant with a capacity of 1.5 million kilowatts in three months, the company spokesman said.

Auburn Dam Construction

May Begin by End of Year

Construction of the Auburn Dam could begin late this year if a design for the proposed project is accepted by the state, according to Congressman Bizz Johnson, D-Roseville. "If the state agrees to the revised design of the dam, the U.S. Water and Power Resources Service (formerly the Bureau of Reclamation) could move very fast on building a keyway for the dam," Johnson said. "Two separate design criteria utilizing the existing site have been received by the state in a very good light," he said. The $1.5 billion dam has been proposed at the confluence of the North and Middle forks of the American River at Auburn, 12 miles northeast of Roseville.

Original design for the structure called for the largest concrete thin-arch double-curtain dam. Construction has been delayed because of earthquake safety issues raised following a 1975 tremor that shook the area around the Oroville Dam, about 40 miles northwest of Auburn. The Environmental Protection Agency expects to complete construction of the dam by next year. The project is designed to provide a 24-month water supply for the Foresthill Divide at an estimated cost of $450 million. The cost is now estimated at $1.5 billion.

City’s OK’s Funds To Do Research on Bridge Plan

A $3.5 million allocation for land acquisition and advertising along the proposed route of a road and bridge to directly link downtown Oroville with the county complex in Thermalito was approved last month by the city council. The proposal would include road improvements along Second Street to Nelson Avenue and Oro View Drive from the bluff to Grand Avenue. The council unanimously allocated $3.5 million to the site and in part for a bridge feasibility study completed by Cook Associates. Part of the allocation was used for research on a proposed road widening project of the Oro Dam Boulevard at the railroad overcrossing.
A jarring, rolling powerful earthquake centered between Brentwood and Livermore, east of Mt. Diablo, gave Contra Costa County a good shaking and caused widespread damage in the Livermore area. The earthquake on January 24, 1980 at 11:00 a.m., measured 5.5 on the Richter Scale. By comparison the great San Francisco quake of 1906 which devastated the city has been estimated at 7.9.

Two Livermore schools were evacuated as a precautionary move. One building at the Lawrence Livermore National Laboratory, which is an underground explosion facility, was being evacuated, and low-level radioactive material began leaking from a storage tank. The quake also injured 25 laboratory employees and caused several million dollars of damage.

The quake lasted for approximately 30 seconds and was one of the most powerful in the Bay Area in recent years. Its official reading at the University of California was 5.5 on the Richter Scale, with the epicenter registering at 26 miles north of Livermore, along the Greenhills fault. The tremor was strong enough that the seismograph needle bounced off the scale at the University of California.

The Richter Scale, devised in the 1930's, measures ground motion of earthquakes. Every jump by a whole number means a tenfold increase in magnitude. A quake of 6.0 is considered major.

We have had approximately 100 aftershocks earthquakes since the first one with the strongest quake registering 5.6 on the Richter Scale at the Berkeley Seismographic Station. The quake center was located about three miles south of the first 5.5 intensity shake, along the Greenville Fault, five miles northeast of Livermore. The temblor which moved from south to north, was felt as far away as Santa Rosa, South Lake Tahoe and Stockton.

One of California's leading authorities on earthquakes says that this January 24th shaker was not the major quake he has predicted, "This has nothing to do with the big one," said Bruce Bolt, a University of California geology professor and director of the U.C. Seismographic Station, "And it doesn't change our prediction that there's a better than 50-50 chance that there will be a major quake in the next 10 years.

Last month, Bolt and Stanford University seismologist Richard Johns published an article predicting that California could be hit by another major earthquake within the next 10 years, with a magnitude on the Richter Scale of 7 or more.

**WHAT TO DO IN A QUAKE:**

*When an earthquake starts to shake the walls, your first reaction might be to head outdoors.*

*But if you're in a building, stay there. If you're out doors, get into a doorway, away from buildings and power lines. If you're in your car, stop the car, but stay inside.*

*Inside the house, the bathroom, with four walls and small or no windows, might be the safest spot. Elsewhere in the house, when a quake starts, roll under a heavy table or stand in a door frame - it's built to weight the heavy objects.*

*The important thing to remember is to stay away from bookshelves, cabinets or any shelves with heavy objects that could crash to the floor in a temblor.*

*Once the quake has stopped, it's best to stay inside waiting for aftershocks that could come a few minutes after the first quake.*

*However, clear out if the building smells of gas or if there are major leaks.*

*There is a strong feeling earthquake prone areas could play a major role in determining final approval of future Housing Developments, Dams and other major projects which means jobs for our brother and sister engineers.*

For example; the proposed Los Vaqueros Dam project near Byron will be thoroughly studied as possible earthquake risk, the Contra Costa Water District was assured.

Chief General Manager, John De Vito said he had talked to state water officials following the recent series of earthquakes and after shocks in the area and had been told preliminary studies indicate there will be a dam.

The proposed dam west of Byron is four to five miles away from the Greenville Fault, north of Livermore, believed to be the site of the resent temblor activity, and the reservoir itself would be a mile from the faultline. De Vito said he was informed by state engineers.

Los Vaqueros is being studied as part of a package to relocate the Contra Costa Canal intake from Rock Slough to a point just north of Orick to provide an off-stream storage facility to benefit the State Water Project and serve as a standby supply for CWOD customers.

It is included in SB200, the Peripheral Canal bill now going through the legislature, and in a feasibility study bill by Congressman George Miller, D-Martinez, which would include studies of earthquake vulnerability.

De Vito said preliminary state seismic studies showed the proposed earth-fill structure could easily withstand a quake of 5.5 on the Richter scale, the exact magnitude of the first temblor. Earth-filled dams are considered to be considerably safer than concrete dams, such as the proposed Auburn Dam, which we are told would sit on an active fault.

State studies are continuing, and when completed will be turned over to a independent consulting board for further study.

The important questions remain: first, will we get the big quake as predicted? Second, if and when the quake does occur, will you be ready for it?

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**First phase of ‘Cross Town Sewer’ goes to bid**

Business Rep. Jim Johns reports that on February 13, the first phase of the Eureka Sewer Rehabilitation project consisting of two contracts, the cross town interceptor project, and the bypass stations went to bid. The bid results were:

**PHASE I**—Interceptor Lines, H. G. Davis Co., Eureka, CA $3,886,500. **PHASE II**—Pumping Stations, Kirkwood Bly, Santa Rosa, CA $4,177,000.

These were the low bidders and both fell within the engineers estimate. It is not yet known if they will be awarded but the engineers seem to be confident that they will.

The Redwood Park bypass road has received the OK. Other good news from the district is the $50 million Redwood National Park bypass highway in Northern Humboldt will be built.

The federal Department of Transportation gave final approval Tuesday for the immediate obligation of $30 million to finance the construction of the 11-mile freeway around parts of Prairie Creek State Park and Redwood National Park.

Rep. Don Clausen, who introduced the legislation, said the federal government's agreement to use $30 million of the $50 million funding for 90 percent of the cost was "a victory for the people of Humboldt County, the people of Northern California and the nation," he said.

The federal government will pay through Congress because of its $50 million providing 90 percent of the cost until the state used it, that could be awarded.

The project will be built over half way complete. De Vito said he was informed by state engineers.

A 3900 Manitowoc places frame with special facade on slope, which will then be covered with rip rap. Its part of the new Eureka marina project under contract with R&D Watson, now over half way complete.
Marysville work begins to pick up

Work in the Marysville area is slowing down as the snow melts and the west side, says Business Rep. George Morgan. Butte Creek Rock is being worked on by the construction workers at Willows with just the landscape work left.

Work is still underway on the project in the Orland Recreation Center in Black Butte Lake. Carl J. Woods was bidder on that job for $188,885.00. The project started November 1979.

Underground Construction is trying to get in full swing on their pumping stations in the Williams area on the Tehama-Colusa Canal project. Jay Bertelsen is getting underway with their west side job just out of Williams. This job will probably reach the $1.6 million Dollar mark after the extras get done. The work picture on the east side is still moving at a slow pace, says Business Rep. Dan Mostas.

The Oroville Board of Supervisors has approved the go ahead of the Table Mountain Bridge project in Oroville. This project will replace the Upper Thermalito Bridges which start from downtown Oroville on to Table Mountain Tavern next to the Fish Hatchery. The new bridge will be built up-stream of the present bridge. It will be an estimated 600 feet long and 50 feet wide. The estimated cost of this bridge project will be $3.5 million dollars.

The Oroville-Wyndotte Irrigation District and P.G.&E. have reached an agreement for construction of a 10 Megawatt Hydroslectric Power Plant. The Plant will be constructed at the O.W.I.D. Sly Creek Reservoir on the South Fork of the Feather River and will cost about 12 million dollars.

In Reno

M.G.M.'s 982-room expansion underway

The Ramada Inn currently under construction at Lake and 6th Streets in Reno by McKenzie Construction won approval to add four more stories and 92 rooms to the seven-story 150-room hotel-casino. The Reno City Council also approved a proposal to change zoning plans for the Cannon International Airport which would allow developers to pursue plans for a 5-story 305 room highrise hotel.

The City Council unanimously approved a final public hearing project at Stead, Nevada. At the same time the Council rejected a proposal to change zoning plans for a seven-acre Harding Street site which would change the 75-unit public housing residential project from single-family residential to multifamily highrise units. This project was rejected due to the overwhelming opposition from a crowd of over 200 northwest Reno residents.

Hopefully, the ban on new subdivisions in Carson City, Nevada, will be lifted within the next 12 to 18 months as soon as the city starts getting additional water from the Hembert-Marlette system that will generate about 2,100 additional acre-feet annually. Carson City currently requires 3,200 acre feet annually to meet the estimated needs of a foot of water that is used to sustain a single-family dwelling.

The MX project met a blast by Reno and Sparks residents, legislators, and activists at an open hearing held by the United States Air Force officials. Approximately 700 persons attended the meeting held at Hug High School in Reno. Out of sixty speakers only two possessed a speaking plan in favor of the MX project. So please note that your support is strongly needed in order that this project will get an early start.

Pictured on the top photo on a backhoe is recently graduated apprentice Jack Isenberg, working for Helm Construction Co. Also operating a backhoe for Helm Construction on an underground project (bottom photo) is recently graduated apprentice Joe Woosly.

By BOB MAYFIELD

(Continued on page 13)
Adriana Gianturco, Caltrans Director

We have reexamined all the projects themselves. We’ve shifted the emphasis of the program so that the types of projects that we’re working on now tend to be smaller projects, a lot of rehabilitation type things, cheap types of improvements as opposed to massive, new things, like straightening curves instead of building a new road.

And also we developed procedures that we’re using now for an annual programming process where we’re not dreaming up those 20-year wish lists anymore. We’ve cut the period where we operate. We’ve already scheduled our work down to five years … so that we’re not getting way out in front of any reasonable predictions you can make about what’s going to happen in the future.

And we do have a reserve fund and we can adjust our projects and so on. So I think we can weather any kind of a crisis that comes along.

We expect fully that we will adjust larger programs now than we had before the embargo. We were able to go from the period where we started letting contracts, in fact there was a flow going through the pipeline again, that labor and the contractors came unhinged and said, “Gee, this is terrible and we ought to do something about it.”

It was interesting, because after three months later, we said listen, the contracts are going out and we do have a constructional program going out now. As a matter of fact, it’s a larger program now than we had before the embargo. We were able to go through this more careful scheduling of resources and this policy of maximizing federal aid — stretch the dollars further than we had been accustomed to doing. So the level of activity that happened was higher than before we had the crisis, but people didn’t believe us, because the contracts, although they were being advertised, a great deal of them had not yet been awarded and very few of them were under construction.

And construction itself, as you know takes years.

ENGINEERS NEWS: This is one of the things I am concerned about. You’ve got big projects scheduled, yet people are concerned about the oil embargo. People are screaming for jobs.

GIANTURCO: Well, I don’t have a crystal ball too far out in the future. All I can deal with in any realistic way is the next four or five years. I think there is a crunch, no doubt about it. But that’s not a new situation. Transportation has been through this now since 1974. We’re not facing any new crisis that we haven’t been trying to deal with for the last five years and we have restructured our operation so that we can deal with this problem. And we’re also trying to do a lot of rehab and maintenance work that needs to be done. A lot of reports are coming out and people are doing it fast enough, it seems to me that we are approaching some kind of a funding crisis.

On the side of inflation, it is happening, there’s no doubt about it. But again, that’s very difficult for us. The way we’re going to try to handle that is the way we have in the past — finding cheaper ways of doing things, better work methods, less expensive materials and the scope of the projects. And that means we’re trying to do something we have been doing ever since that period.

There is another factor here which I think is very important. As people drive less, you, in a way, direction to the expansion of the system. Most of these projects that were planned 20 years ago were scheduled in such a fashion that driving would increase five or six percent a year and you could project out for the next four or five years. Now, therefore we need the highway facility.

Well, if you don’t have twice as much travel, maybe you don’t need that facility or maybe you need a smaller scale facility as opposed to the one that was needed for the future. So there’s various ways of approaching this and I think they all need to be considered. We’re certainly being more careful with our resources and trying to stretch them as far as they will go.
"If push comes to shove and we are in a situation where taxpayers are saying, 'I've paid my tax, I've got to cut back... there's some very hard choices that are going to have to be made.'"
A highway system of dead ends

(Continued from page 1)

program will be $435 million in the red by July 1983.

And that’s not all. An examination of the highway program also reveals that:

- If Jarvis II is approved by the voters, the shortage of funds may come even closer than two years ago because more for mass transit programs. Some officials, such as Brown have even advocated changing the state constitution to abolish a special fund for highways.

In 1970, Senator James Mills was successful in winning approval from the Legislature for placing before the voters a constitutional amendment to permit the use of up to 25 percent of gas tax revenues for local transportation purposes. This measure, which went on the November 1970 ballot as Proposition 18, was defeated.

In 1971 Senator Mills tried a different approach, this time with a bill to levy a sales tax on gasoline with the revenue to go to local mass transit systems. That measure, SB 325, was approved by the Legislature and signed by the governor, and for the last nine years has been a key source of funding for such programs as the operation of BART, MUNI, Golden Gate Transit and other mass transit systems throughout the state.

This source of funding is now being threatened with the circulation of a petition by service station owners to put a proposition on the November ballot that would abolish this state tax. According to Gianturco, the passage of this initiative would put an end to mass transit in the state.

The bottom line is, if the sales tax is eliminated, it would wipe out everything the state is doing in transit and it would have a significant effect on what local government is doing in the transit area, Gianturco told Engineers News. It could also conceivably affect streets and roads at the local level, because a portion of this tax ends up back in the counties where it’s used for county and city street construction.

As California entered the seventies, the transportation program began to suffer the strain of new controversies. By that time, a large portion of the freeway system had been built. Planners could foresee that larger and larger amounts of money would have to be spent on maintaining and rehabilitating these roadways.

In addition, the environmental movement had created a strong “regional government” attitude among many legislators and planners. People were demanding public hearings to decide the priority of highway projects. Many environmentalists and no-growths opposed the construction of new highway projects altogether. There was an increasing cry to put more money into mass transit and less on the freeway system.

Then the Arab Oil embargo and OPEC price hikes hit in 1973 and 1974. Almost overnight, the state highway system was thrown into chaos. Gas tax revenues plummeted. Funds for highways projects dried up. Many projects were left in mid air, without connectors and with no promise that they would ever be finished. Several thousand employees of Caltrans were laid off and a moratorium on construction was imposed while the department attempted to get itself back on an even keel.

It was during this period that Cali-
ifornia’s transportation program evolved into the system we have today. Under AB 39, which was passed in 1973, the old Dept. of Public Works was abolished and the Department of Transportation (Caltrans) was created. The bill also provided that planning for highway projects should begin at the local and regional levels.

In forming the Department of Transportation, the bill also merged all other modes with highways, making the department responsible for aviation, waterways and mass transit as well.

Another piece of legislation—AB 402 (Ingalls)—was passed in 1978. This bill put Caltrans under the same budgeting procedures as all other departments in state government by requiring the Legislature to review the budget and make necessary changes before legislation. It also eliminated the old Highway Commission and created the Transportation Commission, and gave this board the authority to approve or reject specific highway projects and transportation programs as proposed by Caltrans.

The net effect of these changes was to open up transportation in the state to the public. On the positive side, it has included the average citizen more on the planning process by giving them the opportunity to participate in public hearings. But in reality, the program is now more susceptible to the vagaries of special interest groups like the Sierra Club, who have become very adept at using the public hearing process to achieve their goals.

Partly out of pressure from environmentalists and partly because of the attitudes of Governor Brown and Adrianna Gianturco, the emphasis of the highway program has shifted in recent years. Big, massive freeway projects are no longer being planned, with the exception of a few survivors like the $1.5 billion Century Freeway in Los Angeles.

More and more money is being devoted to environmentally oriented projects—like bikeways, noise abatement barriers, metering systems, and smaller construction projects designed to close existing gaps. Indeed, Gianturco claims that this downscoping of the program is one reason the transportation program is not in as bad a shape today as it was after the Arab Oil embargo in 1973.

Furthermore, she maintains that the employment picture will not suffer substantially because of the energy crisis. "Rehab type jobs are more labor intensive than new construction jobs," she told Engineers News. "So, as our program becomes more and more heavily oriented towards rehab, that may overcome the effects of a slightly declining construction program, because you get more jobs per dollar spent."

Despite Gianturco’s positive outlook, the specter of a bankrupt highway program is haunting. Any reasonable person can see that when you try to run a program on the same amount of less money than you have for the last 10 years, you are bound to encounter serious funding problems sooner or later. And there are still a significant number of major highway projects still to be completed.

Even with the emphasis on rehabilitation and maintenance projects, Caltrans in the next couple of years intends to build:

- a $17 million Redwood Park Bypass on Route 101 in Humboldt County
- a $32 million project to widen Route 80 near Auburn
- an $86 million project to widen Route 380 near Hayward, including a high occupancy vehicle lane and connections to Route 238

In addition, a $22.7 million for the Grove Shaffer Freeway in Oakland;

- a $10.5 million project to construct the Freeway High occupancy vehicle lane on Route 101 in Marin County;
- a $17.2 million to reconstruct the Route 380/101 interchange in San Mateo County.

These projects are not peanuts. While it is safe to say that they are now in the current five-year plan, it is also a fact of life that the plan is only considered a "guide" in the eyes of Gianturco. Therefore, there is no guarantee that any of those projects will be built.

No one likes the idea of increasing taxes, but few people can live with the idea of a Caltrans transportation program so broke it is reduced to filling potholes. The gasoline tax system must be updated to meet the demands of our economy today, or the highway program will self destruct. It is as simple as that. And that is something every operating engineer has a reason to be concerned about.

I-280 San Francisco

Built originally to provide an alternate route to the city’s financial district and to relieve congestion on the central Freeway to the Bay Bridge, this section of freeway dumps abruptly into the south of Market area. Federal funds allocated for its completion have sat unused for years and the deadline for using those funds is fast approaching. San Francisco officials are now considering a proposal to transfer the funds towards the demolition of the Embarcadero Freeway on the waterfront.

- $7.5 million to construct two additional lanes, median barrier and truck ramps on Route 152 in Santa Clara County
- $38 million to construct the Cloverdale Bypass on Route 101 in Sonoma County
- $36 million to construct the Van Ness Freeway in San Francisco

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I-280/680/101

This infamous "Freeway to Nowhere" sits conspicuously south of San Jose. It has a stormy history, the center of protests from residents and legislators who have used the structure as a symbol of Caltrans’ poor planning and inability to maintain its commitments. Work will finally begin this spring as bids for an estimated $37.7 million go out this month.

I-380/101

This huge, sweeping interchange south of San Francisco is riddled with unfinished ramps, a victim of poor planning and an overzealous highway program. The dead end section was originally intended to provide additional access to the United Airways terminal and other points on the north end of SFO International Airport. It appears now that this project will finally be completed on a $17 million project scheduled for 1983.
Local 3 health plans help contain medical costs

Opening Engineers Local 3 health plans have demonstrated they can help contain rising health care costs. Although the plans have been substantially more successful in containing hospital costs than in controlling other hospital expenses, they have helped physicians and hospitals improve their efficiency. Other features which lessen the likelihood of a hospital confinement are the use of specialists, who are employed on a part-time basis today in inflation and rising health care costs. The hospital plans reflect such trends as patients choosing to use services of a hospital plans such as Operating Engineers must prearrange the drive for health care cost containment.

In 1978, health care cost Americans over 10 billion dollars and the trend could easily top 11 billion dollars this year. Health care is riding on a wave of technology in the fields of electronics, medicine and science. Health care service have increased so rapidly that today that the 7,000 hospitals in this country are experiencing a change in their mission. All hospitals are now being asked to consider the hallmark of the future is whether or not it can be transferred.

In Glenbrook, Ill., a hospital ran a successful campaign advertising their hospital was the answer to the problem. The results: a 5% increase in the number of hospital admissions hospitals boosted their net income 500,000.

New Trends Have Emerged

These are examples of the bold new marketing approach being used by many hospitals today. Hospitals are finding themselves under tremendous competitive pressure to attract patients to their facilities. They are turning to a host of house ads, radio, television advertising, and a host of other techniques range from low key professional image advertising to high pressure. The results: hospital admissions. Off the country's 7,000 major medical facilities about 70% have hired marketing directors to increase their revenue.

While appearing directly to the patient and the potential patient is a hospital to compete with aggressive hospital marketing is now the most important, most hospitals marketers are even recruiting physicians who habitually charge for outside treatments. Hospitals are devising an array of bonuses and rewards for these heavy users.

In Southern California, one health planner has charged that some "no-bedded" hospitals are taking extreme measures to recruit the most sources of patients. They are offering lease luxury cars, paid vacations, free office space and even cash rebates for maintaining a high volume of admissions to their facilities.

Name of Game is Money

Hospitals used to look very conservatively at the idea of advertising and marketing that services. However, they can no longer afford not to because of the increasing financial environment for new and even more advanced health care equipment. With this kind of investment, staying in business has become the hospitals' top priority.

One of the best health care facilities in the country has cut $150,000 excess hospital beds costing $22 million a year. Why, so many extra beds? The answer is simply: "more beds, more patients." Hospitals are being forced to make a choice: the bill for the advertising and marketing costs.

Experts are predicting that between 1,000 and 1,500 medical centers will fold in the next 5 years. Health Maintenance Organizations do a better job of checking unnecessary hospital care and improve medical technology will account for some of the closings. However, the main reason a decrease in the number of facilities in 1979-80 is that some hospitals simply will not survive the current adverstement pressures. As hospitals become more and more dependent on medical care. The bottom line is that people on health care and always more advanced services. And, as the supply of hospital beds decreases, the price of each bed will rise. What Can Be Done

There are several ways health care consumers can openly combat the trend. First, find a physician who keeps his patients well informed. Good a physician works with his patients and tends to respond to any of their questions. Consumers should get into the habit of asking doctors about their health and recent treatments. Whenever elective surgery is recommended by a physician, parents should be advised to second opinion to ensure the necessity and severity of the surgery. Medicine is not an exact science and there may be several alternate methods of treatment. Fi

(Continued on page 14)
Proposed Exemption for Certain Transactions Involving the Pension Trust Fund for Operating Engineers Local 3 of Northern California

In April 1979, the Department of Labor (the Department) proposed a new exemption from certain prohibited transactions relating to mortgage bankers and financial institutions. Persons participating in the proposed mortgage banking firms and other financial institutions, when construction of such dwelling units is by persons who are parties in interest or disqualified persons with respect to the Plan. The proposed exemption, if granted, would affect participants and beneficiaries of the Plan, financial institutions involved, contributing employers, and other persons participating in the proposed transactions.

DALLAS, Texas (AP) - The application for exemption and persons participating in the proposed mortgage banking firms and other financial institutions often do not hold for their order to obtain construction loans, builders frequently must have a commitment from a buyer, established by the Revenue Code of 1954 (the Code). The proposed exemption would exempt the existence of the Pension Trust Fund for Operating Engineers (the Plan) of committing obligations the Plan to purchase mortgage loans on single family dwelling units from financial institutions, when construction of such dwelling units is by persons who are parties in interest or disqualified persons with respect to the Plan. The proposed exemption, if granted, would affect participants and beneficiaries of the Plan, financial institutions involved, contributing employers, and other persons participating in the proposed transactions.

The application for exemption and the comments received will be available for public inspection at the Office of the Program Manager, U.S. Department of Labor-Management Services Administration, 200 Constitution Avenue, N.W., Washington, D.C. 20216. Attention: Application No. D-1467.

**FOR FURTHER INFORMATION CONTACT:** Richard Small, of the Department of Labor, telephone (202) 523-7275.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given of the proposed exemption and a request for comment on the proposed exemption. Any person interested in this proposed exemption may file comments with the Plan, the Department, or both, until 45 days after the date of publication of this notice. Comments should state the reasons for the comment and should be submitted to the Department of Labor, Pension and Welfare Benefit Programs, Room C-4526, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216, Attention: Application No. D-1467.

**DATES:** Written comments must be received by the Department of Labor on or before January 31, 1980.

**ADDRESS:** All written comments (at least three copies) should be sent to the Office of Fiduciary Standards, Pension and Welfare Benefit Programs, Room C-4526, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216, Attention: Application No. D-1467.

**Extension of Time for Comments and Hearing Requests**

**Notice to Interested Parties:** The paragraph headed "Notice to Interested Parties," page 70601, was specified that the notice of the proposed exemption and a request for comment on the proposed exemption may be made available to all interested parties including the trustee of the Plan, active and retired participants or their legal representatives within 60 days of the publication of the notice of pendency in the Federal Register.

**Let by date January 25, 1980, the Plan notified the Department that it was unable to comply with its commitment to the interested persons within the time period specified in the notice of pendency. Therefore, the time period for receipt of comments and requests for a public hearing on the proposed exemption is hereby extended until March 20, 1980, so that participants and beneficiaries may have the opportunity to comment on the proposed exemption.

The Plan requested a hearing on its December 7, 1979 letter, that (1) a copy of the October 19, 1979 notice of pendency and (2) a copy of this notice will be provided to all interested parties on or before April 15, 1980 by publication of this material in the monthly newspaper Local 3 of the Operating Engineers, which is distributed to both Plan participants and beneficiaries.

**DOS:** Written comments must be received by the Department of Labor on or before January 31, 1980.

**ADDRESS:** All written comments (at least three copies) should be sent to the Office of Fiduciary Standards, Pension and Welfare Benefit Programs, Room C-4526, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216, Attention: Application No. D-1467.

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On January 17, 1980, the Safety and Health Rules and Regulations pertaining to the oil, gas, geothermal drilling, and related services industry in the State of Utah, became law.

"A need for such regulations has been evident since the surge in oil exploration in Utah during the early 1970's. It also became apparent, after a significant number of inspections by companies that there were many issues unique to the industry that had not been adequately addressed under the existing OSHA General and Construction Standards. So, in February, 1979, the Utah Occupational Safety and Health Administrator, Mr. Ron Joseph, directed his staff to prepare vertical standards to apply to this industry. By the end of February, 1979, a rough draft of proposed standards was ready and was sent to all drilling contractors and service companies known to be working in the State of Utah, requesting input, assistance and advice. Copies were also sent to state regulatory agencies.

On May 3, 1979, a meeting was held with representatives of the oil and gas industry, as well as some state legislators and members of the Industrial Commission. The major testimony received was in relation to the National Electrical Code. Some revisions were made in this area and draft copies were submitted for comment to the Utah Occupational Safety and Health Advisory Council meeting on May 25. Vance Abbott, Safety Representative for Local No. 3, Utah District, had just been appointed to the Council by Governor Scott Matheson, and shortly thereafter, he was elected by the members of the Council to serve as Chair. The Council is comprised of two representatives from management, two from organized labor and three from the public sector. All are appointed by the Governor and approved by the Legislature.

After a thorough review, the Council decided that the proposed regulations did not provide adequate protection for workers in several areas. For instance, no provision was made for limiting devices, sodium dioxide monitoring was felt to be inadequate and chains were allowed to be used indiscriminately for hoisting purposes.

Accordingly, such changes and additions were made and copies of the new draft, with notice of intent to adopt, were mailed to all interested parties along with published dates for public hearings.

The more stringent proposed regulations created a great amount of interest and participation by the oil industry at the public hearings (something that had been lacking in previous meetings). As a result, another meeting to revise the Standards was arranged and several professional advisors were invited to give expert testimony. This resulted in a final draft being presented to the Advisory Council for comment on December 6, 1979. The draft was reviewed and unanimously recommended for adoption as per State Statute.

The process is lengthy and demands many hours of involvement by interested parties. However, it is necessary if responsible regulations are promulgated to protect our members. Your representatives are constantly involving themselves in state and federal regulatory processes to serve you in the field of safety.

Grievance Committee Elections
At its regular quarterly district meeting the membership of District 3 re-elected the following brothers to serve on its Grievance Committee for the ensuing year: Larry Chapman, Noah Howard and Lee Dullos.

At its regular quarterly meeting on January 31st, the District 2 membership re-elected the following brothers to serve on its Grievance Committee for the ensuing year: Hake Mason, Donald Robertson and Raymond Royer.

At the regular quarterly membership meeting of District 17/Honolulu held on January 23, 1980, the members, re-elected the following brothers to serve on its Grievance Committee for the ensuing year: John Hoopi, William Kapiko and Richard Lucari.

Grips' Committee
The real catch is how the Planning Commission did a beautiful job at least being fair in their review of the proposed project. It should not be a surprise that the City of Sunnyvale is opposed to the project, given their history of opposing projects similar to this one in the past. However, the Planning Commission’s decision is not final and can be appealed to the City Council. It is important for the community to stay informed and engaged in the process to ensure that their voices are heard.
Eureka report continued

(Continued from page 4)

Don H. Clausen reported this month.

A total of $1.6 million has been earmarked for harbor dredging and maintenance and $220,000 has been funded to investigate the causes of shoaling, or gradual filling in with sand, of the harbor which threatens future use of the port.

"Not only will there be a full examination of the causes of the problem, Clausen said, "but the Corps of Engineers will be asked to come up with specific solutions to this difficulty."

The budget also contains $200,000 for deepening the channel in the harbor, Clausen reported.

Meanwhile, the Del Norte Fishermen's Marketing Association has announced its support of a resolution by the Pacific Coast Federation of Fishermen's Associations favoring the local harbor district's plans to build an additional boat basin and related shore facilities.

The support was made conditional that expansion "in no way financially impedes necessary and regular maintenance dredging nor increases the financial burden to existing users of the harbor."

Stimpel-Baker and Associates, out of Redding, Calif., have gotten off to a very good start on their $3 million-plus storm damage repair job near Petrolia, south of Eureka.

The Eureka Office would like to thank all of the brokers, their families and friends who made our 1979 Annual Crab Feed successful.
FOR SALE: DRIVE Yacht, 91' motor, 72' sailboat, 250 horse power 8 cylinder diesel engine. You will own your own marina. Minutes from Golden Gate Bridge. Call 522-4443.

FOR SALE: 4000 GALLON TANK, 8', 3" diameter, 80' long. $2450.00. 252-2680.

FOR SALE: 1757 SR-39, 90' of levee, 10 mil. rice, 3.6 miles from Livingston. 887-7663.

FOR SALE: 8 ACRES adjacent fish lake with the no-growthers and rule on issues. We are still involved with the reprove the work for the brothers in open. He is going to challenge ports that Auburn Constructors at 840-9651.

FOR SALE: 77 DIPLOMAT MOTOR HOME. FOR SALE: 16,500 mi, R/B rust interior, new bdrm, 2 bath, extra large master bd., sunken 12964 E. Tikay Colony Rd., I~di, Ca. 95531 707/625-3646.

FOR SALE: Kasson Rd., Tracy, Ca. 95376 209/835-4343.

FOR SALE: 1979 CADDILLAC ELDorado, 38,000 mi, power, all doors, new brakes, the battery, is反而 rare, not only out, before 12 AM or after 8 PM. Donald Koerste, 1985 Clovis Road, Clovis, Ca. 93612 559-5060.

FOR SALE: 1 1/2 BATHS, 1 BEDROOM, BASEMENT FOR FRONT, W/RF & P/C. RENT $375.00. 1202 Great Lakes, Altos, Ca. 94022 829-2889.

FOR SALE: 14030 RIVER RD., 3 bedrooms, 1 bath, electric heat, 20 min. from Redding. $2650.00. 12292 W. Colusa Ave, La Porte, Ca. 95953.

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On the evening of March 10, Ken Erwin, who recently retired as Director of Public Relations of Local 3, died. An employee of the union for 12 years, he conceived and operated the public relations department, was managing editor of Engineers News, generated other publications such as View Votes, JAS News, Public Employee News and Pensioners Progress.

He was a member of the California Democratic Party Executive Committee, served as Governor Brown's press secretary during his first campaign for governor, served as a director of the Core Foundation, was actively involved in Frontlash and helped to organize Local 3's Retirees program.

Dues Schedules for Period 10/1/79-9/30/80:

Local 3 $102 (Per Qtr.)
Local 3A $99 (Per Qtr.)
Local 3B $102 (Per Qtr.)
Local 3C $99 (Per Qtr.)
Local 3D $99 (Per Qtr.)
Local 3E $99 (Per Qtr.)
Local 3F $99 (Per Qtr.)
Local 3G $99 (Per Qtr.)
Local 3H $99 (Per Qtr.)
Local 3I $99 (Per Qtr.)
Local 3J $99 (Per Qtr.)

The term of office for the three (3) delegates of the Core Foundation is for not less than two (2) years next preceding his election, or re-election, or appointment.

No Member shall be nominated unless he is present at the meeting and a registered voter of the District or Sub-district, elected by the members of the District or Sub-district, elected by the members of the District or Sub-district, elected by the members of the District or Sub-district.

No Member shall be elected to the position of District or Sub-district representative or Sub-district representative, unless the District or Sub-district, elected by the Members of the District or Sub-district, elected by the Members of the District or Sub-district, elected by the Members of the District or Sub-district, elected by the Members of the District or Sub-district, elected by the Members of the District or Sub-district, elected by the Members of the District or Sub-district.

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:

(a) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(b) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(c) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(d) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(e) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(f) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(g) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(h) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(i) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years;

(j) unless he is a Member in good standing in the Parent Local Union and a registered voter of the District or Sub-district in which he resides or has resided continuously for at least two years.

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.