



ENGINEERS NEWS

VOL. 35, NO. 4

SAN FRANCISCO, CA

192 GCU

APRIL 1984

**Election '84
Report on
Walter
Mondale**
(See pages 6-7)



Local 3 Financial Secretary and District Representative Norris Casey assists Local 3 members at the meeting in Sunol.

Members approve dues amendments

In an unprecedented round of 38 specially called meetings, Local 3 members have approved for the second time a proposal to amend the union's dues structure.

The amendments were approved by majority vote in a round of meetings last summer, but a lawsuit filed against the union in September 1982 claimed that the membership had not been given sufficient notice of the meetings.

The union disagreed with these claims, but rather than incur additional attorney's fees, the Executive Board decided to present the amendments to the membership for another secret ballot vote.

According to Recording-Corresponding Secretary James "Red" Ivy, the ballot results in this second round of meetings were 1,904 'Yes' votes, 299 'No' votes and 41 challenged votes.

2,000 transportation projects

State announces record highway spending plan

The Deukmejian Administration has recommended to the state's Transportation Commission a record \$13.1 billion, five-year transportation improvement program for the period beginning July 1, 1984. If approved, it will finance 2,000 transportation projects throughout California—including construction of about 135 miles of new highway—and create approximately 250,000 jobs.

The major elements of the plan include \$4.4 billion for new highway construction, \$2.4 billion for maintenance and operations, \$1.5 billion for engineering, \$1.1 billion for rehabilitation and safety, \$1.1 billion for assistance to local governments, \$879 million for operational improvements, \$575 million for mass transportation, \$440 million for toll bridges, and about \$670 million for other costs.

"This commitment to improve transportation should be welcome news to all Californians, and is an important response to the demands of a growing state with an expanding economy," said Leo Trombatore, Director of the Department of Transportation. "If it is approved, and I hope it will be, this five-year STIP will be a significant contribution to improved mobility and a boost for the job-production climate for economic development in California," Trombatore said.

The State also proposes to spend about \$921 million to eliminate accumulated structural problems in the 16,000-mile state highway system, and \$200 million to improve highway safety.

The program also continues the administration's commitment to eliminating such crucial gaps in the freeway system as bypasses of Santa Barbara.

(Continued on Back Page)

Labor Commission steps up efforts on illegal contractors

Local 3's continuing efforts to enforce controls on the underground construction economy took another step forward this month when the State Labor Commission announced a two-phased assault that will begin immediately.

At a meeting in Sacramento, State Labor Commissioner Robert C. Simpson described the two phases of the program. The first phase is a series of seminars, which began last month. The seminars, to be conducted around the state, will educate contractors, union representatives and public officials in the complexities of wage-law record keeping and contract-bidding laws.

The second phase begins this month when field enforcement offices are opened in Sacramento and four other major California cities. They will be staffed by 92 workers, most of them investigators, including five in the Sacramento office at 1023 J Street.

Simpson said these field offices "give us an enforcement capability we never had before." He said going after the underground was just one of several duties investigators had to squeeze into their schedules in the past.

In the second phase, he said, investigators will fan out to construction sites. Builders may be asked to prove they are withholding payroll deductions, he said. If they don't or if information is skimpy or questionable, they could face a fine. Under state law, those who fail to produce wage statements face civil penalties of \$100 for each offense.

But even with field forces, the job won't be easy. A Simpson aide, Paul Blythe, said the employer often "must make a worker mad enough to complain to us" to give investigators specific proof of a violation.

(Continued on Page 8)

\$1 billion Yerba Buena project unveiled

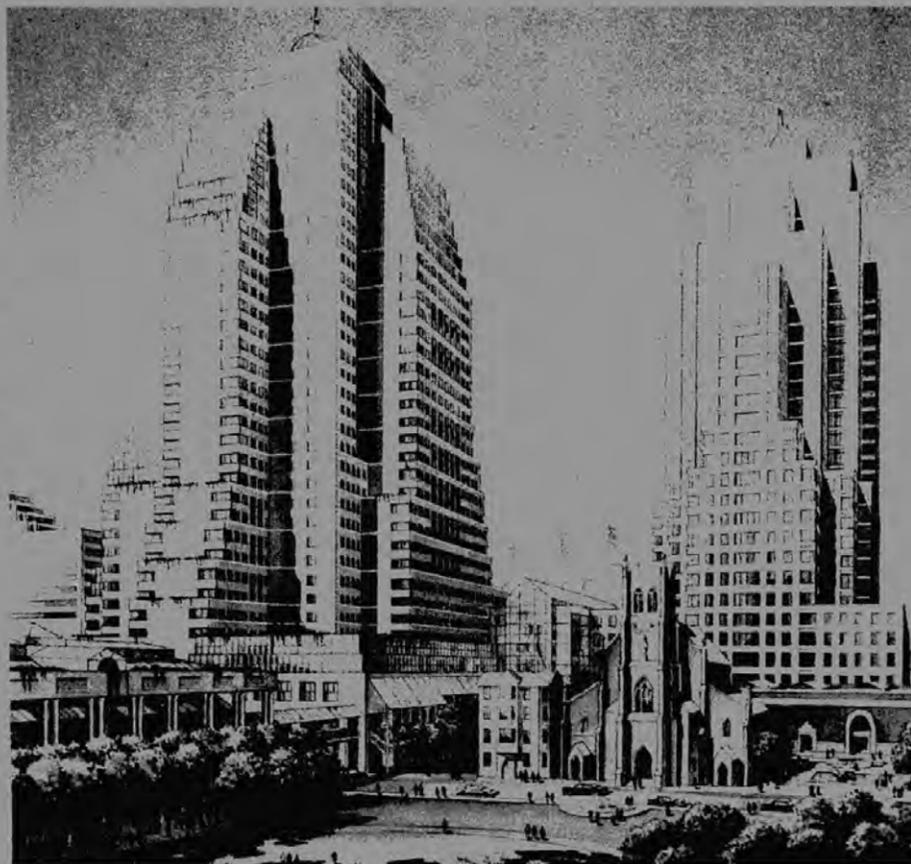
San Francisco Redevelopment Agency officials unveiled a \$1 billion Yerba Buena Gardens development plan this month, an ambitious proposal to transform 24 acres of South-of-market parking lots into an urban greenbelt surrounded by restaurants, retail shops, a highrise hotel and an office tower.

Nearly 20 years after a Yerba Buena project was first proposed, the latest version of the Redevelopment Agency plan was presented during luncheon at the St. Francis Hotel, hosted by Olympia & York, the chief developer.

The development, which still has to be approved by the Redevelopment Commission and the Board of Supervisors, is to be constructed on three blocks, from Market to Folsom streets. The design calls for the major buildings to be surrounded by landscaped plazas, gardens, and recreational and cultural centers.

"This is the largest and most complex business transaction and planned building program in the city's history," Hamilton said.

Bill Mariott, Jr., head of the Washington-based hotel chain, told the group that his company will be the first to



Artist's conception of part of the Yerba Buena Project

(Continued on Page 2)



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

LOOKING AT LABOR

ENGINEERS NEWS

WIPA

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

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ENGINEERS NEWS is published monthly by Local 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco CA 94103. Second class postage paid at San Francisco CA. USPS Publication Number 176-560. Subscription Price \$6.

Due to an extremely busy schedule during the past month I have time only to give only a brief report before we go to press.

We have just returned from the 32nd IUOE Convention and will give a report on the business that was conducted there in the next issue.

Report on Dues Meetings

As you know, we have also completed the second round of specially called meetings on the amendments to the dues article of the Local Union Bylaws. We held 38 meetings throughout the union's jurisdiction to present the amendments.

To my knowledge, this is the most meetings that have been held on any one issue in the history of our Local Union. We made every effort to reach as many members as possible.

As was stated in the presentation, these amendments were exactly the same as those presented in a special round of meetings last summer. However, due to a lawsuit that was filed last September, the Officers and Executive Board decided to take the amendments back to the membership for another secret ballot vote to avoid additional attorney's fees.

The amendments were adopted by an 85% majority vote of those who attended the meetings. It is clear from the overwhelming margin of support that the membership clearly favors the new dues structure over the old one.

I would like to emphasize again a point we made in the meetings that if

this new dues formula provides more funds than are needed to keep the union on a sound financial footing, we will propose a revision in the formula for a lower dues rate.

Wage and Annuity Surveys

In the past month, a survey was sent out to members working in the construction industry in Northern California to determine how the members want the upcoming 5% wage increase to be allocated.

The survey also included a separate questionnaire on a proposed Annuity Plan to supplement the existing Local 3 pension plan. The results of both of these surveys will be reported on in the next issue of the *Engineers News*, since they were still being compiled as we went to press.

We apologize for the short amount of time that was given to fill out the surveys and mail them back to the union. With the heavy schedule of dues meetings and the related notices that were mailed out, and the work that needed to be completed before the IUOE Convention, our staff was doing the best it could do to keep up with the workload.

Work Picture

In closing, I would just like to comment that the employment picture looks very promising this year. In some areas, it never slowed down that much during the winter.

We are looking forward to the largest highway construction program in at

least twenty years (see page 1), as well as billions of dollars of construction in commercial and industrial projects.

The long awaited Yerba Buena project reported on page 1 is only one example of the projects that are beginning to break loose.

Unfortunately, there is a dark lining to this silver cloud of seeming prosperity. We are extremely concerned over recent court cases and changes in the law that continue to give employers more and more power over unions.

Administrative revisions in the Federal Davis-Bacon Act have seriously hampered the effectiveness of this vital prevailing wage law.

We are already experiencing an increasing number of cases where surveys on areas prevailing wage rates are coming in below our Master Agreement rates, making it more difficult for union contractors to secure contracts for highway, sewer and water development projects.

This is particularly apparent in Utah where the repeal of the state Davis-Bacon Act has left very little protection for our members.

I am certain that despite the upturn in the economy, we are going to be facing an increasingly bitter war against the open shop movement.

We cannot over-emphasize the importance of registering to vote and going to the polls in support of those candidates who will look out for the needs of working men and women.

Yerba Buena project unveiled

(Continued from Page 1)

break ground on Yerba Buena Gardens, promising an autumn start for construction on the 1 million-square-foot hotel.

Also involved in the project are the quasi-independent Redevelopment Agency, various other city government departments and the Rouse Co. of Maryland, which will operate and manage development's retail outlets.

Olympia & York will build the office tower, the hotel, and the various retail, amusement and entertainment facilities.

The Redevelopment Agency will use \$32.5 million it will receive from Olympia & York for the office building land on Market Street to finance the gardens and other amenities, said Hamilton.

The 40- to 45-story office tower is the key element in completing the Yerba Buena project. If the developer for any reason is unable to finance the highrise, the rest of the project could be stalled, Hamilton said.

He added that the money the agency receives from leasing the other portions of the project, and its share in the profits from lease of office space, will pay for maintaining the public facilities.

The commission is scheduled to vote for final approval of the project by mid-July. The approval of the Board of Supervisors is required for certain parts of the transaction.

Divided into three central blocks, the

project proposes to build:

- A 1500-room Marriott convention hotel at Fourth and Mission streets, and a 750,000-square-foot office tower, which fronts on Market Street.

Serving as the main entrance to the project is the Market Street forecourt, which provides access to the office building, the hotel and a Grant Avenue concourse, with a 120-foot-high glazed roof, two levels of shops, cafes and restaurants. The street level of the concourse will be linked to the BART and Municipal Railway station.

Also on the first central block is St. Patrick's square, which includes an erstaz old-world European marketplace, the historic St. Patrick's church, and the restored Jessie Street substation, where there is to be a gourmet food market.

On the second level of the square is space for community activity and a restaurant. A 40-unit low-rise condominium project will overlook St. Patrick's square and a 450-space underground parking garage will serve the hotel and office tower.

- On the second block, in the center of the project area directly north of Moscone Center, is the centerpiece of the yerba Buena project — Tan Esplanade with three different gardens, and a series of terraces leading to the Grand Fountain, in a baroque style.



Like father, like son—even in retirement

What would you say about an 80-year-old Local 3 retiree who has a 60-year-old son who is also a Local 3 retiree? How about "congratulations!" Our hats are off to Leonard A. Smith and his son Leonard R. Smith, who are both retired members. Leonard Senior, a 46-year member of the union, has been retired for 16 years. Prior to that he worked in the scrapyards in Oakland. Leonard junior is 60 years old and has recently retired after working 38 years in pile driving and heavy construction. Pictured from left to right are Local 3 Vice President Bob Skidgel, Leonard Smith Sr., Financial Secretary and District Representative Norris Casey, and Leonard Smith, Jr.

Carpenters step up L/P boycott efforts

A three-pronged counterattack against the union busting tactics of the Louisiana-Pacific Corp., which is continuing to balk at paying industry-accepted wages and benefits to 1,500 of its workers, has been launched by the AFL-CIO's United Brotherhood of Carpenters and Joiners of America and the Western Council of Lumber, Production, Industrial Workers (LPIW).

And you can help, whether you're a builder, a contractor or a homeowner embarking on do-it-yourself repairs, by boycotting L-P products and purchasing quality wood products offered by fair manufacturers such as Boise Cascade; Champion International; Crown-Zellerbach; Georgia-Pacific; Publishers Paper; Simpson Timber; Weyerhaeuser; Williamette; Bohemia; Pope & Talbert; Rosberg Lumber and many others, according to an informational pamphlet now being distributed to consumers throughout the country by the Carpenters Union.

James S. Bledsoe, executive secretary of the Western Council of the LPIW, said that plans for the three-pronged campaign against Louisiana-Pacific were formalized last month and include:

- A national boycott, which has the full support of the AFL-CIO, against a long list of L-P products;
- A strong organizing drive among unorganized Louisiana-Pacific plant throughout the nation and;



• A publicity program to familiarize the business community, stockholders and customers of L-P with the company's reactionary policies.

The union workers at L-P went on strike June 24, 1983 after L-P arbitrarily withdrew from the industry's bargaining group which had agreed, without strikes, to a settlement providing for no wage adjustment in 1983, a 4 percent increase in 1984 and a 4½ percent increase in 1985.

"Even this moderate solution which took into consideration the employers' business recession problems of the past was arbitrarily rejected by Louisiana-Pacific," Patrick J. Campbell, the union's general president, noted.

Campbell has urged every local union of the carpenters to establish a Louisiana-Pacific support committee to help carry out the national consumer boycott of Louisiana-Pacific wood products.

Big march set for Demo convention

Trade unionists throughout northern California are gearing up for a massive United Labor Parade up Market Street in San Francisco on Sunday, July 15, the day before the opening of the national Democratic Convention, to demonstrate union solidarity in opposition to the anti-worker, enrich-the-rich policies of the Reagan Administration.

"With the national media centered in San Francisco for the July 16 - 19 national Democratic Convention at the Moscone Center unionists have the opportunity to show their movement here as the strongest voice across America for workers and their families," John F. Crowley, secretary-treasurer of the San Francisco Labor Council said.

"We can do it!" will be the theme of the march, which will be organized at Second and Howard Streets and march over to Market Street and thence up to the Civic Center.

The parade has the approval of AFL-CIO President Lane Kirkland, he noted.

General plans for the march have already been hammered out by representatives of bay area labor organizations, including the AFL-CIO, the Teamsters and the International Longshoremen and Warehousemen's Union.

The march and rally planners are working now to involve union members to the fullest extent possible with an eye on topping the 70,000 marchers who turned out for the "Jobs and Justice" get-out-the-vote rally held in San Francisco on October 24, 1982 when a wave after wave of carpenters, office workers, longshoremen, teamsters, steelworkers, teachers, engineers, grocery clerks, typesetters, service employees, farmworkers and others turned out to protest the Reagan policies that plunged the nation into its worst depression since the 1930's.

Information on participating in the march may be obtained by contacting the San Francisco Labor Council at (415) 863-7011 or your local Labor Council in Northern California.

'America Works' to air on public TV

"America Works," the AFL-CIO's public affairs television series, will be carried on public broadcasting and cable channels beginning in April.

The federation's Labor Institute of Public Affairs, which produced the programs, has negotiated agreements with six public television affiliates to broadcast the 12 episodes in the series that were broadcast nationally last year on nearly 40 commercial television stations.

LIPA was aided in talks with the public stations by local labor representatives, including a number who serve on the boards of PBS affiliates in their communities.

LIPA Executive Director Larry Kirkman said negotiations are also under way with other public broadcasting affiliates. The series is being given to PBS stations at no charge.

AFL-CIO backs pension investment bill

Legislation to make it easier for pension funds to invest in home mortgages has been endorsed by the AFL-CIO Building & Construction Trades Dept. at House and Senate hearings.

BCTD President Robert A. Georgine said rigid restrictions in the law governing investment of pension funds discourage mortgage investments that would bring a double bonus of expanded jobs and increased housing.

More pension funds could be made available for mortgages within the framework of prudent investment policies, he urged.

Sen. Bob Packwood (R-Ore.) in the Senate and Representatives Ron Wyden (D-Ore.) and Richard A. Gephardt (D-Mo.) in the House have proposed a Residential Mortgage Investment act to make the investment restrictions more flexible.

Georgine, who also testified in his role

as chairman of the National Coordinating Committee for Multiemployer Plans, said the three-year slump from which the housing industry is just starting to recover "would have been substantially softened . . . if pension plans had been able to more freely invest in residential mortgages."

Copper firm cannot cut medical benefits

Tucson, Ariz.—A federal judge ruled that Phelps Dodge Corp., cannot cut off medical benefits from its 2,300 striking copper workers.

The company had planned to end all benefits at midnight on Mar. 12. Under its contracts with 13 striking unions, the company was required to pay 100 percent of medical benefits.

Michael Keenan, an attorney for the union coalition, said that U.S. District Court Judge Alfredo C. Marquez adopted the union argument that the strikers had vested rights under the contract.

Phelps Dodge notified the workers in January that it would terminate the benefits in 60 days. The unions then filed suit to block the action.

Phelps Dodge has continued to operate its copper facilities with strike-breakers since last July when the unions struck over wages and benefits. The company refused to go along with an industry pattern set last summer, and insisted on a wage freeze and takeaways.

The last contract negotiating session was held Jan. 23, and no new talks are scheduled.



Message to Wall Street—Hundreds of union members throng Wall Street outside the New York Stock Exchange at a noontime rally dramatizing the boycott launched by the Carpenters and the Woodworkers against products of Louisiana-Pacific Corp. The workers took their case to the nation's financial hub to tell both consumers and the business community about the company's union-busting stance. The unions called for a boycott of L-P products after management rejected terms of a new industry-wide agreement and demanded stiff wage rollbacks and concessions. Workers have been on strike at 18 Louisiana facilities in the northwest since last June.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

During the month of March it was my privilege to attend a Health Care Cost Containment Seminar at Portland, Oregon. This conference was sponsored by the International Foundation of Employee Benefit Plans and is only one of many of their educational seminars scheduled for 1984.

The conference was very informative in relation to the many problems facing organized labor in the 1980's and 1990's and the spiraling cost increases each year in the field of health care.

We can no longer sit back and look the other way, hoping the situation will level off or go away; we must attack the problem head on and determine the course of action we are to take in the future.

"How serious is the problem?" you may ask. For years, doctors, dentists, hospitals, pharmacists, and other related health care service providers have been allowed to raise their prices as they see fit. The result is that their prices have skyrocketed much faster than inflation and your wage and fringe benefit increases! However, on the positive side, with the major breakthroughs in medical research and new, improved equipment, the quality of health care to patients has improved considerably in the past few years.

The life expectancy of both men and women has increased by several years. This means that as the years roll by our population will show a steady increase of elderly senior citizens who will require more health care than the younger population.

I have seen statistics which show that some senior

citizens incur more costs for medical bills the last few days or months of their lives than during their entire life span. The worry of not having the money to cover the necessary medical treatment that may be needed has been a serious concern for every man and woman in the world today.

Medicare benefits for our senior citizens, which started a few years ago, were supposed to solve all the problems. The fact is that each year Medicare pays out less in benefits, and the deductible amount you have to pay, increases. This puts a heavier burden on our Pensioned Health and Welfare to pick up some of the additional costs.

The comment of so many of our retirees and their lovely wives is, "Than God for the Pensioned Health and Welfare Plan. I don't know what we would have done without it." We so appreciate the support all the retirees have given us over the years and look forward to helping you in any way we can in the future. Please feel free to continue to call or write to us as assistance is needed.

Your officers, along with the employer trustees serving on our Health and Welfare Trust, have appointed a Health Care Cost Containment Committee (of which I am most happy to be a member) to examine the entire field of Health Care Services and make a detailed, comprehensive report to the full Board of Trustees on their findings. We must look toward establishing a Utilization Review system to study all available data on In-patient, Out-Patient and In-Patient Supplementary care. Some of the

complex questions we will want an answer to are:

- Why are more hospitals being built and expanded when only about 60% of the existing beds are occupied?
- Why is a patient admitted to a hospital on a Friday or Saturday when the surgery isn't done until the following Monday or later?
- Why aren't some types of laboratory tests and X-rays done as out-patient care rather than admit the person to a hospital bed, thereby increasing the cost?
- Why have some doctors been allowed to stay on the staff of a hospital when tissue examinations have shown time and time again that a certain surgery performed by that physician was unnecessary?
- Why are tests duplicated in the hospital when they were previously done by the doctor prior to admitting the patient, thereby doubling the cost incurred?
- Why are costs added to the bill for medical supplies and services never received by the patient?

The above are only a few of the many complex questions facing the Health Care Cost Containment Committee.

We have been asked to "bite the bullet" and "tighten our belt buckles". I think it's time for people working in the Health Care Services field to do likewise. All of us want a better world and better living conditions in the 80's and 90's. We must work harder as a team than ever before to accomplish these goals. *I believe we can do it! Don't you?*

Kiewit-Pacific continues on Somes Bar job

The work in the Redding area is slowly getting started, reports District Representative Don Doser. Kiewit-Pacific is working at Somes Bar with 17 members. They are going two shifts on the crib & bin wall work. This job will go until August.

Granite Construction started its hydro-electric project on Slate Creek near LaMoine, Calif. This unit has to be on line by December 31 of this year. Hardrock Construction is going full bore on its Anderson Project with five Brothers on the job. Hardrock also picked up a Caltrans job on 299W out of Redding. The bid was \$159,000 for widening and the removal of slip out.

The State of California Division of Labor Standards Enforcement held a Seminar in Redding March 15th. They explained the prevailing wage laws. There was a good turn out of awarding bodies, contractors and Union Representatives. They promised to have task forces out in the field this coming May to check on the underground construction. This is a follow up on the hearing held in Redding last October by Assemblyman Floyd. "Hopefully these people can do some good on this rapid spreading thing than has been going on in California," Doser said.

Kiewit-Pacific will start its job on I-5 near Yreka around April 15th — a \$3 million project. They will use approximately 10 engineers on this project.

Tullis & Associates were low bidders on Highway 97, approximately 40 miles east of Weed. This is a \$560,000 asphalt over-lay job.



They don't build 'em like they used to—These old photos submitted by Local 3 retiree W. Harry Talbot were taken in 1924 on a road paving project between Livermore and Dublin. N.M. Ball Paving was the contractor.

Dam slide to cost \$2.7 million

HEALDSBURG — A slide at the top of Warm Springs Dam caused more than \$2.7 million in damage, the Army Corps of Engineers says, and the cost of repairs to nearby roads may add up to another \$3 million.

The work came to light last month when President Reagan's budget listed expenditures of \$2.7 million for spillway repairs at Warm Springs, as well as \$3 million for work on nearby hills and the Skag Springs and Rockpile roads.

The latest slide, on the left abutment of the dam, is the largest since a slide occurred on the opposite side during construction. A channel designed to carry excess water from the dam was less stable than calculated and gave way under the slide, the Corps reports.

Years of heavy rain contributed to the slippage. It crumbled more than 200 feet of 6-inch-thick grouting on the south wall of the spillway channel. The north wall, above which steep terrain rises hundreds of feet, also shows signs of cracking.

Corps officials say the slide doesn't affect the safety of the dam itself, which reportedly suffered no damage except for minor erosion near the confluence of Dry Creek and Warm Springs.

The dam is 400 feet high and a quarter of a mile wide. It has been a big issue in the Healdsburg area for 15 years because of studies showing the construction area to be unstable. It was dedicated this past summer.

South Yuba Canal proposal altered

With Wheatland providing the impetus, the Yuba County Water Agency Board of Directors last month sent an amended proposal to the federal government seeking funding for a \$23 million project to supply water to the south county.

The amendment, approved on a split vote of 4-3, shaves \$4.5 million in costs and seven miles of concrete-lined canals from the original proposed project, which died when two potential water users backed out.

The water agency approved the amended application and authorized the filing of a request to modify the south county irrigation project that was approved by the U.S. Department of the Interior in 1982 and already has received \$6 million in appropriations.

Under the amended proposal, the federal government would loan the water agency \$18.5 million and the water agency would contribute \$4.5 million.

- \$5 million for a diversion structure at Long Bar on the Yuba River, east of the Hammonton gold fields and below Parks Bar Bridge.

- \$4.2 million for 5.7 miles of concrete canal from Long Bar to Beale Air Force Base east of Doolittle Gate on Hammonton-Smartville Road.

- \$6.4 million for 9.2 miles of concrete canal through Beale Air Force Base property to the border of the Wheatland Water District at the southern edge of the base.

- \$6.6 million for 56 miles of ditches in the Wheatland Water District to distribute the water, mainly to rice farmers who will pay a base rate of \$18.60 an acre foot.

Under the amended proposal Wheatland Water District will receive 54,000 acre-feet of water from the project.

ENGINEERS NEWS

PROJECT UPDATE

Another contract for San Felipe project

GILROY — The Bureau of Reclamation opened up bidding last month for a 10-mile section of the San Felipe pipeline that by 1987 is expected to be carrying water from Northern California to Santa Clara County residents.

Underground Construction Inc. of San Leandro was the lowest of nine bidders for construction of the stretch of pipeline from Casa De Fruta on Pacheco Pass to Leavesly Road east of Gilroy.

It is part of an estimated \$325-million project designed to meet the future domestic, industrial and agricultural water needs of Santa Clara and San Benito counties.

Underground Inc.'s \$18.3 million bid was \$10 million lower than the high bidder, Vito Artukovich and Sons of South El Monte. Granite Construction Co. of Watsonville made the second lowest bid, \$24.2 million.

The 96-inch concrete pipe will extend from Casa De Fruta to Leavesly Road near New Avenue. The section is scheduled for completion in September 1986.

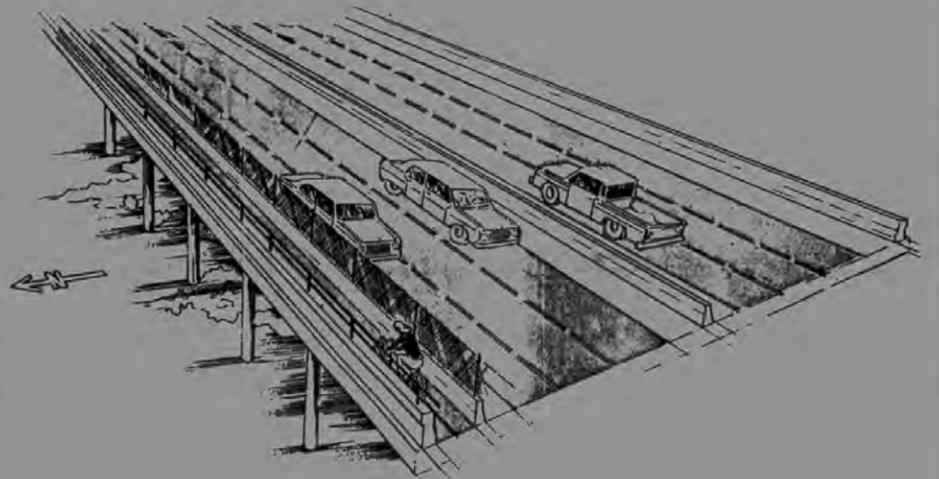
From there, the water will be piped to the base of Anderson Dam in Morgan Hill. That section of pipeline is now being constructed. At the dam it will tie into the Santa Clara Valley Water District's Cross-Valley Pipeline.

\$16 million award for Yolo Causeway

The traffic-burdened Yolo Causeway will be widened and repaired under a contract for which an apparent low bid of \$16,025,944 has been received by the state Department of Transportation.

Caltrans officials said MCM Construction Inc. of North Highlands submitted the bid for the project, which will include construction of a new highway bridge between the existing east- and west-bound structures, placement of a concrete overlay on the bridge decks, installation of earthquake restrainers and repair of the 22-year-old structures on a 3½-mile section of Interstate 80 between Sacramento and Davis.

Highway officials said that while the project will not provide additional traffic lanes it will create wider lanes and



11-foot shoulders on the outside and eight-foot shoulders at the median, resulting in added safety for motorists.

A new 12-foot wide, two-way bicycle lane also will be constructed on the north side and will be separated from

Coast Commission Ok's Great Hwy.

The California Coastal Commission has announced it would approve San Francisco's \$20 million proposal to rebuild the Great Highway as long as an erosion-proof seawall is not built on federal land.

The city had hoped to rebuild the Great Highway into a straight four-lane roadway between Sloat Boulevard and Lincoln Way. Also officials wanted to build a rock wall on Golden Gate National Recreation Area property between the ocean and the highway.

The commission granted the city a construction permit, but refused to allow a seawall to be built on federal park property.

The commission told the city it could either cut back the number of proposed lanes or reduce the width of each lane in order to accommodate the proposed 4200-foot-long seawall.

The San Francisco Clean Water Project, which is in charge of the proposed construction project, is expected to redesign the project, which must be approved by both the San Francisco Board of Supervisors and the Coastal Commission.

The old Great Highway, which has been torn apart during construction of a multi-million dollar sewer project, had been an eight-lane roadway.

traffic by a concrete barrier.

During construction, expected to last from 2½ to three years, three traffic lanes will be maintained in each direction. A shuttle service for bicyclists also is planned.

I-280 widening planned for South Bay

By 1988, Interstate 280 between San Jose and Los Altos will be widened from six lanes to eight and ten lanes in a \$23 million project planned by the California Department of Transportation.

Details of the widening of a 9.4-mile stretch of the heavily traveled highway will be made public soon, according to Bob Halligan, a Caltrans spokesman in San Francisco.

Halligan said public hearings on the project will be held in the San Jose area in April.

"We'll start building in the spring of 1986," said Halligan, "and hope to finish it in the spring or summer of 1988."

"We are doing this because traffic in that area is building up because of growth. Motorists have been experiencing congestion and delays," he said.

"That stretch of highway was designed to be expanded in the future, and the need to do that is obviously here now."

Widening will be between Magdalena Avenue in Los Altos and Leland

Avenue in San Jose. That part of the freeway also goes through Sunnyvale, Cupertino and Santa Clara.

The agency will propose that one of the added lanes in each direction be used solely by vehicles carrying more than one passenger, a plan that officials hope will encourage more car pooling.

Under the department's plan, portions of the freeway would be widened to 10 lanes around four frequently congested interchanges — Wolfe Road, Lawrence Expressway, Saratoga Avenue and Winchester Boulevard.

I-280 along the lower Peninsula has become more clogged with traffic in recent years partly because thousands of workers have moved into new office buildings near the freeway.

Many of the buildings are in Cupertino, where 580,000 square feet of office space was erected in 1982 and 1983.

During peak commute hours, Halligan said the freeway is at maximum capacity with 1,500 to 1,800 vehicles packing each lane every hour.

House supports bill to upgrade dams

WASHINGTON — The House voted last month in favor of a dam safety bill authorizing the expenditure of \$650 million on improvements at nine dams in California, including Folsom in Sacramento County and Friant near Fresno.

The measure passed by voice vote after the House narrowly approved an amendment that will require water users to pay for benefits created by the improvements, including added electricity output, increased flood protection and irrigation improvements. The amendment passed by a vote of 192-190.

Rep. Vic Fazio, D-West Sacramento, said it is not yet clear how much of the money made available by the bill, should it become law, will go to California projects. He guessed that the amount going to Folsom could be as much as \$50 million to \$150 million.

Fazio said a goal of the improvements is to make Folsom Dam able to withstand the worst possible flood.



Walter Mondale: true ally of the labor movement

Organized labor's support of Walter F. Mondale's quest for the American presidency flows directly from the former Vice President's support of federal programs and policies benefiting workers and their families.

Mondale "has been an ally of the trade union movement in the struggle to meet the needs of our people for jobs at decent wages, for better public education and medical care, for equal rights and civil rights, and for decent housing in healthy communities."

Mondale has keyed his campaign to themes of jobs, fairness and the future, and the AFL-CIO has analyzed his record and compared it with that of President Reagan in each area.

More than 23 million Americans experienced unemployment at some time during 1981, Reagan's first year of office — and more than 26 million in both 1982 and 1983.

Official unemployment reached 9 million by the end of 1981 and more than 12 million by the end of 1982. After a year of improvement, unemployment earlier this year remained at 9 million — far above levels of joblessness in any of the prior seven administrations.

Because the Reagan Administration has done nothing to deal with

the problem, the job shortage persists and threatens the stability of the nation's economic, social and political institutions.

Real employment program

The AFL-CIO has called on America's leaders to launch the nation immediately on a course of a full employment, a strategy endorsed by Mondale. His commitment to the concept of full employment as the key to a healthy economy and a healthy society is reflected in his congressional voting record going back as far as 1965.

Mondale has consistently voted for emergency job programs and public service jobs for the unemployed. He was an original sponsor of legislation to protect workers from sudden plant closings and unannounced layoffs.

Full employment is the cornerstone of Mondale's policies for achieving the twin goals of economic progress and social justice.

Rebuild our industry

To head the nation toward the full employment goal, the AFL-CIO has called for another program to restore the industrial base of the American economy.

Unlike the United States, other countries have aggressive industrial and trade policies. They provide low-cost credit, protection from imports, and government in the development of technology.

Because of this disparity between the United States and its trading partners, the U.S. balance of merchandise trade has remained in deficit every year but one since 1971. The deficit soared to about \$70 billion in 1983 and is likely to top \$80 billion in 1984.

The Reagan Administration is generally opposed to government activity in this sphere. Its drastic tax reductions for the wealthy and for industry were supposed to make money available for business investment and stimulate industrial expansion. That poor substitute for an industrial policy failed.

Mondale, on the other hand, recognizes the importance of industrial policy and agrees with organized labor on the need for targeted policies to assist industries vital to national economic growth.

"I am a profound believer in our free enterprise system," Mondale says, "but I also believe that government must work in partnership with the market." Mondale says that his Administration will allocate \$20 billion to support industrial policy programs.

Unfair tax tilt

Reagan's huge tax cuts tilted toward corporations and the rich, along with glaring tax loopholes, have resulted in a federal tax structure that is unfair and rigged against

No 'new ideas' in Gary Hart's campaign

If Gary Hart has a "new idea" to bring America to full employment, it's been the best-kept secret of a media-drenched campaign for the Democratic presidential nomination.

But Hart has made clear by his Senate votes as well as campaign oratory some of the things he's against.

They include measures that the trade union movement, Walter Mondale and most Democrats in Congress support in order to shore up the nation's industrial base and stem the hemorrhage of U.S. jobs.

Hart has also broken with the Democratic mainstream as well as the labor movement over unemployment benefits and the minimum wage, job safety and housing, hospital costs, education aid and budget priorities.

One of the ingredients of the highway repair bill Congress passed at the height of the recession to provide jobs was a "Buy American" requirement for steel, concrete and other construction materials purchased with federal funds.

Last fall, Hart was one of the few Senate Democrats who voted for an amendment to weaken the provision.

He has attacked Mondale's support of an automobile domestic content requirement — a measure

that would mean new jobs for workers in steel, glass, plastics, textile and parts manufacturing as well as on auto assembly lines.

Other countries have such laws but Hart says this would be "surrender" to "protectionism" and to "special interests."

As Mondale has noted, Hart hasn't been quite such a free-trader when it comes to the oil industry. He voted against taxing the windfall profits of the oil industry and has advocated an import tax on foreign oil.

With the help of government-loan guarantees voted by Congress, the Chrysler Corp. was saved, from bankruptcy, several hundred thousand jobs were saved, and the U.S. Treasury even made a profit on the deal.

But Hart didn't think it was a good idea. He voted against it.

In a recent newspaper interview, Hart said he supports an "industrial policy" that would seek cooperation of government, labor and business to modernize ailing industries — a major goal of the labor movement.

Hart has also proposed financing job training by worker payroll deductions. AFL-CIO President Lane Kirkland described that Hart proposal as a "retraining plan that takes the cost out of what's left of your pay check before you get fired."

LABOR'S
CAMPAIGN
FOR
MONDALE



Another of Hart's "new ideas," it turns out, is one that fast-food chains and their Republican allies have been pressing for with no success — a subminimum youth wage.

The last time it came to a vote in the Senate, it was beaten 49-44. But no thanks to Hart. He voted for it.

Kirkland had this comment on Hart's "new ideas" at the federation's regional conference in Chicago:

"Hell, we can get ideas like that from Ronald Reagan any day in the week. If that is the wave of the future, we are indeed in trouble."

The trade union movement, Kirkland said, prefers to stand with Mondale, "who has put his political life on the line as a friend of labor and as a strong champion of all who earn their bread by the things they make and the hard work they do."

ELECTION '84: SPECIAL REPORT

working people. It also threatens to abort the present fragile economic recovery, since tax receipts will not grow enough to shrink the huge deficits that loom.

Mondale "disagrees completely" with the Reagan argument that the way to spur economic growth is to transfer wealth from low- and middle-income income earners to the richest Americans. He recognizes the dangers of the growing deficit and the reality that \$200-billion shortfalls cannot be closed simply by cutting spending.

He points out that as many as 90,000 profitable corporations now pay no taxes at all, and has declared his intention to end such abuses and reverse current tax incentives that encourage plants to close and move. His position is consistent with labor's repeated call for restoration of the principle of taxation based on ability to pay and for equitable measures to raise substantial amounts of revenue, such as deferring or repealing indexation and putting a cap on the third year of the Reagan tax cut for the very wealthy.

The massive federal deficit — the result of Reagan's unfair tax cuts, deep recession, and accelerated military spending — pose a severe threat to the economy, but the President has chosen to "stonewall" efforts to reduce them. Instead, he masquerades behind proposals for a Balanced Budget Amendment to the Constitution and for Presidential "line-item" veto power, both of which are economically dangerous and politically unrealistic.

Mondale believes the mounting deficits have pushed up interest rates and distorted the value of the dollar, thus making sustained economic growth impossible. He advocates "scaling the defense budget to reality," pursuing a program of health care cost containment rather than further cuts in Medicare and Medicaid as Reagan proposes, and restoring revenues equitably.

On the issue of interest rates, which have been at historically high levels during the Reagan Administration, the contrast between the Reagan and Mondale positions is clear. Reagan continues to ignore interest rates, though private and government economists alike see their rise as harmful. Mondale warns that high interest rates are sowing the seeds of the next recession.

Restoring infrastructure

Mondale strongly supports programs to restore the infrastructure along with urban and rural programs aimed at rebuilding the nation's strong economic base.

The AFL-CIO also backs a comprehensive national transportation policy that would insure the system's strength and the continued availability of all forms of transportation to citizens, business and industry and both urban and rural communities.

The Reagan Administration has slashed funding for transportation programs, ignored the chaos created by deregulation and mounted an active campaign to destroy safety standards and other protections for transportation workers.

Mondale, in comparison, has pledged strong government support of programs to rebuild the transpor-

Union members in Minnesota know Mondale

By David K. Roe
president of the
Minnesota AFL-CIO

If you're a Minnesota trade unionist, chances are better than even that you have known Walter Mondale quite well for a long time.

He hasn't missed a State AFL-CIO convention in 22 years, and he has turned up at so many picket lines and sat in on so many local union and central body meetings that he is as much a part of the trade union family as any of our elected officers and delegates.

So I welcome the chance to tell those elsewhere in the land what we in Minnesota know about Walter Mondale and what they could expect of him as President of the United States.

We began hearing about Mondale as an able labor lawyer in the 1950s. Indeed, his first job out of law school was counsel to Service Employees Local 113 in Minneapolis.

It wasn't until 1962, after he had become Minnesota attorney general, that I met him. As president of the Minnesota Building Trades Council, I went to see him about a string of phony "trade schools" that had sprung up to victimize veterans and the children of our members with false claims about training and job-placement programs that never materialized. His door was open that day, and it's been open ever since.

As state attorney general, U.S. Senator and Vice President, Walter Mondale has never failed to support the interests of working people. And I know firsthand that his support of our issues comes from the heart, from personal grappling with the problems over the years — not from position papers drafted by staff to win votes.

I recall vividly the anguish of former Minneapolis Moline factory workers who lost most of their promised pension when the

tation system.

Many workers and their communities have already felt the devastating losses of jobs, income, stability and public resources that come from corporate or government decisions to close or relocate plants.

Mondale's record also is clear on occupational safety and health. Throughout his career, he has been labor's solid ally in seeking workplace protection, and he has pledged to continue that alliance.

Budget cuts

For the elderly, minorities, and low-income people, the Reagan Administration's housing budget cuts mean that not enough shelter is



new owner, White Motor, closed the plant. Mondale held a senate subcommittee hearing in Minneapolis in 1972 to get to the bottom of things. Representing the Minnesota AFL-CIO as president, I testified that workers consider pension part of the wage package and not a gift from the employer. Moline employees told him they expected monthly pensions of \$355, but found them shrunk to \$78.

In an emotional response, Mondale declared: "These things we heard here should never happen in America. The hopes of Moline workers for a secure retirement age are a mirage."

As always, having identified a social evil, he didn't settle for merely deploring and denouncing it. He threw all his energy into a fight to cure it.

Even before the hearing, he had been a co-sponsor of a bill to secure workers' pensions, a bill that eventually led to the pension protection law, ERISA.

It was no surprise to the Minnesota labor movement when he went on record as a concerned private citizen in 1982 for the domestic content law for automobiles to preserve jobs in the assembly plants, the parts supplier factories, and in the steel mills.

We remember Mondale, at Minnesota AFL-CIO conventions, backing general tax reform to remove "loopholes, devices and

being built to meet their needs.

The AFL-CIO has called for credit controls to help keep mortgage rates down, relief from mortgage foreclosures for the jobless, and government assistance in building housing for the needy.

In his policies, Mondale stresses the link between the Reagan budget deficits and interest rates and their impact on home ownership and on construction employment. He proposes controlling the deficit through genuine tax reforms and a more moderate growth in defense spending.

The AFL-CIO and Walter Mondale also agree that the raging inflation in health care costs jeopardizes the

ability of many Americans to pay for health services for themselves and their families.

gaps" which enable the rich to throw the tax burden on middle- and low-income taxpayers. His commitment to fair taxes, based on the ability to pay, is not mere campaign rhetoric. His 93 percent "right" AFL-CIO rated voting record in the Senate is proof that it's real.

As precinct caucuses and presidential primary elections rapidly approach, keep in mind the Fritz Mondale has a proven track record on all of the issues important to working men and women.

Based on our experiences, we in Minnesota know that union members would get a fair shake from Fritz Mondale in the White House.

I vividly remember, when Mondale's close friend and mentor Hubert H. Humphrey, ran for President in 1968, how inspiringly Fritz called on union officers and stewards here to roll up their sleeves and explain the election issues to their fellow workers, as they had done for President Harry Truman's candidacy 20 years earlier.

Today, in that spirit and for the same reasons, the Minnesota labor movement is rolling up its sleeves to work as hard as we can for Mondale's nomination and election. We urge every trade unionist in the land to join us in helping to elect the one candidate we can always count on.

ability of many Americans to pay for health services for themselves and their families.

An upward explosion in premiums for private health insurance plans has prompted employers to demand takeaways to trim costs. And millions of jobless workers have lost coverage for themselves and their families.

The Reagan Administration's budget cuts have added to the crisis by reducing health service for the elderly, the poor and other disadvantaged Americans, and the Administration is eyeing even deeper cuts in the Medicare system.

Fringe Benefits Forum

By Don Jones,
Director of
Fringe Benefits



Last week the Trust Fund Office completed mailing some 26,000 Annual Pension Credit Statements to Local 3 participants in the Pension Plan. This statement provides working members with a complete run down of their hours by employer and by month for the entire year. Also, the statements shows the total amount of Pension Credits and accumulated monthly benefits credited to your account along with information about your status. You are encouraged to review the statement and contact the Fringe Benefit Center or the Trust Fund Office on any discrepancies or if you have any questions.

...

Along the same lines, we are in the very middle of our round of Pre-Retirement Counseling Sessions. There is a listing of the remaining meetings scheduled on this page. The sessions are an excellent place to get all of your questions about the Plan answered. Also, it helps if you bring your statement and your wife to the session. That way we can get all of your questions and can give you specific answers about your benefits. These sessions are a must if you are considering retiring within the next five years. Don't wait — attend now!

...

Retirees there are only a few weeks left to get your tickets for the upcoming Local 3 Retiree Association Picnic. Tickets are \$8.00 each and we guarantee plenty of great food and refreshments for the price. You can get them from your local district office or directly through the Fringe Benefit Center with the order form on this page.

We have made arrangements with Rancho Murieta Training Center for special overnight parking for both Friday and Saturday for those with campers or motor homes. The Training Center will supply water, restroom facilities and trash containers.

...

Local 3's Credit Union is scheduled to receive the semi-annual transfer of Vacation Plan money about mid-May. The transfer will represent all hours reported from September 1983 through February 1984. You do have the option of requesting that Vacation Plan money be transferred on a monthly basis for loan repayments, share deposits and IRA deposits. Those interested should contact the Credit Union.

...

Safeguard, Valudent and Dentaguard

Retirees dental coverage will have an open enrollment period coming this summer for retirees who are interested. We will provide retirees with all of the details later and there will also be a mailing. In the meantime we are very interested in the comments and criticism of the Retiree Dental program by those who are currently covered.

Organizing drive underway in Nevada

Nevada District Representative Les Lassiter reports that there is presently an organizing drive through the Northern Nevada Heavy and Highway Sub-Committee to organize non-union contractors and promote the sale of union labor in Northern Nevada, particularly in the Reno area. The campaign has the support of five of the basic crafts including Local No. 3.

This special Sub-Committee will be meeting on a regular monthly basis to further coordinate organizing efforts.

All crafts are presently in negotiations with a company named Resources Property Development Corp. who are the owners of a proposed five-story general office building which will be leased by Sierra Pacific Power Co. The project is expected to be somewhere in the neighborhood of \$35 million. The first round of meetings was held on March 21st at the Nugget.

Helms Construction was low bidder on the asphalt access roadway into

Eligibility rules revised for health & welfare

Attention California and Utah Health and Welfare Plan Participants. The Boards of Trustees have implemented a change in the Plan's eligibility rules which allow for freezing and cancellation of hour banks for employees who work for non-contributing employers. The new rule is as follows:

"The purpose of this hour bank provision is to provide continued coverage for participants who, due to circumstances beyond their control, would not otherwise be able to maintain such coverage through hours currently reported to the Fund by contributing employers with respect to their work. An employee who performs work of the type covered by an agreement requiring contributions to the Fund for an employer who is not a contributing employer is not entitled to the benefit of this provision and the performance of such work shall result immediately in the freezing of the hour bank of the Employee for a period of 12 months, after which period the bank will be cancelled. If, within 12 months after the freezing of such Employee's hour bank, the Employee is employed by a contributing employer or if the Employee retires or becomes unemployed, his or her hour bank will be activated immediately upon the commencement of such employment."

This change in the Plan's hour bank rules should eliminate Health and Welfare benefits being paid to those performing work outside the collective bargaining agreement.

Grievance Committee Elections

At its meeting on March 15, 1984, the District 10 Santa Rosa membership elected the following to serve on its Grievance Committee for the ensuing year: James P. Killlean, David Spain, Paul E. Heater.

At its meeting on March 16, 1984, the District 12 Salt Lake City membership elected the following to serve on its Grievance Committee for the ensuing year: Lynn Reese, Don Barney, Earl B. Jolley.

Reno/Cannon Airport at \$315,838, and Granite Construction was awarded the City of Reno's 1984-85 patch program at \$140,000.

Installation of storm drain and sanitary sewer pipe, in addition to constructing manholes and catch basins, on Holcomb Ave. in Reno has been awarded to Harker & Harker. Their bid was \$512,676.

Approximately 1.5 miles of new asphalt curb and gutters on S.R. 289 in Winnemucca has been awarded to H.M. Byars for \$2,209,456.

"I would like to personally thank the membership for their vote of confidence in supporting our delegates to the 32nd International Convention," Lassiter said. "There was only about a 21% return on ballots for this election and there is another important election coming up in November. I cannot stress enough the importance of each and every member getting out to vote."

The Reno district hall has available three qualified Deputy Registrars who would be more than happy to register Local 3 members. Please make a special effort to register to vote in the upcoming election. Your vote can make a difference.

Underground

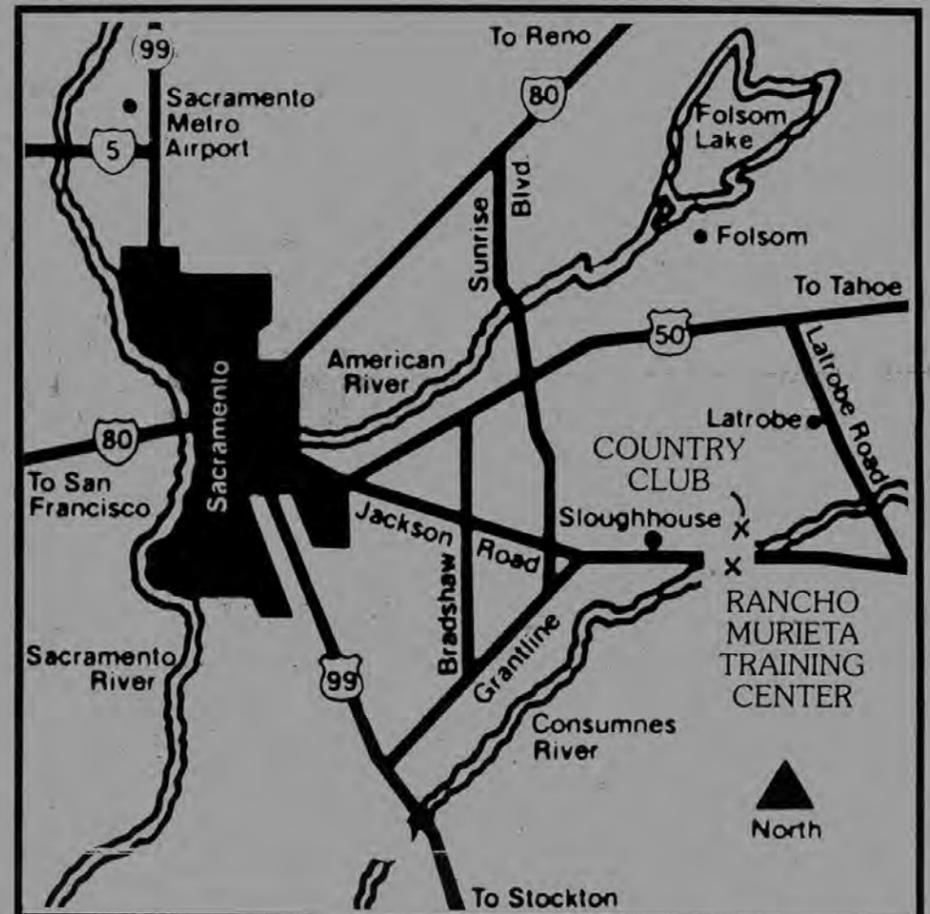
(Continued from Page 1)

Persons familiar with the payoffs say that sometimes workers gather around a pickup truck at the end of the day and are paid in cash. In some cases, they say, the contractor may list workers as "subcontractors" and pay them by check without deductions. Most of the illegal work involves small contractors in the home-building business. There is some in light commercial building and little — if any — in heavy construction, according to construction sources.

Simpson said he doesn't have goals or quotas for the enforcement campaign. But he said he expects to see an "upward turn in numbers" for violators apprehended as investigators move out into the field.

That shouldn't be hard to do. In 1983, despite the estimates of widespread abuses, investigators came up with 482 cases of cash payments without deductions. Blythe said this was only "scratching the tip of the iceberg."

"Our purpose isn't to slap people with fines and penalties. We want them to comply with the law," he said.



Retiree Association Picnic

Retirees! You have until June 1st to get your tickets for the Local 3 RETIREE ASSOCIATION PICNIC, Saturday June 16th at Rancho Murieta Training Center. No tickets will be sold at the gate. There will be plenty of overnight parking space available for campers and motor homes. Tickets are available through your district office or by writing the Fringe Benefit Center.

Please send me _____ ticket(s) at \$8.00 each for the Retiree Association Picnic. Enclosed is my check made out to **Operating Engineers Retiree Picnic** in the amount of \$ _____.

Name _____

Street _____

City, state, zip code _____

I will need overnight parking

Industrial work, 'dirt spuds' doing well in East Bay

The work in west Contra Costa is going well, reports Business Representative Bill Dorresteyn. The dirt spuds and the small industrial work is where it's at.

Union Oil is cranking up as is Pacific Refinery. Joe Foster is moving a lot of dirt at the Hercules Industrial Park; the only slow down has been the rain.

Bay Cities Excavating has their over crossing and railroad underpass started; their work will be good through the year. Pt. Richmond Ship Repair has a new backer, so they will be getting a lot more work. The ship repair business is very competitive and money for bonding is essential.

Peter Kiewit Sons, Freethy, M.G.M., McGuire & Hester, Mt. Cascade as well as O.C. Jones, Gallagher & Burk and Allstate are doing well and the work is steady, weather permitting, for the year. A lot of small owner operators from out of area are working, too.

Crane work in west Contra Costa area is fair. Levin Terminal was a bit slow but now their work is looking up. Their work force is up from three men to thirty and they are projecting more hiring as the plant improves its capacity and contracts come in.

The new Local's contract has an incentive clause on a three month pay back; the first 90 day period average pay back was approximately \$400.00 "This is new for us and on a trial basis," Dorresteyn said. "Right now the contracted tonnage is small, but we're looking at a million or more escalation of tonnage. This will be a very good pay back. The contract is not written as a piece work type contract, but is based more on a tonnage bid type plan. This looks good and I will keep you posted on its progress."

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Accident case history

The following "Abstract From Fatal Accident" was published in the Holmes Safety Association Bulletin, and while the accident did not happen in Local 3's jurisdiction, it is a situation we should all be aware of and avoid.

General Information: An apprentice crusher oiler was fatally injured while attempting to change a grease fitting on a self-cleaning tail pulley. The victim had a little over one month's experience.

Description of Accident: The single bench quarry was drilled and blasted using bulk AN-FO. A D-8 bulldozer then pushed and stockpiled broken material near the portable primary jaw crusher, where a 992 front-end loader was used to feed the crusher. Crushed material was then conveyed to a secondary crushing, sizing, and screening operation, from which it was conveyed to the final product screening plant, where the accident occurred. Finished materials were separated and stockpiled by conveyors according to size. The equipment involved in the accident was a dual, three-deck Pioneer, 5 ft.x16 ft. screening plant which received conveyed material from a secondary crushing and screening operation.

The finished rock, minus 1/2-inch, was then moved by a 40-inch conveyor that was located at the bottom of the screening plant feed chute and stockpiled by another conveyor.

The ground around the feed chute at the time of the accident was level and dry. Picking up some grease fittings, the victim mentioned that she was going to change a fitting. This was the last time anyone saw or spoke with her.

About 15 minutes later, the overload

locking device on the screening plants was activated. Knowing there was something wrong, the plant operator signaled the labor and plant superintendent, to trouble-shoot and locate the problem. Checking several locations throughout the screening plants, the superintendent saw the victim trapped underneath the finish product plant. He immediately signaled the plant operator to shut down the entire operation.

An examination revealed that the victim died of head injuries and a crushed chest. Evidently, the victim was attempting to change a grease fitting on a self-cleaning tail pulley when her shirt sleeve became entangled in the pulley, which dragged her onto the conveyor and into the pinch point of the screening plant chute lip, causing death. The victim had previously asked a mechanic for grease fittings. During weekly safety meetings, the victim had been cautioned about greasing moving machine parts and, in fact, on several occasions during a work shift, she was observed greasing moving machine parts and stopped by both co-workers and management.

Training consisted of a two week indoctrination in which the other oiler worked with her, safety meetings, the plant superintendent giving her instructions, and her working with the plant mechanic repairing breakdowns and servicing equipment.

The conveyor-tail pulley, which caused the accident, was an integral part of the screening plant. It was located under the screen operation and was difficult to get to because crossed pieces of angle iron mounted in the frame of the screening plant blocked the entrance on both sides. Because it was low to

ground level, a person had to crawl or stoop when entering; therefore, moving parts could not be contacted unless extra effort was made.

Cause of Accident: The direct cause was the victim doing work on a tail pulley grease fitting while the plant was operating.

A major contributing factor was the victim's failure to follow work procedures.

Recommendations: Compliance with the following recommendations should prevent recurrence of similar accidents.

- Machinery shall not be lubricated while in motion where a hazard exists, unless equipped with extended fittings or cups.

- Repairs or maintenance shall not be performed on machinery until the power is off and the machinery is blocked against motion, except where machinery motion is necessary to make adjustments.

- All employees and officials should be familiar with company, state and federal health and safety regulations applicable to their jobs.

- All supervisors and employees should be trained in accident prevention.

- Instructions to all employees should be accurately stated and made perfectly understood.

Conclusion: It is the responsibility of management and supervisors to see that the above recommendations are complied with.

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

Alcohol or drugs most commonly used or abused:

Beer, Wine, hard liquor, prescription drugs, street drugs and recreational drugs.

Does the use of any of the above help you to cope with life problems?

Does it really help or does it create greater problems?

There are those of us who found this to be true. We are willing to help you or your family.

If you have a question please call.

All inquiries are handled with strict confidentiality.

Operating Engineers Local Union No. 3
Nate Davidson, Director
Alcoholism Recovery Program
474 Valencia Street
San Francisco, California 94103
(415) 431-1568
A.R.P. 24 hour "Hotline": (415) 621-0796



Year looks promising in Santa Rosa

Work in the Santa Rosa area is still on the slow side with the Brothers and Sisters enjoying the sun and raring to get back in the dirt. The work for the year looks very promising with most of the contractors having quite a lot of work ready to start, weather permitting, reports District Representative Chuck Smith.

"I would like to thank the Sisters and Brothers for their participation in the special called and District Meetings of March 15th," Smith said. "It is very rewarding to see the members participate in Union activities."

Watch for meeting dates in the *Engineers News* and try to attend them whenever possible, especially the District Meetings.

"By the time this article goes to press we hope to have completed negotiations on the Water Well Drillers," Smith added. "This has been a tough one and we still have not reached an agreement, however, time will tell."

Piombo Corp. is coming right along on setting up the crusher on Shiloh Rd. in Windsor, with Buzz Brown running a crew of about six men at present. Clyde Hatton, superintendent of Ghilotti Brothers, says they have enough work lined up to keep all their hands busy for the entire year.

Surprisingly enough December has been the only month, so far, that has yielded any rain in Lake County, according to Business Representative Darell Steele. Some contractors fear

there could still be more rain to come while others are starting to break ground, anticipating an early spring.

Underground Construction started the first of March on the power plant at Lake Mendocino. This job will run about eighteen months and carry about five operators at peak production.

To the north, on Hwy 101 about nine miles above Willits, Morrison-Knudsen was awarded reconstruction of the burned railroad tunnel for Southern Pacific. This job was scheduled for twenty-two working days, at seven days a week, in order to restore rail service on time between Eureka and Willits. Due to careful planning and good operators on the job this schedule was met.

In December the Upper Lake Water District board members hand delivered an application to Sacramento for a \$110,000 State Department of Water Resources loan to finance hooking up the town's 125,000 gallon tank, built in 1975, which was never filled. State officials tentatively approved the loan and Stellar Construction, of Talmadge near Ukiah, won a \$106,030 contract to run a line from the tank, on Nice-Lucerne Rd., a mile east of town, to Upper Lake water system. We will be keeping a close eye on this job, you can bet.

Meanwhile, down Clearlake way, Mendocino Paving has picked up a \$248,036 job widening Hwy. 53 at the intersection of 40th Avenue.

Talking to Techs

By Frank Morales, Wally Schissler and Jerry Steele

We would like to begin this article by reminding the members that it is very important to make sure you **Register to Vote** in the National Election. This cannot be stressed enough. We don't need — and Unions cannot stand — another four years of Mr. Reagan. So make sure you and your wife/husband register to vote!

The rain we had in the middle of March sort of slowed work down; but by the time you'll be reading this article, we anticipate that the out-of-work lists in most areas will be depleted. From all the input and data from various construction companies and the survey firms, we will be out of Techs by May or June — and we certainly hope so!

The Tech Engineers Department would like to congratulate Howard Curry on his thirty-one years as a member of Operating Engineers Local #3 and his pending retirement commencing March 31, 1984. Howard worked twenty-nine years with Brian-Kangas and Foulk and Associates. We of the Tech Department wish you well, Howard, and hope you enjoy your retirement to the fullest.

The Tech Engineers Department would like to remind the members of the following:

1. Is your current address correct? This could be one reason why you are not getting correspondence from the Union.
2. Do you have a correct Beneficiary Card on file with this Union? This is very important.

Classifications	Current Rate	Wage Inc.	Effective 3/1/84	Fringe Inc.	Total Package Increases	
					3/1/84	3/1/85
Trainee	\$8.48	—	\$8.48	\$25	\$25	\$62
Technician 1 (T1)	\$9.99	—	\$9.99	\$25	\$25	\$69
Technician 2 (T2)	\$11.52	\$51	\$12.03	\$25	\$76	\$80
Engineering Technician (ET)	\$13.04	\$58	\$13.62	\$25	\$83	\$88
Senior Engineering Technician 1 (SET 1)	\$14.21	\$64	\$14.85	\$25	\$89	\$94
Senior Engineering Technician 2 (SET 2)	\$15.26	\$70	\$15.96	\$25	\$95	\$99

2nd Year, Effective 3/1/85

Five percent (5%) increase in the total wage and fringe benefit package for all classifications.

3rd Year, Effective 3/1/86

COLA (no cap). Percentage increase applicable across the board to wages and fringe benefits.

3. For those members whose Union Card under "Class" reading "U" — it means "Unclassified". You have to come in to the Union hall and have your Card re-classified.

4. When you return to work, please phone the Dispatcher and have your name taken off the out-of-work list. This helps the members behind you and saves the Dispatcher and the Union many unnecessary phone calls and expense. This money could be used for other Union business. Thank you.

Testing and Inspection

On March 8, 1984 Local #3 members working under the Council of Engineers and Laboratory Master Agreement

ratified their 1984-1987 Contract. There were over two hundred members in attendance at this meeting held in Hayward. Interest in this meeting was very high, as members drove from as far away as Santa Rosa, Sacramento and Watsonville to cast their vote. The wage increase for 1984 will be 5%; for 1985 it will be 5% and for 1986 it will be COLA. Listed below are the new wages:

The Tech Department would like to congratulate Rick Morales, who is presently working for Murray M. Smith Engineering in Sacramento as a Party Chief. Rick recently took the License Land Surveyors Test, and we are happy to announce that Rick is now a Licensed Land Surveyor.

Teaching Techs

By Gene Machado, Administrator, Surveyors JAC

This is an election year and your vote is first and foremost on other's minds. The apprenticeship is concerned about your vote also and will tell you why and let you consider the facts for yourself.

Under the Reagan era, significant facts have come to surface. If the current administration continues there will be the rich while the poor work for them. Reagan wants to cut down the middle persons income because their income cuts too deep into the profits of the rich. In order for this to come about Reagan has attacked labor and labor laws first and foremost.

The Davis-Bacon Act has been the heart and mainstay of all labor laws since 1936 and has been attacked in the past but not with the force and vigor of this administration.

The Davis-Bacon Act has given labor a chance to do away with child labor, sweat shops, 14 hour days, no holidays, 6 day work weeks, no minimum wages and no Apprenticeship. All of this is on a federal level. The Davis-Bacon Act has made it possible for local employers to bid jobs at fair wages and keep out the out of state cheap labor.

Every day the Reagan Administration is trying to change the laws or the agencies that enforce those laws. If more changes in labor laws or the agencies that enforce them are made, working conditions, wages and Apprenticeship will lose out. Reagan has defunded or cut funds to enforcement agencies to such a low state that they cannot function at all and it's affecting labor now.

Apprenticeship within these laws is being challenged as well as the journeyman laws. Trainees and helpers have been added to the Apprenticeship laws, "they say not to replace but add to", and Apprenticeship has been watered down on federal jobs to a point of non-existence. The Reagan administration wants cheap labor and trained workers demand too much money. Reagan not only wants you poor, but dumb also.

Trained monkeys are the only training Reagan and his administration wants. Look at you and your fellow tradesman's contracts since Reagan has had a chance to water down labor laws and you can see it is working for the Republican Administration.

In every trade, cuts have been made in not only wages but working conditions, all of which affect Apprenticeship in a very direct manner. Every apprentice program has had cuts in the number of apprentices, training personnel, and training funds. The members' sons and daughters that want to follow in your footsteps will find it more difficult to achieve training in the trade of their choice.

Trade Unions and the Apprentice Programs created by them, all work within the laws of the federal and state government. They are governed by the agencies to support those laws. We need laws that work and laws that are enforced. Every day now enforcement is happening less and less. It hurts now and if it keeps up Apprenticeship and Labor organizations will become very ineffective.

Credit Union

BALLOTS — Betty Wagner, wife of Richard Wagner, draws the winners in the NDGC balloting on Tuesday, March 13, at the Credit Union's Dublin office. Nancy Walker, office manager, collects the four winners. Prize winners are listed in this month's Credit Union column. Conversion to the NDGC takes place on July 1, 1984.

NDGC — Conversion of share insurance from the NCUA to the National Deposit Guaranty Corporation (NDGC) takes place on July 1, 1984. Of 7,415 ballots returned by members in the recent vote, 7,011 were for the conversion.

SUPERIOR GUARANTEES — No insurer, private or government, insures your savings deposits for more than \$150,000 . . . except the NDGC which insures every penny in your account whether you have \$100 or \$1 million on deposit.

With some insurers you can protect more than \$100,000 in life savings by dividing the money between several accounts. With the NDGC, you don't have to divide deposits in excess of \$100,000 between several accounts.

This is good news for members with more than \$100,000 in life savings, for those with Individual Retirement Accounts (IRA's) and for those who receive large sums when they sell their



Credit Union employees Nancy Walker and Betty Wagner draw winning entries.

homes and need a safe place to deposit their funds.

NDGC PRIZE WINNERS — Betty Wagner, wife of Richard Wagner, drew the following four winners in the NDGC balloting in the Credit Union's Dublin office in Tuesday, March 13 (see photo):

- Victor Bronson
Apache Junction, AZ RCA ColorTrak
- Howard Kaurin
Alameda, CA AMANA Microwave
- Edwin Clubb
Placentia, CA GE Video Tape Recorder
- Mary Iker
Stockton, CA COBRA Cordless phone

BORROW MORE — You can now borrow more money from your Credit Union on certain loans. And take longer

to repay. You can also borrow money in unimproved property, either to buy the property or if you own the lot free and clear.

There are no maximum loan amounts any more on loans secured by new cars, pickups and airplanes. Down-payment and appraised-value requirements haven't changed.

On new cars, pickups and vans, you can now take up to 60 months to repay. On new or used travel trailers and boats, you can take up to 84 months to repay; on new or used motor homes and 5th-wheel trailers, 96 months; and no new or used airplanes, 180 months.

HOMEOWNER LOANS — You can also borrow any amount you need on our Homeowner Loan program, depending on the equity in your home.

Swap Shop: Free Want Ads for Engineers

FOR SALE: 15,000 SQ FT LOT on the big island of Hawaii (Waiakea area). \$45,000 or best offer. Harvey Miyaji, 216 Kuleana Loop, Hilo HI 96720. Reg. #1427942. 2/84

FOR SALE: CEMETERY PLOT. Oakmont Mem. Pk., Lafayette CA. Asking \$600. R. Scribner. Ph. 415/237-4965, or 415/233-0977. Reg. #466492. 2/84

FOR SALE: H.D. LOW BED TLR 15-17 ton cap. for 5th whl. Handles D-5, 12E blade etc. Beavertail, 900-20" tires, air brakes, gd cond. strong. \$3,200. Jerry Anderson, 5780 Dolomite, El Dorado CA 95623. Reg. #1154198. 2/84

FOR SALE: WILD T-2 THEODOLITE. \$2,500. Art Delacruz, 402 St. John Ave., Half Moon Bay CA 94019. Ph. 415/726-4981. Reg. #1020276. 2/84

FOR SALE: GOLD WASHER (SHAKER) for use w/backhoe, on dual whls, portable. \$2,500. Bob Ghormley, P.O. Box 205, Drytown CA 95699. Ph. 209/267-0478. Reg. #1058412. 2/84

FOR SALE: NICE 2BR HOME on 2.8 acres. Lg garden, gd well water, sep. garage on blacktop rd. \$41,950. Elmer Utley, Hollowrock TN 38342. Ph. 901/586-2280. Reg. #0925388. 2/84

FOR SALE: CHRYS 300 4 dr htdp, nu upho, show cond. In & out & mech low mi. 1 own. A beaut. Restor. nec. AC tilt cr cont at disc 440. \$1,500. Joe Riley. Ph. 415/531-5800. Reg. #262020.2/84

FOR SALE: 1973 28' COMMANDER motor home, 440 Dodge, 31,000 mi. 4,000 W gen., 12V swamp cooler, a/c, elec. & propane refrig. \$11,500. Roy Bell, P.O. Box 13067, Sacramento CA 95813. Ph. 916/921-2180. Reg. #0335471. 2/84

FOR SALE: C60 CHEV 1969. Has moving van bx or flat bd & hydr lift. Gd cond. \$4000 or best offer. George Matzek, Box 1036, Murphys CA 95247. Ph. 209/728-3235. Reg. #1666421. 2/84

FOR SALE: JAY ELECTRONIC CASH REGISTER 2 yrs new, exc cond. \$400. Accurate produce scale, old fashioned type. \$200. George Matzek, Box 1036, Murphys CA 95247. Ph. 209/728-3235. Reg. #1666421. 2/84

FOR SALE: 1650 SQ FT CUSTOM HOME on 2 acres. View, fruit trees, grn hs, basement, hdwd flrs, spr system, fenced. John Adams, 21057 Clivus Drive, Grass Valley CA 95945. Ph. 916/268-1050. Reg. #503152. 2/84

FOR SALE: QUALITY HOME on one acre Fallon NV. 3 BR 2 1/2 BA landscaped, fruit trees, fenced, sprinklers, etc.

Asking \$105,000. C. Daniel, 1470 Cedar Dr., Fallon NV 89406. Ph. 702/423-4572. Reg. #977631. 2/84

FOR SALE OR TRADE: 2 AC retirement, 14x64' 2BR custom made tlr, sideroom patio, shade, well, barn, sheds, chicken hs, pasture, garden, yg fruit, walnuts. Will consider vacation tlr as part down. Paul L. Indermuehle, Rt 2, Box 195AA, Buffalo MO 65622. Ph. 417/345-7772. Reg. #0844685. 2/84

FOR SALE: GREAT TAX SHELTER comm'l salmon troller. Full electronics, GMC 271, insulated hold, CA licensed. \$23K. Possible financing or real estate trade. Alexis Soule, Ph. 415/268-1229. Reg. #1896082. 2/84

FOR SALE: BRICK HOME on 30 acres choice farm land. 43-1/3 shares water, Nr mts, golfing, fishing, hunting. 75,000 or best offer. Appraised at 79,000. Jack H. Edwards, Sterling Utah 84665. Ph. 801/835-4844. Reg. #12708379. 2/84

FOR SALE: 28 FT KAYOT PATIO BOAT. 55 HP Johnson motor, portapotty, accessories. Roll dwn cabin for winter fishing. \$4500 negotiable. Lawrence Johnson, 5393 High Rocks Ct., Oroville CA 95965. Ph. 916/589-1033. Reg. #0660970. 2/84

FOR SALE: 1968 CHEVY 5 yd dump trk 5&2. Gd cond, low mi on new 350 eng. \$5,000. Ewell Paxton, 1169 Sonuca Ave., Campbell CA 95008. Ph. 408/378-0856. Reg. #1043707. 2/84

FOR SALE: IN OROVILLE, CA 3 BR 2 BA & storage bldg on 2 lots. Has hook up for M.H. 5 fruit trees, garden space. \$30,000. \$12,000 dn, owner carry bal at 10%. Warren Knutson. Ph. 916/696-2203. Reg. #1128421. 2/84

FOR SALE: 2 BR HOME on 1.4 acres. Fenced & x-fenced, 3 stall barn, other out bldgs. 3 cemetery lots, Monroe UT. C. W. Gardner, 195 N. 2 W., Monroe UT 84754. Ph. 801/527-4245. Reg. #351398. 2/84

FOR SALE: HELICOPTER 1980 Enstrom low time. Purchase or lease. Must sell. Bill Buffington, 825 N. Humbolt, San Mateo CA 94401. Reg. #1606597. 2/84

FOR SALE: TOOLS: 3/4" drive-sockets 3/4" to 2 1/4", one S&K ratchet; one snap on ratchet. Extensions, universal & adapters. One set 3/4" impact sockets-new. \$195 for all. Jesse R. Carter, 1125-20th St., Oroville CA 95965. Reg. #0826796. 3/84

FOR SALE OR TRADE: 1980 UPGRADED MOBILE. 2 BR, 1 BA. 11x32' redwd deck, 11x30 carpt, nice vw/Pollock Pines CA, adult mobile pk. Wallace E. Cramer. Ph. 916/644-3974. Reg. #0369057. 3/84

FOR SALE: REGISTERED BORDER COLLIE female. Fully trained, works sheep/cattle, 3 1/2 yrs old. Rupert Poe, P.O. Box 148, Redwood Valley CA 95470. Ph. 707/485-8265. Reg. #360700. 3/84

FOR SALE: 1980 SUZUKI GS1000G, fully dressed, 7000 mi. \$3,000. Also, Sears 10" radial arm saw, compl. w/table & legs. \$225 or best offer. Mike Roulette. Ph. 702/883-0269. Reg. #1717493. 3/84

FOR SALE: FUEL TRAILER 2 axles 1000 gal die, three 50-gal. oil tks, all rust free. \$2500 obo. P.U. Ford 64 4WD, 8' bed w/hydro dump. excel. new drums & diff. John Martin. Ph. 916/246-4458. Reg. #1137713. 3/84

FOR SALE: INTL. LOADER & SCRAPER 3414 diesel \$3895. Ford 9 N w/scraper \$1995. 1951 Chev. tractor & dump tr \$1995. 10 ft. drag disc \$575. W. L. Maddox, 17311 S. Mercy Spgs, Los Banos CA-93635. Ph. 209/826-0684. Reg. #1043556. 3/84

FOR SALE: THREE ACRE PARCELS. Beau. view. 5 mi. to launch/Lake Oroville. Owner financed. EZ terms. James Moak, 4394 Big Bend Rd., Oroville CA 95965. Reg. #393070. 3/84

FOR SALE: HALF ACRE bldg. lot in Yerington NV. All utilities to property. \$6000 cash. \$6500 terms. \$500 dn. \$125/mo. 10% int. Leon Petty, 180 West Williams, Fallon NV. Ph. 702/423-4901. Reg. #1178193. 3/84

FOR SALE: 1978 GRUMMAN AMERICAN LYNX. T.T. 324 hrs. Zero time since chrome cylinders, new valves. \$11,000. Robert Chenoweth, 959 Country Hill Rd., Santa Maria CA 93455. Reg. #0925759. 3/84

FOR SALE: 1930 MODEL A roadster. Street rod 350 Iit Corvette eng., 4 spd munsey, 411 positive rear end. Leath. int., spoke mags, met. body, radio. \$15,000. Sam Rose, 33779 Shaver Springs Rd., Auberry CA 93602. Ph. 209/841-7776. Reg. #1181679. 3/84

FOR SALE: MOTORCYCLES exc. 1983 black 250, elc. start, Kawasaki, 270 mi. 1975 Honda 200T, CB touring, silver w/5000 mi. Sam Rose, 33779 Shaver Springs Rd., Auberry CA 93602. Ph. 209/841-7776. Reg. #1181679. 3/84

FOR SALE: TRAILER. 1978 30' Fireball. Fully self-cont. Heater, air cond., TV hk-up/antenna, awning 20x15. David Geier, 1422 Berlin Way, Livermore CA 94550. Ph. 415/443-6813. Reg. #1251266. 3/84

FOR SALE: 1967 JEEP WAGONER \$2000. Four whl dr., motor preheater, stereo. 327 Chev. eng. like new, 5 tires like new, 400 CR. Elec. fuel pump, new paint. Lloyd Havens. Ph. 408/243-1295. Reg. #0382107. 3/84

FOR SALE: 1.24 ACRES, 3 BR home. Approx. 20x66' shed & shop. Zoned R2-65 enough for 7 duplex lots. \$145,000. W. W. Hodges, 3611 So. 7th East, Salt Lake City UT 84106. Ph. 801/266-1832. Reg. #3106785. 3/84

FOR SALE: 10 ACRES 3 mi. to Lake Oroville. Fenced, yr-round creek, w/2 mobile homes: One 2 BR 2 BA all elec. kitchen/appliances, one 3 BR being remodeled, nr completion. Two sheds & one cabin-size bldg. \$98,500. Low dn, owner fin. at 10%. Eugene Wayman, 205 Chapman Ave., So. San Francisco CA 94080. Ph. 415/589-7343. Reg. #0899497. 3/84

FOR SALE: DIAMOND, 95 CARAT, w/side baguettes mounted in hvy platinum ring. Appraised at 9689, will sell for \$3500. M. D. Gebert, 560 - 30th Ave., #23, Santa Cruz CA 95062. Reg. #0982943. 4/84

FOR SALE: 24' RAINBOW DAYSAILER fiberglass; new mainsail; jib in gd cond. Seagull aux. eng. Partially finish tlr available. Berthed at San Leandro Marina-fee \$61.80/mo. \$3000 or best offer. Joe Aidnik, 988 Collier Dr., San Leandro CA 94577. Ph. 415/351-5449. Reg. #0845492. 4/84

FOR SALE: 1977 COACHMAN 27' trailer. Exc. cond. 24' awning, a/c, ez tow, self-cont. \$6000. Jason Neal, 2620 Woodside Ct., Pinole CA 94264. Ph. 415/758-0290. Reg. #1115337. 4/84

FOR SALE: MECHANIC TRUCK 1962 Ford model 750. 4:53 Detroit diesel, 5&2 w/Lincoln 300 welder Detroit pr 2-53 leads, tool boxes, lamps. Pictures on request. W. P. Sarazen, 5642 Hinds Rd., Oakdale CA 95361. Ph. 209/847-5346. Reg. #0519758. 4/84

FOR SALE: TWO BR WATER FRONT HOME, Lake Co. Paved RV parking & boat dock. Carpets, drapes, appliances. Two car garage, paved walks, driveway, yd, shrubbery. Harry Porter, P.O. Box 516, Lucerne CA 95458. Ph. 707/274-1446. Reg. #0380704. 4/84

FOR SALE: 1968 MUSTANG CA special. New paint, new vinyl top, recently rebilt eng. \$4850. Ewell Paxton, 1169 Sonuca Ave., Campbell CA 95008. Ph. 408/378-0856. Reg. #1043707. 4/84

FOR SALE: MINI MOTOR HOME Toyota Chinook, 1974-3,000. V. N. Dotson. Ph. 408/274-4905. Reg. #0657780. 4/84

FOR SALE: HEAVY DUTY EQUIP. TOOLS for operating engineers, from power hand, miscel., acetylene welder. Orben Story, 201 Merrill, Fremont CA 94539. Ph. 415/657-5348. Reg. #0924984. 4/84

FOR SALE: MZB 81 STICK, stereo, air, leather, licensed, recent eng overhaul. \$3950. Asa Wright, 4332 Bailey St., Eureka CA. Ph. 707/443-7783. Reg. #1487929. 4/84

FOR SALE: WOOD BOAT 50x16x4 Navy liberty launch, cedar on oak \$10,000. 671 G.M.C. w/gear, shaft, prop. \$3000. 52' alum. spar, motor/sailer conversion plans \$750. Asa Wright, 4332 Bailey St., Eureka CA. Ph. 707/443-7783. Reg. #1487929. 4/84

FOR SALE: OUTBOARD 50 hp 4 cyl. Evinrude starflite, just rebilt \$600. Asa Wright, 4332 Bailey St., Eureka CA. Ph. 707/443-7783. Reg. #1487929. 4/84

FOR SALE: CUSTOM MADE all hydraulic shothole or waterwell drilling rig. \$10,000. Asa Wright, 4332 Bailey St., Eureka CA. Ph. 707/443-7783. Reg. #1487929. 4/84

FOR SALE: BEAU. 5 ACRE lots. View, oak, pine, Calaveras Co. on paved rd nr Westpoint, 1/2-mi to p.o., store. Marvin Collins. Ph. 209/293-7920. Reg. #496057. 4/84

FOR RENT: 10x50 TRAILER on beau. ranch, 1-BR, kitchen, liv. rm. Elec., water, grbage incl. Ret. couple \$250/mo. Marvin Collins. Ph. 209/293-7920. Reg. #496057. 4/84

FOR SALE: MOBILE HOME 1977 12'x65' Billmore. Cent. heat/air, awings, skirting. In Villa Fresno #170 Fresno CA \$11,900. David Nathan. Ph. 209/266-6232. Reg. #1840375. 4/84

FOR SALE: 1970 4x4 3/4 TON hvy duty GMC. 1969 28' kit s/c tlr w/many extras. 3/4" drive hvy duty socket set; 1/2" drive impact wrench. D. Stace, Station A, Box 93, Auburn CA 95603. Ph. 916/885-8277. Reg. #0565291. 4/84

FOR SALE: TWO CASE BACKHOES 580C & 680C plus all extras. Milt Wolford, 5823 Hemet, Stockton CA 95207. Reg. #1945325. 4/84

FOR SALE: INTL 13" pressure plate & disk, new. \$25. V-8 block, all pts except crankshaft. Intl. Motor 361 Diamond incl carb., gen., manifold, waterpump, starter, etc. \$400. Mack Motor & all pts except block. Incl carb., gen., water pump, starter, etc. \$400. Kenmore auto. wash. machine \$40. Leslie E. Mulhair, 97 Southridge Wy, Daly City CA 94014. Ph. 415/333-9006. Reg. #154371. 4/84

FOR SALE OR SWAP: COLLECTORS BEER & POP CANS. Send self-addressed stamped envelope for list & info. Louis Newell, Rt. 1, Box 224B, Fort Sumner, New Mexico 88119. Reg. #0595330. 4/84

FOR SALE: 3 BR. HOME in nice cond., Weaverville CA. 1 1/4 acres on creek, garden, fruit & shade trees. Lewis Bellinger, P. O. Box 394, Weaverville CA. Ph. 916/623-6411. Reg. #0293902. 4/84

FOR SALE: '71 RED DALE 5th wheel tlr. Self-cont., a/c, rear bath, twin beds. Needs wk. \$4500 or best offer. Phil Carey, 700 Mulberry St., Suisin City CA 94585. Ph. 707/422-3318. Reg. #1768818. 4/84

FOR SALE: 3.78 ACRE Valley Springs subdivision. Choice property. Golf crs, fishing, boating on nrby lakes. Make offer, must sell. Loyd Hack, 565 Mayten Dr., Livermore CA 94550. Ph. 415/447-9281. Reg. #1161107. 4/84

RULES FOR SUBMITTING ADS

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

Personal Notes

Santa Rosa: Congratulations to Brother Mark Will and his wife, Patty, on the recent birth on February 19th of their son, Kenneth, who started life weighing 7lbs. 6 oz. We want to wish much happiness to Retiree John Patchett and his lovely wife, Frances, who were married in Hawaii on Valentine's Day. Congratulations to you both!

Fresno: We wish to express our deepest sympathy to the family and friends of Cory Dean McMurry, son to Tom McMurry, who died 2/6/84; Sam Lamonica (died 2/18/84); Albert McGarvin (died 3/8/84) and Clarence Nutt who died 3/6/84.

Sacramento: We would like to express our sympathies to the families and friends of departed Brothers Ken Bryson, Solomon Cox, Oral Diamond, Norris Goings, Wayne Noble, Clarence Ragan, and Melvin Wissler. Our sincerest condolences go to Brother Dareld Binns and his family on the death of his stepson Craig Allan Harvey.

For Eureka this year

Only one highway job on books

Only one major highway project along the North Coast is proposed by Caltrans for this year's transportation program, 13 less than what the counties hoped for, reports Eureka District Representative Gene Lake.

Caltrans District 1 Director John Vostrez told the Humboldt County supervisors this month that five miles between Hopland and Burke Hill on Highway 101 is proposed as the only North Coast project in the department's State Transportation Improvement Program for this year.

The California Transportation Commission will take up the highway program during its May 24-25 meeting.

The \$5 million highway widening project was chosen, Vostrez said, because it proved to be the most cost-efficient of the top five projects chosen by the North Coast County Supervisors Association.

The problem is money, Caltrans received \$360 million for new highway programs for this year. But because jobs have come in at significantly higher costs than expected and for technical reasons, the money statewide for new projects was quickly whittled down to \$60 million.

Most of the money will be spent in Southern California, where most of the population is, Vostrez said. But, he added, the North Coast did not do badly by receiving a recommended \$5 million program.

The supervisors association pushed for the Richardson's Grove bypass to be the top priority and the cross town portion of the Eureka Freeway at No. 2. But Vostrez pointed out that the 3.2 mile Richardson's Grove bypass will

cost about \$62 million. "It's not in the realm of feasibility unless there is a significant shift in projects throughout the state," he said.

The supervisors agreed that any move to improve Highway 101 would be good for counties from the Sonoma County line north to the Oregon border. And nobody believed the north would receive funding for all the projects on the supervisors' list.

But the push will continue for the Richardson's Grove bypass. Board Chairman Harry Pritchard plans to bring it up at the next County Supervisors Association of California meeting in an effort to get statewide support for the project.

Redwood Bypass Ok'd

The California Transportation Commission has approved \$5.5 million for the first section of work on the Redwood National Park bypass, just south of Prairie Creek State Park.

The commission's decision clears the way for construction to begin in July.

Total construction cost for the long-awaited park bypass will reach \$117 million, with the federal government paying 90 percent of the cost. Funding for construction of the 12-mile bypass was approved as part of the 1978 expansion of Redwood National Park.

The bypass will begin about one-half mile south of the elk prairie and extend north along the eastern boundary of Prairie Creek Redwoods State Park. The bypass will intersect the existing Highway 101 again one-half mile north of the Humboldt County line.

Caltrans estimates that the Highway 101 bypass will open in 1989.

ATTEND YOUR UNION MEETINGS

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

May

- 1st **Stockton:** Engineers Bldg., 1916 North Broadway
- 3rd **Richmond:** Point Marina Inn, 915 W. Cutting Blvd.
- 8th **Fresno:** Laborer's Hall, 5431 East Hedges
- 15th **Auburn:** Auburn Recreation Center, 123 Recreation Dr.
- 17th **San Mateo:** Electricians Hall, 300 - 8th Ave.

June

- 6th **Provo:** Provo City Power Bldg., 251 West 800 No.
- 7th **Reno:** Musicians Hall, 124 West Taylor
- 14th **Ukiah:** Grange Hall, 740 State Street
- 21st **Freedom:** Veterans of Foreign Wars Hall, 1960 Freedom Blvd.

July

- 10th **Eureka:** Engineers Bldg., 2806 Broadway
- 11th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 12th **Gridley:** Veterans Memorial Hall, 249 Sycamore St.
- 19th **Fairfield:** Holiday Inn, 1350 Holiday Lane
- 25th **Honolulu:** Kalihi Waena School, 1240 Gulick Ave.
- 26th **Hilo:** Kapiolani School, 966 Kilauea Ave.
- 27th **Maui:** Cameron Center, 95 Mahalani St., Wailuku

August

- 7th **Stockton:** Engineers Bldg., 1916 North Broadway
- 9th **Sunol:** Sunol Valley Country Club, Hwy. 680 & Andrade Rd.
- 14th **Fresno:** Laborer's Hall, 5431 East Hedges
- 21st **Sacramento:** Laborer's Hall, 6545 Stockton Blvd.

Record highway program unveiled

(Continued from Page 1)

Stockton, Costa Mesa, and Keyes in Stanislaus County.

Capital outlay for all highways is estimated at \$6.4 billion, including \$4.4 billion for new construction.

The mass transportation and aviation elements of the program amount to more than \$608 million, although \$2.5 billion of direct federal payments would also be used for local transit.

Trombatore said the state would continue its "fast track" program which last year accelerated more than \$250 million in highway projects by more than two years.

By September of this year, the state expects to have almost a billion dollars of construction under contract.

Funding for the program comes from about \$7 billion in expected federal funds, and about \$6.1 billion in state funds. Trombatore said Caltrans expects that as much as \$716 million in private funds could also be used to finance the program.

"The program provides an equitable balance between mass transportation projects and highway projects to link Californians with jobs, affordable housing, and commerce," Trombatore said.

The California Transportation Commission will hold public hearings around the state on the proposed State Transportation Improvement Program (STIP). A final spending plan will be adopted in June.

Some of the major projects in the proposed five-year plan include:

- 27.9 million for widening & auxiliary lanes between Montague Expressway & Davis Street on Hwy. 17 in Alameda County.

- 20 million for corridor improvements between Rt 101 and Rt 238 on Hwy 17 in Alameda & Santa Clara Counties.

- 225.9 million to construct John T. Knox Freeway (I-580) in Richmond.

- 172.8 million to construct High Occupancy Vehicle Lanes from Bay Bridge to Willow Avenue on Hwy 80 in Alameda & Contra Costa Counties.

- 111.2 million for widening and operational improvements from Strobbridge Ave to Bay Bridge on Hwy 580 in Alameda County.

- 192.8 million for widening from Rt 238 to Willow Pas Rd on Hwy 680 in Alameda & Contra Costa Counties.

- 10.3 million to replace Gianelli Bridge on Hwy 32 in Butte & Glenn Counties.

- 3.4 million to widen existing roadway in Vallejo from Flroida St. to Farragut Ave. on Hwy 141 in Solano County.

- 2.5 million for curve correction & widening three mi. north of Fort Bragg from Mill Creek Bridge to Cleone Beach Rd on Hwy 1 in Mendocino County.

- 22.8 million to acquire right-of-way for interchange of Routes 4 and 680 in Contra Costa County.

- 160.8 million to reconstruct Rt 680/24 interchange in Contra Costa County.

- 39 million to extend freeway from Bullard Ave to Audubon Drive on Hwy 41 in Fresno County.

- 101.7 million to construct Redwood Park Bypass on Hwy 101 in Humboldt & Del Norte Counties.

- 15.8 million to reconstruct forest highway in Humboldt & Trinity Counties.

- 11.6 million to widen to four lanes north of Sonoma County Line on Hwy 101 in Mendocino County.

- 7.4 million to construct expressway from Route 175 to Crawford Ranch on Hwy 101 in Mendocino County.

- 23.2 million for widening near Forsythe Creek on Hwy 101 in Mendocino County.

- 25.9 million to construct Hatton Canyon Freeway on Hwy 1 in Monterey County.

- 6.8 million to construct Toro Park Interchange on Hwy 68 in Monterey County.

- 1.1 million to pave shoulders east of Sacramento from Manlove Rd to Treeview Rd on Hwy 16 in Sacramento County.

- 50.8 million to construct freeway and expressway from Route 5 to Route 70 on Hwy 99 in Sacramento & Sutter Counties.

- 49.3 million to construct Stockton Crosstown Freeway portions on Hwy 4 in San Joaquin County.

- 11.6 million to replace Potato Slough Bridge on Hwy 12 in San Joaquin County.

- 51.3 million to construct Devil's Slide improvements on Hwy 1 in San Mateo County.

- 5.9 million to construct slow-vehicle lanes & safety improvements from Rt 35 to Rt 280 in San Mateo County.

- 62.5 million to construct Guadalupe Corridor Expressway from Rt 101 to Taylor St on Hwys 8 1/2 & 7 in Santa Clara County.

- 14 million to widen Route 101 at Alum Rock in Santa Clara County.

- 32.4 million for widening from Rt 156 to east of Bell Station on Hwy 152 in Santa Clara County.

- 35.4 million to construct auxiliary & High Occupancy Lanes on Hwy 280 in Santa Clara County.

- 83. million to construct freeway north of Lakehead on Hwy 5 in Shasta County.

- 4.3 million to construct interchange at Deschutes Rd on Hwy 44 in Shasta County.

- 24.4 million to construct freeway from Napa River to Sage St on Hwy 37 in Solano County.

- 18.2 million to construct Route 80/12 Interchange in Solano County.

- 41.1 million to construct Cloverdale Bypass on Hwy 101 in Sonoma County.

- 32.1 million to realign Russian River Bridge on Hwy 101 in Sonoma & Mendocino Counties.

- 19.2 million to construct Sonora Bypass on Hwy 108 in Tuolumne County.

New State Funded Additions

- 15 million for corridor improvements on Hwy 17 in Alameda County.

- 24.7 million for grading & structures on Hwy 4 in San Joaquin County.

- 51.3 million to upgrade existing roadway or construct Devil's Slide Bypass on Hwy 1 in San Mateo County.

- 5.9 million to construct slow-vehicle lanes & safety improvements on Hwy 92 in San Mateo County.

- 5 million for corridor improvements on Hwy 17 in Santa Clara County.

- 5 million to construct grade separation at Route 87 in Santa Clara County.

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