Caltrans changes gears, will speed highway jobs

The Deukmejian administration, in an abrupt departure from policies over the past eight years, is moving to speed highway construction and eliminate lengthy delays caused by environmental reviews.

The new governor's acting transportation director, John Kozak, said this month that there will be a "significant increase in advertised projects in the next nine months." A list of approximately 175 projects was announced by the administration last week.

The 35-year veteran of the department has been advised by transition advisor Bob Best that the new administration wants to "move ahead and get the jobs out there.

"Unless someone tells me to go slow," he said, "I'm assuming my mission is to go fast." During his campaign for governor, Deukmejian vowed to end "exotic experiments" and "bizarre notions" of former Caltrans Director Adriana Ganturco.

The interim Caltrans chief said he is trying to streamline the environmental impact review process that has delayed highway projects for years in some cases. "It takes a lot longer to do things than it should," Kozak said.

The new administration will continue to do all the environmental studies required by law but "may not spend as much time massaging them. There's been too much t-cutting and t-fitting beyond what needs to be done and far beyond any other state in the Union," he commented.

In announcing the change in policy, the department published a list of 175 projects totaling over $200 million that are tentatively planned for the speed up. These would include such projects as:

- The Yolo Causeway between Sacramento and Davis, slated to undergo $4.5 million repairs to remove bridge decks and girders.

- An additional $3.5 million earmarked for strengthening Sacramento freeway overpasses to support earthquakes.

- A $3 million project to repair Interstate 90 through Yolo County.

(Continued on Page 12)

AFL-CIO gets extra benefits in gas tax bill

Additional weeks of federal supplemental unemployment benefits were included in a House-Senate conference committee in the final version of the highway and mass transit bill.

The highway bill, funded by a five-cents-a-gallon rise in the federal gasoline tax, was expected to generate more than $300,000 jobs as money spent on wages, materials and equipment ripples through the economy.

Because it was the last major bill to be acted on, the Senate used it as a vehicle for pushing through another temporary extension of unemployment compensation for the long-term jobless. The amendment was adopted by the Senate on a 93-4 vote and accepted intact by House conference.

It adds from four to six weeks of entitlement to the supplemental unemployment compensation program that began last September and is scheduled to end on Mar. 31, 1983.

Under that program, workers in 36 states with the highest insured unemployment rates are entitled to 10 weeks of federal payments after other benefits have run out. Workers in states with lower unemployment rates are entitled to either eight weeks or six weeks.

The new legislation uses a different formula to allocate the additional weeks of benefits. The Labor Dept. estimates that 27 states will qualify for six additional weeks of entitlement, 12 states for an extra four weeks, and 11 states for two added weeks. With President Reagan's veto threat having killed direct job-creating legislation, the Administration-supported highway bill was the only measure of the lame-duck session that had the potential to spur economic recovery.

For that reason, the AFL-CIO endorsed it and did not oppose the increased gasoline tax despite labor's preference for other means to finance it.

The bill's troubles came from the President's party — a filibuster led by three right-wing Republicans, Senators Gordon B. Humphrey (N.H.), Don Nickles (OK), and Jesse Helms (NC). Their argument was that the higher taxes would retard recovery. It required 60 votes to end debate on the bill that ran 37 hours, and both Saturday and Sunday evenings of the Senate to get the bill to a vote. There was the necessity for a House-Senate conference agreement and final action by both bodies added to the frustration of Congress that had repeatedly postponed adjournment deadlines.

(Continued on Page 4)

Stapleton gives state of union report, urges unity at Semi-annual meeting

Operating Engineers filled the Seafarers International Union auditorium this month to hear Business Manager Tom Stapleton give a report on the state of the union and the construction industry.

The current employment situation and efforts by the new Local 3 administration to reduce operating costs of the union were keynote topics of the meeting.

"We've been able to make some gains as far as fighting the expenditures," Stapleton declared. "Compared to this same time in 1981, we've cut monthly expenditures by $245,000—$90,000 of that is wages and fringes," due to the fact that the local is currently operating with 35 fewer employees than when the new administration took over.

The work picture remains gloomy at this time, though there are some indications that work in some sectors will begin to pick up by spring. But as it now stands, Stapleton stated, there are 3,300 fewer members in Local 3 now than in October 1980 and nearly 3,000 less jobs this year than last.

"We hope the 5-cent gas tax will provide some relief for our members," Stapleton commented. However, in order to get the maximum benefit from this increase, it looks as though the state may have to increase the state gas tax another five cents.

The problem is in obtaining matching dollars, Stapleton explained. The state has to come up with 10 percent of the funds for most federally funded highway projects, and more in some cases. As it now stands, the state highway fund is nearly broke. The current recession has depressed revenues so much that even the 2-cent increase that went into effect this month will not provide all the funds that were anticipated.

"I am a little bit disturbed about even the first 5 cents," Stapleton conceded. "It's true that the money will create (Continued on Page 12)

Business Manager Tom Stapleton gives a state of the union report to the members at the Local 3 semi-annual meeting.

Washington — A federal court this month issued a permanent injunction blocking Labor Dept. regulations that would have undercut Davis-Bacon Act wage protections on federally funded construction.

The trade union movement had accused the Labor Dept. of flouting the intent of Congress, and U.S. District Judge Harold H. Greene agreed.

His decision nullified all but one of the precedents without making a strong showing that the intent of Congress has been misinterpreted over the years.

As Judge Greene saw it, "the basic issue governing this lawsuit is relatively (Continued on Page 7)
McCarthy sworn in at inauguration

Standing on a platform packed with friends and supporters, former Assembly Speaker Leo McCarthy was sworn into office this month as the state's new Lt. Governor. He called on his colleagues to forsake politics-as-usual and enter into a "productive partnership" that would "make this system of government work," in the current period of unemployment and fiscal crisis.

Government, he said, is supposed to enhance civil rights and education, while enabling Californians to compete fairly in the job market. McCarthy was sworn in by Supreme Court Justice Cruz Reynoso. Originally, McCarthy's swearing in was scheduled for the senate chambers, but the large crowd of supporters made it necessary to have the ceremony outdoors.

Pictured to the right is Justice Reynoso giving McCarthy the oath of office. Below, the new Lt. Governor talks with reporters after the ceremony.

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

LOOKING AT LABOR

How to get a failing grade in economics, like President Reagan

can then begin to tax the blind to encourage them to see, the deaf to hear, the lame to walk, and of course the sick to heal. Then later, we can deal with the problems of the elderly. Next, once you have determined your plan of action, you implement your program on the best guinea pig of all—the American people. Then all you have to do is sit back and watch the economy wither. When the going gets rough, you simply let your advisors explain what is happening. Their basic line of reasoning will go like this: "Yes, things do look a little gloomy at the moment, but relax, it has only been two years. Prosperity is just around the corner. Once this program is underway, we will go like this: "Yes, things do look a little gloomy at the moment, but relax, it has only been two years. Prosperity is just around the corner."

People are less important than percentage points. If you can reduce inflation a few points, so what if a few million more people are out of work. The "trickle down" theory is the best way to revitalize the economy. Give the wealthy more money through tax breaks, and because of their generous natures and wise investment planning, they will buy more Rolls Royces and Mercedes Benz. This should create more jobs in England and Germany.

In order to make unemployment less frightening to the growing hordes, they should be taxed. This will encourage them to look for work. Once this program is underway, we will encourage everyone to stay the course (and flunk it with Reagan)." Look what we have been able to do already. Inflation is down (because no one can afford to buy anything and so retailers are giving merchandise away), interest rates are dropping (along with all other life support systems) and Wall Street is booming (that's where all the "trickle down" money is being spent).

Therefore things are looking up. Just think what we will be in a couple more short years."

I have been thinking a lot about where Reagan should be in another two years and it is not the Oval Office. Unfortunately, we cannot afford another two years of his economic program before we vote him out. We need to influence our congressmen to act now to put America back to work.

The five-cent gas tax that will help revitalize our nation's highways and bridges is only a small start. Reagan has firmly resisted any further efforts in this direction, such as rehabilitating housing projects, repairing deteriorating railways and building the water development projects that are so vitally needed.

Reagan calls this "make work." He obviously never learned one of the most true and basic economic principles of all—that money spent and rebuilding is money that is circulated and recirculated throughout our economy where it is most needed—in the hands of working men and women.

Even as the President argues that any job stimulus program would come too late to help the economy, the chairman of his Council of Economic Advisors tells us that it is likely to take five years of continuous unemployment comes down even to the 6 to 7 percent range. It wasn't all that long ago that five percent was a cause for concern.

There is plenty of work to be done—real work. And there are people that are jobless—real people. I think it is time Reagan get out of school and start dealing with the real world.
Reclamation awards $17.4 million contract for Santa Clara Conduit

The Bureau of Reclamation has announced a $17,451,387 contract to construct the first section of the Central Valley Project’s Santa Clara Conduit in Santa Clara County, California. The contract was awarded to the joint venture of John A. Artukovich Sons, Inc. and John A. Artukovich, Jr., of Azusa, California. The Artukovich bid was the lowest of 19 contractor bids received.

Commissioner of Reclamation Robert N. Broadbent said Section 1 work on the Santa Clara Conduit involves construction of the first 10.3 miles (16.57 kilometers) of the 21.4-mile (34.5-kilometer) conduit. The work also includes excavation and backfill for pipe trenches; installation and furnishing of 68-inch diameter pipe; and construction of two valve structures. Section 1 work is expected to be completed in about 27 months. Section 2, the remaining 11 miles of the 21-mile section, has been awarded to the continuing project for a 200-foot-wide pipeline with the Santa Clara Tunnel, will be constructed under a separate contract scheduled for future award. The Santa Clara Conduit is a key feature of the San Felipe Division, designed to bring water from San Luis Reservoir through the Coastal Range to Santa Clara, San Benito, and Monterey Counties. The contract will transport water to the Santa Clara Valley Water District conveyance facilities in Santa Clara County.

House approves Miller amendment;

improving chances for I-80 bid

Congressman George Miller has won House approval for his effort to authorize new federal funding for the widening and improvement of the Interstate 680-Highway 20 realignment between Grass Valley and Penn Valley, the California Chamber of Commerce. Larry Kiml, manager of the chamber’s resources group, said the idea has been discussed for the last 16 months by a task force that includes representatives of Southern California’s Metropolitan Water District and Kern County Water Agency. Warren Abbott, assistant general counsel for the Metropolitan Water District, confirmed that MWD, which wholesales water from the project to 31 water districts in the Southland, is interested. The project has a separate budget and its costs are met by the 31 buyers.

The move to make the project an independent authority stems from fears that the DWR isn’t aggressive enough about finding more northern water for the south. The MWD is especially worried. It seeks to replace Colorado River water it will start losing to Southern California water interests and the California Policy Committee, said the idea has been discussed for the last 16 months by a task force that includes representatives of Southern California’s Metropolitan Water District and Kern County Water Agency. Warren Abbott, assistant general counsel for the Metropolitan Water District, confirmed that MWD, which wholesales water from the project to 31 water districts in the Southland, is interested. The project has a separate budget and its costs are met by the 31 buyers.

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Gas tax bill goes through despite Helms filibuster

(Continued from Page 1)

When Helms took the floor to renew his opposition after a House has approved the conference report and adjourned, he was tongue-lashed by a member of his own party. "Seldom have I seen a more obdurate, more obnoxious performance," Sen. Alan K. Simpson (R-Wyo.) said to the obvious approval of his colleagues.

The estimated $5.5 billion to be raised by the bill will be allocated to states for road projects.

A byproduct of the legislation is the strengthening of the Davis-Bacon Act's prevailing wage protections against an effort to narrow the law's coverage.

The 1956 law that launched a major program of federal highway funding applied Davis-Bacon wage protections to "initial construction," which over the years has been interpreted to include all major resurfacing, restoration and rehabilitation.

But the Federal Highway Administration has reinterpreted the language to mean that new construction should be covered by Davis-Bacon wage standards.

Both the House and Senate Public Works Committees wrote into the legislation the Davis-Bacon clause that dropped the qualifying word "initial" before the word "construction," thus putting Congress completely beyond the union interpretation of the law.

Amendment to restore the phrase, "initial construction," were rejected by both the House and Senate. States will receive an average 43 percent boost in highway construction money because of the nickel increase in the gasoline tax, with some faring much better than others, according to Transportation Department estimates.

The figures show that construction money to be made available this fiscal year will be about $3.34 billion above last year's total. The government apportioned about $7.6 billion to states for all types of highway construction in fiscal 1982.

The administration says the 5-cent boost in the gasoline tax, coupled with increases on various other levies and taxes, are expected to generate $5.5 billion a year over the next four years. About 20 percent of the increase goes to mass transit with the rest going into the federal highway trust fund.

The gasoline tax will go to 9 cents per gallon April 1, as required by federal truck fees taking effect Jan. 1, 1984.

Distribution of that revenue, as estimated by the administration, is to be based on a variety of factors including highway miles, population and volume of highway travel.

The preliminary figures obtained by Associated Press show that while some states will receive increases of no more than 25 percent, eight states will see at least 65 percent more money this year than last.

Officials of the Federal Highway Administration attributed the wide range changes Congress made in the formula distributed money for primary roads and to a requirement that all state receive at least 85 percent of the amount it accounts for in federal highway taxes. Department figures show about $11 billion going to states for construction and repairs on interstate primary and secondary roads as well as bridges.
After many weeks of preparation, Morrison-Knudsen has finally readied its giant construction barge to be used on the San Francisco sewer outfall project on the city's west side. Even with its large proportions—460 feet long by 98 feet wide—the barge will have its work cut out in the heavy Pacific Coast surf along San Francisco's Great Highway. The barge is designed to excavate along the ocean floor, lay the huge concrete outfall pipes, and then cover it with rock and boulders. The main workhorse on the barge is a 500-ton Clyde Crane equipped with a 196-foot boom and 540 tons of counterweight. According to oiler Tom Thomson, there is over a mile of 1½-inch boom cable and 4,000 feet of 1½-inch cable for the main block. The hoist is powered by two 1,200-hp supercharged Cummins engines.

Operating engineers pictured on this page are: (top left) Business Manager Tom Stapleton with crane operator Warren Lopez; (top right) mechanic foreman Vern Baumbach, who has the responsibility of assembling the complex array of conveyor belts on the barge; (lower right) Clyde Crane operator Gary Teague, oiler Wilfred 'Tom' Thomson, Business Manager Tom Stapleton and Business Representative Ted Wright; (lower left) Max Sutting, Duty Sanders and Danny Rosas.
Union busting behind the scenes — a growth industry

This is the first of a series of articles by the AFL-CIO News on the rise of "management consultants" as a tool for employers in thwarting their workers' efforts to organize. Future articles will deal with specific union-busting firms and anti-union strategies, the factors encouraging their growth and the ingredients of an effective union response. The tentacles of the management consultant are penetrating ever deeper into the workplace. Since the congressional exposures in 1972 of the activities of union-busting firms, the management consultant has multiplied a thousandfold. His union-busting tactics are spreading throughout the workplace as each success spurs new and more ambitious strategies. He has united with merely guiding employers on how to keep their workers from joining unions. He is a specialist in counseling employers on how to avoid signing contracts with unions elected to represent the workers.

Intra-union unrest

His record of achievement in a career built on fomenting disruption in the workplace is to destroy union representation through decertification.

A rising star of the union-busting set is Alfred T. DeMaria, a high-income New York consultant who specializes in decertification at an average campaign fee of $15,000. If litigation is involved, as it usually is, employers pay extra. DeMaria won his union-busting spurs by conducting one-day seminars for employees on how to avoid signing contracts with unions elected to represent the workers.

The practitioner is a specialist whose only goal is to defeat the union, whether in an organizing campaign or on a contract, or in the decertification campaign he is likely to have inspired. From his perch behind the scenes, he guides employers on delaying tactics to keep workers from voting for union representation. He persuades supervisors to probe employee sentiments and encourage dissent. He advises on the latest communication techniques so that management will dominate the employee's access to information.

A major industry

The record exposed in the 1979 hearings on Pressure in Today's Workplace by the House Subcommittee on Labor-Management Relations shows that management consultants have become a major American industry, with annual sales of more than half a billion dollars. They are involved in planning strategy directed at influencing workers in an estimated two-thirds of all National Labor Relations Board representation elections. By their own accounts, they are earning their fees. Modern Management, Inc., the biggest of the union-busters, boasted at the hearings that over the 1977-79 period, the firm assisted employers in organizing campaigns that defeated unions 93 percent of the time.

Tenfold growth

In the front line of the surge of management consultant firms a decade ago, Modern Management's payrolls had been $92,200 at the time of the House subcommittee hearings. MM's own witnesses estimated the number of management consultants practicing overall "has had maybe a tenfold growth in the past 10 years." Management consultant firms come in a variety of guises. In addition to firms whose activities are directed primarily toward union-busting, consulting is performed by law firms, employer and labor-oriented consulting houses, management and supervisor training, devising employee compensation programs, and other functions aimed at structuring the relationship between employer and employee to maximize employer control and minimize union influence.

Defeating unions

"Their primary function, however, is the orchestration of campaigns to defeat unions."

The management consultant could not flourish, or even survive, in an atmosphere that did not encourage such clandestine activity. He serves as an agent, an advisor, responsible to no one, and therefore otherwise responsible for his actions. He serves at the behest of management, performs his services and moves on to the next assignment.

A sizeable segment of the business community supports his functions. Even where the firm may not be directly involved in union-busting activities, employers are encouraging its practice.

Advice provided

The U.S. Chamber of Commerce, the National Association of Manufacturers, the Business Roundtable, the blue-chip corporate America, all provide advice to their members on tactics for maintaining a "union-free environment." Other trade associations, such as the Master Plumber of America and Associated Builders & Contractors, are single-industry organizations supplying industry-specific strategies.

LOCAL 3 ANNOUNCES 1982-83 SCHOLARSHIP CONTESTS

Rules & Instructions for College Scholarship Awards: 1982-1983 School Year

Two college scholarships of $500.00 each will be awarded winners for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

The Local 3 scholarships will be awarded to students who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work. Applications will be accepted between January 1, 1983 and March 1, 1983.

Awarding Scholarships:

Upon receipt of the applications and required forms, Local No. 3 will verify the membership of the parent. The applications will be submitted to the Local 3 Selection Committee, an independent, outside group composed entirely of professional educators. From the applications received, a list of potential winners will be prepared and submitted to the parent. The Selection Committee will then select the winners from this list.

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 at least one (1) year immediately preceding the date of the application.

Applications must be filled out by the high school principal or person who knows the applicant. These may be submitted to the Executive Board or postmaster to the parent of the applicant. It is the responsibility of the Applicant to see that all the above items are received on time and that they are sent to:

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103
or to College Scholarships at the address shown above.
Weather closes down Marysville work

The weather has closed down most jobs that were in progress in the Marysville area, reports Business Representa
tive George Morgan, KP, Inc., just days before the Turner Gilbert & Not
tions Housing Improvement project in Chico. This project went for $82,015.

Ray Bettenos is putting the finishing touches on their ditch storm work in Chico. This project went for $260,335.

District Representative Dan Senechal recently completed negotiations with Butte County Housing Authority. Negotiations with Butte Creekside District in Gridley have also opened.

The Butte Creek Rock plant in Stoney Creek is getting close to shutting down for the winter. C. Myers is trying to push ahead on the syphon and structure and 36" corrugated pipe in various locations, and then install new cattle guards, gates and fences.

Winter has arrived

Work along the Wasatch Front is slow

The work in the Wasatch Front is still slow and winter coming on doesn’t make the prospects any better. Gibbons & Reed Company has been awarded a job for Kennecott Minerals at the mine in Coppertron. This is on the teaching system between I-80 and Coppertron. There are about half million yards of muck to be excavated for $500,000 and about 250,000 feet of canal to be excavated and lined. The canal has a ten foot bottom so this will probably be excavated by hand in small scrapers. It is about a $3 million job and should employ 15 to 20 operators. The scheduled completion date is October 13.

W.W. Clyde was the successful bidder on a contract to do all additions, changes work and other work required on the I-80 project that Groves just completed. The work will be done at various locations from 49000 West to 1-80 Redwood Road. The project involved installing drainage pipe to channel excess water into existing drainage systems.

There will be some catch basins hauled in from the I-215 job east of 1300 East. There is some surcharge (which is excess soil that was placed on the fills) to speed up the settling process to be removed and spread over the slopes for future seeding after construction is completed. The completion of the I-80 from Redwood Road to 13000 East is still several years away, depending on the availability of funds. There is still additional grading work, structures and surfacing to be done.

Executive Board Election

On March 2, 1983, at 8:00 p.m., at the 13th Annual District Membership Board meeting, there will be an election for a District 1 Executive Board Member to fill the vacan
cy of an expired term left vacant by resignation. The meeting will be held at the Engineers Bldg., 1958 W. Temple, Salt Lake City, Utah.
Medicare’s dwindling coverage

Every January 1st MEDICARE increases its deductible amounts ostensibly keeping up with inflation and rising health care costs. But in fact, what really happens is that MEDICARE covers less and less each year. Continuing to shift the health care burden back onto those the system was designed to help, the sick and the elderly.

When MEDICARE first started in 1967, it required a first day hospital expense deductible of $40 and a medical expense deductible of $50 before coverage began. On January 1st MEDICARE now requires a hospital deductible of $304 and a medical deductible of $75. That is a 1% increase in the deductible since 1967.

This year, a 90-day maximum hospital stay will cost $575 more than last year. On top of that, MEDICARE recipients lose another $1,700 to co-insurance charges in 1983.

The annual increases in deductibles has become a standard for MEDICARE along with increases in the Part B, medical coverage premiums. But MEDICARE is still less and less covered charges and there is recent legislation to make the program secondary when workers over age 65 have another health plan from their employer or union. The federal government does not deny that there is a move on to shirk the responsibility of MEDICARE and other social programs into the private sector.

The following is a list of the changes in MEDICARE deductibles effective January 1, 1983:

<table>
<thead>
<tr>
<th>Item</th>
<th>1982</th>
<th>1983</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital first day deductible</td>
<td>$260</td>
<td>$304</td>
</tr>
<tr>
<td>Hospital 61st-90th day deductible</td>
<td>65</td>
<td>76</td>
</tr>
<tr>
<td>Extended Care 21st-100th day deductible</td>
<td>32.50</td>
<td>38.00</td>
</tr>
<tr>
<td>60 day lifetime reserve daily deductible</td>
<td>100</td>
<td>152</td>
</tr>
</tbody>
</table>

Considering the alternatives and facing rising health care costs, MEDICARE remains one of the most sensible buys in health insurance today. The problem is that retired workers must have MEDICARE and a supplemental health plan to protect themselves against catastrophic illnesses.

RETIREE MEETING SCHEDULE

Stockton: 2 P.M. Feb. 1, (Tues.)
Operating Engineers Bldg.
1916 North Broadway, Stockton, CA

Converse: 10 A.M. Feb. 2, (Wed.)
Shriners Auditorium
45 John Glenn Drive, Concord, CA

Oakland-Hayward: 10 A.M.
Feb. 15, (Tues.)
Lee Boarding House
Sunol Valley Country Club
Oakland-Valleymart: 10 A.M.
Feb. 10, (Thurs.)
Carpenters Hall
1521 E. 22nd St. San Jose

Auburn: 2 P.M., Feb. 17, (Thurs.)
Auburn Rec. Center
123 Recreation Ave., Auburn, CA

Sacramento: 2 P.M. Feb. 15, (Wed.)
Holiday Inn South
282 Almaden Blvd., San Jose, CA

San Jose: 2 P.M. March 10, (Thurs.)
Auburn Rec. Center
123 Recreation Ave., Auburn, CA

 exempt from April through August is posted to mem-
(Continued on Page 12)
The U.S. Consumer Product Safety Commission estimates that more than 10,000 persons receive hospital emergency room treatment each year for injuries associated with wet cell batteries. The typical injury is a chemical burn caused by contact with acid in the battery.

### Dry Cell Batteries

Dry cell batteries, such as carbon-zinc, alkaline, or mercury, are used in battery-operated toys, flashlights, and radios, as well as for other household uses. The following battery-related accidents are taken from CPSC files:

- One of two batteries in a hand-held side viewer exploded and tore the back off the viewer. The battery contents splattered all over the wall. No one was injured since the viewer was not in use at the time.

Four-year old Frances was playing with a battery-operated toy that resembled a flying saucer. As she watched the toy, the batteries escaped and splashed onto her face, causing chemical burns on her face.

These cases illustrate the following accident patterns associated with dry cell batteries and suggest ways to prevent them:

1. **Batteries explode.** Sometimes this can occur by reversing the polarity of a battery in a group. Always follow directions for inserting batteries according to positive-negative poles. Use the right size and type battery to prevent explosion. In addition, never dispose of batteries in an incinerator or fire, since intense heat may cause the battery to explode.

2. **Battery leakage.** The chemical substance leaks out of the battery and may cause chemical burns or skin irritation to the victim. Periodically check batteries inside flashlights, toys, and other battery-operated devices for signs of leakage or corrosion, and replace bad batteries. For products that are used infrequently, remove and store batteries separately. Do not open a battery.

You should not attempt to charge dry cell batteries except for those labeled as rechargeable. Recharging a non-rechargeable dry cell battery will cause a build-up of gases; if a vent is not provided in the design of the battery, the gases may generate enough pressure to cause the battery to explode. Generally, the following kinds of batteries can be recharged, and are labeled as such: nickel-cadmium, silver oxide-cadmium, and some vented silver oxide-zinc, and some alkaline manganese-zinc designed for recharging.

Cases also have been noted in which children chew on batteries, thus releasing the chemical substance onto themselves. Caution children not to put batteries in the mouth; keep loose batteries out of the reach of children. Some battery-operated toys containing batteries within toys are securely encased in the toy and are not readily accessible to young children. Immediately wash off any battery chemicals that leak on the skin.

### Back Hoe Seat Hazard

The Division of Occupational Safety and Health has been notified by Alaska’s Department of Labor that there may be a safety hazard to operators of certain rubber tire and crawler type tractors in which the back seat is placed in the storage/travel position above the operator’s head and shoulders.

When these tractors are operated, the seat is directly above and slightly to the left of the operator’s head (A below). As the tractor moves, particularly on hard or rocky ground, the seat, held only by a restraining pin, bounces up and down. In several instances, reports in Alaska, the restraining pin has failed because it either has sheared or become bent. When this happens, the 40-40 pound seat whips down (B below) onto the operator’s head and shoulders. Several operators have been injured in this manner.

Instances reported in Alaska involved John Deere equipment, however, the purpose of this Alert is to warn equipment operators to check carefully any accessory equipment which has this raised seat capability, regardless of manufacturer. To prevent the potential hazard of failure of the restraining pin, the Division advises operators of this type of equipment to provide a supplemental restraining pin to ensure that the back seat is positively held when not in use. Any operator who has questions about this may contact the nearest office of the CAL/OSHA Consultation Service.

### Work in Marin County looks good for 1983

Work in Marin County has been good so far this year and looks better for the balance of this year, reports Business Representative Don Jones.

At the Marin County Fair, Basalt Rock is running three shifts and sometimes seven days a week with approximately 25 Operators and Oders, furnishing rock to Dutra Const. for levees in the valley.

Pachon Pomeroy has 12 operators. Ferranti Construction has purchased Maggiora Chilietti has five, all at the Sewer Treatment Plant in San Rafael. This is a $44 million job. Kumei has completed 60%. Dillingham Construction at the Mill Valley Sewer Plant has eight Operators on an $18 million job that is 50% completed. Carl Olson has the $14 million Tiburon Sewer Treatment Plant job, with eight Operators.

United Engineering at Smith Ranch Road has two Operators and will probably be hiring more when ground conditions permit. This job is 25% complete. A $6.5 million building site at 4th and G Streets in San Rafael. L. W. Zentz is the contractor. Ferro has a $13 million office building under way at Smith Ranch Road.

To all the Brothers and Sisters who donate during the Blood Drive, can still donate during the Blood Drive, can still donate during the Blood Drive, can still donate during the Blood Drive. W. R. Thomson has a $6.5 million contract for the Sewer Treatment Plant in Novato. Dillingham-Tokola, a $52 million contract for deck replacement on the Golden Gate Bridge.

Other jobs already underway are a $3.5 million building site at 4th and G Streets in San Rafael. L. W. Zentz is the contractor. Ferro has a $13 million office building under way at Smith Ranch Road.

The following are upcoming jobs in the area:

- **Sewer Plant in San Rafael:** will have a $38 million contract going out for bid sometime this month.
- **United Engineering:** has a $6.5 million contract for the Sewer Treatment Plant in Novato.
- **A $52 million contract for deck replacement on the Golden Gate Bridge.**
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- **Ferro has a $13 million office building under way at Smith Ranch Road.**
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Talking to Techs
By Frank Morales, Wally Schisler and Jerry Steele

The Techs Department completed negotiations with San Jose Water Works, for a two-year contract effective January 1, 1983, with a 7.5% raise in first year and 7.0% raise the second year, and other upgraded fringe. Al Erickson, the Union Steward, addressed the grievances and if we brought the contract back to the members for ratification, Al explained to the contract to the members, which was ratified by the members 100%.

The members in the Testing and Inspection Industry are doing very well at this time! As most of our brother and sister engineers know, work this past year on design and projects has been behind the past few years. The Testing and Inspection Farms throughout the Bay Area are holding their own, with only temporary layoffs. Work within the NDT Industry is still doing very well. High-rise buildings, underground pipelines, and special lift projects are among the types of NDT work going strong. Soho projects in Richmond and Alameda are starting to pick up once more. Six and seven days per week is now the schedule for x-ray and visual inspection on Stockton's modular projects. Other members who are not working should sign the out-of-work list in the District Office.

For those members who want to know more about unions — what they stand for, how they work, etc. — please contact us at: 3620 Happy Valley Road, Suite 202, Lafayette, CA 94549.

Teaching Techs
By Gene Machado, Administrator, San Mateo JAC

The winter months are here and work will come to a dribble until spring. If past experience is an accurate indicator, class attendance will drop due to the weather and general worker tendency to drop. The NCS-JAC must ensure each one of us to make it a point to attend class — to catch up on classwork and to get a few topics ahead of Off-the-Job-Training. Proposed changes, including additional new topics, will be added to the program. Since changes will come faster than others, the increase in difficulty will be gradual. However, anyone that is just staying up with required topics will fall behind, if all topics are not picked up and get ahead during the winter months when there is more available time.

The NCS-JAC is proposing to increase the required On-the-Job-Training, first fourth through fourth steps. Topics will be moved down from higher to lower periods. New curriculum will be developed for the gaps created in the higher steps. A general rearranging of all the steps is proposed. In order for some Apprentices and those Journeymen in the Journeman Training Program to keep up with this On-the-Job-Training, you will have to apply more time and study. Much of the new curriculum will be of interest to those of you who are Party Chiefs as well as Certified Party Chiefs. When appraising these topics and class locations will be published in a future article.

The NCS-JAC needs some help from the Journeymen regarding the field calculators you are using. We need to know which brand you are using (HP, TI, etc.) and the area in which you need the help. We cannot make them become — math, programming, or common use of field calculators. A letter to this office would help us in developing a program best suited to your needs. Please contact us at: 3620 Happy Valley Road, Suite 202, Lafayette, CA 94549.

For Journeymen who have completed Apprenticeships yet need to brush up on topics, the Journeman Training Program (within the NCS-JAC) is available to you. Over the years, this program has had many more Journeymen enrolled than Indentured Apprentices. If you have questions on this, please contact us at (415) 383-4440.

Now, as in the past, the Journeman Training Program is being developed around the Party Chief or those aspiring to be Party Chief. We are not interested in having you become just any Party Chief, but the best Party Chief. The question to ask yourself is, as Apprentices and Journeymen if is you actually all that you can be, and if you are prepared to compete in today's market.

In order to maintain the advantage you have over non-Union and out-of-state firms, the Employer and the Unions are providing a training program for your benefit. Each state has such a program. Unless you fully utilize this source of knowledge, you may lose your advantage over the non-Union and out-of-state firms competing for contracts in our jurisdiction. Realistically, Journeymen without the benefit of the Apprenticeship and out-of-state firms competing for contracts in our jurisdiction. Realistically, Journeymen without the benefit of the Apprenticeship and out-of-state programs have stayed competitive. It will personally benefit you and keep the NCS-JAC trained people more valuable to the employers. In present economic times, this is a necessity.
As Gray approached him, Wyman also shot Highway Patrolman Jeff Lee in the thigh and wrist, and the shooting apparently began when he saw the officer attempting to fire a round when the attacker was on the run.

Wyman also shot Highway Patrolman Jerry Gough in the abdominal area. The shooting apparently began when he was fired upon.

Sheriffs Deputy Michael Gray, who was shot and killed this month in the line of duty, was remembered for his dedication and service.

Local 3 extends heartfelt condolences to the family and friends of Local 3 member, Charles Maples, who was killed last month when a shell exploded in the barrel of an 18-inch weapon.

Brother Maples was operating a bulldozer on the maintenance campus of the University of California at Davis, and an access tunnel when he was summoned to the flat truck carrying the "Avantguard" in order to clean the access tunnel.

The crew operating the device was attempting to fire a round when the shell exploded, injuring four workers and injuring six others.

The cause of the explosion is still under investigation.

Local 3 member shot in line of duty

Sympathy extended on death of Deputy Sheriff Gray

Gray, an Army Veteran, joined the Sheriff's Department in 1975. He served in the Nevada National Guard and was deployed to the Middle East during the 9/11 terrorist attacks.

He was survived by his wife, Donna, and a six-year-old boy, Bobby.

Rules for submitting ads

- Any Operating Engineer may advertise in these columns without charge for the 35 words or less, including your NAME, complete address, and your business classification.
- PRINT OR TYPE the word you want in your ad. Each character occupies a separate space.
- At the end of each month, the advertising committee reserves the right to refuse ads that it deems inappropriate or that do not comply with the rules.
- All ads for the next month are due to the advertising committee on the 15th of the current month.

Honorary Memberships

At its meeting on January 15th the Executive Committee approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

NAME

REG. NO.

Cecil O. Ball

572619

Merle E. Burton

284962

Ralph D. Desnoyer

548203

Wayne E. Desnoyer

566424

Frank H. Fusaro

524634

B. R. Guerin

450520

Frank A. Jones

361976

A. L. Holmes

354365

Clint A. Hoover

566529

L. K. Housley

411736

William A. Landrum

529208

L. A. Meador

194378

William E. Mercer

424701

Alphonse A. Morrison

412676

Ralph L. Peck

572665

William J. Piere

569526

Ray Rendell

521469

William K. Reiner

466403

Arthur Sandoval

572374

Thomas M. Steele

526762

E. L. Thompson

572690

James E. Vesta

383565

J. D. Vos

535800

Elmer Jewers

459986

Because the purpose should be served within the period, Retirees who have 35 or more years of membership in Local 3 are eligible for Honorary Membership.

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ATTEND YOUR UNION MEETINGS

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

February
1st Stockton: Engineers Bldg., 1916 N. Broadway
2nd Sacramento: Laborer’s Hall 6545 Stockton Blvd.
3rd Oakland: Labor Temple, 23rd & Valdez St.
15th Fresno: Laborer’s Hall, 5431 E. Hedges St.

March
2nd Salt Lake City: Engineers Bldg., 1958 W. Temple
3rd Reno: Musicians Hall, 124 W. Taylor
10th Santa Rosa: Veterans Bldg., 1351 Maple St.
17th San Jose: Labor Temple, 2102 Almaden Rd.

DUES SCHEDULE
10/1/82-9/30/83

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The dues rate for the periods indicated above does not refer to the variations in the wage structures of the SD and Industrial Units, the members will be notified of the applicable dues for their respective units.

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below:

Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103

Please send me: A Membership card for the Magic Kingdom Club.

My name is: ____________________________

(PLEASE PRINT ALL INFORMATION)

Address: ________________________________

(Street number & name, or box number)

City, State & Zip Code ____________________

Social Security Number __________________

CREDIT UNION INFORMATION

Dear Credit Union:

Send me the following brochures, kits or applications:

□ Phone-A-Loan Application
□ Membership Card
□ Tax-Savers Certificate
□ Money Market Certificate
□ Vacation Pay Kit
□ Save From Home Kit
□ Easy Way Transfer
□ Loan Plus
□ (my name)

□ Social Security Number

□ (address)

□ City
□ State
□ ZIP

Operating Engineers Local Union No. 3 CREDIT UNION
PO. Box 2082, Dublin, CA 94566

GRIEVANCE COMMITTEE ELECTION

At its meeting on January 11th, the District 4 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Joe Bascia, Jay Powers and Darrel Robinson.

At its meeting on January 12th, the District 7 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Darrel Gatto, Floyd Smilski, Felix Torres and Jack Grimner.

At its meeting on January 13th, the District 6 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Cy Shephard, Gene Carney and Bob Newvine.

At its meeting on January 20th, the District 1 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Hal Cooper, Robert Evans and James Derby.

Grievance Committee Election (Continued from Page 8)

Fringer Benefits (Continued from Page 8)

Stapleton gives semi-annual report

(Continued from Page 1)

jobs, but once again it’s the working man and woman that are taking the brunt of the tax burden.”

He noted that big business received over $8 billion in tax relief this year. Under the “trickle down theory,” this money was supposed to stimulate the economy and create more jobs. “Now Reagan finds what we knew all along,” Stapleton said, “that the money isn’t trickling down.”

“If that same $8 billion had been put into public works projects, it would have created a million jobs,” Stapleton said. “I’m not a politician per se, but I’m becoming one damn fast. We are going to have to take an active position in politics to fight for the jobs we need.”

Stapleton emphasized that “our way of looking at things politically is a little bit different than that taken in the past.

We’re going to come down to you and ask you to participate—not only in politics but in stop work and other efforts as well.

We need to be unified and support another one as union members. Stapleton observed the fine work done recently by a number of retirees in the Redding and Fresno districts who participated in roving pickets on some collective bargaining disputes in those areas.

The Business Manager reported on closing the health and welfare plans are “good and solid at this time,” despite the economy. This is also true of the pension and other trust funds.

“We are working in your behalf and all of the officers, I am really proud to say, work as a team,” Stapleton declared, “and with your help, that’s what will pull us through these troubled times.”

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