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.

$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 overwhelmingly after the vote.

The legislation, which took almost two years to wind its way through Congress, was vetoed by President Reagan 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 the billions of dollars in new spending that had been added in the conference report, totaling $890 million or 1.3 percent of the total appropriation, for 121 local demonstration projects. These projects would use federal 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 a $39.2 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.

"J for Jobs"

Local 33 pension money is putting our members to work on a $12 million "J for Jobs" project in San Francisco, Swinerton & Walberg is employing union craftsmen on this office building, one of several 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.

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.

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

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 Appellate Attorneys 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 back page)
Our successful efforts this month to enact the $7.5 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 thousands of construction jobs on the line, the most important feature of the bill from the news media's viewpoint seemed to be the changing of the speed limit on rural freeways. Big deal. I wouldn't care less about the political significance of overriding a Reagan 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 California, 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 if the highway bill had failed to pass.

It's worth noting that Deukmejian, in his typical partisan narrow-mindedness, didn't lift a finger to help override Reagan's veto in the Senate. But 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, but his 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.

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 its 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.

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."

It's worth noting that Local 3 should have 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 1-551 . . ." 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 any 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 authorization:

(1) Social Security 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 driver's 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.
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 Buffalo, 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 introduced 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. His 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 represent.

In fact, Georgine noted, workers will continue to have the right to an NLRB election to decertify a union, without regard to the contract 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 Gant, Jr., who started as a union ironworker and operates a steel erection firm that has always been able to compete in 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 fringe just agreed to.

"How can I, as a union contractor, agree to a contract 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 Mihalek and Joseph Stanalions, testified to a pattern of gradual and then accelerating shifting of work from the union operation to a newly-formed non-union subsidiary.

Mihalek 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.

Stanalions said contractors that have gone double-breasted suddenly became "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."

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 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 EBRI also found that workers were a large part of the pool of Americans without health insurance, totaling 35 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 services.

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.

Pensioners Protest: Thirty busloads of retired steelworkers, 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.

Fire Fighter Tragedy: Three members of Detroit Fire Fighters Local 544 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 Schmeck, a 26-year veteran, died when he fell to the ground after an explosion rocked the three-story warehouse. Ten other IAF members were treated for injuries at area hospitals.
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 to the Trustee in 1982, he was then transferred to Reno. Les plans on doing plenty of golfing 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.

Utah firm found guilty
NLRB rules on Davis-Bacon violations

Business Representative Lynn Barlow reports that the National Labor Relations Board has made a decision concerning violations of the Davis-Bacon Act.

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 necessary for the investigation of the company's violations.

(Continued on page 10)

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 Atkinson, along with several other contractors to discuss the Cloverdale Bypass job. "I get the impression the job will run quite smoothly," Smith said. "The guys who have brought a few key hands in already and expect to start ordering from the hall around mid to late April, work permitting."

McHamer will work on a double shift almost immediately with the dirt spread to go to a double shift later on in the season. The report states that $100 million in the bond issue which is needed to give Mendocino County a sub-urban beltway; and (3) by discharging employees John R. Hansen, Lanny Nelson and Monte Bailey.

"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 800 on the out-of-work list as this 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 job. 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 since last year and is $5.00 per person.

"We have a lot of fun at our picnics and up here in this area; but it would be a lot easier. You can call the union representative at your hall and have a representative come down and give out the information."

"We have a lot of fun at our picnics and up here in this area; but it would be a lot easier. You can call the union representative at your hall and have a representative come down and give out the information."

(Continued on page 10)
Ever heard of a ‘Guinea Thumper?’
Could be just the ticket for grade checkers

By James Eap
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 Construction at 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.

“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 Guinea 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 prototype motion of the Guinea in tool. “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 testing, 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 tool designed to perform all the functions that make the job of setting grade truly a breeze. Beard has demonstrated his product before construction companies 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 gadget to pound a hole for the gadget into the ground. Sometimes the gadget 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 gadget that’s removable for sharpening or replacement. In hard ground, you set the gadget end on the surface and using the sliding motion of the tool, pound a hole for the gadget.

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

Once you’ve driven the Guinea in, you can keep the tool in place and use the hole 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 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.

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

"I built my Guinea Thumper to enable 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.
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 Upheaval 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 lenticular? 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! Geologists attempt to describe its origin.

The dome has been described as a Salt Dome caused by the upward movement of salt, as a lenticular, which is a mass of rock over intracting lava, and as a cryptovolcanic explosion crater! These questions have fascinated geologists for years, leading to many different theories of its origin. This stone, a district of Canyonlands National Park, is fascinating! Geologists attempt to describe its origin.

Delray continued describing the Island in 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 man crew. The crusher is also operating with 14 men on two eight-hour shifts. Red Haymond, LaManon. The job will consist of earthwork, grading and drainage covers and graveling and straightening parts of the road for twenty-six miles from Boulder in Garfield County to the national park border.

Delray reported that on February 8 in Paunagitch the bids would be opened for the first steps in paving the Burr Trail. The job will consist of earthwork, grading and drainage covers 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 23 million to get the ball rolling. The clear message from recent hearings in Bicknell, Escalante and Blanding was that Southern Utahns definitely want the project completed.

Construciton award on I-580 project

No time has been lost on the project. Local 3 Business Manager Tom Stapleton explained 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 on the job,” Stapleton declared.

“We're all happy that the project can get back to work with a reputable contractor,” Stapleton added, “but the losses have been substantial.”

Stapleton observed that $10 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 would 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 assure financial responsibility for the job, will be fined for every day the project completion goes beyond the September 1989 deadline.

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 rely on the tax money and 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 I-580/237 Interchange originally on Nov. 27, 1984, and awarded the job to a non-union firm on its basis of $436 million.

Stockton sets date for annual picnic

Stockton-Ceres announces its 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 1-5 and 8 Mile Road in Stockton.

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 areas.
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 doorstep. 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 basements of the houses in the low-lying areas.

Thanks to a $4.5 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, 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 14 feet square.

Each pump, one of which is pictured, is bigger than an engine for a 747 jet. When completed, all 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 strongly 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 peril of 172 toxic or carcinogenic substances for which the state agency enforces strict exposure limits. There are 92 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 testimony 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 operate 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-
California and Hawaii Engineers who participate in the Annuity Plans are receiving statements of their individual accounts.

California and Hawaii. Annuity statements detail the twelve month period ending December 31, 1986. Hawaii’s statements show the period November 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 shows:

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 Plan Year 1986.

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 REVENUE SERVICE APPROVAL.

In the meantime, funds already contributed to the Plan and 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.
- You may withdraw your money:
  1. (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 statement. 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 there.

Sylvon-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 Murietta. 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 Manager by employers 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 Center.

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

California and Hawaii Engineers News

California 30 Years 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.

Pre-retirement Mtg. Schedule

EURALEN 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 “F” Street

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

CONCORD May 2, 7:30 p.m. Holiday Inn 1050 Burnett

OAKLAND May 3, 7:30 p.m. Holiday Inn 500 Hegenberger Rd.

SAN JOSE May 7, 7:30 p.m. Holiday Inn Park Center Plaza 222 Almaden

WATSONVILLE May 7, 7:30 p.m. Veterans Memorial Bldg. 215 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 15, 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. 1980 W. Temple

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

SACRAMENTO readies for spring

Work on the west side of the Sacramento area is slow waiting for the last rains of the season, reports Business Agent Gary Wagon. The grounds are still too wet for most projects to start.

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

N. V. 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 to those who have not closed, 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.

Tutor-Saliba at Folsom Prison is near

(Continued on page 10)
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 Scanton, Walter F., in "Alcoholism and Drug Abuse in the Workplace," Prenser 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 figure is accepted, the country is dealing with some 16.5 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 workplace injuries are absent from the job 16 times more often; (2) Severe injuries involving disabilities and theft. 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.

John Kelly
L. H. Freeman
B. A. Krone
Hans Enge
Joaquin Enos
Cecil Fritter
Hans Enge
A. L. Krone
Bernard Hulihee
Ira Gwinn
M. F. Waugh
Lawrence Marsili
Addiction Recovery Program
A. R. P.

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

Provider of treatment services
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 Americans. Anybody can have high blood pressure, but its prevalence increases with age to approximately 75 percent of persons over age 75. The 1985 National Health Examination 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.

Sodium

Historically, a high sodium intake has been associated with high blood pressure in some individuals. Since there is no apparent protective effect for moderate sodium restriction, it has 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 these so advised are currently restricting dietary sodium.

High blood pressure is generally more common in blacks than in whites. The reason is unknown; speculation centers around the corner. Salt consumption. Some people seem genetically susceptible to the effects of sodium in the bloodstream. Since it is 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 blood pressure in the arteries. People with hypertension should not drink alcohol in moderation, i.e., less than 2 ounces of ethanol daily. One ounce of ethanol is contained in 2 ounces of 100-proof proof or 2 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 an individual's risk.

- 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 for the first time in the 50's and is 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 around the interaction of diet and socioeconomic factors.
- Salt consumption. Some people seem genetically susceptible to the effects of sodium in the bloodstream. Since it is 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 blood pressure in the arteries. People with hypertension should not drink alcohol in moderation, i.e., less than 2 ounces of ethanol daily. One ounce of ethanol is contained in 2 ounces of 100-proof proof or 2 ounces of wine or 24 ounces of beer.

What's at stake?

- The pill. Oral contraceptives cause slight blood pressure rises in many women. In women over 35, the combination pill and the pill may be especially dangerous.
- Cigarette smoking. Smoking a cigarette temporarily elevates blood pressure, it also makes the heart work 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 blood pressure change 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 look at Eureka to Delta, or the Alpine loop. Let's look at the Wasatch Front in retrospect and treat it like the environment is not treating us.

In conclusion, Delray wished the best of luck on bidding and construction opportunities for all 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 Dam 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-Moorehouse Dam, but the snow at this project hasn't helped. 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, for 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 under 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 college, a junior college, trade or technical 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 Haworth Street, Monterey, California 93940.

Marysville Picnic

(Continued from page 8)

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). 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!

Sacramento report continued

(Continued from page 4)

On April 2, the Operating Engineers and the Building Trades jointly filed a complaint at the State Capitol Building in support of Cal-OSHA at which time the Assembly Democrats, together with the Republicans, voted to restore the State's Workmen's Compensation 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, dismissed the Republicans' "playing blackjack" in the lounge while debates of the merits of the proposal, and political spin between life and death on the jobsite, were being heard.

Sacramento Annual Picnic

The annual Sacramento Area Membershicp Picnic will be held Saturday, May 15, 1987. It will be held at Elk Grove Park again this year from 11:00 a.m. to 5:00 p.m. and will be the third year the blankets, last year's, steaks, hot dogs, salad, and beans. Also, beer and soft drinks. The tickets are $7.50 per person and children under 12 are free. Please plan 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 blmr, 650 sq. ft. in clovis, 2 bedroom, 1 bath, 1 1/2 garage, new paint, new carpets, new heating & cooling system, priced at $2,000, the same as his Sires and Stud fee.

For Sale: Long-lived Mako Cannon Popper Cage Shell includes several accessories and a couple of unopened poppers, good condition, $130.00 or will trade.

See also: Buy, sell, trade on this page.

Personal Notes:

Marysville: Our condolences to the family and friends of the following deceased members: LCD. H. Gray, William W. Johnson, Oscar Lee Donaldson, Handy, E. McCollum, Alfred Coker, D. Starbird, Allen C. Bannum, Julius Gray, Walter Crabtree, James B. Johnson, and Sonny R. Winters. We extend our deepest sympathy to friends and family members for their loss.

Fresno: Our sincere sympathy to the friends and family of the following deceased members: Elnor G. Fietz, Reg. #0923044 3/87

Santa Rosa: Our condolences to the family and friends of the following deceased members: Frances L. Barron 2/87, Anne B. Smith 2/87 (wife of Frank Smith); Ruby Smith 2/10 (wife of Robert Smith); Albert E. Eakes 3/14, 3/18 and 4/7 (wife of Robert Smith); and Lawrence C. Sweeney 3/23.

Want: A collection of radios and boat bat and bell horns pertaining to Navy service in the Patrol Landing Craft, Local 3: Box West 11255 Whittier Blvd. Whittier, CA. 90605 (213) 522-1124

For Sale: 1964 190HP throttle trim 5406 $1,800 boat. It's for a 1964 190 HP boat. Asking $1,800. Call (805) 386-1860 or (209) 957-2533 S.S. #571-42-02-770 3/87

For Sale: 1948 6-235 Merc. motorveryfast bigwheeltrailer asking $4,500.00. Call (916) 644-1204 or (209) 957-2533 S.S. #571-42-0770 3/87

For Sale: 10 x 55 Illrolter MH. Two bdrm, 1 ba. 2 awnings and Stove and water. $1,900 D. W. Barnard P.O. Box 511 Bethal Island, CA 94803 Reg #1391930 3/87

For Sale: 1968 *T For 11970 429 V8 30,000 miles on odometer. $3,500.00. Call (916) 272-5965 Reg # 0928024 3/87


For Sale: 1982 GMC 6.2 L Diesel M ton automatic. air. $3,500 or trade. D. W. Barnard P.O. Box 511 Bethal Island, CA 94803 Reg #1904239 3/87

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 the local Congressional offices over the weekend of March 27 to urge their Congressmen to vote in favor of an override. The effort paid off as virtually all Northern California members, with the exception of a few Republicans, voted for an override.

The effort in the Senate was much more difficult. With Democrats holding a 54-46 margin, it would take two-thirds of all Republican Senators to override the veto if the votes were counted, supporters of the bill told the BART tracks. to cross the mountainous area.

EdenGateTransit to buy an old railroad area.

Hawaii would have virtually shut down without passage of the bill. The states of Utah and Nevada also have a considerable stake in the federal aid highway bill. According to the Nevada Department of Transportation, there is $50,000,000 to be done this year in the Bay Area alone at stake, Stapleton told senators that are ready to go bad. Those projects translated into over 20,000 construction jobs for California alone. Right of way between Larkspur and Richmond/ San Rafael Bridge.

Local 3 Business Manager T.J. Stapleton sent letters to the Congressmen delegations of the four states Local 3 represents. In the letters, Stapleton voiced concern that many projects, long on the planning calendar, would be built without passage of the bill. With over 20,000 construction jobs in California alone at stake, Stapleton told them "the economy of our state 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. Lake Carn and Orrin Hatch, both Republicans from Utah voted to support the President's position on the bill. They did this even though Utah's troubles to receive $107 million this year and $750 million over a five year period for new construction. As other Senators from Local 3's four state jurisdiction voted to override including Republicans Chic Hecht of New Mexico and Pete Wilson of California. With a cost of $30 million in road funds this year, the Governor did not favor a veto override.

According to an Engineers News article at Caltrans, failure to override the veto would have delayed over $300 million in road funds this year, the Governor did not favor a veto override.

Among the many projects that can be completed now that the highway bill has become law are several in the Bay Area. The estimated $24.5 million for Gold

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, I-70, northsouth in Richfield for $55 million, plus an additional $30 million for surfacing and bridge reconstruction statewide.

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 Waikiki River Bridge project in Hilo, valued at $17 million can now proceed. Also on the Big Island was the $13.5 million Waikiki River Bridge project at Kahului. And on the Island of Kauia is the Kuhio Highway resurfacing project from Hanalai 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 Repub licans Hecht and Wilson. "I know it is not easy for these Senators to split with their own Party leadership, " Stapleton said which 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, 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 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 Chip Arkin was still Chairman of the Labor and Human Resources Committee, we wouldn't be building any federal highways this summer."

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 No. 3 as of March 15, 1987, and have been determined eligible for Honorary Membership, effective April 1, 1987:

Frank Avilla...........#0402399
Milton Birkhahn .......#0669097
Thomas Butler ........#0719514
Arthur Cereda .........#0461182
Donald Cushman .......#0683166
James Doolen ..........#0461182
William Dowd .........#0293336
Henry Evans ...........#0686241
Gordon Heyborne ......#0531524
Harold Higgins .......#0671483
Edgar Holt ............#0689241
Gilbert Ice ............#0702487
Robert Johnson .......#0657666
Albert Ledbetter ......#0702379
Samuel Lucero ........#0718290
Chase McGuffey .......#0524871
Grant Naylor ...........#0719479
John Peterson .........#0278037
Robert Shields .........#0529425
Lee Turner .............#0524840
D.E. Varner ..........#0622806
Walter Welch .........#0410939
Walter White ..........#0627223
Adam Wozniak .........#0668697
Homer Yancey .........#0719401

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(social security number)

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(city) (state) (zip)

Operating Engineers Local Union No. 3 CREDIT UNION
P.O. Box 2092, Dublin, CA 94568

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