



ENGINEERS NEWS

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Bill Ward honored at dinner for Potomac (page 7)



Court ruling knocks out non-union contractor

By James Earp, Managing Editor

A complex legal battle against the non-union firm of Rail-Roadway Corp. ended in a major victory for the building trades this month when the Ninth Circuit Court of Appeals issued a ruling which prevents the firm from bidding on any public construction projects in California for at least a year.

The court's ruling was the final action in a series of legal maneuvers the company had taken in response to a

complaint filed last year with the Department of Industrial Relations by the Operating Engineers. The complaint charged the joint venture of Rail-Roadway/Hatch with violating affirmative action requirements on the I-580 project currently in progress near Hayward.

The DIR upheld the union's complaint and debarred both R.A. Hatch and Rail-Roadway from bidding on any public work projects in California for a year. Rail-Roadway immediately filed for an appeal to the ruling and requested a temporary stay of the order, pending the outcome of the appeal.

These requests were repeatedly denied by the courts until they reached the Ninth Circuit Appeals Court, where in February the company finally succeeded in obtaining a temporary stay of the debarment order. The stay allowed them to continue to bid on public works projects in the state, pending the outcome of the appeal.

This was a key victory for Rail-Roadway, because the company is currently in the process of bidding on a number of major public works projects in the state and obviously did not want to lose out on the opportunity to compete for them.

A prime example is the Guadalupe Corridor in San Jose. Rail-Roadway was the low bidder on the most recent section of the project to be let. When it was announced that awarding of the contract was scheduled for March 11, Local 3 immediately informed the Appeals Court.

On March 10, the court rescinded the stay it had issued to Rail-Roadway.

(Continued on back page)



We're all 'BETTER' for it

Flanked by Local 3 officers Bob Skidgel and Bill Markus and attorney Joe McCray, Business Manager Tom Stapleton took a moment to instruct the business agents during a special one-week seminar held at the Rancho Murieta JAC training center in February.

Entitled "BETTER," for Better Engineers Through Training, Education and Resourcefulness, the intensive seminar offered a hands-on approach to all areas of union administration.

The program was coordinated by Local 3 attorney Joe McCray. Participants

were divided into teams and each morning were presented with a set of "real life" problems. Each afternoon, spokesmen for the teams presented and defended their solutions before the rest of the groups.

McCray and the officers instructed the staff on a wide range of topics, including internal administration, Bylaws and Constitution, contract enforcement and interpretation, open shop employers and organizing, servicing the membership, state and federal laws, public relations, politics and ethics.

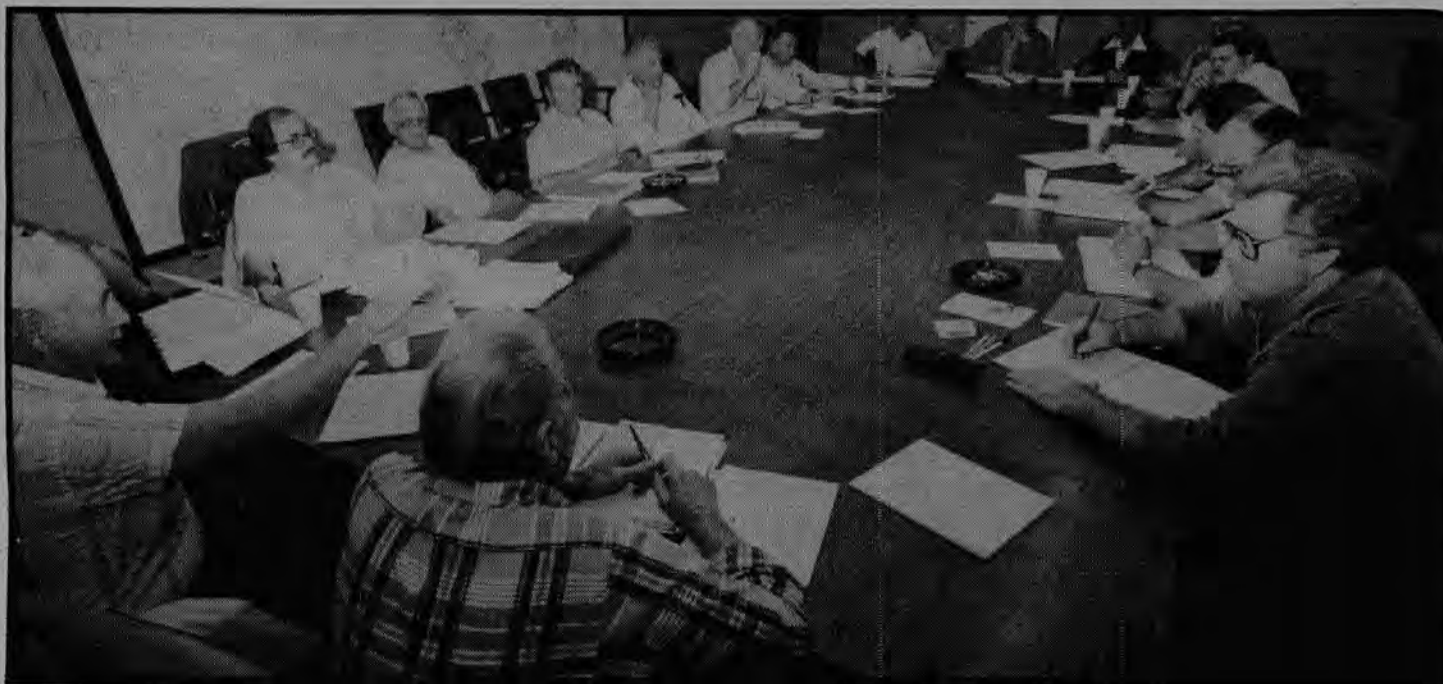
Oops!

Well, folks, we blew it. An article which appeared in the February issue claiming that World War II veterans may be eligible for a special insurance dividend turned out to be false. The information was brought in by a Local 3 member who said it had been posted at his place of employment.

Due to the pressure of a late deadline, we didn't take the time to verify the information with the Veteran's Administration, which we would normally have done. As it turns out, the story is a complete hoax, the product of a rumor that has been floating around since the 1950's, according to a VA spokesman we talked to.

"We've been getting calls everyday on this," the spokesman said. "It's a rumor that has spread throughout the country and crops up in a new place every so often."

Come to think of it, it did sound too good to be true.



Rank-and-file committee prepares for negotiations

Business Manager Tom Stapleton leads a discussion with the rank-and-file Negotiations Advisory Committee as they prepare for upcoming AGC negotiations. Elected to the committee are: Pete Fogarty (Dist. 1), Jack Ogden (Dist. 2), Chuck Pennington (Dist. 3), Abe Soosa (Dist. 4), Norman Montgomery (Dist. 5), Gene Garewal (Dist. 6), Robert Currie (Dist. 7), Jim Lucas (Dist. 8), Kenneth Duran (Dist. 9) and Reinhart Peterson (Dist. 10).



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

LOOKING AT LABOR

Senate revives fight to tax our fringe benefits

Despite an important victory in the House last December, the fight to tax our employee benefits is still very much alive in the Senate.

Labor has mounted a letter writing and resolutions campaign in the hope that enough support can be generated to quash the issue once and for all.

Two important resolutions, sponsored by the Senate Democratic minority leader and members of the all-important Senate Finance Committee are being circulated for co-sponsorship to halt any attempt to tax employee benefits.

Last year a similar resolution, circulated among members of the House of Representatives, was instrumental in keeping the proposed benefits levy off the House tax reform bill that ultimately passed December 17. Now there is growing pressure from the White House and GOP leaders to find additional revenue by "revisiting" employee benefits.

To nip this dangerous trend in the bud, two Senate resolutions with language identical to that in the House are being circulated — S. Res. 303, sponsored by Senators John Heinz (R-PA) and Daniel Moynihan (D-NY) and S. Res. 339, sponsored by Senators Robert Byrd (D-WV) and George Mitchell (D-ME).

A total of 44 members of the Senate, seven short of a 51 member majority, have pledged their opposition to any tax on the hard-earned benefits that workers and their families count on for their health and welfare.

By signing their names to the resolutions, these senators are telling the Senate Finance Committee: "hands off employee supports!"

We salute these responsible lawmakers and call on Congress instead to raise needed revenues by repealing the huge tax breaks for business

Write your two Senators today!

The tax reform bill is now before the Senate Finance Committee and the next few weeks could be critical. Copy the sample below and write your two senators today. Let them know that you strongly oppose both the tax on employee benefits and the elimination of your state and local tax deduction and you would like to see their signatures on one or both employee benefits resolutions. Address them to Senator _____, the United States Senate, Washington, D.C., 20510, and do it today!

Dear Senator _____,

I am strongly opposed to the taxation of my hard-earned employee benefits or the elimination of the deduction for payment of my state and local taxes. I urge you to vote against any measure that might contain these damaging features and to show your support for working families by signing S. Res. 303 or S. Res. 339 or both. Please let me know where you stand on these important issues.

Sincerely,

Note: Local 3 members in California should address their letters to Senator Pete Wilson. Members in Nevada should send their letters to Senators Paul Laxalt and Chich Hect. Utah members should write to Senators Orrin Hatch and Jake Garn. Hawaii members should write to Spark Matsunaga.

ENGINEERS NEWS

WIPA



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

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State Fed slates legislative meet

With priorities set on new bills for 1986, plans are being completed for the labor movement's annual mass visitation to Sacramento and confrontation with legislators.

This year's Legislative Conference is scheduled for May 5-7 at the Capitol Plaza Holiday Inn in Sacramento. Co-sponsors are the federation and the California State Building and Construction Trades Council.

More than six hundred trade unionists are expected to get explanation of bills and hear addresses by leaders of the Legislature before marching half a dozen blocks to the Capitol to lobby for the new laws labor is sponsoring in 1986.

Two familiar matters rank high on this year's list of AFL-CIO legislative priorities: worker's compensation and unemployment insurance benefit increases that were vetoed in 1985 by Gov. Deukemejian after the Legislature had

approved them.

The labor sponsored bills include:

- SB 2433, a new workers' compensation bill, carried this session by Milton Marks, the Senate veteran who has switched his registration from Republican to Democratic.

Labor's proposal, considered almost certain to be heavily amended, takes its place alongside at least four other workers' compensation bills. It promises to be the major issue in this election year. Also under consideration is a comprehensive new report on California workers' compensation, the result of three years of study, that was released last week by the Senate Industrial Relations Committee.

The new Marks bill is similar at this point to last year's labor-sponsored bill, except that permanent disability benefit improvements are included along with improvements in temporary disability benefits and death benefits.

and the wealthy, which were enacted through the President's 1981 Tax Act; creating fairer tax brackets and imposing a corporate minimum tax and other fair tax measures.

By taking these steps the Congress could raise \$41.5 billion in the first year after enactment and more than \$200 billion over the first five years, according to the AFL-CIO.

We urge Local 3 members and their families to contact their home-state senators to sign on, with the goal of committing a majority of the Senate on the issue.

Joining in the fight to save these vital family supports are community leaders, consumer organizations, health providers, educators, senior citizens and others from across the country who want to see health care,

life insurance, worker's compensation, education, and retirement security free from taxation.

As of this date the only senators in Local 3's jurisdiction who have signed one or both of these resolutions are Daniel Inouye of Hawaii and Alan Cranston of California. The rest are still in need of an "attitude adjustment."

State tax deduction also at issue

The deduction for state and local taxes, a principle that has been around as long as the federal tax code itself and which most Americans take for granted, could also be wiped out during Senate consideration of the President's tax reform bill in the next few weeks. At stake is one of the oldest rules of taxation — that money paid in state and local levies should not be taxed a second time by the federal government.

In 1981 the President initiated a \$175 billion tax giveaway to big business with more liberalized depreciation allowances. Now Congress is looking for ways to pay for the loss in revenues it created. With the revision bill before the Senate Finance Committee, there will be a strong push to eliminate this all-important deduction.

Among the programs at stake are the state education systems which are funded almost exclusively from local property taxes and state income tax. Since citizens have direct control over education funding, there will be greater temptation to withhold spending for education.

The Congressional Research Service estimated that for every dollar the federal treasury would gain from repeal of this deduction, states and local governments would be forced to cut 47 cents from their own budgets. This would force them to take a new look at increasing excise taxes, utility levies or other regressive forms of taxation.

Putting workers out on a limb

Gramm-Rudman Act

By James Earp, Managing Editor

Despite a federal lawsuit which questions its constitutionality, the new Gramm-Rudman "balanced budget law" threatens to reach deeply into every American pocket. Millions of workers — including building tradesmen — will feel the vice grip of the new legislation.

The full impact of Gramm-Rudman, which was signed into law during the flurry of December's closing congressional session, is only now beginning to be understood.

In a nutshell, Gramm-Rudman does the following:

- It forces Congress to attain a balanced budget by 1991 by requiring stiff cuts each year to reduce the deficit in the budget. In fiscal 1987, which begins Oct. 1 of this year, it mandates a deficit of no more than \$144 billion; in 1988, \$108 billion; 1989, \$72 billion; 1990, \$36 billion and by 1991 the budget must be balanced.

- It gives broad powers to the Comptroller General, who heads the General Accounting Office, to force mandatory across-the-board cuts in the budget if Congress and the President cannot come to terms with where to make the cuts.

These general requirements may sound just fine until you look at what really has to be done to accomplish them. To comply with the first phase of Gramm-Rudman, Reagan must get the budget deficit down to \$144 billion for fiscal 1987.

The budget which he revealed this month calls for \$11 billion in budget cuts to take effect on March 1 and an additional \$50 billion to be slashed on October 1. Every program, including those that provide jobs in construction, is subject to the knife. Reagan's proposal includes:

- \$737 million to be cut from housing by ending some programs and cutting federal subsidies.
- \$527 million to be slashed from the federal highway program.
- \$243 savings in the home-mortgage insurance program by boosting fees for FHA loans.
- \$132 million savings in veterans guaranteed home loans by raising fees.
- \$1.3 billion savings in Medicaid by capping federal payments to state programs.
- \$4.7 billion savings in Medicare by increasing the cost of premiums.
- \$579 million savings in veteran's medical care by aiding low-income vets only.
- \$1.4 billion savings by eliminating rural housing programs.
- \$177 million cut in summer jobs programs for youth.
- Over \$15 billion in cuts in everything from postal subsidies to government pensions to farm assistance.

The long term effects of Gramm-Rudman on the construction industry are even more bleak. Many industry and government officials believe construction programs are "among the most vulnerable" in the budget. Some even believe that, over the five-year life of Gramm-Rudman, nearly all federal construction programs will be eliminated.

Says Congressman James Howard, chairman of the House Public Works and Transportation Committee: "Congress and the President have established a course that will require massive and as-yet-unknown budget cuts in the next

five years. Although the impact (of Gramm-Rudman) is not known, even to its authors, it is likely that we will see major cuts in the federal-aid highway program and in federal support for construction of sewage treatment plants."

According to a study released this month by Fiscal Planning Services, Inc., Gramm-Rudman will take a \$1.16 billion bite out of California's 1987 budget and create a massive state deficit. Nationally, all states combined would suffer \$12.5 billion in cuts, with California and New York at the top of the list.

The report has California suffering significantly larger cuts next fiscal year. It estimated that California's state budget would be \$105.7 million in the hole if the state replaces the lost federal funds with its own money.

The big questions at this point are: How did we get saddled with such a drastic measure, and what can be done about it now that it is already law?

The bottom line is, if it weren't for the Democrats, Gramm-Rudman would never have become law. Although it received almost total support from the GOP, it was the near even split among the Democrats that pushed the bill onto the President's desk. In the Senate, the vote among Democrats was 22-22 for Gramm-Rudman. In the House, 118 Democrats voted for it and 130 voted against it, but the near unanimous support of the Republicans, the bill cleared the House.

There is considerable evidence that many Democrats had no loyalty towards the Gramm-Rudman bill, but voted for it anyway as a way of sticking it to Reagan. Although he has been an ardent supporter of balancing the budget, insiders claim that Reagan secretly hoped Gramm-Rudman would fail, because there was too much

Senate passes Foran bill to beef up highway funding

By an overwhelming vote of 28 to 6, the California State Senate has passed and sent to the Assembly, a proposed constitutional amendment that would increase the amount of revenue allocated to transportation needs.

The proposal, Senate Constitutional Amendment 12, authored by Senator John Foran, declares that all taxes and fees imposed on motor vehicles and all fees on the operations and uses of vehicles, shall be known as "user fees" and not taxes. This would remove all transit related taxes and fees from the spending limitations imposed by Proposition 4, "The Spirit of 13 Initiative" sponsored by Paul Gann in 1979.

The measure must pass both houses of the Legislature and be chaptered by the Secretary of State by June 27 if it is to go on the November ballot. If it is approved by the voters in November, the amendment would become effective July 1, 1987.

As it stands now, Article XIX of the Constitution limits the use of certain transportation related revenues for street and highway and mass transit purposes. Revenues from the cents-per-gallon fee on gasoline and diesel fuel can



language in it that he didn't like.

Democrats picked up on this and many of them voted for a bill they wouldn't otherwise support in the hope of forcing Reagan's hand when the bill reached his desk. The ploy didn't work, because Reagan signed the bill and now we all must live with it.

There is hope that a lawsuit filed against the Gramm-Rudman law will give it the death blow, but that is far from certain, too.

On February 7, a special three-judge federal court declared a key portion of the Gramm-Rudman law unconstitutional. The court said the law violates

required separation of powers between the President and Congress.

At issue was the "automatic deficit-reduction process," which empowers the Comptroller to implement across-the-board cuts in the budget in the event that Congress and the President can't agree on where to make necessary cuts in the budget.

The court said it is unconstitutional to hand the job over to the comptroller general, who is appointed to a 15-year term by the President and can only be removed by Congress.

"The powers conferred upon the comptroller general as part of the automatic deficit reduction process are executive powers which cannot constitutionally be exercised by an officer removable by Congress," the court declared.

The ruling left intact a "fallback" provision of Gramm-Rudman that requires Congress itself to vote annually on a spending cut figure to meet the law's deficit reduction goals.

The decision also allows the first \$11.7 billion round of spending cuts to take effect March 1, pending the outcome of an appeal to the Supreme Court.

No matter how the case comes down, it will not kill the spirit and intent of the law. The future of Gramm-Rudman could take several turns. Among them:

- Reagan relents on a tax hike, despite his 1984 campaign pledge, rather than see his military buildup slashed.
- The automatic cuts take effect, causing "budgetary chaos."
- Congress and the President fail to make the tough choices and find a way to ignore or modify Gramm-Rudman while the deficit continues to rise.

- Both sides sit to forge a "grand compromise" on taxes, domestic outlays and military spending.

One way or another, it appears we are all going to have to live with — and pay for — it. We'll pay for it in lost jobs. We'll pay for it in higher medical care costs and federally insured home loans and student loans. We'll pay for it in higher postal rates. We'll pay for it in higher taxes.

We'll pay for it dearly.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

A federal study has created new hope for the proposed Auburn Dam which could provide the East Bay Municipal Utility District with water to meet growth.

Plans for the federal reservoir on the American River have been stymied by seismic safety and cost problems that many officials thought would kill it for good. But Bechtel engineers conclude in a new report the project appears worth building because it may not cost as much as previously thought, said David Houston, the U.S. Bureau of Reclamation's Regional Director. The Bureau ordered the report. "It shows it as an economically viable project," Houston said at a conference of the Association of California Water Agencies.

Bechtel estimated the reservoir could cost \$620 million instead of \$920 million if it's built a mile further downstream and with different concrete pouring methods than originally planned, Houston said.

If the lower figure stands up, the water stored behind the dam could be sold cheaply enough to make the project worth building, Houston said. More investigation is needed to confirm the estimates he further stated.

Jerome Gilbert, East Bay Municipal Utility District general manager said he was encouraged by the report because Auburn Dam would make it easier for the district to take American River water just upstream from Sacramento.

EBMUD's plan is blocked by a lawsuit filed by Sacramento County and Save the American River Association. They contend EBMUD wouldn't leave enough water in the river for fishing and rafting.

But Gilbert says if the Auburn Dam were built, the water stored in it would make it more likely the river

would be full enough in dry years. "We don't have to have Auburn. Still, we've always expressed interest in the project," Gilbert said.

EBMUD wants to tap the American River within a decade because rapid suburban growth in Contra Costa and Alameda counties is stretching drought reserves too thin, district officials say. EBMUD gets all its water from the Mokelumne River. Gilbert said EBMUD has considered becoming one of the Auburn Dam's financial backers so the water district could share in the dam's hydroelectricity profits.

David Kennedy, State Department of Water Resources Director said engineers have concluded the dam can be built to withstand earthquake pressures. The problem is it would cost too much, he said.

Mislabeled drug put woman in coma

At the District and Retirees Association Meetings I continue to encourage each of you to make it your responsibility to discuss with your physician the type of drug or prescription he is prescribing for you or your family. Also discuss it again with your pharmacist when he fills the prescription. Ask him if there are any side effects and inform him of all other medication you are taking at that time. If you are getting an old prescription refilled and the pill is a different color or size discuss this with your pharmacist. *The life you save may be your own!*

An employee mistakenly labeled a potentially deadly drug that put a 41 year old woman into a coma after she took eight of the pills, the pharmaceutical company spokesman said.

The woman eventually came out of the coma and was apparently no longer in danger, a hospital spokeswoman said.

"It looks like there was an error on the part of one of

our employees, and that's the bottom line," Jay Kreitz, Regional Manager for Pacifica Home Care, Inc., told the Orange County Register.

Pacifica is the parent company of Medical Mart-Medpak, which delivered the mislabeled, pre-packaged medication to three walk-in clinics and a doctor's office in Orange County.

As a precaution, Medpak voluntarily recalled all of its products from the clinics and offices where the mislabeled medicine was dispensed, stated William Ihle, chief spokesman for the health department.

State officials said that all but 10 tablets of a prescription drug for diabetics that was mislabeled as an antibiotic had been recovered.

Ray Wilson, a pharmacology specialist with the food and drug branch of the State Department of Health Services, said 2,000 mislabeled pills were distributed.

The unidentified Orange County woman took eight of the pills thinking they were antibiotics. She experienced dizziness, broke out in cold sweats and eventually lapsed into a coma. She was hospitalized in at Mulliken Medical Center in Artesia, where a spokeswoman said she would be released soon. The hospital declined all comment.

Bottles containing the pills were labeled metronidazole, an anti-bacterial drug. But they contained tolazamide, a medication for diabetics that lowers the level of sugar in the blood. A sudden drop in blood sugar can induce a coma or cause death.

One last tip — remember to always keep the pill bottles out of the reach of small children. A better safeguard would be to place them in a locked cabinet at all times.

Honorary Memberships

At its meeting on November 10, 1985 the Executive Board approved Honorary Memberships for the following Retirees who have 35 years or more of membership in Local 3:

Name	Reg. No.
Roy Allen	0661023
James Appleton	0661024
Dean Bailey	0529325
Wesley Bowman	0563044
Thomas Bose	0661148
Thomas Burns	0621116
Andrew Cintrone	0661032
Alfred Coker	0657623
William Duncan	0519868
Doug Gales	0512642
W.C. Harris	0657794
Edgar Hays	0649343
Lloyd Haskins	0506483
Paul Hunsaid	0649265
Elmo Johnson	0660969
L. R. Johnson	0660970
Royal Johnson	0652489
Martin Keeble	0498713
Cyrus King	0386064
C. A. Kisse	0649354
Chuck Norton	0637004
Marlan Perry	0660995
John Peters	0529251
N. L. Shotwell	0382279
Ralph Sloniker	0622796
Leroy Stark	0524836
Thomas Stewart	0649305
H. S. Turner	0638378
Jess Whittedge	0649318

Wet weather stalls work in Sacramento

Business Representative John Bonilla reports that the construction in the Yolo County and North Sacramento areas has come to a standstill because of torrential rains and high winds.

On the plus side, Bonilla reports that the shops in his area still seem very busy despite the rain. Layne-Western in Woodland hasn't had to lay anyone off so far this winter. In fact, the men there say that this is the best winter they have had in years.

Tenco Towmotor in West Sacramento is also very busy. It was necessary for them to hire a couple of new guys this month. There are approximately 50 Local 3 members employed there.

Bonilla has just finished pre-negotiations with Morgan Equipment in West Sacramento. Negotiations were set for the first week in March.

Two brother engineers at Cal State Equipment have retired as of the first of the year. "I would like to take this opportunity to wish Kenny Gough and Al Canet a very happy retirement. I would like to add that negotiations with Cal State will begin in a couple of months," Bonilla said.

Bonilla said that Local 3 will also be having negotiations with Kaiser Aluminum in about a month. They are keeping about six members busy this winter.

The rock plants on Cache Creek are also very busy. Syar, Solano, Cache Creek and A. Teichert & Son will be working every chance they get to build

on their sand piles. Sand in this area is a commodity. "Between all four plants, we probably have close to 40 of our brother engineers employed," Bonilla said.

Business Agent Bill Marshall reports that for the members who live in and around the Grass Valley and Nevada City area, Gagliardi's Pharmacy, 108 Argill Way behind the S.P.D. Market in Nevada City, has agreed to keep on hand Local 3 prescription drug cards, health and welfare forms (both active and retiree), plus vision care cards for those members who wish to come in and pick them up. The people who work there are willing and ready to help in anyway they can with prescription drug needs. "Brothers, this will save you a long distance call to the Hall. For these forms, the drug store's business number is (916) 265-5809. Or if you need any drugs after business hours, call (916) 265-4888," Marshall said.

For those members who live in and around the Colfax area, the forms are available at Colfax Pharmacy, 30 Main Street in Colfax. During business hours, call (916) 346-2240 and after business hours, call (916) 346-8818.

For those member who live in and around the Auburn area, members can pick these forms up at Sierra Drugs, 431 Grass Valley Highway (Sierra Elm Center) in Auburn. Their phone number is (916) 885-5117. Or you can call Marshall at (916) 432-0667 and he will drop the forms off at your house.

Hugh Rogan reports that Stacon Corp. is keeping about 10-12 men working through the winter. They picked up two pretty good well jobs. Lone Star has been going strong working two shifts on repair and crushing rock. They are looking for a big year.

Industrial Asphalt was working about eight men on repairs for about a month, and now they've cut back to two men and are waiting for the rain to break. They say they have a lot on the books. Bird & Son kept two shifts going all winter. They didn't have the year that they had last year but are looking for a better year in '86.

C. C. Myers picked up a good job in Truckee for about \$9 million and are looking for an early start in the spring. Out at Mississippi Bar, Teichert's rock and asphalt plants have been working on and off all winter keeping three to six brothers working. They are looking for a good year in 1986.

The Folsom Prison job has been going strong all winter. Ford Construction is finishing up their pipe and dirt work. It has been a good job for a lot of the brothers. Tutor-Saliba has six hydraulic cranes working, and they have Owl's 120-ton crane setting panels working ten hours a day and are looking for about eight more months of setting panels. They also have a small dirt crew working and will be there for some time.

Joe Vicini had a good year keeping about 10 to 15 brothers working all

(Continued on back page)

Price of union phone rates declining

The difference in the price of long-distance phone rates charged by the top companies is disappearing, according to a new survey.

Consumer Action, based in San Francisco, reports that the difference in the average monthly bills charged to customers of AT&T, MCI, GTE Sprint and Allnet has shrunk from about \$10 a month to less than \$2.50 since the survey first was made nine months ago.

Non-union companies that have sprung up since the breakup of the Bell system are stressing cheaper rates in advertising campaigns aimed at luring customers away from AT&T. Employees of AT&T work under contracts negotiated by the Communications Workers of America.

CWA is urging phone customers to sign up for union long distance service. Those who do not do so could find themselves assigned to a non-union company.

Quality and completeness of service have been stressed in AT&T advertising, but the new survey indicates the union company could talk about prices as well.

The survey compared costs of calls from San Francisco to New York five minutes and forty seconds long between 5 and 11 p.m., Sunday through Friday.

Such calls would cost exactly the same — \$1.65 — for customers of AT&T and

Allnet, Consumer Action reported. Those who opted for MCI or GTE Sprint would have saved six cents at current rates. ITT customers would save a dime.

Western Union — a union employer — would have charged only \$1.44 for the call. So would SBS Skyline, U.S. Telecom's price was \$1.51.

Ken McEldowney, director of Consumer Action, said there was every indication that mergers would result in higher rates being charged by smaller companies such as SBS Skyline.

Copies of the Consumer Action rates survey are available free by sending a stamped, self-addressed envelope to Consumer Action Telephone Tips, 693 Mission St., San Francisco 94105.

Union workers enjoy paycheck advantage

Union contracts added an average of \$104 a week to the paychecks of workers last year, the Bureau of Labor Statistics found on the basis of a census survey.

The union pay advantage has grown in each of the three years of the BLS survey. In 1985, the average worker covered by a union contract earned \$419, an increase of \$17 from the previous year. The average pay for workers not covered by a contract was \$314, up \$13 over the year.

Persons who identified themselves as union members had an even bigger wage advantage over nonunion workers, with average paychecks of \$423 a week last year.

The union paycheck advantage was found in every age group and in the sex and ethnic categories of the BLS survey. Blacks and Hispanics working under union contracts, both men and women, had even higher percentage pay advantages over their nonunion counterparts than the average for the entire workforce.

If the value of employer-paid benefits had been included in the BLS survey, the dollar advantage of union representation would have been even greater, labor analysts noted.

Among those represented by unions, construction workers enjoyed the biggest pay differential. Their weekly paychecks averaged \$556 last year, compared with \$315 a week for construction workers without a union.



Memorial to Christa—The Teachers Federation has established a scholarship program at Maryland's Bowie State College in Memory of Christa McAuliffe who died aboard the space shuttle Challenger. McAuliffe, who was to be the first teacher in space, had been an AFT member for eight years, teaching in Prince George County public schools while she earned a graduate degree at Bowie State.

State Fed forms strike defense council

A mutual aid strike defense council covering more than half a million workers in nine Northern California counties has been established by AFL-CIO, Teamsters and ILWU leaders.

The union leaders, meeting last month at the San Francisco offices of the California Labor Federation, named the new organization the Bay Area Strike Defense Council.

The purpose is to muster resources of the labor movement throughout the region to provide economic and political aid when one union faces a strike or lockout.

"The Bay Area Strike Defense Council is the first organization of its type in the long history of the labor movement in this area," said John F. Henning, head of the California Labor Federation, on whose call the labor leaders met.

"In the event of a strike, for example, of building trades workers at the dis-

puted Hayward freeway construction site, this plan would go into effect," Henning said.

Assistance could take the form of the highly successful, interunion food caravans that converge regularly upon Watsonville with donations for Teamster cannery and freezer plant workers, meeting participants agreed.

President's people can't read the facts

The President's Council of Economic Advisers apparently doesn't know there's a government agency called the Commerce Dept. — certainly it appears not to have read any of the department's analysis of the effects of imports on the economy.

At the same time the Commerce Dept. was issuing a study documenting that imports wiped out 2.3 million factory jobs in 1984 alone, CEA was stoutly denying that foreign trade had anything at all to do with the steep decline in employment.

What caused the massive job loss in the industrial sector? CEA insisted in its annual report to Congress that it was improved efficiency and high wages, and that anyone who suggests otherwise has "an inadequate understanding of the benefits of trade."

CEA's denial of the devastation wrought by imports is generally regarded as the beginning of the Administration's assault on labor-backed legislation to save American workers.

Sen. Lloyd Bentsen (D-Tex.) sharply disagreed with CEA. "To argue this trade situation isn't harming our manufacturing base is like arguing up is down," Bentsen said. "It's ridiculous to argue that huge trade deficits have not been harmful."

'Blueprint for cure'

Bal Harbour, Fla.—Three building trades leaders are serving as co-chairmen of the "Blueprint for Cure" campaign, a three-year fund-raising effort to support the Diabetes Research Institute at the University of Miami.

The campaign to mobilize the trade union movement on behalf of the 12 million sufferers from diabetes is headed by Presidents Patrick J. Campbell of the Carpenters, Edward J. Carlouygh of the Sheet Metal Workers and Robert A. Georgine of the Building & Construction Trades Dept., which is spearheading the effort.

Its goal is to raise close to \$10 million to help fund construction of a modern research facility for the institute, which Georgine described as at the "pinnacle of diabetes research."

Fire Fighters Rescue

In a dramatic rescue effort, members of Fire Fighters Local 841 in New Bradford, MA, scramble to free a driver who was trapped in his vehicle after it struck a tree. The wrecked auto was delivered to the Parkwood Hospital emergency room atop a flatbed truck. The IAFF rescue squad worked for 40 minutes to free the driver. He survived, but had a leg amputated.



Foran retirement stirs pot in San Mateo

By John McMahon

The announced retirement of State Senator John Foran has started a major upheaval in San Mateo County's political world. Foran, Chairman of the Senate Transportation Committee, has served in the State Senate since 1976. He had previously served 12 years in the Assembly.

With Foran's Senate seat open, several candidates have announced their candidacy. Chief among them is San Francisco/San Mateo Assemblyman Lou Papan. Endorsed by Local 3 ever since he first ran for the Assembly in 1972, Papan has built a strong record in support of organized labor. He has served as Speaker Pro Tempore, the second most powerful position in the State Assembly, as well as Chairman of the Assembly Rules Committee.

Papan's primary opponents include San Francisco Supervisor Carol Ruth Silver and former aide to Mayor Feinstein, Jim Gonzalez. Appearing before the San Francisco Grievance

Committee earlier this month, Papan voiced his continued support for Local 3's concerns and interests.

Papan is a former F.B.I. agent who also served in the Army during WWII and the Air Force during the Korean War. Prior to being elected to the Assembly, he was a member of the City Council in Daly City.

With Papan running for the State Senate, his Assembly seat opens up for the first time since he was first elected in 1972. With a heavy Democratic registration, the primary election in June will most probably determine the ultimate winner. Running in the Democratic primary are Daly City Councilman Mike Nevin, San Mateo Supervisor Jackie Speier and Arlo Smith Jr., son of the San Francisco District Attorney.

Nevin was elected to the Daly City Council in 1982 with the support of Local 3. He served as Mayor in 1984. A former assistant to San Francisco Mayor Joe Alioto, Nevin has been on the San Francisco Police Department since 1965. Born and raised in San Francisco, Nevin has lived in Daly City

since 1970.

In addition to voting for a new Assemblyman in the 19th District, San Mateo voters will also have new names on the ballot for their other Assembly district. Republican Bob Naylor has announced that he is leaving the Assembly to run for the U.S. Senate against Alan Cranston.

Already announced as a candidate for the Republican nomination for the 20th District is Supervisor John Ward. A strong spokesman for increased transportation financing for cities and counties, Ward must give up his seat on the Board of Supervisors in order to run for the Assembly. He has been on the Board since 1975. There are already several candidates for that position.

One such candidate, who has been interviewed by Local 3's Grievance Committee is Tom Huening. A member of the San Mateo Community College Board, Huening has been supportive of organized labor in the County. He was a strong advocate for a bypass around Highway 1 at Devil's Slide.

FOR HEALTHY BABIES...



build a strong foundation with good prenatal care.



G.P. Construction lands Elko project

A Winnemucca construction firm has landed a contract to bring one of the last sections of Nevada's Interstate 80 up to national standards. Governor Richard Bryan, Chairman of the State Transportation Board announced that the low bid of \$4,930,546 from G.P. Construction Company has been accepted and the contract awarded.

The project is a major part of the annual work program for Elko County, approved last June by the transportation board.

The work involves widening a portion of Interstate 80 around the Pequop Summit between Wells and the Utah border. When completed, the four lane highway will be divided in the middle, improving safety conditions for travelers.

Initial excavation for the project was expected to start in January, but snow and cold weather had delayed the work. G.P. Construction is expected to start up its crusher operation sometime in March. There will be approximately 25-30 operators on the job when it finally gets going.

Cost of Auburn Dam could be reduced

The cost of building the Auburn Dam could be cut by more than \$328 million, more than a third of the original estimated cost of the project, if it were moved a mile downstream and redesigned, according to a report made public last month.

If the dam were built as currently designed and at the location where construction began in the 1970's, the cost would be more than \$922 million, according to the U.S. Bureau of Reclamation.

But in a study prepared by Bechtel National Inc., it was recommended that the dam be moved and built using a relatively new method called rolled concrete construction. That alternative would cost \$594 million and trim 16 months off the construction time. The Bureau had estimated the cost of the dam and canals at today's cost at \$2.2 billion.

The Bechtel report was commissioned



Caltrans announces upcoming projects

The State of California's Department of Transportation released a list of projects tentatively scheduled for bidding over the next three months. Included on the list are several Northern California jobs valued in excess of \$1 million.

On the north coast area, there are no jobs slated to be advertised until March. At that time, bid calls are scheduled to be advertised on reconstruction of .8 mile of roadway in Eureka on Broadway from Wabash Avenue to 4th St.

by the Bureau and the State Department of Water Resources. It examined 12 alternatives, using various construction methods and locations as well as phasing construction.

The \$594 million package is the cheapest alternative the study found.

Construction of Auburn Dam was halted in 1975 after an earthquake near Oroville Dam raised safety questions. It was redesigned to withstand an earthquake of 6.5 on the Richter Scale. Since then the cost of the dam and related facilities had grown to more than \$2.2 billion, more than four times the original appropriation.

A bill to reauthorize the dam at the higher cost has been stalled in a Congressional Committee. Members of Congress had told a delegation of dam supporters last summer that they wouldn't act on the legislation until the results of the Bechtel study were known.

and on 4th St. from Broadway to A St. at a total estimated cost of \$3,156,000.

Also in March, a call for bids is tentatively slated to go out for rehabilitation and widening of bridges near Greenville in Plumas County at a total estimated cost of \$3,057,000.

Earlier this year, bids were asked for construction of bridges and approaches in Glenn and Butte counties at a cost of \$5,810,000 and for the construction of 3.6 miles of expressway and structures in and near Sacramento at a total cost of \$9,300,000. During the month of February, the Department will be asking for bids on the construction of 2.3 miles of four lane expressway in and near Roseville at a cost of \$10,500,000. March should bring bidding on a \$1,505,000 project which entails widening and strengthening of bridges at locations in both Yuba and Butte Counties.

The Bay Area's District IV will see several jobs going to bid. January projects included the reconstruction of 1.3 miles of roadway near Hercules at a cost of \$1,310,000; widen and strengthen the Scofield Ave. undercrossing in Richmond at \$2,670,000; replacement of water and air lines on Richmond/San Rafael Bridge at \$6,822,000; construction of 1.9 miles of median barrier and auxiliary lane on U.S. 101 from the San Mateo County line to just north of Army street in San Francisco at a cost of \$7,100,000; reconstruction of 8.9 miles of roadway south of Woodside at \$1,835,000 and reconstruction of 4.1 miles of roadway in South San Francisco and Brisbane at \$5,700,000.

Port OKs plan for Jack London Square

Commissioners of the Port of Oakland have approved a conceptual design plan for Jack London Square which involves a large number of private sector projects including:

- A new hotel to be built on the estuary between Clay and Washington Streets, originally to have 240 rooms and now expanded to 291 rooms, designed by Gianelli Beland of Vallejo.
- A five story structure with 150,000 square feet of office space, also designed by Gianelli Beland.
- Two garages, with capacities of 1,000 and 300 vehicles each, designed by Interpark and by Conrad Associates, both based in Oakland.
- Food pavilion and retail area, designed by Esherick Homsey Dodge and Davis, of San Francisco.
- Other features are a 111 berth boat marina, expansion of the existing Boatel motor lodge with an additional 74 rooms for a total of 144 and 70,000 square feet of public shoreline promenade.

Approval of the plan represents a finalization of the ports design criteria for private sector development of the northwest quadrant of the 12 block Jack London Square area and amends a preliminary conceptual design plan accepted by the board last July.

Also provided for public access are an observation pier at the foot of Washington Street, a floating observation platform and visiting "Tall Ship" vessel berth at the foot of Broadway, a new observation pier adjacent to Scott's restaurant and expanded guest berths for pleasure crafts to extend from the foot of Broadway to the Grotto restaurant.

Cost for the improvements for the walkways, plazas and other public areas outlined in the plan and to be borne by the Port is approximately \$6 million. Private sector investment in the hotel, motel extension, office and retail structures in approximately \$50 million. Other construction by both the port and private developers is estimated to bring the cost of the expansion set forth in the plan to a total of \$85 million.

Dinner in honor of Bill Ward raises funds for Potomac

California Labor turned out to honor one of its own and to pursue its deep commitment to restoration of Franklin Delano Roosevelt's Yacht Potomac this month at San Leandro.

William Ward, secretary-treasurer of the California State Building and Construction Trades Council, was the honoree in the third awards banquet held to pay tribute to a labor leader and raise funds for the Potomac project.

Ward's record of service to working men and women of California was praised. A ship's bell was presented as the symbol of the testimonial.

Roosevelt was remembered as the president who championed labor while leading the nation from depression and through World War II.

The Potomac project was described in a new film and in a progress report. The gathering of several hundred at the Blue Dolphin was told the restoration is on schedule.

Thomas Sweeney, president of the host Alameda County Building and Construction Trades Council, called the gathering to order. Jim Brown, the new secretary-treasurer of Sweeney's council, called upon the Rev. Joseph Carroll, S.J., for the invocation, and then turned the meeting over to T.J. Stapleton, business manager of Local 3, who was chairman of the dinner program. Stapleton introduced Jerry Cremins, president of the California State Building and Construction Trades Council, and John F. Henning, executive secretary-treasurer of the California Labor Federation, master of ceremonies.

Mayor Lionel Wilson of Oakland, honorary chairman of the Association for Preservation of the Presidential Yacht Potomac, praised labor's support of the restoration, which he said would create a living memorial to the president who was his boyhood hero.

Senator Nicholas Petris, D-Oakland, presented a resolution by the Legislature congratulating Ward. Paul Hughey, executive director of the Coalition of Labor and Business, cited cooperation that has advanced the Potomac project.

The progress report was given by John Lappin, retired international representative of the International Brotherhood of Electricians.

He said work is progressing as scheduled on the vessel, which rests on stanchions, high out of the water beside the Oakland Estuary. The Potomac, he acknowledged, looks forlorn with its bridge and stacks removed, with rusted plates gone from the hull, and with keel and ribs exposed to the view of motorists passing on the Nimitz Freeway in Oakland.

But surveyors have finished their work and architects are nearly ready to submit specifications to the Coast Guard for approval that is necessary before shipyards can bid for the work. Replacement engines are ready for installation, and the association is pursuing its quest for artifacts and equipment to refurbish the vessel. Fund raising continues, he said.

Paul Dempster, president of the Sailors' Union of the Pacific and president of the Potomac Association, introduced Ward, presented the ship's bell trophy and turned the microphone over to the honoree.

Ward said that in honoring him, the gathering honored Roosevelt, who he described as a champion of the working people who also saved capitalism. He observed that it "took the courage of a president in a wheelchair to show the nation how to walk again," and he cited AFL-CIO President Lane Kirkland's observation that Roosevelt was able to defend the nation without bankrupting it.

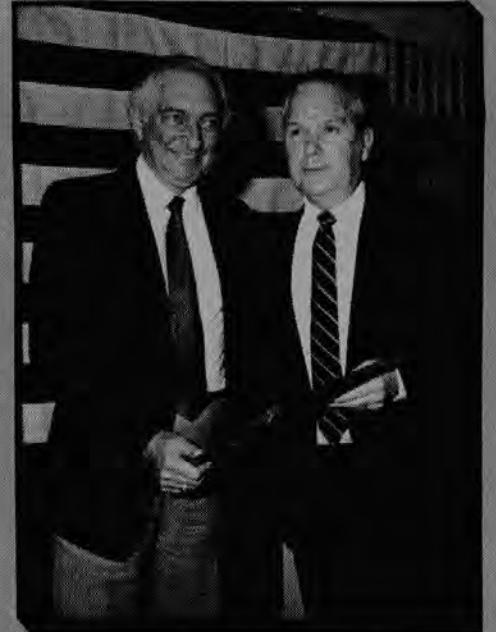
"Our people need another Franklin Delano Roosevelt," Ward declared.

Robert Georgine, AFL-CIO vice president and president of the federation's Building and Construction Trades Department, was honored at a similar fund-raising banquet last April at Los Angeles.

In May, Kirkland was the honoree during a Potomac banquet at San Francisco.



Sailors Union President Paul Dempster presents a brass bell from the U.S.S. Potomac to dinner honoree Bill Ward.



Local 3 Business Manager Tom Stapleton talks with Jack Henning, Exec. Secty.-Treas. of the California Labor Federation (upper left). Henning introduces Oakland Mayor Lionel Wilson (lower left). Navy Color Guard opens the event (bottom center). State Senator Nick Petris presents resolution to Bill Ward (above).

Fringe Benefit Forum

By Don Jones,
Director of
Fringe Benefits



It's that time of year again when everyone starts asking about the Pension Plan. And it's easy to understand why. Those yearly Pension Credit statements will be mailed out soon.

Here are a few comments we so often hear:

- "Why should I worry about retirement? This is my first year of work!"

- "I've been at the job for 10 years now, will I be told this year that I will get a pension, no matter what happens? In other words will I find out I am vested in the Pension Plan and cannot lose my pension credits?"

- "My wife and I were talking over my retirement — maybe it will be next year or in just a couple of years. Will the statement let me know how much I can expect to receive?"

Comments and questions run the entire gamut. Those close to retirement are thankful they helped start the Plan in 1958 (California). They realize what the Plan means for their retirement. Pension benefits keep growing every year. An Operating Engineer who works 1400 hours in 1986 at the top contribution rate will add \$110 per month to the pension he has already built up. With more hours, he adds even more benefits. Now he can even keep his old past service credits when he works over 35 years. Engineers add benefits the more they work.

Engineers who have worked for close to ten years are looking for the proof positive message on their statement that their credits and benefits are 100% secure even if they should have to leave the industry. "You are vested" — the message on your statement which informs you that you have at least 10 years of Credited Service without a Permanent Break in Service and that you will never have to worry about losing your credits is a very satisfying one.

And when many of us worked our first year, we also paid little attention to the value of the Pension Plan. After all, we said, why look so far down the road? Newer members too can take pride that they are already "saving" for retirement. Many (even in their first year) have worked side by side with an engineer who is planning retirement. They know firsthand that we're all in this together. All Engineers learn quickly about "real value" of belonging to a union.

Let's go back to the beginning. It was the keen foresight of many Engineers working together in the 50's which got the Plan started. To plan for retirement, they (through their elected officials) bargained for *one nickel* per hour's work to be set aside in the Pension Plan. And here we are 27 years later with a top hourly contribution rate of \$3.75. An Engineer who worked 1400 hours per year from 1958 through 1985 will receive benefits of approximately \$1,000 monthly for the rest of his life.

The very least he would receive would be \$60,000. The maximum is limited only by his lifespan — if he is retired for 20 years, benefits would total \$240,000; if 30 years, \$360,000!

Would you have saved that money yourself for retirement time with all your needs in those years? How much would your own savings be worth if you had to pay taxes on the money and the interest as you received it each year? Some other conversations recently heard:

"I made it to age 52, not bad, huh? That savings account of ours is itching to be spent. Let's buy that motorhome and travel. When we get back I know I can build the savings back up for retirement."

Or, "Always running a little in the red each month, but we make do. We pay the bills off the top. The money comes in and goes right back out. I'm sure we'll make it the same way when we are retired."

It is questionable whether any of us (even if we wanted to) could save seriously for retirement if we did not have the Pension Plan.

The value of the Plan has been further enhanced this past year. The Trustees have continued to liberalize the rules of the Plan to meet the various need of Engineers. Easing of the break in service rules and of the reinstatement Grace Period provisions allow earned credited service to be preserved. Plan rules now provide for earned Pension Credit for 350 hours (effective January 1981). Those retiring who are married may now choose to protect their spouse with a larger monthly benefit for a nominal reduction of their own monthly amount. A Service Pension is now available starting at age 59 (effective January 1986).

Engineers who have earned in excess of 35 credits, may now have all earned credit considered when calculating monthly retirement amount (rather than 35 year maximum credits for benefit calculation purposes).

Many Local 3 members in California and Hawaii now have the added security of a second pension plan, the new tax-free annuity plans. These plans will add to your regular retirement income or give you a lump sum with which to pay off bills as you start retirement.

The Board of Trustees is carefully working to provide you with the best annuity plans possible with the greatest amount of real security for you and your family. Many of you have indicated your concerns and needs and these have been included in the plans. The Internal Revenue Service must approve the plan before a formal plan can be sent to you.

Recent experience with the Hawaii Plan indicated this is a very slow process. You will receive regular statements when the plan is completed and IRS approval granted. In the meantime, your money is earning interest for you.

Pre-retirement meetings

Eureka		
Tues, April 15, 1986	7:30 PM	
Operating Engineers Bldg. 2806 Broadway, Eureka CA		
Redding		
Wed., April 16, 1986	7:30 PM	
Operating Engineers Bldg. 100 Lake Blvd., Redding CA		
Marysville		
Thurs., April 17, 1986	7:30 PM	
Operating Engineers Bldg. 1010 "I" St., Marysville CA		

Scholarship contest for Monterey County

The Monterey County Labor Council (AFL-CIO) hereby establishes a scholarship program whereby the Council shall annually award three (3) scholarships in the amount of five hundred dollars (\$500) each to qualified applicants during the month of June. Two hundred and fifty dollars (\$250) shall be paid to the recipient upon proof of registration for the first school term and an additional two hundred and fifty dollars (\$250) shall be paid upon proof of registration for the second school term.

The recipients of the scholarships shall be chosen by lot during a Labor Council activity in the month of June. The chairperson of the Labor Council or a designated guest shall draw the winning applications by lot from a container holding all the qualified applications. The names of three recipients and three alternates shall be drawn. If a recipient does not provide proof of registration and accept the award within six (6) calendar months of the date of the award, then the scholarship shall be offered to the alternates in numeric order.

Applicants must submit their applications on the Council's official Scholarship Application form to the Council's office located at 1145 N. Main Street, Salinas, California 93906. The applicant must be verified as qualified by the president or designated official of the sponsoring AFL-CIO union during the period February 15 through May 15 of the qualifying year and must meet the following requirements:

1. Applicant must be either a member, spouse, dependent or child not over twenty-five (25) years old, of a member of any union properly affiliated with the Monterey County Labor Council.
2. Applicants must be full-time (twelve or more semester units) students at an accredited university, college, trade, technical or business school (beyond the twelfth grade) for the school term following the award of the grant.
3. Applicants must have at least an accumulative 3.0 grade point average ("A" = 4.0, "B" = 3.0, etc.) during their high school or post high school enrollment.
4. A copy of the applicant's most recent school transcript must be submitted with the application, and/or a letter from a counselor, verifying the applicants GPA status.
5. Application must show the institution which the applicant intends to attend upon receipt of the grant and a signed statement from the applicant that the grant will be returned to the Labor Council if the applicant fails to attend that or an equivalent institution during the next regular school term.
6. Previous recipients of the Labor Council Scholarships are not eligible for the grant.

Contact Local 3 Recording-Corresponding Secretary William Markus for a copy of the application:

(415) 431-1568
474 Valencia St., S.F. CA 94103

Wet weather keeping everything down

Work is still slow in Santa Rosa

District Representative Chuck Smith reports that the recent storms to hit the area were some of the worst ever with flooding, rock slides and trees over many of the roads. "This does not give our brothers and sisters a great deal of work, however the state, counties and cities have been very busy.

The work at the Warm Springs Dam, Lake Mendocino area is expected to be pretty good this year. Pete Barretta Construction will finish the boat launch parking area and the Corps of Engineers, said, weather permitting, they hope to have it opened by Memorial Day weekend. The Buzzard Rock Campground is due to begin construction in May and the completion date is set for late 1987 or early 1988. Approximately \$11 million is earmarked for W.S.P., most of the moneys to be spent next year.

Smith has not heard anything of the Caltrans projects that the Santa Rosa District is supposed to get this year, except that some of them, again, have been postponed. The highways in the Redwood Empire are deteriorating more each year and are getting more and more traffic. Still the state keeps postponing each and every crucial project that would keep Local 3 members working and improve the situation.

Business Agent Rob Wise, reports that he attended a Geysers Project Agreement meeting on 2/11/86 and was pleased to learn that the successful bidder for site preparation and struc-

tural phase of the construction of Unit 21 will be announced March 15th. The site preparation for Unit 21 will create a good hob for our dirt hands. The dirt is moved on the CCPA power plant site and Dan Caputo Co. will soon start the civil-structural phase. Both of these plants will require the "stringing" of substantial amount of steamlines in order to feed them.

Wise also reports that there are three Local 3 mechanics in a Cummings Engine class at Santa Rosa Junior College. "I believe that Mike Wagnon, John Pedroni and Joel Walker should all be recognized for being willing to spend their Wednesday evenings improving their job skills. In order for Local 3 to stay strong, our members need top skills and self-education is a good way to gain these skills. I have a list of text books on varied construction topics and welcome your inquiries," Wise said.

Attention Retirees Retiree Picnic

The Annual Retirees' Picnic will be on Saturday, May 31, 1986, at Rancho Murieta. Mark your calendars now. Come on up and enjoy.

New Trust Fund Office

The new address and telephone number for the Trust Fund Office is:
642 Harrison Street
San Francisco, CA 94107
(415) 777-1770

Talking to Techs

By Frank Morales & Wally Schissler

Bissel & Karn, Inc. has just purchased a new computer-aided design-drafting (CADD) system. The McDonnell-Douglas Company (McAuto) system acquired includes GDS, COGO and MOSS software.

The GDS (General Drafting System) provides the ability to prepare drawings and standard details which can be stored for future use or plotted by the CalComp plotter.

The COGO (Coordinate Geometry) program is used to develop survey data, compute final maps, site plans and subdivisions.

The MOSS (Modeling Surface System) program can depict a project on a three-dimensional basis and show perspective drawings. In addition, the topography of a site can be stored either from field data, a contour map or from tapes developed in conjunction with aerial methods.

A project can be designed using the GDS and COGO software; then, the earthwork and other quantities can be calculated using the MOSS data. All of the data is integrated so that it is available for a particular project on any software package. The final design can be plotted on the CalComp plotter as a final map, grading plan or improvement plan.

The initial equipment installation has been completed in the San Leandro office and operations have started. It is planned to acquire additional equipment on a phased basis for a total of \$2 million, so that all six offices will have direct access for design.



Pictured above is Brett Adams working for J.T.A. Engineers on the Bay Farm Island project in Alameda. Ron Hamilton (below), a 34-year member, is also shown working on that project.



Teaching Techs

By Gene Machado,
Administrator, Surveyors JAC

How do I become a surveyor, or how do I get a job as a surveyor? Calls like this come to our office every day. Many callers are young people just out of the service or college that have been exposed to surveying and have liked what they have seen. The problem is that neither service surveyors nor college graduates are trained in construction surveying and do not qualify for journeyman status.

A third type of person also applies to our office and that is one that has worked in surveying in other states. Some have applied that have had five or more years experience and have never worked with an EDM or even know how to chain properly. Without a training program and with jobs so hard to come by, job protection by the Party Chiefs in other states is very pronounced.

An example in one case was a person taking our chainman test that explained that he had seven years experience as an instrumentman on heavy construction in Florida. In further questioning I found that he never ran a transit or did any chaining but merely read a level for the Party Chief. He could not even make proper notes or figure cuts or fills. His Party Chief would not let him learn more than what was needed to get the job done. Many other cases similar to this have appeared before us.

At the beginning of the current master agreement testing procedures were set within the contract for cases such as

these. In the case of a young college student some boundry and traverse methods are practiced and a lot of theory and law is taught. As for the service person, methods used by the service are so different from construction that retraining is absolutely necessary.

Local 3's Party Chiefs and chainmen are so advanced over these examples and even California surveyors working non-union without training, that for these persons trying to pass our rodman/chainman test based on first through fourth period material is one in ten. Those that do pass have advanced math skills and not experience.

Again, how can I become a surveyor? Our only answer is through apprenticeship and training on the job and in the classroom. The skill demands of Local 3 are high, much higher than any of the other states, the service or colleges. The needs of our industry are small in comparison to other trades. We average about forty new people into apprenticeship a year and about twenty new journeymen from the college system, service or out of state persons.

Only one out of thirty persons applying to our committee get the chance to become a surveyor and half of those drop out on the way to journeyman chainman. It is those persons that endure the long wait that finally make it into the program.

The journeymen that are then the trainers of these few should realize that it has been a hard climb to just get that first job and encouragement on the journeyman's part will help first period apprentices over a very uncertain time. The demands are high in the field and in the classroom, yet a first period apprentice does not know a hub from a marker and some understanding during the first few days will help these new apprentices make it rather than drop out. They have earned their chance. As they gain experience they will remove themselves by not taking advantage of that chance.

To become a surveyor is difficult to say the least. To get that chance takes a long wait and perseverance, but the rewards are well worth it.

Construction starts on Halawa project

Financial Secretary Wallace K. Lean and his staff report that construction is expected to start by March 1986 on the 9.5 acre Halawa site that will be home to Hawaii's first Costco Wholesale Corporation retail outlet. The three year old company has 21 warehouse stores in seven states and last year it racked up sales of \$380 million.

On a 414,000 square foot parcel between Lawehana and Malaai streets in the Bougainville industrial subdivision in Halawa, a private partner-

ship will develop the site for Costco. It is to be a 110,000 square foot warehouse store and a parking area with 70 stalls. The entire project, including land acquisition, is valued at more than \$10 million and hopes are that the project can be completed by September 1986.

Project updates

The state just released \$23.2 million to help pay for the \$35 million phase of a program to improve Kakaako. The improvement district program, directed

by the state's Hawaii Community Development Authority is initially targeting a 130-acre on Kakaako's ewa end. The state's portion of funding will finance realignment and widening of existing streets; construction of sidewalks, curbs, gutters, and driveways; installation of new sewage and drainage systems; improved water, telephone and electrical capabilities; and relocation of existing overhead utility lines.

The Turtle Bay Hilton and Country Club will have a 36 hole championship golf course in operation (instead of the 18 holes currently in play) by 1988. Groundbreaking for the second 18 holes and for a 30,000 square foot clubhouse is scheduled for April.

The second 18 holes will occupy between 180 and 210 acres to the east of the existing course. Golf at the Turtle Bay Hilton came under the management of Arnold Palmer Golf Management Co. on October 1, 1984.

Developer Charles Pankow Builders, Inc., has until the end of March to get underway its proposed project at Nuuanu Ave. and Beretania St., next to Honolulu Tower. The city was to lease the site to Pankow for a rental housing project financed by tax-exempt bonds, but if the deadline is not met, the developer would be required to pay the city \$5 million to develop the property.

Plans by C. Brewer & Co., Ltd. to construct the Sea Mountain resort at

(Continued on page 10)



Working for Grace Pacific Corp. from left to right are Gary Miyasato, Stanton Nahookaika, Warren Ozaki and Mike Shimada.

Grievance Committee Elections

At its meeting on February 25, 1986, the District 5, Fresno membership re-elected Brothers Robert Daniels, Francis Rocha and Floyd McLemore, Jr. to serve on its Grievance Committee for the ensuing year.

At its meeting on February 26, 1986 the District 8, Sacramento membership re-elected Brothers James Woods, Carl Richofsky, and Ronald Porteous to serve on its Grievance Committee for the ensuing year.

At its meeting on February 27, 1986, the District 2, Oakland membership re-elected Brothers Ray Royer, James McAllister and Eugene Schausler to serve on its Grievance Committee for the ensuing year.

Credit Union

Lines of credit are changing: During February and March many Credit Union members will be receiving letters letting you know that you may be eligible to increase your Signature Line-Of-Credit. In some cases the increase may be to as much as \$10,000. If you presently have a loan application on file with the Credit Union, then just give us a call and we will be more than happy to let you know what limit you may be eligible for. To apply for a Signature Line-Of-Credit just fill out the Phone-A-Loan application you receive with your letter or call our Loan Department and they will be glad to help.

Car/Puter is a New Car Pricing Service which gives you the ability to see the exact dealer cost for the make, model and options you want. This information can be used in two ways. You can take the information with you when you go to your local dealer and negotiate the price of the car you have chosen. The second way is to use Car/Puter Referral Service which will allow you to purchase the car you chose at a very low discounted price. This price may already have been negotiated for you with an authorized new car dealer in your area.

Auto insider gives you the ability to buy that new car, truck, RV or 4x4 at fleet pricing with a minimum of hassles. All you have to do is make an appointment with an approved Auto Insider dealer and go pick out your car. Auto Insider approved dealers have already agreed to maintain strict pricing conditions on the cars they sell, however you must make an appointment with the Auto Insider Representative to take advantage of these savings.

Once you have found the car you want, bring your financing needs to your Credit Union. We offer up to 100% financing on cars, trucks, RV's and 4x4's. We also will work with you to develop a payment plan that meets your needs.

Your savings are safe: Making sure that your savings will be there when you want them is one of the highest priorities at your Credit Union. Now that we are federally chartered your savings are even safer. The National Credit Union Administration (NCUA), an agency of the federal government, insures your funds up to \$100,000 through the National Credit Union Share Insurance Fund (NCUSIF). This coverage is for all monies you have at your Credit Union in your share savings account and IRA accounts combined up to \$100,000.

In addition to the NCUA protection, we wanted some extra protection for our members, so we have maintained "cap coverage" through the National Deposit Guaranty Corporation (NDGC), a private insurance company. The NDGC coverage means any member whose savings and IRA account balances come to greater than \$100,000 will also be safe. The NCUA federal insurance will cover up to \$100,000 and the NDGC will cover all amounts exceeding the \$100,000.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Best way to save lives on road is to 'buckle up'

(The following article appeared in the February 1986 issue of the National Safety News).

By Lee A. Iococca

In the last few years, grass-roots pressure across the nation got tough laws passed requiring child restraints in automobiles. The same kind of grass-roots pressure has resulted in more effective drunk driving laws and enforcement. These laws will go a long way toward making driving safer, but they're only part of the solution. The most effective step we could take to save lives on our streets and highways is to require people to use the seat belts that are already in their cars.

Each year, about 21,000 Americans are killed and 330,000 are seriously injured while driving or riding in the front seats of their cars, most of them while they are sitting on their seat belts. Many of these people could be saved, and would be saved, if they buckled-up. But some people still want to debate seat belts. The debate is about whether we would save more lives and avoid more injuries by equipping cars with air bags in the future, or by requiring that people use



the belts that are in their cars right now.

To date, the most effective device ever developed for saving lives and preventing injuries in an automobile is the lap and shoulder safety belt. And perhaps the best feature of these belts is that they're already installed in virtually every car and truck on the road — 140 million vehicles. Safety belts aren't just a proven solution to the safety problem, they're a solution that's available right now.

The problem is that seat belts can save lives and prevent injuries only when they are used. Studies show that less than one American in seven buckles up regularly, even though it takes less time to fasten the belt than it does to tune in a radio station. How do we change that? The best way is by passing laws to make seat belt use mandatory, and by fining people who refuse to comply.

Real-world experience shows that mandatory belt-use laws work. In France, the automobile accident death rate dropped 25 percent after their belt law was passed. In Australia nearly 90 percent of the people are buckling up. Right across the river from Detroit, the Province of Ontario has enjoyed similar success. Not one nation, state, or territory has repealed a belt-use law once they've adopted it — because the laws work.

Ideologues may object to mandatory belt laws because they believe the laws intrude on their freedom. What

the ideologues ignore is that people who get injured because they don't use belts raise our taxes, increase our medical and hospitalization insurance, clog our courts, soak up social services for accident victims and survivors, and cause grief for friends and family. So the people who don't use belts because it hampers their freedom are already intruding on our freedom.

Driving a car isn't an individual or private right granted with citizenship. It's a privilege granted, regulated, and sometimes revoked by the public. To protect the public safety, state and local authorities license drivers, inspect vehicles, limit speeds, and prohibit reckless or drunk driving. These laws benefit all of us by saving lives and money. When it comes to auto safety, ideology is a poor reason to let thousands die and be injured every year.

When the campaigns for child restraints and against drunk driving started out, critics said the laws wouldn't work. But they do. In fact, public support for the laws mushroomed after they were enacted.

Public opinion polls show that by a two-to-one margin, people already favor mandatory belt use laws. Maybe that's because the public realizes the choice isn't between freedom and safety. The choice is between preventing death and injury — and continuing to tolerate a national tragedy.

Hawaii

(Continued from page 9)

Punaluu has been opposed for environmental issues, but the project is not dead. Brewer wants to rezone 206 acres to allow the development of 805 hotel units, 1,224 additional condominium units, 71 houselots, a commercial structure and eight tennis courts.

In Washington, Senators Daniel Inouye and Spark Matsunaga, and Congressman Daniel Akaka, each appeared personally before the Senate Committee emphasizing the importance of the H-3 highway. After citing a long record of compliance to the federal and state environmental regulations, the Congressional members urged that a bill be passed to assist Hawaii in completing this most needed road. This highway has been planned and re-planned over a 20 year period, for the growing population on Hawaii's windward side.

Hawaii's only alternative is to build a more expensive and less convenient route which would displace many homes and community buildings. We need the relief of the H-3 from traffic on the windward side. Residents grow more pressing everyday. The H-3 freeway is a carefully planned interstate highway, with all concerns for an existing route. The H-3 is a case where the park has enlarged since its original plan, which is the major problem causing the stop of the freeway.

The facts of H-3 are that no park land is being used for construction. The park boundaries were extended twice so that no development would be permitted between the park and the highway. More than a quarter of a million dollars

has been spent on studies on the H-3 route by the Department of Transportation. H-3 would help alleviate this bumper to bumper traffic that windward residents have to go through daily.

The building of the H-3 freeway would provide many jobs for the employees in our construction industry. The contractors believe that the construction of H-3 will provide 2,500 jobs for an approximate 10 year period, which is beneficial to our state government, not to mention the people of Hawaii. The construction of H-3 will have a positive impact on our island's economy.

The Dillingham Corporation has been doing work on the H-3 and bidding for the past 10 years. They have already built some of the completed portion of H-3, along with adjoining roads, bridges and an off ramp. The cost thus far, \$20 million of work. Let's hope that the Ninth Circuit Court will rule in favor of H-3.

Pacific Construction Company began building the \$7 million project in October 1985 and, under an accelerated schedule, hope to complete the 152 production unit by mid-summer 1986.

Developer, Jack E. Myers, will build 15 Yacht Harbor Plaza in the near future, in the heart of Waikiki at the Kaiser Hospital site. The project has received its Certificate of Conformance from the Department of Utilization.

Pacific Construction Co. was awarded a contract to build a \$30 million Pauahi Block (A) Non-Profit Housing Corp. at 111 North Beretania St., right in the heart of China-Town.

Several new office buildings are reasonably certain to come on line in the next two years. One project alone in Kakaako, will add 418,000 sq. feet of office space to the market, reducing pressure on space hunting businesses.



Track loader operator Isaac Inouye works for Les Hirahara on the Hana airport job.

Several of our union employers will be bidding on an estimated cost of \$1 million to \$5 million project. It will consist of removal of structures, site cleaning, water line, drain line, sewer line and asphaltic concrete pavement. This project is the Kaneohe Marine Corps Air Station Medical Warehouse.

The union employers who are holding plans for this project are: E. E. Black, Allied Construction, Pioneer Construction, Harvis Construction, Walker-Moody Construction, Albert Koba-

(Continued on page 11)

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

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

10th 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 Kilauea Ave.

24th District 17: Maui
Kahului Elementary School
410 S. Hina Ave.
Kahului, Maui

May

6th District 3: Stockton
Engineers Building
1916 North Broadway

8th District 2: Richmond
Point Marina Inn
915 W. Cutting Blvd.

14th District 5: Fresno
Laborer's Hall
5431 East Hedges

21st District 8: Auburn
Auburn Recreation Center
123 Recreation Drive

Sacramento Rail-Roadway

(Continued from page 4)

year. They're going to be working for F&H Construction on the Placerville dirt job. They're going to be looking for a good year.

SOFAR, the \$670 million water and hydroelectric project, will it or will it not go? Well, they have about \$200 million in tax exempt money from General Motors Acceptance Corp. and J. C. Penny Co., Inc. Catalyst Energy Development Corp., the projects financial developers, said they should have all the money by May 15 or June 1; and if they do, the project will go right away, and if they don't, it may not go at all.

And finally, Business Agent Dave Young reports that Sacramento's Light Rail is rapidly becoming a reality. Teichert Construction and Herzog Contracting Company are the cost successful contractors. Teichert's contract is from 34th Street to Folsom Blvd. and Buttefield Way. Herzog's contract is from 18th & R streets to 34th Street. The light rail will have 26 stations and will cause repaving of 12th Street, upgrading traffic signals along the route, installing a pump plant under the 12th Street underpass, and the building of three new parking lots on Del Paso Blvd. & 12th Street.

The light rail vehicle was originally developed for Frankfurt, West Germany. On the North American Continent this same car has been selected by San Diego, Edmonton, Calgary, Pittsburgh, and now Sacramento.

(Continued from page 1)

Armed with this information, Local 3 Research Director Larry Edginton and San Jose District Representative Don Luba attended the Transit District meeting on March 11 and argued that Rail-Roadway should not be awarded the Guadalupe Corridor contract, and that the second low bidder, Granite Construction, should be given the contract.

"After banging heads with county staff counsel for several hours, we were finally able to put the issue to a vote, and the board members supported our position," Luba stated.

"This is a big victory for the building trades," Local 3 Business Manager Tom Stapleton declared. "Rail-Roadway is one of the most aggressive non-union company's we have encountered. Although they are still appealing their debarment, this latest court ruling prevents them from doing any new business in California, at least until the case is settled."

District Meeting Date Change

District 17 members (Hawaii) should take note that the District Meeting in Kona scheduled for April 15 has been changed to April 10, 1986. The location of the meeting remains the same.

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THE FORTUNATE 40

Here's how the Reagan Administration's income tax system provided windfalls for 40 wealthy corporations in the 1981-84 period:

Company	In Millions		Tax Rate
	Profit	Rebate	
ITT	\$815.0	(\$177.7)	-21.9%
Dow Chemical Co.	972.0	(180.0)	-18.5%
Ashland Oil	336.1	(62.0)	-18.5%
Tesoro Petroleum	124.3	(22.5)	-18.1%
Piedmont Aviation	169.0	(25.4)	-15.0%
Boeing Co.	2,099.0	(285.0)	-13.6%
Int'l Minerals & Chemical	371.6	(43.7)	-11.8%
Northrop Corp.	416.8	(46.4)	-11.1%
IC Industries	534.7	(5.4)	-10.4%
Sun Chemical	103.2	(10.4)	-10.1%
Mitchell Energy	438.7	(41.1)	-9.0%
Pepsico	1,798.7	(235.8)	-7.6%
Georgia-Pacific Corp.	783.0	(59.0)	-7.5%
International Multifoods	43.9	(3.2)	-7.3%
General Dynamics	1,579.5	(103.8)	-6.6%
Weyerhaeuser Co.	929.2	(59.1)	-6.4%
Harris Corp.	307.6	(19.5)	-6.3%
Singer Co.	194.2	(11.6)	-6.0%
Santa Fe Southern Pacific	2,309.0	(133.4)	-5.8%
Scott Paper Co.	594.6	(30.5)	-5.1%
Tenneco	3,401.0	(166.0)	-4.9%
Centex Corp.	264.4	(10.2)	-3.9%
Southwest Airlines Co.	213.0	(8.1)	-3.8%
Texaco	1,819.0	(68.0)	-3.7%
Union Carbide	892.0	(26.0)	-2.9%
International Paper Co.	1,136.3	(32.6)	-2.9%
Greyhound Corp.	419.9	(10.4)	-2.5%
Allied Corp.	693.0	(12.0)	-2.5%
Panhandle Eastern Corp.	1,220.7	(28.8)	-2.4%
Ogden Corp.	231.5	(5.6)	-2.2%
Ohio Edison Co.	1,524.4	(31.8)	-2.1%
Northern Indiana PSC	792.5	(14.6)	-1.8%
Philadelphia Electric Co.	1,892.5	(30.3)	-1.6%
Tyson Foods	69.1	(1.0)	-1.4%
Columbia Gas System	1,147.1	(15.9)	-1.4%
Jim Walter Corp.	361.7	(4.1)	-1.1%
Arizona Public Service Co.	1,278.4	(14.1)	-1.1%
General Electric	9,577.0	(98.0)	-1.0%
Dupont	4,075.0	(40.0)	-1.0%
Xerox	1,122.7	(9.2)	-0.8%