#### Santa Rosa picket

Members in Santa Rosa came out in force this month to picket a \$750,000 city storm drain project that had gone to KIP, Inc., a non-union company. District Representative Chuck Smith said members gave tremendous support and were successful in shutting down the operation until the firm was finally able to obtain a court injunction against the picketing.



#### **Guinea Thumper**

Local 3 member Larry Beard has come up with a winner for gradecheckers who are tired of getting down on their hands and knees. He calls it a "Guinea Thumper." It does it all — drills a hole, pounds in the stake and drives in the feather all in one portable unit. (See story page 5)



# Engineers Local Union #3, AFL-CIO San Francisco, CA April 1987

# \$87.5 billion highway bill squeaks through

By John McMahon

Following the most intensive lobbying effort Washington, D.C. has seen in years, both Houses of Congress voted to override a Presidential veto of a \$87.5 billion highway finance bill.

The legislation, which took almost two years to wind its way through Congress, was vetoed by President Reagan late last month.

By a vote of 350 to 73, the House of

#### Representatives first voted to override and then by the barest of margins, the U.S. Senate voted 67-33 in favor of override. The bill takes effect immediately after the vote.

Calling the measure an example of 'pork barrel politics at its worst" President Reagan had vetoed the bill on March 27. His main objection to the bill was \$890 million or 1.3 percent of the total appropriation, for 121 local demonstration projects. These projects included money for local mass transit projects and other local road jobs. Among the demonstration projects which would have been eliminated under Reagan's veto was \$59.2 million for a mass transit system in Los Angeles and funds to purchase the Northwestern Pacific Railroad right of way for a transit system which would run from Larkspur, in Marin County north to Healdsburg.

Representatives of the building trades unions, the construction industry, AGC, state highway commissions and transit officials swept down on Washington in an effort to obtain the support of Republican lawmakers who were crucial to any override attempt. After a Presidential veto, two thirds of both Houses

(Continued on back page)



such ventures throughout the nation that is financed with union pension funds and uses 100 percent union labor. Pictured at right are Business agent Jim Derby and Grievance Committeeman Peter Fogarty.

# Union firm gets new contract on 1-580 project

I-580/238 UPDATE

The \$45 million fiasco on the I-580/Hwy.237 project in Hayward finally took a major step in the right direction this month when a new contract for completion of this controversial job was awarded to Oliver DeSilva, a union contractor headquartered in Hayward.

The controversial project ran aground in December when Rail Roadway-Hatch, a non-union joint venture from Oregon was kicked off the job after it was learned they had filed for bankruptcy. Since that time officials from Caltrans and Fireman's Fund, the bonding company, have been evaluating the project and preparing a new contract for completion.

Rados Construction out of Southern California came in with the lowest bid at \$41 million, based on an 880-day schedule. Company representatives were at Local 3's main office in San Francisco ready to sign an agreement when it was learned that Caltrans had decided to award the contract to Oliver DeSilva, who had bid \$42.5 million on the project but had guaranteed completion in 550 days

DeSilva's schedule would enable the project to be completed on its original completion date, even though approximately six months working

(Continued on page 6)

# Landslide vote to keep Cal-OSHA

By John McMahon

By an overwhelmingly one-sided vote of 48-7, the California State Assembly voted to restore funding for Cal/OSHA last month. Money for the highly acclaimed job safety program was proposed to be cut by Governor Deukmejian in an attempt to save \$8 million out of a \$39 billion budget.

The Assembly's vote came after an unusual meeting of the Assembly as a "committee of the whole." This means the entire Assembly meets as a committee to hold hearings and receive testimony from outside witnesses.

Even though the Assembly has voted to restore funding, adequate money for the program is not assured. The State Senate must also vote to restore the money. But even if that happens, which is expected, the Governor must also change his mind on the program. So

Despite overwhelming support in the Senate and Assembly, the governor still has the power to strike it out of the budget.

far, he has shown no indication of doing

Under California law, the Governor has the power to "line item" veto any appropriation deemed undesirable. A two-thirds vote of both Houses of the Legislature must vote to override a line item veto. With only 6 of the Assembly's 36 Republicans voting to restore funding (the remaining 30 did not vote or voted against the measure), a veto override is unlikely.

During the hearings, the Assembly heard from a variety of witnesses calling for restoration of funding. A wide ranging coalition was formed to lobby for restoration. Included were the California Labor Federation, AFL-CIO, the California Medical Association, the Sierra Club, the Associated General Contractors, Williams & Burrows Construction Co., the Consumers Union, the American Lung Association and the California Applicant Atterneys Association

In making his budget proposals, the Governor earlier this year proposed eliminating state funding for Cal-/OSHA and turning the state job safety program over to the federal government. Under the federal OSHA laws, many provisions covered by the state would no longer be in effect.

(Continued on page 7)

# Looking at Labor

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

tisan narrowmind-

ian didn't lift a

finger to help over-

ride Reagan's veto

Our successful efforts this month to enact the \$87.5 billion highway bill over President Reagan's veto is a tremendous victory, but not for the reasons bandied about by the press.

In the midst of our most intensive lobbying of the Senate, when it was apparent that if we could override Reagan's veto, it would be by the skin of our teeth, all the press kept talking about was whether or not Reagan

was losing his stroke with Congress. With hundreds of thou- In his typical parsands of construction jobs on the line, the most important feature of the bill from the edness, Deukmejnews medias' viewpoint seemed to be the changing of the speed limit on rural freeways.

Big deal. I couldn't care less about the political significance of overriding a Reagan of the highway bill. veto. If that bill hadn't passed,

we were facing a lot of unnecessary unemployment this season. There was \$300 million in federal funds that would have gone out the window this summer in California alone. Nevada stood to lose \$51 million and Utah would have lost \$107 million in highway money.

Local 3 members who are geared up to return to work on the Redwood Bypass near Eureka, the John T. Knox freeway in Richmond and dozens of major projects from Honolulu to Salt Lake City would have been left high and dry.

The fact we got that bill through doesn't have a whole heck of a lot to do with a so-called "lame duck presidency." Reagan is anything but a lame duck. What this override means is that a lot of our members will be working this summer that would not have been if the highway bill had failed to pass.

What it means is that our hard work last fall to elect Democrats to Congress is paying off in a big way. The vote to override Reagan's veto in the Senate made it by one solitary vote. Without that eight-vote Democratic majority in the Senate, we wouldn't have had the highway bill today.

It's worth noting that Deukmejian, in his typical partisan narrow mindedness, didn't lift a finger to help override Reagan's veto of the highway bill. Millions of dollars of Caltrans projects were hanging in the balance and he didn't do a damn thing. We are blessed with a tremendous leader.

We shouldn't forget that Utah, which needs all the economic help it can get, didn't get any help from its senators, either. Orrin Hatch and Jake Garn voted to let \$107 million in highway money this year just evaporate. That's representation at it's finest.

It should be obvious that our battles are far from over. We desperately need more highway money. A national research firm estimates that the average California driver spends \$97 per year in car repairs caused by rough road conditions. An estimated 25 percent of the state's highways are rated deficient.

We're not going to get any help from money-grubbing politicians like Deukmejian and Hatch who are more interested in being Reagan clones than they are in being leaders. We need visionary legislators. Men and women who aren't afraid to take a bold stand on the issues supported by labor.

We need to continue to work hard to keep good legislators in office and to get rid of bad ones. Unfortunately, there are plenty of bad ones left and more waiting in the wings, their palms greased with big bucks from the right wing.

**Engineers News** A helping hand — Congressional candidate Nancy Pelosi got a helping hand from the EPEC political action fund in her bid to win the San Francisco seat left vacant by the death of Sala Burton. After winning the primary this month, she is the clear leader in the run-off to be held in May. Issuing her a check for \$5,000 are and V.P. Bob Skidgel.

## Local 3 prepares to comply with immigration law

Local 3 members should be aware that the passage of the Immigration Reform and Control Act of 1986 will have an impact on dispatching and hiring procedures. This law, which becomes effective June 1, requires all workers to present proof of citizenship or eligibility to work in the United States when applying for jobs (see February 1987 Engineers News)

Although employers are generally the responsible party for complying with the law, there is a provision which requires unions to carry out the verification procedures for employers who are signed to a collective bargaining agreement.

'It will be up to Local 3 to fill out the necessary government forms on all members and to keep those forms on file," Business Manager Tom Stapleton explained. "This will be done initially at the time members come in to sign up for the out-of-work list or to be dispatched to a job. Once this has been accomplished, members should not have to keep documentation with them to show their employer, because we will have everything on file at a union hiring hall."

The law requires that individuals show proof of their identity and eligibility to work in the United States. Documents that show both identity and employment authorization are:

(1) United States Passport; (2) Certification of Citizenship, issued by the U.S. Immigration and Naturalization Service; (3) U.S. Citizen Identification Card, also issued by the INS; (4) Certificate of Naturalization; (5) Unexpired foreign passport which contains a stamp that reads "processed for I-551 ..." or has attached to it a Form I-94 in the same name with identical biographical information; (6) An Alien Registration Card, provided that it contains a photograph of the bearer; (7) An unexpired work permit issued by the INS;

Those who do not have one of the above documents must present a document that establishes their identity and another document that establishes employment authorization. The following documents are acceptable to establish an individual's identity.

(1) Original driver's license issued by any state which bears a photograph of the individual and contains personal identifying information which includes at least the individual's full name, birthdate, height, weight, color of eyes and residence address; (2) Original identity document issued by any state which contains a photo and identifying information; (3) In the case of individuals residing in a state which does not issue I.D. cards, an individual can use a Notice of Discharge from the U.S. Armed Forces or a document evidencing active duty or reserve status in the Armed Forces.

The following documents are acceptable to establish an individual's employment authoriza-

(1) Social Securty Card issued by the Dept. of Health, Education & Welfare; (2) A birth certificate issued in any state. The certificate must contain the given surname, date of birth, date the birth record was filed and an official seal or other certification by the government agency with which the birth was registered; (3) Report of U.S. Citizen Birth Abroad, issued by the U.S. Department of State; (4) Form I-94 with employment authorization stamp.

For most American citizens, a drivers license and a Social Security Card will be the most convenient forms to present at the union hiring hall. Individuals who have lost their Social Security Card may obtain a replacement by calling your nearest Social Security office and requesting a Form SS-5.



T.J. (Tom) Stapleton **Business Manager and Editor** 



**Harold Huston** President

> **Bob Skidgel Vice President**

William Markus **Rec - Corres Secretary** 

**Norris Casey Treasurer** 

**Wally Lean Financial Secretary** 

**James Earp Managing Editor** 

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

# Labor Roundup

#### Full court press against double-breasting

Local union leaders with grim personal experience with double-breasted contractors told the House Labor-Management Relations Subcommittee why legislation sought by the AFL-CIO Building & Construction Trades Dept. is so important to the workers they represent.

To an Operating Engineer from Buf-



Long overdue: A labor-backed bill to raise the minimum wage in steps to \$4.65 an hour is outlined at a Capitol Hill news conference by Senator Edward M. Kennedy. The federal wage floor has been stuck at \$3.35 since 1981.

# Shortage in health care coverage cited

Nearly one in every six Americans under age 65 had no health care coverage in 1985 and more than two-thirds of these were from families with a full-time wage earner.

That's the finding of a report issued by the Employee Benefit Research Institute titled "Uninsured in the United States: the Non-elderly Population Without Health Insurance."

More than 35 million Americans—17.4 percent of the civilian non-agricultural population under age 65—had no health care coverage in 1985, EBRI reported, with children ages 18 and under comprising one-third of the uninsured or 11 million persons. Most of these children—69 percent—lived in families where the household head had no health insurance.

But EBR1 also found that workers were a large part of the pool of Americans without health insurance, totaling 55 percent—or 19 million persons—of the uninsured.

EBRI noted that more than half of all uninsured workers were employed in two industries—retail trades and ser-

AFL-CIO health specialist Karen Ignagni said the EBRI findings strongly supported the federation's proposal to require employers to provide health care benefits as a condition of doing business.

falo, double-breasted contractors are "a spreading cancer" that is destroying bargaining and destabilizing the industry.

A Carpenters organizer from Washington, D.C., spoke of the destruction of meaningful bargaining when contractors who have built their reputations on the skills of union craftsmen switch work to non-union entities.

BCTD President Robert A. Georgine, the lead advocate for the union-sought legislation, said loopholes in federal labor law and interpretations by the NLRB have enabled construction employers to play "corporate shell games," in which agreements freely entered into are ignored at will.

The legislation introducted by Subcommittee Chairman William L. Clay (D-Mo.) would bind an employer to the terms of a union agreement he has signed unless his workers vote out the union that represents them.

It would make clear through definition that two or more firms performing the same type of work in the same area are considered as a single employer if they are under common ownership, management or control.

A similar bill, also authored by Clay, passed the House in the last Congress by a 229-173 vote but didn't get to a vote in the Republican-controlled Senate.

Clay said at the start of hearings that he considers the legislation "a top priority" and with the change in control of the Senate he is "hopeful" that this year it will be enacted into law. Its goal, he said, is "to restore fairness, honesty and stability to labor-management relations in the construction industry."

Georgine said the problems that the BCTD documented in its testimony in the last Congress "are worse today." And he charged the National Right to Work Committee and anti-union employers with using "fraudulent" arguments in their attacks on the bill.

He cited as an example the assertion that workers would be permanently frozen into unions they don't want to



Fire Fighter Tragedy: Three members of Detroit Fire Fighters Local 344 died in this raging five-alarm arson fire that destroyed an abandoned warehouse and two other buildings. Two of the men — David Lau and Larry McDonald — died of smoke inhalation after a roof collapsed on them. Paul Schimeck, a 26-year veteran, died when he fell to the ground after an explosion rocked the three-story warehouse. Ten other IAFF members were treated for injuries at area hospitals.

represent them. In fact, Georgine noted, workers will continue to have the right to an NLRB election to decertify a union, without regard to the contract bar that applies in non-construction industries.

The only right anti-union groups want to preserve, Georgine suggested, is "the right of employers to walk away from their agreements at will."

Thomas Hopkins, representing 1,700 members of Operating Engineers Local 17 in the Buffalo area, and an employer who runs an all-union operation against double-breasted competition suggested a conspiracy to kill the unions with kindness at contract time.

John Gast Jr., who started as a union ironworker and operates a steel erection firm that has always been able to compete with lower-wage competition

through quality and efficiency, said double-breasted contractors have come up with a new technique to give their non-union operations an extra advantage.

He expressed his dilemma in a letter to Clay, stressing the point that a bargaining relationship must be built on mutual trust.

His letter asked:

"How can unions trust contractors if they know that, after an agreement has been reached at the bargaining table, the contractors will bid jobs using their non-unions 'related entity' and be awarded the jobs because the 'related entities' don't have to pay the union wages and fringes just agreed to.

"How can I, as a union contractor, agree on proposals to present to the union when my fellow contractors are double-breasted and I am suspicious that they are trying to inflate the union rate in order to make it easier for their non-union entity to get work."

Two Carpenters local and district representatives from Washington, D.C., Terry Milstead and Joseph Stanalonis, testified to a pattern of gradual and then accelerating shifting of work from the union operation to a newly-formed non-union subsidiary.

Milstead spoke of the detective work he had to do to trace common ownership of union and non-union companies, including following trucks to determine interchange of equipment and spending hours poring through courthouse records and documents. But despite massive evidence, he said, the NLRB backed off from issuing an unfair practices complaint against the company.

Stanalonis said contractors that have gone double-breasted suddenly become "too busy" to take on jobs through their mainstream union operation but steer potential customers to their non-union entities.

Charles E. Key, business manager of the North Georgia Building Trades Council, testified that subcontractors have been told by double-breasted general contractors that "if you want to work for us, you'll need to set up a non-union shop."



**Pensioners Protest:** Thirty busloads of retired steel-workers, facing loss of health and life insurance benefits when the companies they worked for filed for bankruptcy, came to Washington with USWA President Lynn Williams to press Congress for legislative safeguards. A temporary law passed last year expires on May 15.



The GOLDEN THREE Account is designed specifically for our retired members and their non-working



spouses to make their "golden years" more profitable and a little bit easier. You earn extra dividends on a Golden Three Account because dividends compound monthly, rather than quarterly like the regular savings account. At

Bill Markus ings account. At the current 7 percent savings rate, monthly compounding increases your annual yield from 7.19 percent to

7.23 percent.

You can also supplement your retirement income with a monthly dividend check from your Credit Union. You can have the check sent directly to your home or to your bank checking account. Our Major Bill Payer program will make two fixed payments for you each month from your Golden Three Account. Imagine the convenience of never having to write another rent or mortgage check again!

Your Credit Union can also arrange for the direct deposit of your Social Security and Pension checks to your Golden Three Account. This saves time, money and the worry of the

safety of your checks.

As you can see, you have nothing to lose and everything to gain by changing your savings account to a Golden Three Account. Retired Operating Engineers who have never been members of the Credit Union are also eligible to open a Golden Three Account. Simply call your Credit Union at (415) 829-4400 and ask for an application. Utah members should call (801) 261-2223.

The Tax Reform Act of 1986 changes who is eligible to deduct IRA contributions to reduce federal income taxes in 1987 and thereafter. The deduction allowed, if any, depends on whether you participate in a qualified pension plan and your Adjusted Gross Income.

Many Operating Engineers' income vary from year to year due to the cyclical nature of the business. Therefore, some years you may be eligible to deduct your IRA contribution, while other years your Adjusted Gross Income may place you over the limit. After reviewing your 1987 W-2s (Wage and Tax statements) or consulting with a tax preparer you can determine if you qualify for a tax-deferred IRA. If you qualify you will have until April 15, 1988 to open a 1987 IRA at your Credit Union.

However, if you do not qualify for a tax-deferred IRA we will not accept IRA deposits. IRA deposits that are not deductible for income tax purposes are considered after-tax dollars like savings deposits. Your Credit Union makes every attempt to treat all members equally in policy, services, and returns; thereafter, IRA

#### **Nevada District Representative**

### Les Lassiter retires

Best wishes are extended to Nevada District Representative Les Lassiter who retires this month.

Born in Lonoke, Arkansas in September of 1930, Les left home at the age of 20 and joined the Navy. After his discharge four years later, he settled in the Bay Area and worked in the shipyards at Hunter's Point. In 1956 he joined Local 3 and was a crane operator until 1967 when Al Clem hired him as a business representative in Utah. In 1979 he was promoted to district representative. After being elected a Trustee in 1982, he was then transferred to Reno. Les plans on doing plenty of golfing and fishing and traveling in his fifth wheel with his wife, Peg, before settling somewhere permanently out west.

Your support is needed in the upcoming May 5 primary on a \$90.8 million bond issue which is needed to build a total of 12 elementary, middle and high schools in Washoe County. Please vote!



Les Lassiter

#### Utah firm found guilty

#### **NLRB** rules on Davis-Bacon violations

Business Representative Lynn Barlow reports the National Labor Relations Board has made a decision concerning violations of the Davis-Bacon Act made by Steven L. Weaver Construction Co., Inc.

On June 5, 1986, Operating Engineers Local No. 3 charged the Weaver Company with violating Section 8(a)(1) of the National Labor Relations Act by (1) requiring employees to waive their rights under the Davis-Bacon Act before being paid; (2) telling employees they would be discharged because they were going to turn the company in to the government for not paying prevailing wages; and (3) by discharging employees John R. Hansen, Lanny

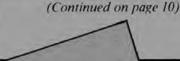
Nelson and Monte Bailey.

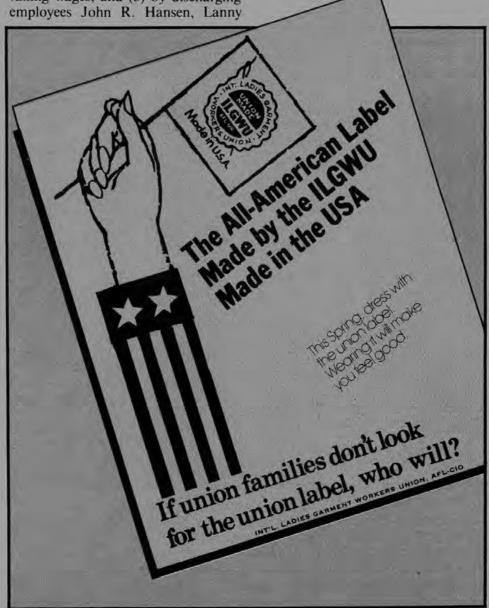
The decision of the NLRB required the Steven L. Weaver Company to:

 offer Hansen, Nelson and Bailey immediate and full reinstatement to their former positions and make them whole for any loss of earnings and other benefits suffered because of the company's discrimination against them;

 expunge from the company's files any reference to the discharges of Hansen, Nelson and Bailey;

 make available to the NLRB all payroll records and other records neces-





## Pre-job held on Guy Atkinson's Cloverdale job

District Representative Chuck Smith reports that he and Rob Wise have met with officials of Guy F. Atkinson, along with several other crafts to discuss the Cloverdale Bypass job. "I get the impression the job will run quite smoothly," Smith says. "They have brought a few key hands in already and expect to start ordering from the hall around mid to late April, weather permitting."

Mechanics will work on a double shift almost immediately with the dirt spread to go to a double shift later on in the season. The completion date is late fall of 1988. They will have around 80 engineers at the peak of work.

"I expect we will have enough work here so that the brothers and sisters will not travel out of this area," Smith said. "We have nearly 400 on the out-of-work list as this article is being written and do not expect we will be calling out of area for some time, if we do at all."

Tickets are available for the third annual Santa Rosa Barbecue. The agents and coordinator will also have them when they are on the jobs. It will be at the Sonoma County Fairgrounds, same location, Founders Grove. The date is June 27, 1987 and the cost has not gone up; \$7.50/person pre-sale and \$8.50/person at the door. Same menu of New York cut steak, beans, beer etc. with free hot dogs and soft drinks for the kids. If the kids eat steak there will be a charge of \$5.00 per child.

be a charge of \$5.00 per child.

"We have a lot of fun at our picnics and urge you all to come and bring your friends, they do not have to be members to join us," Smith commented.

Business Agent, Rob Wise, wishes to thank all the members who attended the District meeting on March 11. It was a very good turn out. Wise hopes that all who made it to the last meeting will bring a Local 3 friend to the next meeting in Santa Rosa which will be September 17. There will also be a meeting in Ukiah on June 10 and the last meeting of the year will be in Clearlake on November 12. As you read this article, please get out your log book and write these dates down.

Business Agent Stew Orchard reports that work in the area is still slow but some contractors are trying to get started and many of the brothers and sisters are anxiously awaiting the start of the

1987 season.
Pete Barretta was low bidder on the Rockpile Road Job at Warm Springs Dam. This job went for \$6.8 million and it consists of moving 700,000 cubic yards of dirt and approximately 24,000 tons of AC. With projects like this and the Guy F. Atkinson job on Hwy 101 at Cloverdale and other jobs proposed by the Department of Transportation, the members in the Santa Rosa area will be busy for a few years to come.

A report recently issued by the State Dept. of Transportation regarding transportation in the North Bay strongly recommends upgrading the two-lane segments of Hwy 101 to four lanes, with the highest priority given to the stretch from Cloverdale to the north of Willits.

The report states that \$100 million in freeway improvements in south and central Mendocino County would benefit the entire north coast economy and would give Mendocino County a substantial economic boost. Bringing the entire length of Hwy 101 from Cloverdale to Eureka up to four-lane freeway standards would cost about \$670 million, according to the report.

# Ever heard of a 'Guinea Thumper?' Could be just the ticket for grade checkers

By James Earp Managing Editor

Since the dawn of time man has always looked for a better way to do things, especially if it makes our job a little easier. Let's face it, we'd all still be in the Laborer's Union today if somebody hadn't gotten around to inventing machines that could move more dirt than a hand shovel.

Local 3 members have a healthy share of ingenuity — I don't know if it's because we are lazier, smarter or both.

Whatever the reason, gradechecker Larry Beard, an employee of Joe Foster Excavation of Pleasanton seems to have come up with a winner. He calls it the "Guinea Thumper." It's a tool designed to help gradecheckers work more productively and at the same time avoid all that bending over and getting down on your hands and knees that all gradecheckers have to do but don't necessarily enjoy.

enjoy.

"I was on a subdivision last year where they had to put down a lot of rock," Beard recalls. "I was having to get down on my hands and knees and put my guineas in every 50 feet and I got a little bit tired of kneeling down on all that rock. I thought there has to be a better way to do this."

An experienced machinist, Beard began to experiment with a proto-type tool that would perform all the functions of a gradechecker in one tidy, easily portable unit.

"I built a prototype and it worked," he

says.
"Then I went back to the machine shop and built another and another and kept refining it until I built myself a good, viable tool."

After several months of development and conducting the necessary patent search, Beard is well on his way to marketing a device he feels will help the industry. "It sure has helped me because I don't have to bend over anymore and I don't have to dig holes."

The Guinea Thumper is basically a rod within a pole with some refinements that make the job of setting grade truly a breeze. Beard has demonstrated his product before construction companies and surveying firms and has received an enthusiastic response.

"When you're working on hard ground, a lot of times you can't get your guinea in the ground because it splinters the wood too badly," Beard explains. "Gradecheckers carry a metal gad to pound a hole for the gad in these situations. To do that, you have to get on your hands and knees and drive the gad into the ground.

"Sometimes the gad gets stuck in the ground," Beard says. "You can't pull it up. The only thing you can do is keep pulling it sideways and banging it around until it comes out."

With the Guinea Thumper, one end is equipped with a steel gad that is removable for sharpening or replacement. In hard ground, you set the gad end on the surface and using the sliding motion of the tool, pound a hole for the Guinea.

Next you turn the Guinea Thumper over on the other end. Slip a feather into a specially designed slot in the tool, slide a wood Guinea into the end of the Guinea Thumper, turn it back over and pound the Guinea into the pre-drilled hole.

The action of pounding the Guinea in



In hard ground, the built in gad punches a hole for the stake.

automatically drives the feather into the Guinea at the same time. If the ground is not hard, you can drive the Guinea and feather in directly without using the gad on the other end.

Once you've driven the Guinea in, you can keep the tool in place and use the

pole to swede in a line for the grade. Here is where the Guinea Thumper really shines.

Suppose you are setting grade for the crown of a road. You've driven the Guinea in below the surface, taken a measurement and find that you need to go down another two tenths. The existing way to do it is to get down on your hands and knees, get out your ax or shovel and clear away the dirt and rock away until you find the stake. Or you can have the blade man cut away the excess material next time he comes by.

With the Guinea Thumper, you simply pound the stake in until you reach the desired grade.

Although he prefers the round Guinea for their accuracy and durability, Beard has also fashioned a Guinea Thumper for square stakes. There are two models. The aluminum model is light in weight and good for most applications. There is also a solid steel model for use in extremely rocky terrain.

extremely rocky terrain.

Beard maintains the Guinea Thumper pays for itself almost immediately, not only in terms of productivity but also in the area of safety and workers compensation claims.

"The gradesetter plays a key role in the production of the entire crew," Beard says. "If he's not getting the job done right or fast enough, then everyone's production is affected."

Beard says the Guinea Thumper enables him to drive in two stakes in the time it used to take him to do one. "It prevents knee problems, back problems and since you remain standing up, you also reduce the danger of getting run over by a piece of heavy equipment," Beard says.

Those interested in learning more about the Guinea Thumper can call Beard's answering service at (415) 945-3111 or his home phone at 672-4608; P.O. Box 160, Clayton, CA 94517. A demonstration video tape will be available for a deposit of \$25 which is returnable upon return of the tape.



A feather is then inserted in special slot on other end of tool.



Tool can then be used to shoot grade with hand level.



A stake is slipped into the housing at end of tube.



Clamp is used to mark the spot.



Stake is ready to be pounded in



Steel gad is removable for sharpening or replacement.



Stake is turned over and pounded in.



Surveyor's prism housing fits right over metal gad.

# W.W. Clyde in last phase of Canyonlands job

Business Representative Jasper Delray reported construction and paving is well begun on the last 10.7 miles of road in the Island in the Sky, a section of Canyonlands National Park. The work will result in pavement through Grand View Point and Upheavel Dome. An added bonus in the project is a spur road to Upheaval Dome.

Delray brought to our attention some history on Upheaval Dome and Grand View Point. Is Upheaval Dome a salt dome? Is it a loccolith? A cryptovolcanic explosion crater? These questions have fascinated geologists for years, leading to many different theories of its origin. This structure, a district of Canyonlands National Park, is fascinating! Geological theories attempt to

describe its origin.

The dome has been described as a Salt Dome caused by the upward movement of salt, as a loccolith, which is a mass of rock over intracting lava, and as a cryptovolcanic explosion featuring a crater as a result of a volcanic eruption. A recent hypothesis is that Upheaval Dome is a meteorite impact structure. If this is true, it is the only known meteorite impact in a National Park in the United States.

Delray continued describing the Island of the Sky. From its high rim it provides some of the Canyonlands most stunning panoramic views similar in impact to those from Dead Horse Point. Canyon rims and cliff top vantage points differing in details may be seen. Views of breathtaking magnitude are obtainable all along the rim. However, Grand View Point is the most popular and in respect the most dramatic of the views.

Delray went on to report that a good deal of work had been completed this winter on the sub-grade and paving will take place this summer. The dirt crew has been working eight hours a day, five days a week, with a 12-man crew. The crusher is also operating with 14 men on two, eight-hour shifts. Red Haymond oversees the job with Skitter Peterson over the dirt crew.

Federal Engineer Evan Callister reported that W. W. Clyde is on schedule and their job is about forty percent

The City Council of St. George has approved what they think to be one of the largest bids ever considered by the

United Concrete Pipe submitted the low bid on the main pipeline materials that will bring water from Quail Creek Reservoir to St. George. Their bid was in the amount of \$2,152,782.50, with the next closest bid being \$3,671,240.00 by Plumbers Supply Company, a nonunion organization. The job will consist of supplying 36", 30", 20", and 14" cement coated pipe. A total of eleven miles of pipe is necessary to bring Quail Creek water to St. George.

Delray reported that on February 8 in Panguitch the bids would be opened for the first steps in paving the Burr Trail. The job will consist of earthwork, grading and drainage coverts and graveling and straightening parts of the road for twenty-six miles from Boulder in Garfield County to the national park border.

Garfield County has approximately 2.3 million to get the ball rolling. The clear message from recent hearings in Bicknell, Escalante and Blanding was that Southern Utahns definitely want the road paved.

Delray cited that several highways on the Wasatch Front are somewhat taken (Continued on page 10)



Pictured above is view of upheaval dome.



W.W. Clyde's crusher operation is set up 40 miles south of the worksite, since this was the closest material available.



Above is lube engineer Lloyd Mc- Above is job steward Jess Banueta-





Cusker, Below is Gilbert Rockwell bena. Below is apprent ce Paul



#### **Contract award** on I-580 project

(Continued from page 1)

time has been lost on the project.

Local 3 Business Manager Tom Stapleton expressed satisfaction that the new contract was awarded to a union firm from California.

"We maintained from the very beginning that Rail Roadway-Hatch would not be able to do quality work nor would they be able to work above board at the price they had bid on the job," Stapleton declared.
"We're all happy that the project

can get back on track with a reputable contractor," Stapleton added, but the losses have been substantial.

Stapleton observed that \$16 million has already been spent on the project to date and the new contract is only \$2.5 million under the original estimate for the entire job. "A lot of time and money was wasted to give Rail Roadway-Hatch a chance to show what they could do, which wasn't much," he said.

When the company walked off the job they also put construction of the BART line from San Leandro to Dublin in jeopardy. The 13-mile route, to be funded with \$170 million from Alameda County's new transportation tax, would pass through the giant freeway junction and can't be built until the interchange is finished.

DeSilva's guarantee that the interchange will be completed by the original deadline will hopefully put the BART project back on line.

Caltrans officials stated last month that Fireman's Fund, which must continue to assume financial responsibility for the job, will be fined for every day the project completion goes beyond the September 1989

Before it abandoned the project, Roadway-Hatch was fined more than \$150,000 for violating California labor laws.

BART planners say they will need to begin tunneling under the interchange by early 1990 in order to open the new rail line by their target date of 1992. County officials overseeing a dozen highway and transit projects relying on the new tax money have said they will not accept delays on any of the tax-funded projects.

The BART Dublin line, with stations planned in Castro Valley and Dublin, is the largest transit project to be funded with the \$990 million, 15-year long tax that began being collected on April 1.

Caltrans opened bids for construction of the 1-580/237 Interchange originally on Nov. 27, 1984 and awarded the job to the non-

union firm based on its bid of \$43.6

#### Stockton sets date for annual picnic

Stockton-Ceres announces their fifth annual area picnic, to be held on Sunday, June 7, 1987. Our picnic will be held at the Oak Grove Regional Park. located at I-5 and 8 Mile Road in

Tickets will go on sale in May and can be picked-up at either the Stockton office or the Ceres office and also from business representatives covering these





# Caputo-Wagner installs huge pumps for flood control

Imagine paying over \$200,000 for a house on the San Mateo Lagoons, another \$150,000 for a yacht and a private pier off your back door. You have a big dinner party planned with a sunset cruise, but you can't get your yacht out of the pier because of low tide. Your fancy boat is stuck in the mud.

That is a common scene along the lagoon system that meanders through central San Mateo County along the Bay. During heavy rains the opposite is true. The lagoons fill up and flood the backyards and pasements of the houses

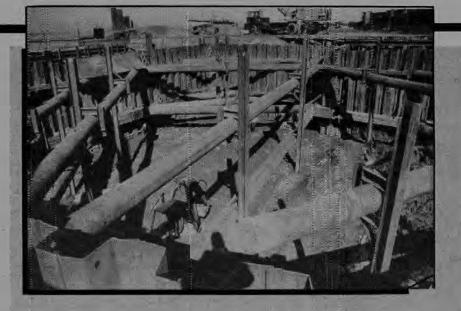
in the low-lying areas.

Thanks to a \$4.8 million contract with the City of San Mateo, this problem will soon be solved. Caputo-Wagner is installing a series of flood control pumps to keep the level of the water at a consistent level. During wet times, the pumps, each capable of pumping 150,000 gallons per minute, will pump the water out of the lagoons and into the Bay. During dry periods, the pumps will take water out of the Bay and put it into the lagoons.

The project started in September, of 1986 and will be completed this October. Each of the five pumps are 23 feet high. They are being installed at the Marina Lagoon Drainage Pump Station in San Mateo.

Before installing the pumps, the contractor had to excavate 12,000 cubic yards of dirt out of the hole that eventually was 25 feet deep and 114 feet square.

Each pump, one of which is pictured, is bigger than an engine for a 747 jet. When completed, the five pumps will sit in the hole.





# Many testify in favor of keeping Cal-OSHA

(Continued from page 1)

Some of the most respected physicians in the field of industrial medicine sternly warned the Governor against closing Cal/OSHA, saying that federal OSHA does not come close to providing the protections afforded by California's pioneering agency, especially concerning on-the-job carcinogens and other toxic chemicals.

In fact, federal OSHA ignores the perils of 172 toxic or carcinogenic substances for which the state agency enforces strict exposure limits. There are 95 additional hazardous materials commonly found in the workplace for which Cal/OSHA standards are far superior to those the federal agency would apply.

At the Assembly hearing, legislators heard from employer representatives and insurance experts, prosecutors and worker safety and health officials from states that are trying to get rid of federal OSHA and launch state programs patterned after Cal/OSHA.

The testimony in defense of Cal-/OSHA was dramatic indeed:

• Jack Fenton, the one-time Assembly member who introduced legislation that created Cal/OSHA, told of the history of California's worker health and safety laws and the consensus that the state should stick with its own programs after federal OSHA was created.

"There was disagreement over many things," Fenton testified, "but there was consensus on state enforcement. Nobody wanted to deal with faceless bureau-

crats in Washington, D.C."

 Elizabeth Holtzman, elected district attorney from Brooklyn and former-U.S. Representative from New York, testified that the federal OSHA "watchdog had become a lapdog."

As a result, she said, New York leaders are campaigning to rid the state of federal OSHA and establish a state

program like California's.

• Lloyd Criss, chairman of the House Labor and Employment Policy Committee of the Texas Legislature, testified that worker death and injury rates had soared in his state under federal OSHA.

This, he said, has handed Texas employers crushing bills for workers' compensation insurance and has created support for his proposal to exchange federal OSHA for a state plan like California.

- William Paulk, former Oklahoma Labor Commissioner, testified that his state also wants to take over worker safety from the federal government. He told a horror story of federal OSHA incompetence that led to disaster at a fireworks factory. There is only one OSHA office for all of Oklahoma, he said.
- Byron Ishkanian, director of the Cal/OSHA Mine and Tunnel Safety Program, testified that California has developed the best tunnel construction safety record in the world under Cal-/OSHA.

Ishkanian warned that danger will be great if tunnels for the Los Argeles Metro Rail project, which must pass through areas heavy with methane, will be perilous if constructed under federal rather than Cal/OSHA rules.

- Norval McDonald, vice president of Beaver Insurance, a large carrier of workers' compensation insurance, warned of hugh increases in insurance premiums which he said, would dwarf the \$8 million the Deukmejian Administration hopes to save by killing Cal/OSHA.
- Ian "Scotty" Paterson, safety director of the giant Williams and Burrows construction firm. testified that Cal/OSHA standards enabled his company to compile the best safety record in the country for two consecutive years.

"Let us keep the help that has made us America's safest building contractor," Patterson said.

In addition to the Assembly hearings, legislators and the Governor have been inundated with petitions from concerned citizers protesting the attempted dismantling of Cal/OSHA. In a letter to the Governor. Local 3 Business Manager T.J. Stapleton included petitions signed by over 800 Local 3 members in support of Cal/OSHA. "As employees in the construction industry our members have seen firsthand the beneficial results of this state government program." Stapleton said. "The petitions enclosed give evidence to this claim."

Since that letter, hundreds more signatures have been gathered by Local 3 agents and are being sent to the Governor

#### Election Results Grievance Committee

Below is a list of the Grievance Committeemen elected to serve for the ensuing year. They were elected at the regular District meetings held the first quarter in 1987.

San Francisco

Pete Fogarty Ray Mangini Joe DeNurra

Santa Rosa

Dave Spain Dennis Harlan Paul Heater

Reno

Charles Billings Rafael Fass Cliff Luzier

Salt Lake City

Doug Taylor Mike Brown Lynn Reese

Oakland

James McAllister Ray Royer Eugene Schaufler

Stockton

Tom Aja Ray Ortega Bill Barrett

Eureka

Dave Sousa Darrell Robinson Max Lennon

Fresno

Robert Daniels Floyd McLemore Frank Rocha

Marysville

Gene Garwell Bill Hodges Glen Moore

Redding

Jim Mattson Bob Alexander Feliciano Torres

Sacramento

Jim Wood Carl Richofsky Ron Porteous

San Jose

Ray Phillips Mike Sierra Ralph Phillips

Honolulu

Billy Kapiko Richard LaCar John Popovich

Hilo

Charles Pacleb Tommy Sakamoto John Kamoku

Maui

As of press time the Grievance Committee Election had not been held.

Attend Your Union Mtgs.

# Fringe sit Benefit Forum Director of Fringe Benefits



California and Hawaii Engineers who participate in the Annuity Plans are receiving statements of their individual accounts.

Californians' Annuity statements detail the twelve month period end-ing December 31, 1986. Hawaiian's statements show the period Nov-ember 1985 through October 1986 and also include interest and operating expenses. (The Hawaii Plan has been approved by the Internal Revenue Service: the California Plan is awaiting I.R.S. approval.)

These statements are tangible evidence of how you stand in the Plans proof that you are now saving for your retirement in a second Retirement Plan.

Look carefully at your California Annuity statement. The statement

(1) Employer Contributions: the total amount of contributions by year by your employer(s) into your account;

(2) Account Balance: the total amount of money in your account at the end of Plan Year 1986;

(3) Summary of Contributions-/Hours: your hours listed by Employer and the rate for each month of the Plan Year.

It is important that you compare the report with your own records for accuracy and note any discrepancies for corrections. However, if you compare the report with your Pension statement, there may be some differences because some Employers' Agreements do not cover you in the Annuity Plan.

Future statements for Engineers participating in the California Plan will detail interest and operating expenses once the Plan is approved

by the Internal Revenue Service. NO MONIES CAN BE PAID OUT UNTIL FINAL INTERNAL RE-VENUE SERVICE APPROVAL. In the meantime, funds already contributed to the Plan and those which will come in later are being deposited to an interest bearing account and the interest will be credited to your individual account.

Here are some of the special features of the Annuity Plans:

- You have an individual account, 100 percent vested;
- You may withdraw your money: (1) when you retire, (2) when you become entitled to Social Security, or (3) when you have been out of the industry for the waiting period described in your Plan booklets.
- The Plans provide for purchase of an Annuity from an insurance company which will guarantee lifetime benefits if you choose them.

A word about your Pension statements: if you note any discrepancies, please notify the Trust Fund Office or the Fringe Benefit Center at once. Follow the written instructions on the back of the statement for corrections. If the discrepancy is in hours reported, please mail to the Trust Fund Office copies of your check stubs for the month or months in question along with the top portion of your statement.

#### **Pre-Retirement meetings**

Please make every effort to attend the Pre-Retirement Counseling meeting in your area. Engineers age 50 or older and their wives are strongly urged to attend. Please bring your Pension statement with you. See you



Thirty Year pins were presented recently to five operators employed at Gallagher and Burk's Oakland Leona Quarry. Pictured left to right are Jerry Galvin, 31 years; John T. Wood, 32 years; Arnold Lindgren, 32 years; John "Jake" Davies, 34 years and W.C. "Whimpy" Delamater, 31 years.

#### Bryte Bond sewer plant to start

### Sacramento readies for spring

mento area is slow waiting for the last rains of the season, reports Business Agent Gary Wagnon. The ground is still too wet for most projects to start.

The gravel plants from Madison to Sacramento are all running but have "temporarily" laid off some of the brothers until the contractors start buying material from the large stockpiles they have accumulated throughout the win-

W.N. Ebert of San Jose will be starting the sewer plant at Bryte Bend within the next six weeks. This is a \$2 million project. The \$8 million water treatment plant bid was postponed and will bid April 7. This also is in the city of West Sacramento at Bryte Bend.

All of the contractors have a good work picture to look forward to and are finishing up their repairs to ready themselves for the coming season.

The acquisition of Pacific Ready Mix by Lone Star has not changed the work situation for most of the members of Local 3. Lone Star has offered positions in maintenance or kept all hands working as usual. In the plants they have selected to close, they have been making efforts to keep all hands employed.

The agents and office staff in Sacramento are looking forward to seeing all members and friends at the annual picnic at Elk Grove Park on May 16. It will be fun with excellent food, good ole country music, and lots of fellowship.

Business Agent Dave Young is hopeful the Sacramento area will begin to dry out. He expects a return to a normal work season.

Syblon-Reid Co. of Folsom started

#### **Retiree Picnic**

We know you all have marked your calendars for May 30, the date of this year's Retiree picnic at Rancho Murieta. And that day is quickly approaching. You may come up Friday at noon (May 29) and stay until Sunday at noon (May 31). There will be plenty of parking for your motor homes, your trailers, etc. So come on up and have a good time. See you there!

#### **Vacation Pay Transfer**

In accordance with various Collective Bargaining Agreements, vacation pay for hours worked from September 1986 through February 1987, and reported to the Fund mployers prior to March 31, 1987, will be transferred to the Credit Union by the Fund Manager on May 15, 1987, and will be available for withdrawal at the Credit Union on May 31, 1987.

If you prefer to have your vacation pay issued directed to you instead of to the Credit Union, you may do so by filing a Semi-Annual Payment Request with the Trust Fund Office. You may obtain a request card at any district office of the Fringe Benefit

The Trust Fund Office must receive your completed request card no later than April 30, 1987. Checks will be issued May 15, 1987. Accounts for members on monthly transfer or time payment option are not affected by this transfer.

Work on the west side of the Sacra-mento area is slow waiting for the last 1987, for El Dorado Irrigation District near Rescue along Green Valley Road.

> George Lund has started his new subdivision project at Folsom on Baldwin Dam Road. George also has been negotiating terms for a large subdivision at Marina Village and Green Valley Road.

> The Placerville jail has been a slow job for the operators working only three to four at a time on loaders, hoes and a hydro crane.

Tutor-Saliba at Folsom Prison is near-

(Continued on page 10)

### **Pre-retirement** Mtg. Schedule

Eureka Apr 21, 7:30 p.m. Operating Engineers Bldg. 2806 Broadway

Redding Apr 22, 7:30 p.m. Operating Engineers Bldg. 100 Lake Blvd.

Marysville Apr 23, 7:30 p.m. Operating Engineers Bldg. 1010 "I" Street

Ignacio Apr 28, 7:30 p.m. Alvarado Inn 6045 Redwood Hwy. Novato, CA

Concord Apr 29, 7:30 p.m. Holiday Inn 1050 Burnett

Oakland Apr 30, 7:30 p.m. Holiday Inn 500 Hegenberger Rd.

San Jose May 5, 7:30 p.m. Holiday Inn Park Center Plaza 282 Almaden

Watsonville May 6, 7:30 p.m. Veterans Memorial Bldg. 215 East Beach

San Mateo May 7, 7:30 p.m. Laborers Hall 300 7th Ave.

Stockton May 12, 7:30 p.m. Operating Engineers Bldg. 1916 N. Broadway

**Fairfield** May 13, 7:30 p.m. Holiday Inn 1350 Holiday Lane Santa Rosa May 14, 7:30 p.m. Veterans Memorial Bldg.

1351 Maple Dr. Sacramento May 18, 7:30 p.m. Laborers Hall 6545 Stockton Blvd.

Reno May. 20, 7:30 p.m. Nendel's Inn 55 E. Nugget Ave.

Auburn June 4, 7:30 p.m. Auburn Recreation Center 123 Recreation Dr.

Salt Lake City June 10, 7:30 p.m. Operating Engineers Bldg. 1958 W. N. Temple

Fresno June 16, 7:30 p.m. Cedar Lanes 3131 N. Cedar

#### **Rationale for addiction recovery**

By Nate Davidson A. R. P. Director

A Research Triangle Institute study indicates that the abuse of drugs other than alcohol costs American business and industry some \$16 billion a year in lost productivity, absenteeism, medical expenses, disability claims, and theft. At the same time, the Industrial Alcoholism Institute estimates that the annual cost of alcoholism to American business and industry may soar as high as \$25 billion in productivity losses, absenteeism, and disability benefit claims. (Cited by Scanlon, Walter F., in "Alcoholism and Drug Abuse in the Workplace," Praeger Publishers, 1986.)

These losses are sustained by the 14 to 18 percent of American workers who are said to abuse alcohol or other drugs, or both. (National Institute on Drug Abuse and Business Research Publications, 1986.) The U.S. Bureau of Labor Statistics says that as of July 1986, there were 118 million civilian workers in the United States. If the 14 to 18 percent estimate is to be accepted, the country is dealing with some 16.5 million to 21.2 million workers who are impaired by alcohol abuse or drug use. Such harmfully involved persons in the work place account for an aggregate time loss of at least 36 million person days per year.

How big a loss does this represent for individual businesses and industries? The United Steel Workers has analyzed data gathered from 1,000 arbitration cases heard between 1965 and 1982. According to the USW data, employees with substance abuse problems, compared with employees not harmfully involved with substances: (1) are absent from the job 16 times more often; (2) have nearly 3 times as many absences of

**Honorary Members** 

At the Executive Board meeting on January 10, 1987, it was reported that the following retirees have 35 or more years of membership in the Local Union, as of January 1987, and have been determined eligible for Honorary Membership, effective April 1, 1987.

ı	Bud Averett	#0598654
ı	Clinton Betts	#0589210
ı	John Cardoza	#0569617
ı	Hans Enge	#0538784
ı	Joaquin Enos	#0620122
ı	L.H. Freeman	
	Cecil Fritter	
	Coburn Greenwell	
	Eldon Grimm	#0688856
	Ira Gwinn	#0572642
	Theodore Halbach	
ı	Bernard Hulihee	#0714953
	Glen Johnston	
	John Kelly	#0714924
	Laverne Klopotek .	
	A. L. Krone	
	Everett Lakey	#0546651
	Curtis Law Denton Law	#0714968
	Denton Law	#0643096
	Percy Laws	#0439968
	Lawrence Marsili	#0515950
	Robert Miller	#0516131
	R. A. Monteverdi	
	Clyde Olson	
	Carl Silva	
	James Smallin	
	James Stewart	
	Joseph Swicegood	#0510180
	M. F. Waugh	#0702414

8 days or more; (3) have nearly 4 times as many accidents; (4) receive 3 times the sickness benefits; and (5) file 5 times as many compensation claims. Even when the harmfully involved employee is on the job, it is estimated that he or she will function at somewhere between 60 and 65 percent of work potential.

A truely grim side to the catalog of work disruptions is that an annual 18,000 deaths on the job (40 percent of industrial fatalities) involve alcohol, and an annual 10 million injuries on the job (47 percent of industrial injuries) involve alcohol. Of the 10 million injuries, 2 million are disabling. (U.S. Senator Dan Quale, in American Psychologist, April, 1983.)

How does an employer meet this challenge? The employer could fire the harmfully involved person. But that is very expensive. The United Steel Workers concluded after their study that the cost of firing a harmfully involved worker, hiring a replacement, and training the new worker to the appropriate skill level is about \$4,000 for an hourly employee and about \$17,000 for a midmanagement person. It is generally less expensive to operate an employee assistance program and provide treatment to workers harmfully involved with alcohol or other drugs, or both.

Treatment does work.

According to 12 separate studies, harmfully involved persons after treatment show a reduction of 26 to 69 percent in total medical care utilization; numbers of sick days alone, after treatment, fall by a range of 38 to 47 percent; sickness and accident benefits are reduced by a range of 33 to 48 percent. (Jones, K. and T. Vischi, for what is now the U.S. Department of Health and Human Sevices, 1979.)

Such treatment benefits result in substantial loss reduction. There are indications that, in terms of loss reduction, employers will get back \$5 for every \$1 they invest in employee assistance programs. Some industries-notably the airline industry-are claiming they recover from loss some \$18 for every \$1 invested in employee assistance pro-

Looking ahead to 1990, we will have a total population of 77.7 million persons between the key work force ages of 25 and 44 inclusive. We may estimate conservatively that 7 percent of these people will be harmfully involved with substances, and that another 5 percent will be experiencing other problems that can adversely affect job per-formance. The total is 12 percent, or 9.3 million persons between the core work force ages of 25 to 44 inclusive dealing. with some debilitating trauma that can get in the way of the job.

That's 1.9 million more ARP candidates than in 1980. The year 1990 is just around the corner.

For CONFIDENTIAL inquiries or help with alcoholism or chemical dependency please call the Addiction Recovery Program (A.R.P.) Inc. at the toll free number listed.

#### Addiction Recovery Program



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



#### Be aware of high blood pressure

High blood pressure affects one out of four adults in America.

Approximately 58 million Americans have an increased risk of illness and early death due to high blood pressure.

This represents more than one out of every

four adult Ameri-Anybody can have

high blood pressure, but its prevalence: increases with age

to approximately 75 percent of persons over age 75.

•is greater in black Americans than in whites, particularly at severe levels where the rates are three times greater in blacks.

• is higher in men than women; however, because of the higher prevalence in women over age 65, the total number of persons with high blood pressure is very closely divided between the sexes.

Obesity has been found to be clearly related to high blood pressure, and weight reduction is recommended for all obese patients with high blood pressure. The 1985 National Health Information Survey tells us that almost one-half of all hypertensive persons have been advised by a health professional to lose weight.

The prevalence of obesity among black women is much higher than for any other race-sex group. Black women, age 45 to 54 years, are twice as likely to be obese as are their white counterparts.

Historically, a high sodium intake has been associated with high blood pressure in some individuals. Since there is no apparent potential for harm, moderate sodium restrictions have been recommended for all persons with high blood pressure. Survey data indicate that almost three-fourths of persons with high blood pressure have been advised to cut their sodium intake and that more than 90 percent of those so advised are currently restricting dietary sodium.

Survey data also indicate:

- Among persons told to restrict their sodium intake by a professional, few (20 percent) were advised to use food labeling information. Only 8 percent were given specific limits to the amount of sodium they should consume daily.
- One-half of all persons using food labels to restrict sodium find the language and terminology used in the label confusing.
- One-third of Americans who have seen low-sodium recipes have tried

one, and one-half of those who are aware of low-sodium products in the grocery store have purchased

#### Alcohol

Heavy alcohol consumption has been shown to elevate blood pressure, and it is often difficult to achieve control in persons with a high intake of alcohol. Therefore, it is recommended that high blood pressure patients who drink do so in moderation, i.e., less than 2 ounces of ethanol daily. One ounce of ethanol is contained in 2 ounces of 100-proof whiskey or 8 ounces of wine or 24 ounces of beer.

#### Who is at risk?

Hypertension can exist for years without symptoms and most cases arise for no known reason, but certain factors increase your statistical risk. These include:

- Family history. Children with one hypertensive parent have a higher risk than those with no high blood pressure in the family. When both parents have hypertension, the odds are even greater.
- Age. High blood pressure often develops in the 30's and 40's, but it becomes more prevalent with age. Many elderly people develop some degree of hypertension.
- Race. Hypertension is generally more common in blacks than in whites. The reason is unknown; speculation centers on the roles of diet and socioeconomic factors.
- Salt consumption. Some people seem genetically susceptible to the effects of sodium in the blood vessels. Since it's difficult to screen for salt sensitivity, it makes sense for everyone to moderate salt intake.
- Obesity. Being overweight increases your risk of high blood pressure and several other diseases. To compound the problem, salt intake is often higher in obese people, due simply to eating more food.
- Alcohol. Heavy drinking can elevate pressure in the arteries. People with hypertension should have no more than one or two drinks a day-at the very most.
- The pill. Oral contraceptives cause slight blood pressure rises in many women. In women over 35, the combination of smoking and the Pill may be especially dangerous.
- Cigarette smoking. Smoking a cigarette temporarily elevates blood pressure; it also makes the heart works harder. While there's no direct link to hypertension, smoking is a risk factor for heart disease.
- Diabetes and kidney disease. Both of these conditions make the development of high blood pressure more likely.
- Chronic stress. Increased heart rate and a temporary rise in blood pressure are typical reactions to psychological stress. It has been postulated that prolonged stress can lead to hypertension.

# Canyonlands

(Continued from page 6)

for granted by the residents. "What would happen," he asked, "if U.S. 40 from I-80 to Heber City was still a dirt road? Or let's eliminate the road from Eureka to Delta. or the Alpine loop. Let's look at the Wasatch Front in retrospect and treat it like the environmentalists are treating us."

In conclusion, Delray wished the best of luck on bidding and construction opportunities to all union contractors.

#### North Utah gets started

Construction work in northern Utah and the Uintah Basin area is getting started. Work will be slow with the rain and snow Utah's still getting, but hopefully it will warm up soon, business agent Virgil Blair reports.

W. W. Clyde's work on the Bonneville Dike is still going strong with two shifts of good hands not missing work because of bad weather. At this time, it looks like within two months this project should be completed.

W. W. Clyde has moved back in at the Knolls Chemical Waste Dump project with a few hands. It appears that two or three weeks of work will complete this project, although there is a possibility of more work there later on.

Dave Hales and his crew have started back on the canal job Clyde has at Myton, and are pushing hard to get as much completed as possible before the water is turned into the canal for spring watering.

Gibbons & Reed has called back a few hands at the Smith-Morehouse Dam, but the snow at this project hasn't helped at all. This has been a tough job because of the short work season and excess snow the last two years.

I hope the operators called to work for Gibbons & Reed on the dam will give that little extra. Let's see if we can help the company pull this one out of the red.

One thing we all need to do is help each other improve skills, whether the person needing help is an apprentice or journeyman. Each of us, at one time or another, has been afraid to help some-

### Scholarship contest announced for union families in Monterey

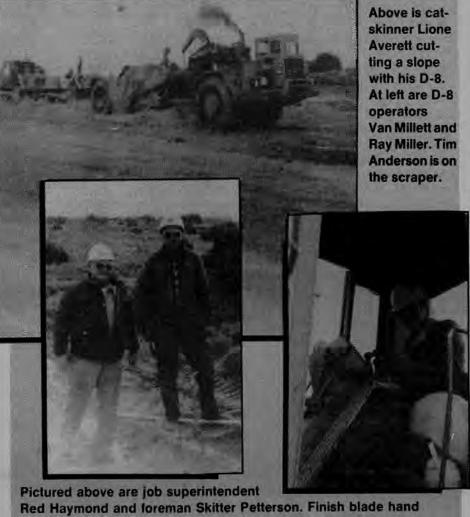
Bob Delaney, San Jose Business Representative, is pleased to announce that the Monterey County Labor Council (AFL-CIO) has established a scholarship program that will annually award four \$500.00 scholarships to qualified applicants during the month of June.

The applicants must be either a member, spouse, dependent or child not over twenty-five years old of a member, of any union properly affiliated with the Monterey County Labor Council.

Applicants must be full-time (12+ semester units) students at an accredited university, college, trade, technical or business school, have at least an accumulative 3.0 grade point average and submit a copy of their most recent school transcript with their application.

For further details and additional information, please send your requests to the Monterey County Labor Council's office located at 778 Hawthorne Street, Monterey, California 93940. Applications will be accepted through May 15. Previous recipients of the Labor Council Scholarships are not eligible for the grant.





one else out because of the fear that the other person may take our job. But we must help each other to maintain the work. That's the important thing.

Clyde Nielsen is pictured to the right.

Kiewit-Western is moving equipment onto the Little Dell Bypass Road project. By the time you read this article, that project will be going. This job will put quite a few hands to work.

G. P. Construction at Plymouth is still fighting the weather, but is making good progress at completing the Malad River Crossing. When this job is completed, G. P. will be ready to move onto the Trapper's Loop job up Weber Can-

G & R Contractors in Ogden has called back some operators and mechanics and should be going pretty soon. G & R is hoping to have a good year, as we all are.

The Jordanelle Dam project was bid on a few weeks ago. It looks as if it's down to five contractors: three fair

#### **Marysville Picnic**

Get your tickets now for the third Annual Marysville District Picnic to be held on Saturday, May 16, 12:00 noon-4:00 p.m. at the Community Center, Butte House & Acacia Streets in Sutter, CA. Free beer and soft drinks, also hot dogs, for kids (under 12 years). Bar-B- Que steak, beans, salad, and french bread. The tickets are \$7.00 in advance for active members, or \$8.00 at the door; and \$5.00 in advance for retirees, or \$6.00 at the door. Come one and all for a good time!

contractors and two of which we can't be sure. The Bureau said it could be as late as the first part of June before this work's awarded. It's a long wait, but we're hoping for a favorable award.

#### **More from Utah**

(Continued from page 4)

sary to analyze the amounts of back pay due; (4) post copies on the job for sixty days stating the decision of the NLRB and the rights of the employees.

Local 3's effort in targeting unscrupulous companies that cheat on wages and fringes when working on federally funded projects is paying off. By use of advertisements in various newspapers, on the job handouts, and a telephone hot line, the message is getting to the chiseling contractors that if they break the law, there is a good chance

they'll get caught.

Local 3 has initiated an organizing drive in the St. George and Enterprise area. Through the excellent work of organizer Kay Leishman and agents Jasper Delray and Virgil Blair, two petitions for election have been filed with the NLRB. A concentrated threeweek effort has paid off with the majority of the employees of J & J Mill & Lumber Company in St. George and the Hecla Mine at Enterprise signing authorization cards for representation by Local 3. Hopefully, we will win the elections and then be able to negotiate a fair contract for the employees of these organizations.

A new contract has just been negotiated with the John Henry-Mackay Company. Besides signing the AGC contract, negotiations have resulted in an agreement covering their employees engaged in demolition and salvage work.

Business Representative Jasper Delray reports that in the southeast corner of Utah's Garfield County near the town of Escalante, Utah, three wildcat wells have been drilled, each producing millions of cubic feet of gas per day at what may be the largest deposit of carbon dioxide gas in the world.

The Garfield County field is currently being tested to see if there is enough carbon dioxide gas available underneath the Escalante Anticline to justify building a 36-inch pipeline from Gar-field County's gas field to the oil fields of Southern California.

## Sacramento report continued

(Continued from page 8)

ing completion working only approximately five operators presently. "We thank Tutor-Saliba's supervisors and foremen for their help in solving labor disputes and disagreements in a prudent manner. Also, we wish to thank Tutor-Saliba's office staff for their help in correcting any wage and hour problems," Young said.

Lone Star Rock Sand has started its multi-shift operation early in order to meet the expected demand for materials. Genstar Roofing Products' contract will be up soon and hopefully, the new owners will give our members there a fair return for their labor. Granite's Rock, Sand & Gravel site at Bradshaw Road and Kiefer Blvd. will soon be expanded to include a new crushing plant, hot plant and ready mix plant, and a new gold recovery system.

Industrial Asphalt's plant was down April 1 for major repairs and employed two new mechanic/welders to help restore the plant to full operation.

Case Power & Equipment on Stockton Blvd. had an outstanding sales year in 1986 causing Local 3's membership to expand. Hopefully this year will be

Rancho Murieta's maintenance employees just ratified a 4 percent increase in wages and fringes to be effective July 1,

On April 2, the Operating Engineers and the Building Trades joined forces at the State Capitol Building in support of Cal-OSHA at which time the Assembly Democrats, joined by Republicans, voted to restore the State's Worker-Safety Program that Governor Deukmejian cut from his budget for the fiscal year beginning July 1, 1987.

Democrat Richard Floyd of Hawthorne, who chairs the Assembly Labor and Employment Committee, accused the Republicans of "playing blackjack" in the lounge while debates of the merits of the program, the difference between life and death on the jobsite, were being

#### Sacramento **Annual Picnic**

The annual Sacramento Area Membership Picnic will be held Saturday, May 16, 1987. It will be held at Elk Grove Park again this year from 11:00 a.m. to 5:00 p.m. The menu will be the same as last year's, steaks, hot dogs, salad, and beans. Also, beer and soft drinks. The tickets are \$7.50 per person and children under 15 are free. So mark this date on your calendar and join us in a fun day. Tickets are available at the office or you can get them from the agents. Beer and soft drinks are free.

# Swap Shop: Free Want Ads for Engineers

FOR SALE: 4 bdrm. 2 bs. 2050 sq. ft. new heavy shake roof, new paint, new carpets, new heating & cooling systems Laundry rm. double fireplace. 2 acres of large pines, garden, fruit & nut trees. In-ground pool park-like setting \$111,900. Joe M. Paulazzo 3945 Alma Ave. Redding, CA 96002(916) 223-5047 or (916) 243-4302 Reg. #0865537 2/87

FOR SALE: Watch the deer, listen to the birds, Fish from your backyard. Enjoy tranquility on 11½ acres. yr. around creek. On good paved road 15 min. to town. cut your own wood, raise your own beef. Acreage cleared for hay or pasture. Ex. well. All underground wiring. Has mobilehome, with small barn nice setting. in Western Washington. Price/terms negotiable. Jay Weeks 6767 Fox Rd. Hughson, CA 95326 (209) 883-0177 Reg #615155 2/87 FOR SALE: 1946 BC 12D Taylorcraft. Restored like new in 1983. Engine has 2 hrs since top overhaul. 2 gas tanks. Always hangared \$9,500.00 Ralph Phillips (916) 644-1014. Reg #1142830 2/87

FOR SALE: Power Curber AC \$2,000.00 1949 International Oil Distributor good condt. \$1,800.00 W. E. Pittard 1051 Parkinson Palo Alto. CA 94301 (415) 326-1749 after 50 m. 2/87

FOR SALE: 2 bdrm 1 ba. gar. bldgs, water. \$21,000 1 mi. to golf, fishing & hunting. Jack Edwards Box 124 Sterling, Utah 84665 (801) 835-4844 Reg #1270837 2/87

FOR SALE: 40 acres, Delta, Utah. 3 miles so. of 1, P. P. Plant (Sugarville) w/2 bdrm fixer-upper can be split. Owner will carry. Make offer. Norman Clemens 7709 Cotton Lane, Elk Grove, CA. 95624 (916) 689-4061 Reg #1238702 2/87 FOR SALE: 5 level acres Exc. sub-div. beautiful Illinois Valley-Gateway to Oregon Caves-Redwoods & Beachs. Paved Roads, underground utilities to property. Septic approved. Trees ex. water area. \$22,000.00 cash 25,000.00 terms 8% int. O.W.C. E.S. Winter 5138 Holland Loop Cave Junction. Org. 97523 (503) 592-2743 Reg #0912085 2/87

FOR SALE: 35 ft. 5th wheel Terry Trailer loaded AC. awn. cargo rack washer dryer, clean. ex. condt. must see to appreciate. travel or live in. (916) 365-4708 wkends, or see at: 700 E. Gobbi, Ukiah SP# 24 Oak Manor Overniters. has to go. Kevin Kelsey 3647 Riverland Dr. Anderson, CA 96007 2787

FOR SALE: Toyota Truck puller 427 chevy engine, 200 miles dual carbs, comp. pulling tires 1 ton chev. rear-end new paint runs great must go \$3,000.00 0.B.O. on wkends

only (916) 365-4708 Scott 3647 Riverland Dr. Anderson CA, 96007 2/87

FOR SALE: 4.47 scres between Banden & Coo's Bay Oregon. Close to town & beach area. Heavy woods, creek, paved roads has pad area. \$21,500 owner will carry \$15,000 down. Kenneth Harm 25084 Auberry Rd. Clovis, CA 93612 SS #543-38-7204 2/87

FOR SALE: D2 tractor wide guage w/disc. \$2,500.00 175 International 4-in-one loader bucket \$1,200.00 two 10,-000 gal. fuel tanks good for water storage in case of fire. \$750.00 ea. one 250 gal oval water tank for water truck \$1,500 one 3,000 gal. boiler converted to water \$750. other tanks \$550 & \$300 for fuel or septic tank Lee W. Mansher 1969 Faxndor Ave. Los Altos, CA 94022 (415) 967-8660 Reg # 1067423 2/87

FOR SALE: 22 PC. 3/4" Drive S-K Socket Set. 15/16"—2-1/8" Size Sockets. one 1-1/4"—1-3/8" Box Wrench. one 1-1/4"—1-7/16" Box Wrench. one 1-1/4" Box End Wrench. one 20" Cresent Wrench. \$400.00 J. Moore 936 S Daniel Wy San Jose, CA 95128 (408) 296-5558 SS #554-0-9447 3/97

FOR SALE: 1985 Honda 200 M elect, start good condt, \$900, 1985 Honda Big Red 250 CC elect, start shaft dr. racks good condt, \$1,200, \$2,000 will take both Hondas, Call or write to: Edward Heinz 310 W 2nd St. 82-4 Battle Mountain, Nev 89820 (702) 635-5946, 2/87

FOR SALE OR TRADE: 3 bedroom 1 ba. & kitchen etc. Upstairs, 2 bdrm 3/4 ba. & kitchen etc. Downstairs. Ideal for 2 families or rental with outside entry, 2 driveways, 2 garages, tenced, \$80,000. Ed Siroshton 1709 Satre Coeur d' Alene, Idaho 83814 Reg # 0904456 2/87

FOR SALE: 1970 Cadillac Coupe Deville all power cruise control J.I.L. Stereo and Seabee \$1,500 cash. Robert Campbell (916) 933-6862 2480 New York RVN Folsom, CA. 95630 Reg # 0773037 2/87

FOR SALE: Doll Collection doll's made in the 30's' for \$15.00 each or 2 for \$29.00 3 ½ baby dolls in box mint Please send \$2.00 postage Send for my list or call (916) 723-2362 Cecil (Bertha) R. Hollars 241 Pau Hana Circle Citrus Heights, CA. 95621 Reg #1058704 2/87

FOR SALE: 2-Seater Ultralite 50 HP elect start, trike, low hrs. will demo. Flies great \$2,800 1973 Yamaha 250 enduro street legal \$200. Bert Levine (415) 527-3859 5828 El Dorado #6 El Cerrito, CA. 94530 Reg #1690589

FDR SALE: 6MC 1981 JIMMY loaded one owner 62,000 miles \$8,300. or best offer. Terry Schleef (408) 446-5640 SS# 571-80-5659 2/87

(swap shop 3/87)

FOR SALE: Terry Travel Trailer a 1978, 24 ft. self contained, new brakes, new converter air condt. mint condt. \$5,000 firm Jess Cloud 165 Oscar Dr. Grass Valley, CA 95949 (916) 272-5965 Reg # 0928024 3/87

FOR SALE: Boat 17 ft. glasspar like new inside/out seats 4. 115 H.P. Merc. motor very fast big wheel trailer asking \$3,500 Ben F. Edelman 104 A. Elder Dr. Pacheco, CA 94553 (415) 674-1094 Reg. #0689206 3/87

FOR SALE OR TRADE: 1.81 Acres' Condominium property Silver Creek Estates. Park City, Utah, will sell or trade for land in California (Prefer Sacramento area.) write or call; Ken Bartel 2197 High Mesa Dr. Sandy, Utah 84092 (801) 572-0576 S.S.#552-24-0599 3/87

FOR SALE OR TRADE: For small bost or \$1595. 1976 El Dorado, nice. D. W. Barnard P.O. Box 511 Bethal Island, CA 94511 (415) 684-3428 Reg #0557446 3/87

FOR SALE OR TRADE: 27. It. Chris Craft Commander, sport fisherman, new twin Chev. 350's lots of gear. fast \$23,500 trailer extra \$3,500 will trade. D. W. Barnard P. O. Box 511 Bethal Island, CA 94511 (415) 684-3428 Reg #0557446 3/87

FOR SALE: 11 ½ Ft. cab over camper complete self contained, holding tank, very good condt. \$1,600 D. W. Barnard P.O. Box 511 Bethal Island, CA 94511 (415) 684-3428 Reg# 0557446 3/87

FOR SALE: 1972 Case 580 B Tractor/Loader/Scraper. Diesel engine, Torque Convertor drive W/Power shuttle. 80" Loader Bucket, 3 Point Hitch, good rubber, low hrs. Ewell Paxton 1169 Sonuca Ave. Campbell, CA 95008 (408) 378-0856 Reg #1043707 3/87

FOR SALE: Starduster 100. Home-built in 1982. 250 hrs. on Airframe & engine. 125 Lyc. A real fun aeroplane \$8,500 Marv Smith P.O. Box 102 Brownsville CA. 95919 (916) 675-2412 Reg. #1904239 3/87

FOR SALE: Small lot 100 X 200' across road from Brownsville airport. \$12,000 Mary Smith P O. Box 102 Brownsville CA. 95919 (916) 675-2412 Reg. #1904239 3/87

FOR SALE: 1982 GMC 6.2 L Diesel ½ ton automatic, air, pwr.steering & brakes. low mi. (27k) "Classic-Cover" on bed and 5th wheel rig for 1983 also "lite" 19' trailer must sell, exc. condt. just gettin' too old for this kind of fun. \$16,500 or sep. John Wadsworth (415) 582-4443 SS. # 441-18-3823 3/87

FOR SALE: 1968-%T Ford 1970 429 V8 30,000 miles on Eng. Power Steering, Brakes Air Condt. 3/4 ton Front Axel w/Disc. Brakes rebuilt steering box & new power steering pump tool box & tie downs. Robert C. Morgan 182 Suffork Dr. San Leandro, CA 94577 (415) 569-7169 3/87

FOR SALE: Allis-Chaimers Blade doesn't run \$1,995. HD5 Dozer \$3,950. 9N Ford Tractor W/Disc. & Scrapper \$2695.00 24" Case bucket \$375.00 W.L. Maddox Box 4355 Dorrington, CA 95223 (209) 795-3941 Reg # 1043556 3/87

FOR SALE: 60 Bugeye, red, showroom clean, cloth and fiberglass top. Everything orig. \$5,000 cash, firm. Jessie W. Morris 15585 El Capitan Delhi, CA 95315 (209) 634-1227 Reg #1117498 3/87

FOR SALE: Longbed Mini Pickup Camper Shell includes uphoistered fender boxes. \$250.00 327 Chevy Engine/4 speed transmission, good \$350.00 2 axle car carrier trailer \$1,250 Heavy duty log splitter \$650.00 B/O's Vern Voss 7082 Panoramic Dr. Lucerne, CA. 95458 (707) 274-8584 Rec. #0625912 3/87

FOR SALE: Arabian Show Coll gorgeous, professionally trained. Sire and Dam have earned 54 championships. Finest imported bloodlines, \*Pentagon and \*Bask. Newsweek rated horses as one of the ten best investments/tax shelters in the U.S. This stallion quality colt is reasonably priced at \$2,000, the same as his Sires and Stud fee. Terms available. Call or write for photo & Pedigree. Jeff Spray 501 Winterhaven Ave. Sacramento, CA 95833 (916) 925-4518 SS # 567-41-7848 3/87

FOR SALE: 1984 Aljo 5th wheeler trailer 36 ft. fully contained, heater twin beds, full bath like new, low mileage. \$18,000. George McCoid 7544 Peach Blossom Dr. Cupertino, CA 95014 (408) 996-8384 SS# 484-12-5928 3/87

FOR SALE: 10 X 55 Detroller MH. Two bdrm, 1 ba. 2 awnings & 2 storage sheds. Small washer & Dryer. New swamp cooler. Adult MHP in the mountains above the fog. Foresthill, CA. 16 miles from Auburn. Jim Carey 21200 Todd Valley Rd. Foresthill, CA 95631 (916) 367-2874 or (916) 367-2218. Reg. #0632162 SS# 478-28-5667. 3/87 FOR SALE: 40 acres with 1200 sq. dutch barn properly takes in part of the American River, plus D7 Cat. Trade for Lake Tahoe or Nevada property. \$100,000. Gary Delfino 2880 Molly Lane Placerville, CA 95667 (916) 626-5595 Reg #1461541 3/87

FOR SALE: 22 Ft. Org. Doury well mounted 1986 90 Hp Mariner, hummingbird depth & fish finder 18 gal. fuel trailer Bilge pumps. \$6,500 lirm. John Hathaway 11 Valley View Ct. El.Sobrante, CA 94803 (415) 222-5141 Reg #1391930 3/87

FOR SALE: 1975 Case 1450 Loader, 4 way, Ripper only 1,500 hrs. \$50,000 with transport. Don Fargo P. O. Box 245 San Lorenzo, CA. 94580 (415) 351-3768 Reg. #0674726 3/87 FOR SALE: 1982 Menzi Muck 5,000, fantastic climbing Backhoe, 400 hrs. Don Fargo P. O. Box 245 San Lorenzo. CA. 94580 (415) 351-3768 Reg. #0674726 3/87 FOR SALE: Case 450 Angle & Till Dozer, low hrs. Don Fargo

FOR SALE: Case 450 Angle & Till Dozer, low hrs. Don Fargo P.O. Box 245 San Lorenzo, CA. 94580 (415) 351-3768 Reg.#0674726 3/87

FOR SALE: Older 4 Bdrm. Country Home on 5 acres. N.E. Califjust outside Adin. vacant now. full price \$69,500 call or write Ace Keltner (702) 673-6760 32 So. Spring Mtn. Circle Sparks, NV. 89431 Reg #589254 3/87

FOR SALE OR TRADE: 40 acres of raw land with water rights located in Bouse AZ, 26 mi. from Parker AZ, Richard L. Coster P.O. Box 221 Pollock Pines, CA 95726 Call (916) 644-1204 or (209) 957-2533 S.S. #571-42-0770 3/87 FOR SALE: 1975 Holiday Rambler self-contained new drapes, mattresses, Hida-bed-mic central vac, wind guard T.V. ANT. awnings around complete trailer \$8,000 or best offer. Richard L. Coster P.O. Box 221 Pollock Pines, CA 95726 Call (916) 644-1204 or (209) 957-2533 S.S. #571-42-0770.3/87

FOR SALE: 1978 Matza G.L.C. Good Condt. air condt. \$1,100. best offer new rubber, new paint, ex mileage Richard L. Coster P.O. Box 221 Pollock Pines, CA 95726 Call (916) 644-1204 or (209) 957-2533 S.S. #571-42-0770 3/87

FOR SALE: Big Ford 534 C.I.D. V8 complete. radiator + 5 speed transmission runs great. \$2,000 or best offer: I.H. 345 V8 with 4 speed radiator \$200.00 complete John T, Fullenwider 1245 Doubles CT. Calif. 95376 SS #530-28-5038 3/87

FOR SALE: Thomson 745 82 Ft. Reach Boom many spare parts mounted on Mack R 477 \$23,500/trade/0.B.O. must see to appreciate Joel K. Lanstra 856 Victorian Park Dr. Chico, CA 95926 (916) 343-7255 3/87

FOR SALE: Morgan 72 Ft. Reach Boom Mounted on Ford F7000 \$20,500 /Trade/0 B O Low hours & mi. Joel K Lanstra 856 Victorian Park Dr. Chico, CA 95926 (916) 343-7255 3/87

FOR SALE: Oroville foothills 7 ½ acres with 12 X 64 Mobil home. Storage trailer, well, septic & Power & case tractor & Disc. \$55,000.00 will take as down late model pick up A/T D/T. Alex Cellini 1521 Valley View Dr. Yuba City, CA. 95991 (916) 674-3927 Reg #1013084 3/87

FOR SALE: 1972 Beautiful 27' Class A. Openroad Motorhome big block Chevy Eng. low mi. elect, shape-new rubber. Tiolet and shower-generator, air condt-sleeps eight. Reasonable-Must sell. Can be financed on O.E.C.U. for more information call or write: Miles Moore 120 Lorry Ln. Pacifica, CA. 94044 (415) 355-7054 Reg. No. 0531549 3/87

FOR SALE: 3-five acre lots (by owner) with power and water. good hunting & fishing also great for snow-mobiling, with skiing close by. Located in wooded area in Duchesne County, Utah. \$3,000 per acre. Contact: Lewis L. Peterson 290 North 100 East Lehi, Utah 84043 (801) 768-9536 Reg # 0828760 3/87

FOR SALE: 1968 JAGUAR XKE-2x2 blown engine, good body \$2,500.00 Complete engine and transmission \$600.00. Dick Coster (916) 644-1204 Reg # 1155558 3/87

FOR SALE: Membership in Thousand Trails R.V. Parks, Nationwide camping, Unlimited at a savings of \$2,000. (reason for selling: loss of eye-sight.) will negotiate. James T. Bonner 2213 Locust St. Selma, CA 93662 (209) 896-3226 Reg.# 349831 4/87

WANTED: Replacement pieces for Noritake China Nana Rosa Pattern, Elton C. Monogold 4759 E. Thomas Fresno, CA. 93702 Call or write. (209) 255-3574 Reg # 0657817 4/87 FOR SALE OR TRADE: 40 Acres Delta, Utah 3 miles So. of I.P.P. Plant (Sugarville) w/2 bdrm fixer upper. Can be split. Owner will carry, make offer. Norman Clemens 7709 Cotton Lane, Elk Grove, CA 95624 (916) 689-4061 Reg # 1238702 4/87

FOR SALE: Parting out 1981 Mazda 626, Motor, 60,000 mi. 5-speed transmission, seats, etc. 50 gal. Steel gas tank \$65.00 Hammond organ w/recorder \$1,800. Norman Clemens 7709 Cotton Lane, Elk Grove, CA 95624 (916) 689-4061 Reg # 1238702 4/87

FOR SALE: 3 Schwinn 10-speed bikes (one-26 in. boys) (2 varsity 1-boys, 1-girls) \$45.00 each, one-Murray Cruiser (26") Boys \$25.00 one-regular girls bike \$25.00 one-BMX Dirt Bike \$25.00 Norman Clemens 7709 Cotton Lane, Elk Grove, CA 95624 (916) 689-4061 Reg # 1238702 4/87 FOR SALE: Home on two acres. 3 bdrms, ba, living rm. & large kitchen upstairs & 2 bdrms, ba., livingrm, & Irg kitchen with cellar in basement. Deep well, new septic system, 2 car garage and 30' X 36' two story shop, plus mobile home hookup, large garden & fruit & nut trees on paved hwy 15 mi, from ski resort, 15 mi, to Glacier Park 25 mi, to Flathead Lake, 6 mi, to Int. Airport. Hunting & Fishing galore. \$94,000.00 James Dokken 3646 Mont 40 W. Columbia Falls, Mt. 59912 (406) 892-4894 4/87 FOR SALE: 12 X40 1 Bdrm Mobile home on Clearlake

FOR SALE: 12 X40 1 Bdrm Mobile home on Clearlake Assumable bank loan with down/payment. For info. call (707) 274-2528 Otis Wilbor 5644 Lone Pine Rd. Sebastopal, CA 95472 Reg # 679071 4/87

WANTED: A collection of watch bobs and belt buckles pertaining to heavy equipment in our trade. In the Operating Eng. Local 3. Don Wrest 11255 Scolield Way Auburn CA 95603 (916) 823-7391 Reg # 535806 4/87 FOR SALE: 71' Ford F-600, 5 Yd. Dump truck-runs good, Ok, \$5,000 or B.O. Call Brian Platt at (707) 643-6524, 1136 Bush Ave. Vallejo, CA 94591 Reg #1666116 4/87 FOR SALE: 78 Ford Cab. over truck 700-5 391 Engine 5 speed 15'-5" bed asking \$5,000 Carl Pereira 2052 Laddie Way San Jose, CA 95121 (408) 274-6023 SS # 552-50-9719 4/87

FOR SALE: 3 bdrm home practically new through out, new carpets, open floor plan, irrigation water rights. Over 2200 sq. ft. plus 3/4 basement. Near Boise. Close to fishing, hunting, skiing. Ed Dye 202 E. 4th St. Kuna, Idaho. 83634 (208) 922-4925 Reg #0811358 4/87

FOR SALE: 14 foot Tifer Glass Motor Boat 45 horse power Mercury Motor asking 1,800 Carl Pereira 2052 Laddie Way San Jose, CA 95121 (408) 274-6023 SS # 552-50-9719 4/87



Marysville: Our condolences to the family and friends of the following deceased members: Ludie H. Gray, William W. Johnson, Oscar Lee Davenport, Rosendo Berumen, N. E. McCollum, Alfred Coker, D. E. Starbird, Allen C. Bannon, Julius Gray, Walter Crabtree, James H. Davidson, Jay D. Kanawyer, Carol Kirk, Raymond May, Carl Raymond Young, Clarence R. Rohrer, and Sister Dorothy Roland. Our deepest sympathy is extended to friends and family members for their loss of Jean Wright, spouse of Brother Lester Wright; Ethel V. Ortmayer, spouse of Brother Jav Ortmayer. Our apologies that these deaths were not acknowledged in our news articles sooner.

Fresno: Our sincere sympathy to the friends and family of the following members: Francis Lauritzen 1/2/87; Anna B. Smith 2/3/87 (wife of Frank Smith); Ruby Smith 2/10/87 (wife of Robert Smith); Albert Eckes 3/14/87; Coy Collins 3/18/87; Robert Lawrence 3/23/87.

Santa Rosa: Our deepest sympathy is extended to the friends and family of Guy Whitaker who died 2/18/87. Also, our deepest sympathy is extended to Charles Lafranconi and his family as his wife, Orselena Lafranconi, died 1/31/87

# **Credit Union**

(Continued from page 4)

deposits may only be made after you determine your eligibility for a tax-deferred IRA.

If you have any questions about IRA's please call your Credit Union at (415) 829-4400. Utah members should call (801) 261-2223. Our IRA Specialist will gladly answer any questions you may have.

#### Need extra cash?

Do you need cash for home improvements, college tuition, or a much deserved vacation? Your Credit Union can help! Our convenient Phone-A-Loan program is a line of credit loan that allows you to obtain cash as you need it. With a Phone-A-Loan you only need to fill out an application once for a line of credit up to \$10,000 if you qualify.

After your line of credit is approved, just call your Credit Union for a cash advance. We can usually send you a check within 24 hours. We will need to update our records periodically, but this can be done over the phone. The current interest rate for an unsecured line of credit is 18 percent APR, with terms up to 60 months.

You only pay interest on the outstanding balance of the loan, so this type of loan is perfect for projects that require some cash now and the rest on completion of the project (for example, home improvements). Call your Credit Union today for a Phone-A-Loan application. You'll be glad you did.

# Passage of highway bill clears way for many jobs

(Continued from page 1)

of Congress must vote to override in order for the bill to become law.

Representatives from Local 3 called

weekend of March 27 to urge their voted for an override. Congressmen to vote in favor of an all Northern California members, with a 54-46 margin, it would take 13 Rethe local Congressional offices over the the exception of a few Republicans, publican votes to override After the

The effort in the Senate was much override. The effort paid off as virtually more difficult. With Democrats holding votes were counted, supporters of the bill received only 13 Republican votes, and that was after the President put his personal prestige on the line by making a 11/2 hour lobbying visit of his own on

> Local 3 Business Manager T.J. Stapleton sent letters to the Congressional delegations of the four states Local 3 represents. In the letters, Stapleton voiced concern that many projects, long on the planning calendar, would never be built without passage of the bill. With over 20,000 construction jobs in California alone at stake, Stapleton told the Senators that "the economic health of our states and the health and safety of the motoring public is at stake.'

When all the votes were cast in the Senate, only two Senators from Local 3's jurisdiction voted to support the veto. Jake Garn and Orrin Hatch, both Republicans from Utah voted to support the President's position on the bill. They did this even though Utah's troubled road program will receive \$107 million this year and \$750 million over a five year period for new construction.

All other Senators from Local 3's four state jurisdiction voted to override including Republicans Chic Hecht of Nevada and Pete Wilson of California.

California's Governor George Deukmejian was conspicuous in his absence of a position on the vote. With Caltrans in danger of losing \$300 million in road funds this year, the Governor did not favor a veto override.

According to an Engineers News source at Caltrans, failure to override the veto would have delayed over \$300 million in projects that are ready to go to bid. Those projects translated into 20,000 construction jobs for California and a loss of over \$1 billion to the state's economy, and yet the Governor took no

Among the many projects that can be completed now that the highway bill has become law are several in the Bay

 An estimated \$24.5 million for Golden Gate Transit to buy an old railroad right of way between Larkspur and Healdsburg for a light-rail system or a bus-only road to relieve congestion on Highway 101

•\$29 million for a new interchange at Highway 237 and Great America Parkway in San Jose.

•\$10.5 million to improve Stony Point Road from Petaluma to Santa Rosa so it can be used as an alternative to the crowded Highway 101.

•\$4 million to design a less-winding route for Highway 4, coupled with new BART tracks, to cross the mountainous Willow Pass between Concord and Pittsburg.

•\$35 million for the John Knox Freeway between Interstate 80 and the Richmond/San Rafael Bridge.

•\$30 million for renovation of a stretch of U.S. Highway 99 north of Sacra-

The states of Utah and Nevada also have a considerable stake in the federal highway bill. According to the Nevada Department of Transportation, there is \$51,000,000 to be done this year in Northern Nevada. The two largest projects are I-80 at Emigrant Pass near Carlin for approximately \$17 million and 1-580 south at Del Monte Lane for \$18 million.

Utah will obtain over \$107 million this year and \$750 million over the five year life of the bill. Included in this is money for two jobs on the east-west Belt Route in Salt Lake City for \$40 million, 1-70, north-south in Richfield for \$5 million, plus an additional \$30 million for resurfacing and bridge reconstruction state-

Road construction in the State of Hawaii would have virtually shut down without passage of the bill. There are three major jobs in Hawaii that would have been effected had the veto not been overridden. On the Big Island of Hawaii, work on the Wailoa River Bridge project in Hilo, valued at \$17 million can now proceed. Also on the Big Island was the \$13.5 million Waiakai River Bridge project at Kohala. And on the Island of Kauia there is the Kuhio Highway resurfacing project from Hanalei to Lihue at a cost of \$8.25 million.

In commenting on the passage of the bill, Business Manager Stapleton said that he congratulated the Senators who voted to override the veto, especially Republicans Hecht and Wilson, "I know it is not easy for these Senators to split with their own Party leadership, Senators Hecht and Wilson put the needs of their states above the partisan political benefits promised by the White House.'

Stapleton also used the veto override to make a point about Local 3's political program. "Last year during the general election campaign, we pointed out the importance of Democratic Party control of the U.S. Senate. I don't think there is any doubt that this bill would not have become law if the Republicans were still in control of the U.S. Senate. Look at how Utah's two Senator's voted, and I think it is obvious that if Orrin Hatch was still Chairman of the Labor and Human Resources Committee, we wouldn't be building any federal highways this summer."

## **Attend Your District Meetings**

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

May

**District 3: Stockton** Engineers Bldg. 1916 North Broadway

7th District 2: Richmond Point Marina Inn 915 W. Cutting Blvd.

13th District 5: Fresno Laborer's Hall 5431 East Hedges

20th District 8: Auburn Auburn Recreation Center 123 Recreation Drive

#### June

3rd District 12: Provo Provo City Power Bldg. 251 West 800 No.

4th District 11: Reno Musicians Hall 124 West Taylor

10th District 10: Ukiah Grange Hall 740 State Street

18th District 9: Freedom Veterans of Foreign Wars Hall 1960 Freedom Blvd.

#### July

7th District 4: Eureka Engineers Bldg. 2806 Broadway

7th District 17: Kauai Wilcox Elem. School 4319 Hardy Street

8th District 7: Redding Engineers Bldg. 100 Lake Blvd.

9th District 6: Marysville Engineers Bldg. 1010 "I" Street

14th District 17: Kona Konawaena School Kealakekua

15th District 1: Fairfield Holiday Inn 1350 Holiday Lane

21st District 17: Hilo Kapiolani School 966 Kilauea Ave.

22nd District 17: Maui Kahului Elem. School 410 S. Hina Ave. Kahului, Maui

23rd District 17: Honolulu Kalihi Waena School 1240 Gulick Ave.

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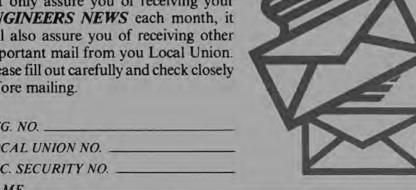
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**Honorary Members** 

At the Executive Board meeting on March 15, 1987, it was reported that the following retirees have 35 or more years of membership in the Local Union as of March 1987, and have been determined eligible for Honorary Membership, effective April 1, 1987:

Frank Avilla	. #0402399
Milton Birkhahn	.#0689097
Thomas Butler	.#0719514
Arthur Cereda	.#0461182
Donald Cushman	.#0683166
James Doolen	.#0698482
William Dowd	.#0293336
Henry Evans	.#0689241
Gordon Heyborne	.#0531524
Harold Higgins	.#0671483
Edgar Holt	
Gilbert Ice	
Oscar Johnson	.#0657666
Albert Ledbetter	.#0702379
Samuel Lucero	.#0718290
Chester McGuffey	.#0524871
Grant Naylor	#0719479
John Peterson	
Robert Shields	#0529425
Lee Turner	. #0524840
D.E. Varner	#0622806
Walter Welch	#0491039
Walter White	
Adam Wozniak	#0688973
Homer Yancey	#0719401