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Important Notice

Beginning May 14th, the District and Sub-District Offices in California, Nevada and Utah will be closed on Thursday evening and will remain open until 8 p.m. on Wednesday evening. The weekly meetings of the District Grievance Committees will be held at 7 p.m. on Wednesday evenings. This action was taken by the Executive Board to reduce the number of District Membership Meetings that conflict with the scheduled evening open hours of the offices and to give more lead time for transmittal of recommendations made by the Grievance Committees to the Executive Board.

California's crumbling infrastructure

Coming apart at the seams

(Editor's Note: Michael R. Peevey is president of the California Council for Environmental and Economic Balance, a statewide coalition of business, labor and civic groups. Jonathan C. Lewis is president of J. Lewis Associates, a Sacramento-based public affairs consulting firm.)

By Michael R. Peevey
and Jonathan C. Lewis

Help wanted: Friends of sewers. Opportunities abound for citizens who recognize the need to repair and maintain the vital sewage services of the State.

With all the jockeying for the fewer dollars available to state and local government to run California's communities, help wanted advertisements for sewers and other vital infrastructure shouldn't be out of the question.

One Northern California city manager put it this way, "When the city council is budget cutting and they vote to cut the libraries, the friends of the libraries speak up; when they go to cut the parks, the friends of the parks stand up; but when they cut sewer construction and maintenance, no one stood up."

Public infrastructure is the invisible thread which weaves together a community's economic fabric. For California's economy to prosper at its full potential, a dependable system of roads, highways, sewage systems, waterworks, schools, public safety buildings, sidewalks and mass transit must be built and maintained.

Infrastructure means quite literally the building blocks, the foundation, upon which we construct our society.

The situation in California is particularly discouraging because the problem, although serious, remains undiscovered by the general public, the bulk of the business sector and many governmental agencies. Indeed, California state government has yet to begin to study the problem on any comprehensive level; an inventory of unmet infrastructure needs has not even been prepared.

Americans spend \$6 billion in needless automobile repair due to road and highway disrepair, according to the National Highway Research Agency. We paid 56 percent more in fuel consumption and experienced a 150 percent boost in tire wear. Perhaps all this could have been avoided if there were ribbon-cutting ceremonies when potholes are repaired. It is obvious we can no longer afford to build and forget.

California has always lagged behind the national average in maintaining existing infrastructure and in building new facilities. And the national investment in infrastructure is occurring at less than half the rate of a decade ago (measured as a percentage of Gross

National Product.)

A number of dramatic examples serve to illustrate the seriousness of the situation in some of our major metropolitan areas:

- Capital spending needs in just four categories of large-scale public facilities (major roadways, transit, wastewater treatment and flood control) in San Diego County will exceed total planned public works expenditures by over \$25 million each year during the five-year period 1980-85.

- The \$100 million included in the state fiscal 1983 budget for all capital outlay expenditures represents approximately one-third of the amount required by local school districts for construction alone.

- Local governments in the San Francisco Bay Area are currently spending about half the \$100 million required annually to maintain the road system in the region.

- Before the recent gasoline tax increase, Oakland had extended its replacement cycle for local streets from 75 to 235 years.

- The City of Hesperia (San Bernardino County) has identified an inadequate water system as second only to the lack of local industry and jobs as its major economic problem (and the two problems are obviously closely interconnected.)

- California cities are losing 80 billion gallons of water per year, which trans-

(Continued on Back Page)



Storms wash 'Betty L' aground

The "Betty L," the huge construction barge built by Morrison-Knudson Co. to help construct the 4.5-mile San Francisco Sewer Outfall project (see January *Engineers News*) encountered a major setback this month when severe winter storms caused the mooring cables to break, forcing the craft to run aground at Ocean Beach.

Giant 20-foot swells tossed the powerless vessel about for more than two hours, after the pounding surf broke a number of two-inch cables connecting the barge to its anchors. Workers on the barge had to tie themselves onto the deck with lines to prevent themselves from being washed overboard. Two men were injured on the barge the day before by equipment that was torn loose by the rough seas.

The barge lay beached on the shoreline for two weeks until a salvage crew equipped with two helicopters, two tugboats and a 200-foot towship worked steadfastly between a barrage of Pacific storms to free the craft. The 430-foot barge was then guided by the two tugs and the salvage ship as it crept at less than five miles per hour under a steady downpour to the Triple A repair dock.

Repairs on the barge are expected to run into the millions and delay the project for at least four months.

How management stacks the deck against workers

On one side, an anti-union employer, guided by a union-busting law firm, encouraged by the local Chamber of Commerce and business community, and supported by national banking interests.

On the other, 150 rural low-wage North Carolina workers in a machining plant who want to form a union to overcome their intolerable working conditions.

A fair contest? Hardly.

But it is typical of the kind of challenge workers are facing in the anti-union atmosphere of the Reagan Administration which permits, and even encourages, management to resist at all costs worker attempts at union representation.

In the rural county of Robeson, N.C. (population 105,000, average weekly wage \$105), employees at the Mueller Steam Specialty Co. in Lumberton have been attempting for three years to join the Molders union. They are still trying.

Their experience has all the anti-union ingredients that employers and their management consultant agents are applying to today's labor-management relations. It reflects, as well, the determination and courage that workers are showing in the face of enormous odds as they battle for their legal right to representation.

Third in a series

Robeson County was not the most favorable setting for union organizing when Carl "C. W." McDonald and other Mueller workers contacted AFL-CIO Industrial Union Dept. organizer Estes Riffe about forming a union at the plant. The only union members in the county were those covered by national contracts, including the telephone company, post office, and a grocery and retail outlet.

Poor working conditions

Mueller employees had been working at the plant, a vacated textile mill, on World War II surplus lathes, drill presses and milling machines, turning out precision valves for industrial pipes. There was no ventilation and an exhaust system blew hot air in their faces. There were growing complaints, despite good (for the county) wage rates of \$4 to \$8 an hour.

Worker frustrations finally gave way when management instituted a "point system" under which points were levied for being late for work or absent without a medical excuse or for mistakes on the job. Those workers accumulating a certain number of

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

LOOKING AT LABOR

ENGINEERS NEWS

WIPA

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

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The problem of our nation's crumbling "infrastructure" has only recently caught the attention of the media. But it is a serious problem that local government leaders have been painfully aware of in the wake of Proposition 13.

As the front page feature article points out, the bottom line is that after years of building and expanding our highways, sewers, and water systems, we have neglected to save for the rainy day when all these structures would have to be maintained and rebuilt.

Now at a time when our government treasuries are out of money like many of the rest of us, we have suddenly realized that parts of our infrastructure are beginning to look like the ruins of the Roman Empire.

To prevent this essential system from further decay will take billions of dollars in reconstruction. It is no coincidence that our members could receive a substantial amount of employment from this undertaking. The problem is, where do we find the money?

That was the subject of a key meeting held this month among representatives of Locals 3 and 12 of the Operating Engineers, Assembly Speaker Willie Brown and his staff.

During the course of this three-hour meeting, we received briefings from representatives of the Assembly Office of Research, California Transportation Commission and various local agencies on the extent of the infrastructure problem.

The key points that came out of this meeting were:

- **More gas tax money is needed to keep pace with our street and road rehabilitation needs.** Even with the 2 cent state gas tax increase that went into effect this year, it will not be enough to stem the growing tide of crumbling asphalt and growing potholes.

Michael Evanhoe, director of the California Transportation Commission, estimates California will need an additional gas tax increase of 3 to 4 cents per gallon to generate the funds that will be needed to capture the state's full share of federal highway money over the next five years.

According to Evanhoe, we have the money to get us through the next 18 months. After that, the state will start falling behind, to where we could ultimately run \$500 to \$600 million in the hole under the current five-year Transportation Plan.

- **California's total infrastructure maintenance needs exceed \$12 billion.** The Assembly Office of Research is currently compiling the data on a massive survey that it conducted of state and local public works agencies throughout California.

While the final results will not be available until late this spring, preliminary figures show that over \$12 billion is currently needed to complete deferred maintenance and repair, and planned construction in the following areas: state highways, county roads, sewers, flood control and water lines, solid waste facilities and transit.

- **There are a substantial number of**

"on the shelf" waste water and sewer projects ready to be built in California, but a problem exists in local funding.

Under the current Clean Water Program, the federal government pays 75 percent of clean water project costs, while the state and local shares are 12.5 percent each. This year California will receive \$180 million in federal money for clean water projects.

There is sufficient state funding available from the 1978 Clean Water Bond Act to capture California's share of federal funds through 1984, however, local governments are almost without exception having great difficulty in coming up with the 12.5 percent they need, due to the effects of Proposition 13.

- **Over the next eight years, the California Department of Corrections plans to spend about \$8 billion to provide additional prison capacity.**

- **There is an additional backlog of \$44 million in deferred maintenance projects in California's campuses of higher education.** The work is generally labor intensive and the nature of the work allows it to be contracted out in a relatively short period of time once the funds become available.

In the upcoming weeks, we will be discussing with Assemblyman Brown ways in which our state's tremendous infrastructure needs can be met, with the aim of drafting suitable legislation. It will be a great challenge to find sources of funding during a time when the state budget is suffering its worst crisis in many years.

Property owners take note

You may be eligible for a tax refund

Engineers News reminds Local 3 members who have owned property since 1975 that you may be eligible for a partial refund of property taxes, due to a court ruling on Proposition 13. However, claims for the refund must be filed no later than April 10, when the four-year statute of limitations runs out on claims against overpayment.

A San Mateo County Superior Court judge ruled in 1981 that an interpretation of Proposition 13 by the state Board of Equalization, subsequently approved by the state Legislature, resulted in over-taxation of property owners.

Before the San Mateo court ruling wends its way through the appellate courts, however, qualifying taxpayers stand to have any refund due them canceled because of the statute of limitations.

The San Mateo ruling applies to homeowners who paid taxes in 1978 and after on property they owned since 1975.

Proposition 13 limited future tax increases to a maximum 2 percent annually for inflation until a property changed hands. When sold, the property is reassessed at its sale price.

The state Board of Equalization, which guides county assessors in their applications of the law, ruled that the 2

percent inflation factor could be applied retroactively to 1975.

It is this 2 percent factor over the three years preceding Prop 13's passage, or a total of 6 percent for property held all three years, that was successfully challenged in San Mateo and is now on appeal.

John Conkle, president of the Marin United Taxpayers Association, claims that there was a deliberate effort on the part of many county assessors and tax collectors to suppress the bids of refunds, which by one account could amount to \$3 billion state-wide.

Santa Clara County Assessor Alfred Carlson said that claims are mounting in his office as the situation is becoming wider known. He estimated that the court ruling could ultimately return \$57 on every \$1000 in property taxes paid since 1979.

Carlson said some of the nation's larger auditing firms and tax consultants had alerted national concerns and other large owners of property in California last fall to file claims for overpayment.

San Mateo County Assessor Roland Gianni said his office has been besieged with queries about claiming the refunds.

Many counties have claim forms the property owner can request. San Fran-



Assembly Speaker Willie Brown reviews the contents of the special briefing on infrastructure with Business Manager Bill Waggoner (left) of Local 12 and Business Manager Tom Stapleton of Local 3.

cisco Tax Collector Thad Brown said a letter protesting the overcharge would be sufficient.

Marin County, which also has been receiving hundreds of queries in recent days, has a standard form it will mail to county property owners requesting it.

The Marin form covers up to a five-year period.

Michael Mitchell, Marin County auditor-controller, said he estimates that \$3 billion in tax money statewide could ultimately be at stake.

PROJECT

Reclamation dam work faces austerity budget

The Bureau of Reclamation would get to spend more than \$100 million on dam and related projects in California and parts of Oregon and Nevada under President Reagan's 1984 budget. This would represent one-seventh of the entire proposed spending for these purposes in 17 Western states. As announced by the White House this month the

bureau would get \$706 million. However, so far Congress has appropriated only \$560 million. Mike Catano, regional chief of the bureau, said the heart of the proposal would be \$93.36 million — \$72 million of it for further work on the San Felipe unit of the Central Valley Project in California.

This would bring water to Santa Clara and San Benito counties. The Sacramento-based bureau director said there would also be some bucks in the budget for recreational development in the area of the long-proposed Auburn Dam and power plant on the American River in the Sierra foothills northeast of Sacramento.

Nevada lists major upcoming highway projects

The State of Nevada Department of Transportation reports that expected state and federal expenditures for highway construction and improvements for 1983 will decline by about 2.8 percent. According to Judy Casey, Department of Transportation Public Information Officer, federal aid for construction (roads, bridges, tunnels) totaled \$84 million in 1982 awards. The estimated total for 1983 is \$78 million. Funded without federal aid in 1982 was \$35 million in contracts, compared to a 1983 estimate of \$38 million.

It is important to note, however, that these totals do not reflect any increase in funding that will result from the recently adopted federal 5-cent-per-gallon gasoline tax. The following proposed projects for construction contracts on which the Department intends to start work in Fiscal Year 1983. The proposed projects may not necessarily be completed prior to the end of the Fiscal Year.

The three right-of-way projects listed in Clark County are being included as they require a major commitment of our available Federal-Aid Interstate, Primary and urban System Funds. The entire work program is subject to the availability of funds and manpower. Problems in financing or engineering are especially subject to potential delay as the schedule is based on an additional allocation of special Interstate Discretionary Funds.

"We anticipate that the federal Government will reduce and control the obligation authority for Fiscal Year 1983 as they did in Fiscal year 1982," Casey said. "Complete information concerning the obligation control is not available at this time, but the control will affect the work program. The Department must be in a position to take advantage of all available federal funding. Therefore, the Work Program includes \$20,405,000 for alternate projects that will utilize the Federal-Aid obligation Authority in case a priority project is delayed or we receive more authority than anticipated. The Work Program also includes \$12,355,000 for alternate state 3R Projects in case a priority project is delayed or additional funds become available through reduced estimates or favorable bids on the priority projects.

"The estimated costs shown are the total estimated costs of the project, including required work by Forces other than the contractor (local entities, railroads, state forces, etc.). All contractors should note that the Work Program listing is a continuing process subject to revisions due to funding availability and to modifications, additions or deletions of projects."

| Rte./ Hwy. | Description | Est. Cost |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Churchill County: | | |
| 50 | Leetville Junction to Thompson Lane (Pavement Overlay/Rehabilitation — 3R Project), 4.35 miles. | \$ 1,450,000 |
| Clark County: | | |
| 515 | In Las Vegas from Stewart Ave. to Pecos St. (Construct two grade separation structures and connecting roadway embankment), 0.15 miles. | 3,684,000 |
| 515 | In Las Vegas from Eastern Ave. to Maryland Parkway (Convert from Advance Right of Way Acquisition Funds to Regular Interstate Funds), 0.80 miles. | 12,280,000 |

| | | |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 515 | In Las Vegas from Eastern Ave. to Maryland Parkway (Construct 6 lane Viaduct Structure), 0.85 miles. | 20,000,000 |
| 515 | In Las Vegas at Eastern Ave. (Construct Interchange Structures — State Construction), 0.03 miles. | 1,752,000 |
| 93 | In Boulder City from Buchanan Blvd. to Pacifica Way (Widen to provide left turn storage, pavement overlay/rehabilitation and new channelized intersection — 3R Project), 2.39 miles. | 1,450,000 |
| 80 | 3.6 miles west to Pequop Summit (Pavement Overlay/Rehabilitation — 3R Project), 3.62 miles. | 1,932,000 |
| 535 | Idaho Street in Elko from West I 80 to East I 80 Interchange (Pavement Overlay/Rehabilitation — 3R Project), 4.94 miles. | 3,000,000 |
| Esmeralda County: | | |
| 6-95 | From SR 265 to Coaldale Junction (Pavement Overlay/Rehabilitation — 3R Project), 7.65 miles. | 1,020,000 |
| Eureka County: | | |
| 80 | Lander County Line to 3 miles east (Pavement Overlay and Safety Upgrading — 3R Project), 2.97 miles. | 1,317,000 |
| Humboldt County: | | |
| 95 | From SR 289 in Winnemucca to 10 miles north (Pavement Overlay/Rehabilitation — 3R Project), 9.98 miles. | 2,014,000 |
| 289 | In Winnemucca from West I 80 to East I 80 Interchange (Pavement Reconstruction — 3R Project), 1.54 miles. | 1,440,000 |
| Lander County: | | |
| 80 | From 10 miles west to Eureka County Line (Pavement Overlay and Safety Upgrading — 3R Project), 11.00 miles. | 4,878,000 |
| Lincoln County: | | |
| 93 | From Pony Springs to 13.4 miles north (Pavement Overlay/Rehabilitation — 3R Project), 13.39 miles. | 1,525,000 |
| Lyon County: | | |
| 95A | From US 50 in Silver Springs to SR 427 in Fernley (Pavement Overlay/Rehabilitation — 3R Project), 14.12 miles. | 2,778,000 |
| Nye County: | | |
| 401 | Rye Patch State Park to I 80 (Reconstruct existing 2-lane road and pave boat landing and campground areas), 2.80 miles. | 1,320,000 |
| Washoe County: | | |
| 580-395 | In Reno from Kietzke Lane to Oddie Boulevard (Repair Bridge Decks — 3R Project), 1.05 miles. | 1,925,000 |
| White Pine County: | | |
| 93 | From US 50 in Ely to McGill (Pavement Overlay/Rehabilitation — 3R Project), 11.52 miles. | 3,580,000 |

Highway construction

GRASS VALLEY — Construction has begun on a highway project that will cut about two miles off the distance between Grass Valley and Penn Valley in Nevada County.

The new highway, expected to be completed in late 1984, will replace 7.3 miles of existing roadway containing sharp curves, steep grades and numerous side road with 5.7 miles of a new route. The two-year project will begin with the clearing of trees and brush from the right-of-way and the widening of two bridges in Grass Valley. Prime contractor for the \$10 million project is Teichert Construction of Sacramento.

Developers scale down Capitol Center

Developers Jerry Wymore and Gerry Fairley Tuesday disclosed a dramatically different design for Capitol Center — the high-rise office-hotel complex proposed for a site across the street from the state Capitol. The revised 20-story office tower deviates from the original 26 story glass wall concept toward a more traditional style. The building also has been scaled down by 75,000 square feet to 425,000 square feet and the cost trimmed from \$150 million to about \$140 million.

The original design concept which was submitted in June, sparked hot controversy when critics charged its height and mass would overshadow the state Capitol, and that its style was inconsistent with nearby historic buildings. The new designs attempts to overcome those problems. Wymore and Fairley have an option to buy the project site and are negotiating with investors to finance the purchase of the block which is bounded by 12th, 13th, L and K streets. The developers said they are negotiating the 480-room hotel: Westin Hotels of Seattle, which operates the St. Francis hotel in San Francisco and the Century Plaza in Los Angeles; and Sheraton Hotels, based in Boston.

Caltrans plans work on scenic Tahoe Drive

The California Department of Transportation is planning a \$3.3 million reconstruction project for an accident-prone stretch of scenic Highway 89 near Emerald Bay. The project calls for a variety of drainage and "realignment" improvements along the winding highway where more than 50 accidents have been reported in the last three years. In some areas, the road will be widened and sharp curves will be eliminated to ease traffic problems created during heavy summertime use.

The proposed project, which still must be approved by the Tahoe Regional Planning Agency, is also expected to eliminate some of Caltrans' maintenance problems. Stretches of the road will be reconstructed with improved drainage systems that will cut down on the chronic flooding and ice problems, and more than five miles of the 10-mile stretch will be repaved. The project also includes nearly \$1 million worth of erosion-control projects that should help stabilize some of the steep slopes lining the road. Concrete barriers will be constructed along several stretches and, in other areas, trees and native brush will be planted to discourage further erosion.

Joint Powers Agency to develop Cosumnes water plans

San Joaquin County joined El Dorado, Amador and Sacramento counties last month in an agency to develop Cosumnes River water resources, hydroelectric power and flood control. In a 5-0 vote, the county's Board of Supervisors pledged \$50,000 for a share in the joint-powers agency that may build dams and divide up an estimated 120,000 acre-feet of water annually and the revenue from electricity sales. Two members and two alternates to the agency board will be named in the near future, said San Joaquin County Counsel Gerald Sherwin.

Sacramento County supervisors voted Jan. 11 to join the Cosumnes River Water and Power Authority, which was formed two years ago by Amador and Eldorado supervisors. Approved this week were agreements with financial consultants and an engineering group that will make the basic studies for the project. A feasibility report will take about four months, after which the agency board will decide whether the project makes financial sense.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

The big questions I'm asked lately are "Harold, what changes will be made in Social Security, and will I have any Social Security Benefits later in life when I plan to retire?" These are not simple questions, and I don't believe the politicians in Washington have the answers.

The National Commission on Social Security Reform has put together what they think is a workable set of changes to keep the Social Security system solvent through the rest of the decade. The combination of payroll tax increases, deferred cost-of-living increases and broadening of coverage are just a few of the many changes they have recommended.

Congress can certainly expect assorted interest groups to lobby fiercely against different aspects of the plan. But after months of study and debates, the bi-partisan commission voted 12 to 3 in favor of the compromise plan. It has been endorsed by President Reagan, the Democratic leadership in Congress, and even Representative Claude Pepper — Social Security's most outspoken advocate in Washington.

The importance of Social Security can scarcely be questioned. Social Security payments and federal pensions account for 78 percent of the income for the widowed, disabled and retired in this nation. The system is largely responsible for the fact that only four percent of the elderly in this country live below the poverty line.

When the program was started in 1940, there were 50 taxpaying workers for each beneficiary. Now there are three taxpayers per beneficiary and by the year 2035 there will be fewer than two taxpayers per beneficiary. In addition, medical advances have ensured that beneficiaries receive payments for substantially longer periods than in 1940.

The compromise Social Security rescue plan approved by the president's Social Security advisory commission would provide \$169 billion over the next seven years in new tax revenues or benefit reductions.

That would cover all or most of the estimated shortfall of \$150 billion to \$200 billion over that period.

On a long-term basis, the plan would improve the 75-year financial status of the system by a net of 1.22 percent of taxable payroll.

Since the long-term deficit is estimated at 1.8 percent, another 0.58 percent of payroll must be covered by other measures, and individual commission members will offer their own solutions to cover the 0.58 percent.

Following are the major provisions of the compromise:

- The annual cost-of-living adjustment, now paid in July, would be postponed this year until next January, then paid each January. From 1983 through 1989, this would save \$40 billion. The change would affect all 36 million beneficiaries.

The average single retired person receiving \$420 monthly would receive about \$20 a month less for six months in the first year than under the current law.

A special provision would reduce the impact on low-income elderly and disabled persons also receiving welfare.

- Half of a person's Social Security benefits would be subject to federal income tax, but only if the person had adjusted gross income of \$20,000 from sources excluding Social Security, or in the case of a married couple filing jointly, \$25,000. Proceeds of the income tax would be fed into the Social Security trust fund, bringing it \$30 billion in new revenues from 1983-89.

About 3 million persons would pay added taxes under this provision.

A single taxpayer with adjusted gross income of \$30,000 plus \$6,000 in annual Social Security benefits, who now pays \$4,089 in federal income taxes, would have to pay \$689 more. A married couple with \$40,000 adjusted gross income plus \$13,116 annual benefits, now paying \$4,874 in taxes, would pay an additional \$1,416.

- A Social Security payroll tax increase of three-tenths of one percent on employers and employees, scheduled for 1985, would be moved to 1984. For the period 1985 to 1987, the rate would be as scheduled in current law.

In 1988, part of an increase scheduled for 1990 would begin, and the added tax in 1988 and 1989 would be 0.36 percent.

In effect, this means higher taxes in 1984, 1988 and 1989. In 1984 only, the worker would be allowed to credit the entire increase against his income tax or to get it back from the Treasury as a refundable tax credit if no income tax was paid.

This provision would add \$40 billion to Social Security revenues from 1983 to 1989.

All 116 million persons subject to Social Security tax would pay the extra amount, but in 1984 they would get it back from the Treasury. From 1985 to 1987, they would pay nothing extra compared to existing law.

In 1988, however, a worker at an annual salary of \$26,918 would pay an extra \$97 in taxes and, in 1989 the same worker, assuming an average yearly pay raise, would pay \$104 extra.

- As of next January 1, mandatory Social Security coverage would be extended to all new federal workers and employees of non-profit organizations, which now can opt for inclusion if the organization chooses. Federal workers covered by the civil service retirement system would stay in it.

It is anticipated that the government would establish a supplementary employer pension for new federal em-

ployees, so they would end up getting Social Security plus a supplementary pension as is now the case with many private sector workers. This provision would add \$20 billion in revenues from 1983 to 1989.

- Local and state governments covered by Social Security would be barred from dropping out as of the date of enactment of the proposed plan. Savings: \$3 billion from 1983 to 1989.

- The so-called windfall portion of Social Security benefits received by federal, state and local government employees who qualify for Social Security on the basis of relatively short periods of employment in the private sector would be eliminated for those first eligible to retire after 1983.

They would receive a benefit, but less than under current law. Savings: \$200 million from 1983 to 1989.

- The Social Security tax on self-employed persons, now three-fourths of the combined employer-employee rate, would be increased to the full employer-employee rate, but half of the total payment could be deducted from taxable income. Even so, many self-employed would pay a higher net of Social Security and income taxes, and the gain to Social Security from 1983 to 1989 would be \$18 billion.

- Beginning in 1988, the plan would seek to stabilize the trust fund by providing that whenever the fund drops to less than one-fifth of a year's benefits, the annual cost-of-living adjustment would be equal to either the annual rise in prices or the annual rise in wages, whichever was less.

- The plan would phase in from 1990 to 2010 a larger bonus, equal to eight percent a year instead of three percent, for each year a person delays retirement after 65.

- The trust fund would be reimbursed by the Treasury for free wage credits granted the military at one time and for uncashed Social Security checks. This would net \$18 billion.

- Benefits and eligibility would be improved, at little total cost, for certain types of widows and widowers, divorced persons and survivors.

Everybody, Somebody, Anybody and Nobody

There is a story about four brothers named *Everybody*, *Somebody*, *Anybody* and *Nobody*. There was an important job to be done and *Everybody* was asked to do it. *Everybody* was sure that *Somebody* would do it. *Anybody* could have done it, but *Nobody* did it.

Somebody got angry about that because it was *Everybody's* job. *Everybody* thought *Anybody* could do it, but *Nobody* realized that *Everybody* wouldn't do it.

It ended up that *Everybody* blamed *Somebody*, when actually *Nobody* accused *Anybody*. So *Everybody* sat around, and the job didn't get done.

Roundup of work in dredging industry

(Editor's Note: This is the first report by Chuck Center, the new Dredging Business Representative for Local 3. Brother Center works out of the Fairfield union hall and can be contacted at the office, 707/429-5008, or in the evenings at home, 916/453-1920.)

The San Francisco area has one major project under construction, which is the Ocean Beach Outfall project, sponsored by Morrison Knudsen. Manson Construction's Viking is digging the trench. The "Betty L" began digging on the 23rd of February. The Betty L will also be laying the 90-ton sewer pipe in the trench, which will be 4.5 miles long upon completion. The total cost of the project is \$150 million.

The completion date is expected to be February of 1985, with 30 to 40 Operating Engineers currently employed on this project.

Bob Johnson and Gary Tieg are the operators on the 500-ton Clyde, placing the pipe in the trench. Dick Villach is in charge of the project. Don Young is the captain on the Betty L and Bob Allison is the captain on the Viking.

The Oakland area is slow with a few small jobs around the Embarcadero area. There are rumors that the outer harbor may be on the books soon.

The Ignacio area is looking forward to the work on the San Rafael Outfall job. Kiewit-Pacific will be laying the pipe on 60-foot piling. Each pipe is 98" inside diameter and will run for 8,353 feet. They will be using three rigs on the job, two 125-ton derricks named the Cynthia and Copenhagen and their smaller crane barge named Jenie.

Smith-Rice will be dredging on the project with their barge #24. They will be removing 500,000 cubic yards cutting the trench. Chris Peterson will be the captain on the #24.

The Fairfield area is slowing down with its levee maintenance. Bill Dutra has most of his equipment working on various islands in the Delta. His new crane barge, the Paula Lee is assisting on a great deal of the island repairs. The new rig is a 250-ton American crane and is captained by Jack Frost.

Stockton is busy with phase I of the deepening of the ship channel. Canonic

Pacific from Michigan is the contractor. They are using their 24" Elicott Dredge, Mari Alyce. It is currently digging on the \$3.6 million job. Estimated completion date is in early June of '83. The dredge Superintendent is Carl Wille with Brother Al Mullen working as the Deck Captain.

The San Jose area has one small job in progress. The annual maintenance of the Santa Cruz yacht harbors. Shellmaker, Inc. is currently dredging with the Vagabond dredge. Captain Stan Saconious is running the job.

Dredge Picnic

The 3rd Annual Dredge picnic is scheduled for August 21st. For information on tickets and volunteer work contact Gil Anderson at 415/797-4457, Frank Cross at 415/471-3327, Cecil Wilson at 415/223-9468 or Jim Metz at 916/372-6591. Retirees contact Nick Carlson at 415/685-2589.

HONORARY MEMBERS

At its meeting on February 13th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

| | |
|---------------------|--------|
| Albert G. Boardman | 576234 |
| August C. Bohlmann | 529096 |
| Sam J. Cain | 463860 |
| Dellmar Caswell | 569559 |
| Douglas L. Colburn | 361414 |
| Thornton Cook | 317747 |
| Ray C. Cooper | 577421 |
| Glenn L. Copher | 461091 |
| Louis Del Rio | 574267 |
| Harold Finney | 437802 |
| Berton P. Hicks | 576319 |
| Hiram R. Huff | 557479 |
| Louie R. Jenkins | 540946 |
| Clyde Kepley | 347131 |
| Irving P. Leutholtz | 286188 |
| Floyd T. Lewis | 577431 |
| Paul W. Matthew | 490987 |
| Joseph L. Nigg | 531556 |
| Fred Ogden | 563133 |
| Marvin F. Orr | 553077 |
| Joseph L. Parkinson | 524706 |
| Howard F. Robinett | 576414 |
| Richard D. Tucker | 531589 |
| William A. Wright | 441853 |
| Sidney F. Yeary | 576487 |

New guidelines for water projects

The Interior Department announced this month that a new "Economic and Environmental Principles and Guidelines" will be implemented for water project planning. The Principles and Guidelines provide direction for the Bureau of Reclamation, Corps of Engineers and Soil Conservation Service in their water resources project planning.

"The new Principles and Guidelines will result in accurate and consistent benefit-cost analyses of water resources projects with an even-handed consideration of economic, social and environmental factors," Interior Secretary James Watt announced. "By replacing the former Principles, Standards and Procedures, we are ending more than three years of frustration with cumbersome and unnecessary regulations. These needless restrictions have hampered our ability to identify and recommend economically and environmentally sound water projects that are vital

to the continued economic growth of our Nation."

The new "Principles and Guidelines" will become effective 120 days following publication of a notice in the *Federal Register* and will apply to all planning studies of the four Federal water resources project construction agencies. The Secretary pointed out a number of changes from previous Federal water project planning documents. The Guidelines:

- heavily emphasize State and local concerns throughout the water project planning process;
- are not rigid rules but administrative guidelines, encouraging water resources planners to focus on sound planning rather than on mechanical compliance to avoid litigation on procedural grounds;
- cover only the programs of the four major Federal water development agencies;

- contain a single Federal objective, which provides for clearer comparison of project alternatives, more consistency among Federal agencies in project planning, greater recognition of the major impacts of water projects on the Nation's economy; and

- incorporate adequate flexibility to allow planners to refrain from conducting inappropriate analyses, thus reducing costs and time required to identify and recommend economically and environmentally sound water projects.

Secretary Watt added that the new planning document "lays the groundwork for greatly increased effectiveness and efficiency in the water project planning procedures of the Federal Government. This is another step in our efforts to build a firm partnership between Federal and non-Federal entities in the pursuit of the best uses of our valuable water resources."

Winter keeps Marysville at a standstill

Work on Marysville's West Side is nearly at a standstill, reports Business Representative George Morgan. Sacramento Valley Crane is setting the gates on the Glenn-Colusa canal in Willows.

The shops are trying to keep everyone busy. Peterson Tractor shop in Willows is keeping their employees working at this time and Tenco Tractor in Williams is the same. This is a strange year, as far as the weather goes.

There is more information regarding the Thermalito Fish Rearing Raceways & Office Building Department of Water Resources job, which was let March 16. The job will consist of clearing, compacting subgrade, backfill and embankment, excavation, concrete sumps, holding tanks, aerator and well piping and asphalt paving. Location is north of Biggs on Hwy. 99.

The City Council in Orland unanimously agreed to abandon an easement blocking the development of a \$5.5 million shopping center on South Street in Orland.

"We are still experiencing bad weather on the East Side, causing a very slow work picture," reports Business Representative Dan Mostats.

It appears that with the bad weather, only the shops are doing a fair amount of work. For instance, Tenco Tractor still has more work than they have had in the past.

Work on Highway 49, near Camptonville is touch and go, and of course, all due to the weather again. Most work is retaining wall projects.

The Quincy area will have a pumping station going out to bid this month and the Plumas National Forest Service has some jobs presently on the drawing table and will be let out to bid this Spring.

The Alleghany School job is still in progress and will continue because of the inside work now taking place.

Crystal Creek Construction from Redding has not moved yet on the Ridge Road job due to the weather but will start as soon as the weather does permit.

Blood Bank

We have just received a report from our Blood Bank, indicating we now have five units, two units up from last month. As always, our special thanks goes out to those who have donated

blood regularly.

However, as of this writing, we will be releasing three units of blood, leaving us with two units. So, again, please remember that we still need blood in our bank and donations can be made at the following sites:

MARYSVILLE: 2nd Tuesday of each month at the Marysville Art Center, 420 - 10th Street, between 1:00 p.m. and 6:00 p.m.

On the 4th Tuesday of each month at Rideout Hospital Emergency Center, 726 - 4th Street, between 10:30 a.m. and 4:00 p.m.

Member receives \$13,000 in back pay

District Representative Harvey Pahel reports that Local 3 member Ben Kabel was awarded over \$13,000 in back pay this month after the union was able to prove to the arbitrator that he had been fired from his job "without just cause." Kabel was an employee of W. J. Lewis Corp.

"While talking with a lot of the members in the past few months, I have learned that many brothers like to play golf," Pahel commented. "Any Brothers who are interested in forming a District 80 golf group, please call me in the evenings at 916/423-3576."

"If we could get together once a month on the weekend, lie about our

OROVILLE: Thermalito Grange Hall, 479 Plumas Avenue, 1st Tuesday of each month between 1:00 and 6:00 p.m.

CHICO: 169 Cohasset Road, Fridays between 8:00 a.m. and 12:00 noon; Saturdays between 9:00 a.m. and 12:00 noon; Tuesdays between 3:00 and 7:00 p.m.

Please be sure to tell the donor centers that your donations are for the Operating Engineers Local Union No. 3, Marysville District. Any and all donations are greatly appreciated.

handicaps, try and beat the sandbaggers, and have a lot of fun, we can hold tournaments and play different courses in the area. I hope that we will be able to get 25 to 50 members to form and participate in this golf club. This would give us an outing together where we can get to know other engineers and enjoy ourselves."

Pahel also reports that he recently had a meeting with Mike Canito with the Bureau of Interior in regards to the Auburn Dam, and the Auburn Dam looks very favorable. "We would appreciate it if you would write to your state and federal representatives about the Auburn Dam," he said.

All jobs are down in Redding

District Representative Don Doser reports that all jobs are down in the Redding area, due to the record rains.

Roy Ladd, however, has picked up a \$1.3 million job on Hiway #299, approximately 13 miles west of Weaver-ville. The work consists of bridges and some dirt. Tullis & Associates picked up a \$150,000 job in preparation for the \$1.6 million slide area on Interstate #5, to be let later this year.

The state has announced there will be 85 jobs to be let in the Redding area—total of \$31 plus million in 1983. "Now I'm hearing rumors there may be even more because of bad weather and some slide areas flood damage jobs to be let besides the \$31 plus million," Doser commented. "If this in fact happens—it will really be a boost in our

depressed area."

Neilsen, Vasko and Earl is doing a \$2.1 million job in Susanville. They are a good union contractor from Erno, Nevada Susanville Service Center. Ferrante Construction is ready to get back to work on Hiway #97, near Weed as soon as weather permits.

Cal-Ore Constructors are anxious to go back to work. They have driveways to pave and clean up on Hiway 44 and Victor overcrossing job trying to work between rains on the bridge. Stolte is moving along on their job at the County Jail. One man on the elevator has been working most of the time this Winter.

C. C. Meyers keeps hoping the bad weather will vanish so they can get going again on this bridge job at Dunsuir.

Credit Union Report

Lower you taxes — If you haven't filed your 1982 taxes yet you still have time to cut your federal tax bill. Just open up an Individual Retirement Account (IRA).

You have until tax-filing deadline on April 15 to open an IRA. You can deposit \$2,000 or 100% of your income, whichever is less.

The amount you deposit can then be deducted from your 1982 gross income thereby lowering your taxes. If you deposit \$2,000 and are in a 35% tax bracket, you cut your 1982 federal tax bill by \$700.

Another way of looking at that is the federal government is giving you \$700 to put into a retirement savings program.

You don't escape taxes. Money withdrawn from IRAs has to be included in your gross income the year you take the withdrawal.

The idea is that you shelter your income while you're in a higher tax bracket and then make withdrawals when you may be in a lower tax bracket, as when you retire.

Your Credit Union has an excellent IRA program. Call (415) 829-4400 and talk with one of our IRA Specialists if you have questions. Utah members should call (801) 261-2232.

Your old wheels — If you've decided not to buy a new car this year because of the prices but your old wheels need work, use your Phone-A-Loan to fix up the old buggy. Put in a new engine. Paint it. Add new tires. Who knows, you just might decide to keep it a few years longer. If you have a Phone-A-Loan account, just call, ask for the loan department and tell us what you need.

If you haven't opened a Phone-A-Loan account, call for an application.

Used cars, trucks & vans — If you're thinking of buying a used car, truck or van, your Credit Union finances up to 80% if the purchase price for a maximum term of 48 months and has two rates. If you have \$1,000 or more on deposit in any one or any combination of your Credit Union's savings programs, including IRA's, you can finance, on approval, for 15% Annual Percentage Rate (APR). If you have less than \$1,000 on deposit, the APR is 17%.

If you've already opened a Phone-A-Loan account, all you have to do is call and apply.

Write (or call) your Congressman — All banks, savings and loans associations, credit unions and other payers of interest of dividends must start withholding 10% of the interest or dividends paid on savings accounts starting July 1, 1983. It is the law. The money that payers of interest or dividends withhold must be forwarded to the federal government like the money that is withheld from your paychecks.

There are exemptions to the withholding. We will discuss those in a future article. Right now, your Credit Union is urging you to write or call your Congressman and both your Senators to have this withholding repealed before it starts.

Millions of Americans have already written their Congressmen. In fact, the current letter writing campaign against the withholding has been

(Continued on Page 6)

Work looks good in Santa Rosa area once rains cease

Work in the Santa Rosa area looks promising for the coming season if the rain ever ceases, reports District Representative Chuck Smith. It seems as though one storm hasn't quite finished when a harder one hits.

Granite Construction was low bidder on the Laguna Ponds, at \$1.8 million, which will put quite a few Brothers to work. Louie Gobbi of Piombo Corp. reports he has picked up some work around the Santa Rosa area. According to the local newspaper, Sid Shah has taken over the management of Piombo Corp. and has ideas of expanding their operations to overseas work and land development in the area, as well as the work they have done over the many years Piombo has been in business.

On Hwy 1, at Fort Ross, there has been a big washout resulting in the highway being closed for two to four months. The washout took out a stretch approximately 200 feet long and 400 feet deep. This will be time and material work and should be going as soon as we see the sun for a few days, providing they can figure out how to proceed.

A Pre Job was held with Arthur B. Siri, Inc. for the Southwest Santa Rosa Assessment District for Phase II and Phase III, reports Business Representative Bill Burns, while Peter Kiewit Sons' Co. was low bidder on NCPA III Power Plant at The Geysers.

Another Pre Job was held with Lathrop Construction Co. for a three story addition to Queen of the Valley Hospital in Napa, which is a \$13.6 million project.

Lots of levy work in Fairfield area

Most of the work in the Fairfield area seems to be in the Delta, reports Business Representative Marvin Clark. Dutra Construction is working on just about every slough and river around Rio Vista. Tiechert Construction picked up several small jobs, mostly overlays and onramps. Talbott Brothers has three or four small jobs going on in the Napa Area. Basalt Rock and Syar Industries are working two shifts trying to keep up with the riprap demand.

Peter Kiewit and Sohio are Joint Venturing on the Modular Project for the Alaskan oilfields. They just started the second shift and plan to have every thing ready to ship out sometime in June. This project is located on the Valjejo Waterfront.

Exxon Refinery in Benicia is going to have another turnaround the first of March. Foster-Wheeler was awarded the contract and will run two ten hour shifts. They will probably have close to 20 engineers.

Heide-Williams & Cola just started the demo work for Mare Island's new \$20 million pipe and boiler shop. Paul V. Wright is the Prime Contractor on this project. Also, Cooper Brothers are coming along good on their underground work at Mare Island.

Berglund Tractor in Napa hired approximately 10 heavy duty repairmen to help on the Government contract they were awarded to overhaul some large marine engines.

How management stacks the deck

(Continued from Page 1)

points were fired. The points, it turned out, went to workers the supervisors didn't like.

When the workers contacted the union organizer, Mueller management opened its counterattack. Its persistent and continuing attempts to keep the union out of the plant were recently recounted in the magazine Southern Exposure in an article entitled "Bucking the System." The Mueller employees are still bucking the system.

After contacting Riffe, a Steelworker on loan to an IUD organizing campaign at a local glass factory, the workers began signing cards "by the dozen." Mueller plant president Bob Whritenour countered by hiring a union-busting law firm from Atlanta — Elarbee, Clark & Paul.

The article recounts what happened when the management consultants came on the scene:

"Supervisors were instructed to interview workers for their attitudes about unions, and the lawyers kept a list with a running total of the pros and cons. Rumors spread that the plant might close if the union won. Bob Whritenour showed both shifts a movie which graphically portrays how a plant that voted in a union went through a violent strike.

"Workers charge they were repeatedly harassed about their union stance; several say that, as the election approached, they were offered promotions to supervisor positions 'for their loyalty.'"

The management tactics failed. On Feb. 14, 1980, the workers voted 89 to 46 in favor of the union in a National Labor Relations Board representation election.

But that was only the beginning. Instead of bargaining on a worker contract with Molders union representatives, Mueller ran an ad in the local paper "accepting applications for first and second shifts" at the plant. Mueller's move, the article notes came after the town mayor and head of the local bank went to see Mueller's parent company, Core Industries, in Detroit, to complain about the union's victory.

Management's retaliation

Mueller followed up the ad by firing several union activists. Union supporters recounted how "supervisors harangued them that week with threats to shift them to more strenuous jobs, withhold their pay raises, close the plant and give their future employers poor job references." Mueller tried and failed to have the NLRB overturn the election results after claiming abuses on the union side.

Mueller management pushed the point system. Employee Wanda Campbell, quoted on supervisor actions, said they began "riding us, watching everything we did for something to give us points on. They'd follow me to the bathroom, or just stand there watching you do your job. You couldn't get upset, you had to outthink them."

The union began filing unfair labor practice charges against company threats and harassing pro-union workers. The company countered, filing "exceptions" to the election and attempting to delay NLRB certifica-

tion. Then it fired union activist Donny Beck for an "unexcused absence."

Fears mount

Employee C. W. McDonald, who first contacted the union, said with the firing "the fear definitely picked up at the plant. A lot of those who had been with us stopped coming to the union meetings."

The Southern Exposure article recounts how Beck was blacklisted from finding another job in the community and discovered "his name on a list being circulated by the Chamber of Commerce." The company campaign went on, with 16 more pro-union workers laid off.

Under disputed circumstances, "after we spoke about what the company was doing to me and other workers," Beck reportedly went to company officials with information that the company used to file more objections against the election. A Molders' organizer told the magazine that Beck "privately apologized to him for betraying the union by giving the company false information."

Following the management consultant formula in fighting unions, a decertification move was initiated. With the assistance of the Chamber of Commerce, three Mueller workers drew up a petition to decertify the Molders union. A management newsletter said those involved in "the anti-union movement... adhere to management's wishes."

With the charges pending before the NLRB, the petition had no legal authority. Firings of union supporters continued. The Chamber circulated their names and they were blacklisted by other employers. "Even those union supporters who eventually signed found they too were blacklisted from other jobs when Mueller laid them off," the article noted.

But the union and its supporters persisted, with the aid of community organizations. The local chapter of the Clergy and Concerned Laity (CALC), after interviewing both sides said the "proceedings against the company have not stopped management personnel from intimidating employees who are openly pro-union and from creating an environment of fear in the workplace."

CALC staff representative Rev. Mac Legerton advised, "Business leaders have the Chamber of Commerce, doctors have their medical associations, lawyers their legal guilds, students their clubs — but laborers are denied their right to form labor organizations. That's the moral hypocrisy that we must challenge and change."

In another move, after discovering that the National Bank of Detroit was the prime lending institution to the parent Core Industries, union supporters began contacting the bank with complaints about its subsidiary, Mueller. In return, they got a bank form letter claiming these were union, not employee, allegations.

Then the Detroit AFL-CIO joined in, advising the bank of twelve large union funds that were invested with it. Quickly, the bank scheduled a meeting between union, bank and company officials. Bringing the corporate representatives into the situa-

tion for the first time was a significant achievement. But the company persisted in its anti-union stance.

As part of its strategy, CALC and union representatives purchased Core stock, attending its stockholder meeting last January. Core president Harold Marko promised to recognize the union after an "honest" election, even while laying off more union supporters. The workforce at Mueller has declined to some 85 employees. "Some speculate," the article says, "the plant will close before it signs a union contract."

More firings

In mid-year, the NLRB was still taking testimony on the charges. Along with many others, "C. W." McDonald had been laid off and has only been able to find seasonal work in the tobacco houses.

But the workers are far from defeated. McDonald says, "If I go back in there, I'm going to go after it like I did before." Ernest McDougald is working as a house painter after his discharge, but continuing the campaign. He told Southern Exposure: "Change is going to come because of people like us. Getting the union elected shows others that you can organize, and that you don't have to walk around with your head down. You don't have to let the man tell you how it is."

Credit Union Report

(Continued from Page 5)

called the largest ever to hit Congress.

Since the beginning of the year, Congress has received more than 7 million pieces of mail, double what they normally receive. Much of this mail calls for the cancellation of the 10% withholding.

Some congressmen, however, are ignoring this flood of mail. If you are against the 10% withholding, you should write your Congressman and both of your Senators. You should write in your own words something like: "I am against the 10% withholding of interest or dividends on savings accounts. Please vote for repeal." You may even want to write on the outside of the envelope something like "repeal withholding" or "stop withholding".

If your Congressman is holding meetings in your district, you may want to go to the meeting and tell him that you are opposed to the withholding.

Besides writing, you may also want to call the local office of your Congressman to let them know that you are opposed to the withholding. The local offices will pass this information on to Washington.

In a future communication, we will tell you about exemptions to the withholding and filing for the exemption if you qualify. It is important, if you qualify for the exemptions, to file the official form with every savings institution you deal with.

If you have questions, please let us know.

New project to widen Yolo Causeway

A new \$23.5 million project to reconstruct and widen the Yolo Causeway between Sacramento and Davis has been designed by Caltrans engineers and will be proposed for addition to the state's five-year transportation plan later this month. Plans developed by the Department of Transportation provide for the same number of lanes in each direction as there are now, but they will be wider. Roadside shoulders also will be expanded and a separate two-way bicycle lane will be added, Caltrans engineer Allen Wrenn said.

Construction would begin in the spring of 1984 if the California Transportation Commission approves the project, with completion scheduled for late summer of 1985. Most of the cost

would be paid for by the federal government because the causeway is part of the Interstate highway network.

The project would replace a current Caltrans \$6.7 million plan to repave and repair the heavily traveled section of Interstate 80.

To minimize traffic disruption caused by lane closing on the causeway, Wrenn said Caltrans plans to build a new roadway in the gap between the existing eastbound and westbound bridge sections.

Traffic in one direction would be diverted into the new center lanes while work is under way to strengthen bridge supports and install a new concrete bridge deck. Once that is completed, traffic in the opposite direction will be shifted to the center lanes while repairs to the other bridge section are in progress.

When the project is finished, Wrenn said, there will be a single bridge with three 12-foot traffic lanes in each direction, plus substantially wider 10-foot inside shoulders and 11½-foot outside

shoulders. A 12-foot wide bicycle lane, separated from the vehicular traffic by a concrete barrier, would be built on the north side of the bridge.

Caltrans engineers have told Sacramento and Yolo county officials they intend to exempt the project from environmental impact reporting processes because the project does not increase the capacity of the highway to handle traffic.

However, there have been discussions about providing eight lanes — four in each direction — on the bridge, according to Wrenn, who is chief of the Caltrans design branch in Marysville.

"We have talked about that. That would be possible. The width is there," Wrenn said. He added that Caltrans engineers realize that an environmental impact study would be necessary if additional lanes are involved.

Wrenn said the new project was designed because engineers determined the structural supports under the current bridges are "moving around" and the asphalt over the bridge deck is

cracking.

When Caltrans closed traffic lanes to repave portions of the causeway recently "we had terrible problems handling traffic," Wrenn said. The new center lanes are expected to reduce traffic problems during construction.

To strengthen the current bridges and install a new bridge deck alone without providing the new center lanes could take six years, he said.

San Mateo Blood Drive

We are asking you to mark down Saturday morning, May 21, 1983 on your calendar. This date has been set aside as the Building Trades Blood Day. It will be held at the Plumbers Hall, 1519 Rollins Road, Burlingame, from 7:00 a.m. to 11:30 a.m. Please come and donate a pint of blood. A home-cooked breakfast will be served to all donors and volunteer help. See you all on May 21st at "B" Day!

Questionnaire on signs of alcoholism

| Alcoholism | | YES | NO | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|-------|-------------------------------------------------------------------------------------------------------------------|-------------------------------|-------|--|
| 1. Do you occasionally drink heavily after a disappointment, a quarrel or when the boss gives you a hard time? | _____ | _____ | _____ | 22. Have you recently noticed that you cannot drink as much as you once did? | _____ | _____ | |
| 2. When you have trouble or feel under pressure, do you always drink more heavily than usual? | _____ | _____ | _____ | 23. Do you sometimes stay drunk for several days at a time? | _____ | _____ | |
| 3. Have you noticed that you are able to handle more liquor than you did when you were first drinking? | _____ | _____ | _____ | 24. Do you sometimes feel very depressed and wonder whether life is worth living? | _____ | _____ | |
| 4. Did you ever wake up on the "morning after" and discover that you could not remember part of the evening before, even though your friends tell you that you did not "pass out"? | _____ | _____ | _____ | 25. Sometimes after periods of drinking, do you see or hear things that aren't there? | _____ | _____ | |
| 5. When drinking with other people, do you try to have a few extra drinks when others will not know it? | _____ | _____ | _____ | 26. Do you get terribly frightened after you have been drinking heavily? | _____ | _____ | |
| 6. Are there certain occasions when you feel uncomfortable if alcohol is not available? | _____ | _____ | _____ | If you answered "yes" to any of the questions, you have some of the symptoms that may indicate alcoholism. | | | |
| 7. Have you recently noticed when you begin drinking you are in more of a hurry to get the first drink than you used to be? | _____ | _____ | _____ | "Yes" answers to several of the questions indicate the following stages of alcoholism. | | | |
| 8. Do you sometimes feel a little guilty about your drinking? | _____ | _____ | _____ | Questions 1 - 8 | Early Stage. | | |
| 9. Are you secretly irritated when your family of friends discuss your drinking? | _____ | _____ | _____ | Questions 9 - 12 | Middle Stage. | | |
| 10. Have you recently noticed an increase in the frequency of your memory "black-outs"? | _____ | _____ | _____ | Questions 22 - 26 | The beginning of final stage. | | |
| 11. Do you often find that you wish to continue drinking after your friends say they have had enough? | _____ | _____ | _____ | CO-ALCOHOLISM | | | |
| 12. Do you usually have a reason for the occasions when you drink heavily? | _____ | _____ | _____ | 1. Do you worry about your spouse's drinking? | YES | NO | |
| 13. When you are sober, do you often regret things you have said or done while drinking? | _____ | _____ | _____ | 2. Have you ever been embarrassed by your spouse's drinking? | _____ | _____ | |
| 14. Have you tried switching brands or following different plans for controlling your drinking? | _____ | _____ | _____ | 3. Are holidays more of a nightmare than a celebration because of your spouse's drinking behavior? | _____ | _____ | |
| 15. Have you often failed to keep the promises you have made to yourself about controlling or cutting down on your drinking? | _____ | _____ | _____ | 4. Are most of your spouse's friends heavy drinkers? | _____ | _____ | |
| 16. Have you ever tried to control your drinking by making a change in jobs or moving to a new location? | _____ | _____ | _____ | 5. Does your spouse often promise to quit drinking without success? | _____ | _____ | |
| 17. Do you try to avoid family or close friends while you are drinking? | _____ | _____ | _____ | 6. Does your spouse's drinking make the atmosphere in the home tense and anxious? | _____ | _____ | |
| 18. Are you having an increasing number of financial and work problems? | _____ | _____ | _____ | 7. Does your spouse deny a drinking problem because your spouse drinks only beer? | _____ | _____ | |
| 19. Do more people seem to be treating you unfairly without good reason? | _____ | _____ | _____ | 8. Do you find it necessary to lie to employer, relatives, or friends in order to hide your spouse's drinking? | _____ | _____ | |
| 20. Do you eat very little or irregularly when you are drinking? | _____ | _____ | _____ | 9. Has your spouse ever failed to remember what occurred during a drinking period? | _____ | _____ | |
| 21. Do you sometimes have the "shakes" in the morning and find that it helps to have a little drink? | _____ | _____ | _____ | 10. Does your spouse avoid conversation pertaining to alcohol or problem drinking? | _____ | _____ | |
| | | | | 11. Does your spouse justify his or her drinking problem? | _____ | _____ | |
| | | | | 12. Does your spouse avoid social situations where alcoholic beverages will not be served? | _____ | _____ | |
| | | | | 13. Do you ever feel guilty about your spouse's drinking? | _____ | _____ | |
| | | | | 14. Has your spouse driven a vehicle while under the influence of alcohol? | _____ | _____ | |
| | | | | 15. Are your children afraid of your spouse while he or she is drinking? | _____ | _____ | |
| | | | | 16. Are you afraid of physical or verbal abuse when your spouse is drinking? | _____ | _____ | |
| | | | | 17. Has another person mentioned your spouse's unusual drinking behavior? | _____ | _____ | |
| | | | | 18. Do you fear riding with your spouse when he or she is drinking? | _____ | _____ | |
| | | | | 19. Does your spouse have periods of remorse after a drinking occasion and apologize for behavior? | _____ | _____ | |
| | | | | 20. Does drinking less alcohol bring about the same effects in your spouse as in the past required more? | _____ | _____ | |

If you have answered "Yes" to any two of the questions, there is a definite warning that a drinking problem may exist in your family.

If you have answered "Yes" to any four of the questions, the chances are that a drinking problem does exist in your family.

If you have answered "Yes" to five or more, there very definitely is a drinking problem in your family.

If these questions are an indications of a problem, call us for help!

| Alcoholism Recovery Program Coordinators | |
|------------------------------------------|---------------|
| San Francisco | 415/431-1568 |
| Nate Davidson | *415/573-1330 |
| Archie Headly | 415/626-7835 |
| | *415/686-1600 |
| Igancio/Santa Rosa/Eureka | 707/545-1724 |
| John Smith | *707/538-3940 |
| San Mateo | 415/348-7835 |
| Joe Oxendine | *415/967-4544 |
| Oakland/Fairfield | 415/638-7277 |
| Archie Headley | *415/686-1600 |
| Steven Stromgren | *415/634-1603 |
| Stockton/Ceres/ | |
| Fresno | 209/944-5603 |
| Norby Flanagan | *209/275-6648 |
| †George Matzek | *209/728-3235 |
| Marysville/Redding/ | |
| Sacramento | 916/743-7321 |
| George Morgan | *916/755-0292 |
| †Bob Criddle | 916/743-9254 |
| | *916/743-6929 |
| Larry Uhde | 916/383-8839 |
| | *916/456-4124 |
| Bill Marshall | 916/383-8480 |
| | *916/687-6494 |
| San Jose | 408/293-7541 |
| Joe Oxendine | *415/967-4544 |
| Robert Beall | *408/972-1019 |
| †George Bist | 408/295-8788 |
| | *408/946-1872 |
| Reno | 702/323-2539 |
| Mike Bailey | *702/849-1792 |
| Salt Lake City | 801/532-6091 |
| Don Strate | *801/943-6210 |
| Rickie Bryan | *801/465-3136 |
| John Thornton | *801/756-4915 |
| Honolulu | 808/847-5523 |
| Allen Souza | *808/488-1436 |
| Rancho Murieta Training Center | |
| Dick McGill | 916/354-2029 |

*Denotes home phone
†Public Employee Department

FRINGE BENEFITS FORUM

By Art Garofalo
Director of
Fringe Benefits



You asked for it and you got it! Many Local 3 Retirees have complained about their difficulty in filing claims with MEDICARE before submitting them to the Operating Engineers Retiree Welfare Plan for payment. The paperwork involved is complicated, time consuming and hard to keep track of when there are several claims at one time.

Recognizing those facts the officers of Local 3 have initiated a program with the Trust Fund office in order to provide Retirees with a more simplified method of filing health and welfare claims. Retirees can now file *all claims* with the Trust Fund office who in turn files the claims with MEDICARE.

Here is the way it works:

When you incur expenses for medical services such as doctor's charges, X-ray and laboratory charges, outpatient hospital charges, simply forward the bills to the Trust Fund office with a signed MEDICARE claim form. You may attach as many itemized bills as you have to a single MEDICARE claim form.

If the claim is for your spouse, indicate your spouse's name and health insurance number (Social Security Number) in spaces 1 and 2 of the MEDICARE form.

Put your mailing address in space 3, complete space 4 and be sure to sign the form at the bottom of space 6.

If the claim is for you we need your signature; if it is for your spouse we need your spouse's signature. To ensure that we can identify you, you should print your name and Social Security Number alongside the signatures in the signature box.

No other information needs to be put on the form.

By filing your MEDICARE claims with the Trust Fund, they will forward your claim and the itemized billings to MEDICARE for you. MEDICARE will send the Trust Fund office their Explanation of Benefits and payments and then they will calculate Retiree Welfare benefits and send you MEDICARE's explanation and check along with the information and payment from the Trust. Benefits assigned directly to the Hospital or Doctor are sent to the provider and you receive their Explanation of Benefits.

Another important item is your card identifying you as an Operating Engineer Retiree, with the Trust's address. This card should be used whenever your doctor or other provider accepts MEDICARE's assignment of benefits and is handling the billing for you. Unless the provider uses the Trust address, rather than your home address, the MEDICARE Explanation of Benefits will go to you and we will be unable to determine the amount payable from the Trust. ID cards will be mailed shortly to all eligible Retirees and their spouses.

In the event you wish to continue filing claims directly with MEDICARE, please do so. This new Trust Fund office service is strictly optional. You may file your claims with MEDICARE or the Trust Fund office whichever is the most convenient for you.

Those who are not yet eligible for MEDICARE should continue to submit itemized billings with completed Retiree Welfare Medical Claim forms. The Trust Fund office service is strictly optional. The Trust Fund office needs your name, Social Security Number, address and signature on each claim form. Also, if the claim is for your spouse, they need her name, Social Security Number, information regarding any other coverage, and her signature at the bottom of the form under "Patient's Authorization for release of medical information".

You may attach as many itemized billings as you have to a single claim form. Please note, that on claims for a *new condition of illness*, the diagnosis portion on the reverse side of the claim form must be completed by your doctor. Claims for *continuing conditions or illness* do not require a diagnosis with each claim submitted.

Redwood Bypass to begin in 1984

Caltrans says work will begin on Redwood National Park road in 1984, reports Eureka District Representative Gene Lake. After years of debate and threats of pulled funds, the first trees to be cut for the Redwood National Park bypass will hit the ground in the spring of 1984.

That's according to local Caltrans officials who asked the Humboldt supervisors this month to renew their support of the controversial four-lane route which will take six years to construct and cost the federal government about \$115 million.

Although they would rather see the existing Highway 101 widened to accommodate more traffic — from Crescent City to San Francisco — and are concerned about how the federal money may affect road money for other highway projects, the supervisors unanimously reaffirmed their support for the new road.

According to the Eureka Caltrans office, the four-lane route will begin near the southern end of Prairie Creek State Park and skirt the eastern edge of the park, joining Highway 101 at the four-lane portion known as the Klamath Freeway.

Construction of the route, which will rise to summits of 1,500 and 1,200 feet, will begin on the northern end. If chains are required on the new road, motorists will be advised to use the narrow, two-lane road, the present Highway 101.

The fate of the present Highway 101 is a concern to the Board of Supervisors and Public Works Director. According to state law, the Transportation Department must relinquish old routes to the county if an alternate route is built.

That is what happened with Scenic Drive in Trinidad, which is considered to be a road maintenance nightmare for the county. The Public Works Department has asked the board to push for legislation allowing for either the state transportation department to continue the maintenance of the old road or for the state and national parks to take over the road.

John Costraz, Caltrans district director, said he believes the state and national parks will agree to maintain the road.

According to a member to the bypass

aesthetics committee, several attempts were made to change the route and to use the federal money for widening portions of Highway 101. But the federal legislation was specific on how much money and which route will be used in the project.

New legislation would be needed before any changes could be made — something Humboldt and Del Norte counties doubt could be passed after the compromises that were worked out to get the original legislation.

According to state law, highway funds are divided into 60 percent for Southern California and 40 percent for the northern portion of the state, under the philosophy that more highways are needed in the highly populated areas. After much wrangling with state officials, the money for the bypass was taken out of the split formula.

Also to be considered are options for Highway 196, a proposed highway for Weitchpec to Klamath along the Klamath River, with the board next Tuesday.

KING SALMON PROJECT GETS FEDERAL FUNDS — Humboldt County gets \$9 million to repair erosion damage and prevent future damage at King Salmon south of Eureka on Humboldt Bay.

The money will allow construction of an "energy-spending beach" on the bay

(Continued on Page 9)

Pre-retirement Counseling Mtg. Schedule

Pre-Retirement Counseling meetings for the following areas have been scheduled as indicated below.

Members anticipating retirement are strongly urged to attend these meetings. Wives are also invited and encouraged to attend.

The program is clear and concise and includes an in-depth presentation on all aspects of the Pension and Health and Welfare Plans as well as a question and answer period.

Continue to check the OUTLOOK page of *Engineers News* each month for the date and location of the meeting in your area.

PRE-RETIREMENT COUNSELING MEETINGS

Sacramento: 7:30 P.M.
April 12, (Tues.)

Laborers Hall, 6545 Stockton Blvd., Sacramento CA

Stockton: 7:30 P.M.
April 28, (Thurs.)

Operating Engineers Bldg.
1916 N. Broadway, Stockton CA

Oakland: 7:30 P.M.
May 3, (Tues.)

Holiday Inn, Nimitz Freeway at Hegenberger, Oakland CA

San Francisco: 7:30 P.M.
May 5, (Thurs.)

Operating Engineers Bldg.
474 Valencia St, San Francisco CA

Fresno: 7:30 P.M.
May 11, (Wed.)

Cedar Lanes, 3131 N. Cedar —
Holiday Room, Fresno CA

Redding: 7:30 P.M.
May 19, (Thurs.)

Operating Engineers Bldg.
100 Lake Blvd., Redding CA

Deceptions of 'Reaganomics'

When less government means more

Part of the Republicans' campaign platform in 1980 was a promise to reduce government spending and controls. In short — less government. Under the current Administration there has been some deregulation affecting Business and Industry but very little seems to have "trickled down" to the average American worker. In fact, Reaganomics has sharply increased the amount of government intervention in our lives.

Aside from the obvious problems caused by huge budget deficits, the past two years have "taxed" American workers and their benefits as never before.

The government has put a death grip on MEDICARE and Social Security spending after increasing taxes. MEDICARE has trimmed benefits while raising their deductibles. And that's not the "bad news". They just recently lent

Social Security \$12.4 billion to rescue the old-age benefits. And that's a lot like robbing Peter to pay Paul.

Social Security has gone through substantial internal changes that have adversely affected workers. A disabled worker's disability benefits paid by a health plan are now subject to FICA taxes. Social Security has also tightened their criteria for payment of new disability benefits and at the same time re-evaluated all those who are receiving benefits. And through the help of the Oval Office, cost of living increases are to be delayed.

Although the MEDICARE and Social Security programs will benefit from newly imposed taxes and spending cuts there is still considerable concern in Washington that they will remain solvent in the future.

Not to be outdone by the Social Security Administration the Internal

Revenue Service has been doing quite well for themselves. They have so far successfully imposed withholding requirements on monthly Pension Benefits paid to retired workers and savings accounts interest being accumulated. Both items have always been taxable in the year in which they were received and subject to normal tax exemptions but there was never any requirement to withhold taxes throughout the year. And so now the IRS gets the money up front whether or not it's actually taxable at year end.

The IRS's latest threat is to begin taxing health and welfare premiums above a certain amount which are paid directly by a worker's employer and not now subject to taxation. If they are successful the majority of American workers who enjoy employer financed health care benefits will be touched by the IRS a little more.

More from Eureka area

(Continued from Page 8)

shore south of the Humboldt Bay Power Plant in King Salmon.

Preliminary plans call for construction of two groins — jetties extending from the shore to prevent erosion and a beach built with dredged material along Buhne Drive to dissipate the energy of waves that enter the bay and strike the shoreline.

The longest of the two groins — some 300 feet — would extend from Buhne Drive just north of Fishermans Channel in King Salmon. The shorter would be farther north of the power plant.

Initial reaction to the project idea from the California Coastal Commission and the Department of Fish and Game — agencies that must approve any plan — has been supportive. The project as envisioned would restore the beach that once existed and the clam beds damaged by erosion.

The harbor district is acting as the local lead agency for the project, and is working closely with the Army Corps of Engineers.

Humboldt County has spent more than a quarter million dollars over the past 15 years to keep King Salmon from washing into the bay. Over the past century, King Salmon has shrunk by about 188 acres. The county budgeted \$12,000 for additional rock protection in the 1982-83 fiscal year.

The Pacific Gas and Electric Co. has periodically dredged Fisherman's Channel, which it uses as a source of cooling water and reinforced the rock wall along its property.

The harbor district will receive a \$495,000 grant from the state department of Boating and Waterways for erosion control in 1983. Local and state money will be used as matching funds with the federal appropriation.

Oil Drilling project proposed

The Samoa Peninsula could be the site of the offshore oil platform fabrication yard even bigger in scope than the proposed Exxon oil rig assembly project.

Negotiations have been taking place recently to acquire up to 85 acres of land owned by North Coast Export Co. for the economy-boosting proposal.

The land under consideration for lease or purchase was once planned for a sewer plant to serve the greater Humboldt bay area. The predominantly vacant land next to the North Coast Export facility has been rough graded and maintained for industrial development even though the location of the proposed sewer plant was moved to the Elk River area south of here.

The construction yard could provide jobs for between 400 to 600 persons. Work would continue around the clock, giving employment to three shifts of workers. The Exxon project, on the other hand, could provide work for about 500 persons.

Welders, equipment operators and others would assemble the platforms on land before they could be towed by barge through the bay entrance to sea. One reason Humboldt Bay is a promising site for assembling platforms is the ease with which the structures could be towed through the bay. Other more industrial waterfront sites have bridges to maneuver through.

The proposal could provide jobs for 10 to 20 years, while Exxon's peninsula project could remain in existence for five to 10 years.

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Most workers injured while servicing equipment

Most workers are injured while servicing equipment beforehand, according to a survey issued by the Bureau of Labor Statistics.



The survey reflects workers' compensation data gathered from 25 states over a four month period for injuries received by workers while cleaning, repairing, unjamming, or performing other non-operating tasks on industrial equipment and electrical and piping systems.

The largest number of servicing accidents, the survey found, occur in manufacturing industries; 15 percent in food and kindred products, seven percent in paper and allied products, seven percent in printing and publishing, and six percent in fabricated metal products. Nine-tenths of all injuries resulted from contact with moving machine parts.

Workers who turned off equipment before engaging in servicing activities were most often injured by accidental reactivation of the equipment, usually by a fellow worker who was unaware that the equipment was being serviced, the survey noted.

Injuries to the fingers and hands accounted for three out of every four accidents, with cuts being the most frequent type of injury. Fractures and contusions occurred in one out of every seven cases while amputations accoun-

ted for one out of every ten, the survey reported. Workers in the food and kindred products industry suffered more amputations and fractures than other workers, while the printing industry, which showed only seven percent of all injuries, reported eleven percent of all fractures.

Accidents occurred on all types of industrial machinery, the survey discovered. However, printing presses, conveyors, and packaging machines were most frequently involved, each accounting for one-tenth of all accidents. Some 50 percent of the injured workers reported that no emergency cutoff switch was within reach at the time of their accident. Only five percent of the injuries were the result of electrical contact, primarily to workers engaged in electrical installation or repair activities.

The survey found that most accidents occurred when workers were cleaning or unjamming equipment; 12 percent during equipment adjustment activities; 13 percent during maintenance and repair work; and seven percent during setup activities. Worker inexperience did not appear to be a contributing factor in mechanical accidents, the survey found, with 84 percent of the injured workers having performed the task on the same or identical equipment, often daily or weekly.

Deactivation Thought Unnecessary

The majority of workers injured by moving machine parts either did not consider it necessary to deactivate the

equipment or believed that a particular servicing activity could not be performed with the power off, according to the survey.

Workers mentioned certain activities, such as cleaning rollers, which could be performed more efficiently on activated equipment. Most examples of this type, the survey found, reflected the difficulty rather than the impossibility of servicing deactivated equipment. Other reasons offered by workers included pressure to maintain production schedules, not knowing that the power was on, and failure by companies to require deactivation or employ lockout procedures.

The survey found that workers generally had little training or experience with lockout procedures. Two-thirds of the respondents had never used a lockout, with an equal number of workers reporting that they had never received lockout procedure training. According to the survey only one-fourth of the workers were aware of their particular company's lockout policy.

CPR Instruction

If any members are interested in instruction courses on Cardiopulmonary Resuscitation (CPR), please contact your district representative or business agent or dispatcher. When a determination can be made of the number who are interested, the four-hour courses can be scheduled for Saturdays at various locations.

Hawaii members stage demonstration

(Editor's Note: The section of this article dealing with the demonstration was written by Local 3 members Frank Zoda and Yoshi Aguma who were participants in that demonstration.)

Threatened with the loss of nearly one hundred Operating Engineers' jobs by a Federal Court action instigated by a group of environmentalists, District Representative Wallace Lean and several Union employees and members called on Hawaii rank and file members to demonstrate. The demonstration was held to protest and attempt to shut down a project to construct a new, deep draft harbor at Barbers Point, Oahu.

The \$50 million federally funded contract to Peter Kiewit Sons Co. has been in progress since July '82 and will provide employment for 100 to 150 people for at least two years.

Six weeks previously, from the Bench of the Federal Court an order was issued to cease blasting the coral laden ground. The court order brought the project to a virtual standstill.

All indications, including the apparent attitude of the judge who seemed most favorably disposed toward the environmentalists, pointed to a complete shutdown. However, the appearance of approximately 500 on the morning of the trial amply demonstrated to the court and the public that there was a second side to the story — not just the exceeding vocal point of view of those who are protesting the building of the harbor.

Federal Judge Fong, after sitting through three days of testimony, found the charges against the project to be totally devoid of merit, and lifted all

restrictions against the Contractor and the Army Corps of Engineers.

The demonstration by the construction workers has a profound impact on the outcome of the trial, Lean commented.

Lean enlisted the support of the Building Trade Association represented by Walt Kupau, who transported busloads of Carpenters, Laborers, and other trades to the scene, and who happily joined their Operating Engineer Brothers in this worthy cause.

"The lesson to be taken from this important action is that rank-and-file involvement by our members can provide an effective force to protect the interests of the industry," Lean declared.

"The success of the Barbers Point operation precisely shows the spirit, vitality, and cohesiveness that the 17th District of Operating Engineers has," Lean added. "The Hall of Middle Street has come alive. It has become a true meeting house where members enjoy the camaraderie with their Brothers. District 17 has become a 'Union' in the ultimate sense of the word."

Business Representative Meeks reports that Pacific Construction Co., Inc. has begun work on the \$20 million Liliokalani Gardens projects. This project in the heart of Waikiki is of twin tower design. The towers will consist of 392 luxury apartments facing the Ala Wai Blvd. Canal and golf course. Three tower cranes will be used to complete this project.

The HMSA Project for the same contractor has completed all of the parking facilities and is already into the second typical floor.

The Pacific Trade Center in downtown Honolulu has topped off. The outside elevator has come down and Brother Frank Bohol who normally enjoys his daily view on busy Bishop Street is now inside the building running the inside elevator.

Koga Engineers will be completing its Kuhio widening project in Downtown Waikiki. Royal Contractors, Ltd. is starting its Waimanalo farm lots project in the old Quarry area.

In the Leeward area, Business Representative Sonny Gascon reports that the westbound viaduct from King Street overpass to Puuloa Road will be in use shortly. That phase being built by Hawaiian Dredging & Construction Co., Ltd. will move the existing traffic out of that area, and allowing C.K. Moseman room to start its \$20 million Interchange with the same freeway. Hawaiian Dredging & Construction Co., Ltd. began that work in 1978; cost of this project was \$50.4 million for a mile and one tenth of freeway.

Down the road at the Ewa junction, Harvis Construction Co., Inc. has started work on its \$6 million Browns School project. Brother Joe Akau who has worked for Harvis since day one, welcomes the work. Doing the earth work at that project is Hi-way Transportation and Construction Co. Brother Harvey Wong, Foreman of that project, says the job is going very well. Brothers on that project are Pesamino Pale on Blade, Brothers Albert Nawai and Randolph Fujishiro on Scraper and on the Dozer, Brothers Joe Nahina and Sugai.

Talking to Techs

By Frank Morales, Wally Schissler and Jerry Steele

As we all know, it has been a long wet winter, a lot longer than most expected! Hopefully, by the time this issue is printed, winter will be behind us and work will pick up. "1983" looks like it will be a very good year for construction. Even though many of the subdivisions have been graded and streets and utilities are in, we look forward to more starting up. With the prime rate down, housing should pick up quite a bit. This, along with the refineries, modules, business parks and public work projects, should be enough to put many of our members back to work.

The Technical Engineers Agreement will expire in July and negotiations will begin for the new contract. We will be notifying the members of the different locations and times of the scheduled meetings so that we can get the input of the members in regards to the new contract. We would like to have a good participation at these up-coming meetings, so that the "majority" rather than "minority" of the members will be expressing their views! These meetings will be held in areas that will accommodate the most members.

We would like to extend congratulations to the following members for 25-plus years membership in Local #3:

| | |
|-----------------|------------------|
| Billy Weir | SS # 561-36-5895 |
| Michael Clarkin | 565-48-8607 |
| William Hanna | 560-44-0867 |
| Allen F. Sousa | 572-22-7788 |
| Sammy Reynoso | 573-22-7207 |

Organizing

We would like to welcome to Local 3 A. L. Brucked & Assoc. Engineering & Surveying of Vallejo. Also, Ballard & Watkins Construction Service of San Anselmo to the testing industry.



Dick Short of Peter Kaldveer & Assoc. of Oakland presents a \$1,000 scholarship to former employee Maxine Dell, who has worked in soils and materials testing for the past two years. Maxine is attending school 40 hours a week at the East Bay Skills Center in Berkeley to become an R.N. He employer offered the scholarship to assist her through a period of unemployment. Pictured with her and Dick Short is Business Representative Jerry Steele.



Local 3 members Diane Gilpin and George Graves are pictured above at the Sohio Modular project in Oakland.

Departed Members

| | | | |
|--------------------|----------|--------------------------|----------|
| ALLRED, Cleon | 9/26/82 | HANNA, Albert | 10/22/82 |
| P.O. Box 499 | | P.O. Box 243 | |
| Mt. Pleasant, CA | | Esparto, CA | |
| BAKER, Carl E. | 10/31/82 | HENRY, Kenneth | 10/24/82 |
| 1721 Heritage Lane | | 5278 Brook Park Lane | |
| Sacramento, CA | | Sacramento, CA | |
| BAKER, George W. | 10/31/82 | McDONALD, Ronald | 10/21/82 |
| 191 Rey Street | | P.O. Box 425 | |
| San Francisco, CA | | Sutter, CA | |
| BOOTH, Frank | 10/26/82 | MAGISTRETTI, Clarence A. | 10/4/82 |
| 5666 Angel Drive | | 298 Skyline Dr. | |
| Paradise, CA | | Daly City, CA | |
| CAMPBELL, Timothy | 8/29/82 | PRESLEY, Don R. | 10/31/82 |
| 7590 Bradshaw Rd. | | 40 Glenaire Drive | |
| Sacramento, CA | | San Rafael, CA | |
| CLARKE, Jack | 9/20/82 | RICKMAN, Harvey | 10/30/82 |
| 2655 N W Highland | | P.O. Box 812 | |
| Corvallis, OR | | Dinuba, CA | |
| CRANE, Fred L. | 10/13/82 | RIDDLE, James W. | 10/13/82 |
| 125 Sequoia Circle | | P.O. Box 15112 | |
| Santa Rosa, CA | | Sacramento, CA | |
| ESTES, John | 10/17/82 | SOTO, Harry | 8/26/82 |
| 19505 Rd 198 | | P.O. Box 4388 | |
| Strathmore, CA | | Santa Rosa, CA 95402 | |
| FITCHIE, Nancy | 10/22/82 | SPIESS, Charles | 10/28/82 |
| 396 Markham | | 1129 Dorothy Way | |
| Vacaville, CA | | Modesto, CA | |
| GWYNN, Donnell | 10/30/82 | SYAR, Harry L. | 10/2/82 |
| 7993 Laguna Drive | | 4435 Olive Rd. | |
| West Jordan, Utah | | Fairfield, CA | |
| | | WIDENER, Harvey | 10/1/82 |
| | | 1438 Radcliff | |
| | | Manteca, California | |

(Continued on Page 11)

Teaching Techs

By Gene Machado, Administrator, Surveyors JAC

The Surveyors training programs that have been talked about in previous articles are being prepared as quickly as possible. Two are going to be ready for a first class in May. The class size will determine when and where a class will be held. Our office will start taking reservations now and we will notify you as to when and where the course will be held.

The courses that will be available are: Heavy Construction, Slope Staking and Grade Checking.

These courses are aimed at the Journey level and a few years of experience is required as a prerequisite, as we will not be covering the basics.

Party Chiefs will be most interested because these courses are new and the material covered has not been taught in the Apprentice Program previously.

These are up grade training programs and future courses will be offered to Journey level persons (who are members in good standing with Local No. 3) in the same manner as these.

Again, this is not an Apprentice Program, but a Journey level up grade training program.

In order to qualify for these programs you must: 1) be a person who is eligible to sign the "A" or "B" Out of Work List, or 2) be a person who is otherwise eligible to apply for Apprentice Chief of Party Training. If you fit into one of these two categories you may apply for entrance into the Journeymen UpGrade Training Program. The cost? Extremely minimal — the cost of the books and your time!

The Heavy Construction Program will cover: Introduction to Construction Plans, Survey Control on site layout — a case study of reinforced concrete multi-story buildings, Structural Plans, Architectural Plans, Structural Steel Buildings, Drainage and Pressure Systems, Bridges, Tunnels, Mines, Dams, Refineries, Earth Work and Surface Improvements.

The Slope Stake course will cover Slope Staking using H.I., Slope Staking from centerline and Slope Staking

from R.P. Grade Checking will cover the work process and fundamentals of setting grade.

The field calculator, the use of and programming, is still being written and we will notify you as soon as classes will be available. The Apprentice Program has a duty to train not only those that are new to the Industry but to update the skills of the Journeyman with new technology, equipment and the new methods coming into use today has generated a need for a new and improved study courses that will give you Journeymen the skill necessary to compete in today's job market.

The NCSJAC is working hard to do just that, but we need your participation to make it work. All of these studies will be incorporated into a revised Apprentice Training Program and those new Apprentices will have this knowledge when they graduate. As new programs are needed we will try to make them available to you Journeymen that wish to take advantage of them.

When making a reservation for a course write to:

N.C.S.J.A.C., 3620 Happy Valley Road, Ste. #202, Lafayette, CA 94549-3770, Phone: (415) 283-4440. Please include the name of the course you wish to take, your name, address and phone number and social security number.

First Aid Schedule

Standards First Aid Multimedia courses are available at Local Red Cross Centers.

All courses are eight (8) hours and lunch is not served. Slacks are suggested for women. The fees vary from district to district.

The Red Cross will *not* take phone registrations. You must register by mail or in person. Classes start promptly and no refunds will be made.

Weekday classes are available but are not listed in this schedule.

San Francisco
1550 Sutter Street
(415) 776-1550, Ext. 230
\$25.00

| | |
|----------------|-----------------------|
| Course No. 031 | Saturday, April 9 |
| | 9:00 a.m. - 5:00 p.m. |
| Course No. 036 | Saturday, May 7 |
| | 9:00 a.m. - 5:00 p.m. |
| Course No. 038 | Saturday, May 14 |
| | 9:00 a.m. - 5:00 p.m. |

Concord
1300 Alberta Way
(415) 687-3030
\$15.00

| | |
|-----------------|-----------------------|
| Course No. MM14 | Sat., April 9 |
| | 8:00 a.m. - 5:00 p.m. |
| Course No. MM15 | Sat., April 23 |
| | 8:00 a.m. - 5:00 p.m. |
| Course No. MM17 | Sat., May 7 |
| | 8:00 a.m. - 5:00 p.m. |

Sacramento
2001 - 21st St.
(916) 452-6541
\$12.00

| | |
|-----------------|-----------------------|
| Course No. MM40 | Sat., April 16 |
| | 9:00 a.m. - 5:00 p.m. |
| Course No. MM41 | Sat., April 23 |
| | 9:00 a.m. - 5:00 p.m. |
| Course No. MM45 | Sat., May 21 |
| | 9:00 a.m. - 5:00 p.m. |

If you have any questions on First Aid courses that cannot be answered by the Red Cross, feel free to call your NCSJAS at: (415) 283-4440.

Swap Shop: Free Want Ads for Engineers

FOR SALE: 1979 TRAVELEZE TRAILER 40' tipouts, used little, nice shape, tow w/p.u. King bd, queen sofa/sleeper, lg bath, ref. freezer, furn., a/c. Live in or rent. Set up nr Hogan Res., Calaveras Co. Ph. 415/439-9056 wkdays/evenings. Reg. #0413422. 1/83

FOR SALE OR TRADE: 2 BR. 1 1/2 BATH, DBL GARAGE (insulated) in So. Tahoe for home or mobile home on own lot bet. Santa Cruz & Watsonville area. Lester Walker, P. O. Box 11423, Tahoe Paradise CA 95708. Ph. 916/577-6412. Reg. #434521. 1/83

FOR SALE: HOUSE & LOT. 2 BR, hwdwood floors, lg. gar., R.V. parking, nr schools, shopping & hosp. Adjoins 81x85 residential lot. Must sell together, leaving area. Ph. 916/783-9420. Reg. #0477051. 1/83

FOR SALE: 1920 DODGE TOURING. Restorable, minus 2 rear fenders. \$2,000 firm. Lester F. Young, 8999 Edenoaks Ave., Orangevale CA 95662. Ph. 916/988-3642. Reg. #0956148. 1/83

FOR SALE: 1966 INTL. TRAVELALL. V8 eng., easy lift tlr hitch, tlr brakes. Very gd cond, 30,110 act. miles. \$1,500. Glen W. Smith, 51 Ward Blvd., Oroville CA 95965. Ph. 916/589-1454. Reg. #1075474. 1/83

FOR SALE: 1980 CHEVY DIESEL PICKUP. Two 20-gal. tks, pow. steer. & brakes, a/c, stereo, new 6-Pak camper shell. John Hartman, Martinez CA. Ph. 415/229-3873. Reg. #732073. 1/83

FOR SALE: TWO CHOICE PLOTS in Oakmont Mem. Pk., Lafayette CA. Write Carl Straightiff, P.O. Box 87, Point Richmond CA 94807. Reg. #0708725. 1/83

FOR SALE: '73 PLY. DUSTER 318 exc. runn. cond., new tires \$300. Elec. trolling motor, 28# thrust \$135. Louis Fusaro, 3006 Concord, Davis CA 95616. Ph. 916/758-3212. Reg. #1793823. 1/83

WANTED: MTR. HOME, 4x4, BOAT, OR? worth \$8-10,000 for 64k business computer w/letter quality printer & sophisticated software. M. L. Hughes, P. O. Box 7624, S. Lake Tahoe CA 95731. Ph. 916/577-8066. Reg. #1058705. 1/83

FOR SALE OR TRADE: 3 BR 2 BTH HOME on 5 ac. 1500 sq. ft. 30x30 shop, 2-car gar. fenced. \$105,000. Norm Clemens, 14346-E Collier Rd., Acampo CA 95220 own/agt. Ph. 1-209/369-1397. Reg. #1238702. 1/83

FOR SALE OR TRADE: 40 AC. & OLDER 2 BR. HS (fixer upper) nr I.P.P. plant, Delta, Utah, for No. Cal. property, home, acres. Own/agt N. Clemens, P. O. Box 62, Lockeford CA 95237. Ph. 1-209/369-1397. Reg. #1238702. 1/83

FOR SALE OR TRADE: 5 BR 2 1/2 BATH HOME 3200 sq. ft., 4-yr old. Drem, Utah. \$62,500. V.A. 8 1/2% assumable, for home in Elk Grove, So. Sacto or Clearlake. Own/agt.

N. Clemens, P. O. Box 62, Lockeford CA 95237. Ph. 1-209/369-1397. Reg. #1238702. 1/83

FOR SALE: BEAUTIFUL BRICK 3 BR, 1800 sq. ft. in the heart of the best hunting, fishing, water sports & snowmobiling, in town of Emmett, Idaho. \$65,000 terms. Ph. 208/365-7352. Reg. #0531610. 1/83

FOR SALE: 78 WINNEBAGO class A motorhome. 8700 mi., 23.9', exc. cond. Ladder, roof & dash, a/c, 8 track, generator, fully self-cont. \$17,000 firm. Avid A. Feola, 2217 Marion Ave., Fremont CA 94538. Ph. 415/657-9789. Reg. #1697157. 1/83

FOR SALE: ONE CEMETERY LOT Div. B-66 Oleander Sacramento Mem. Garden \$125. O. G. Olson, 3210 S. M. Way 112, Santa Maria CA 93455. Ph. 805/937-4698. Reg. #338760. 1/83

FOR SALE: HAND GUN & RIFLE collection. Will consider trading for silver. Miguel Pantoja, 542 Irving Ave., San Jose CA. Ph. 408/286-9178. Reg. #0750523. 1/83

FOR SALE: ELECTRIC MOTORS \$25 ea. Pump for 580 Case Backhoe, 1/2 price. Front end bucket for #933 Catloader \$150 or B.O. Power takeoff \$25 ea. Pumps \$50 for 10-wheeler & semi-dump trks. Walking beams for 1974 Eaton-Hendrickson \$75 ea. L. E. Mulhair, 97 Southridge Wy, Daly City CA 94014. Ph. 415/333-9006. Reg. #154371. 1/83

FOR SALE: COUNTRY HOME on one ac., four yrs. old, 1680 sq. ft., 2-car gar., landscaped, fenced, barn, x-fenced, more, in Gardnerville, NV. \$85,000. P. J. Houston, P. O. Box 1240, Minden NV 89423. Ph. 702/267-2488. Reg. #1171933. 2/83

FOR SALE: 64 OLDS DYNAMIC 88 Holiday cpe completely rebuilt & restored. Harry Amoroso, Sr., 999 E. San Antonio St., San Jose CA 95116. Ph. 292-5507. Reg. #0708804. 2/83

FOR SALE: 1970 - 20' IMP. BOAT, 1/0 mot., 6 cyl. Chev. Merc., 160 HP, tandem tlr \$3500. Ray Strickland, 4247 Bidwell, Fremont CA 94538. Ph. 415/651-1715. Reg. #0659385. 2/83

FOR SALE: 3/4 TON CHEVY 1968 utility, nr. new eng. 292. Gd. tires, heavy shocks, big radiator \$2000. Ph. 1-707/224-8995. Vern Johnson, Napa CA. Reg. #1208451. 2/83

FOR SALE: CHINESE PUG PUPPY. Male, shots, papers (champion line) d.o.b. 9/10/82, adorable. \$250. Connie Jones, 7235 Winterwillow Ct., Sacramento CA 95828. Ph. 916/423-3214. Reg. #1820801. 2/83

FOR SALE: 73 BMC 6500 two ton flatbed dump, eng. recently majored. 350 c.i.d. v-8, 4-spd trans., 2 spd rear axle. \$7,000 or best reas. offer. Ray Robbins. Ph. 209/532-9761. Reg. #1181676. 2/83

FOR SALE: ONE HALF ACRE & lot in Sonora area. Nice, well treed (oak & pine), gentle slope. Will do site work, incl. septic system (up to 3 BR), driveway w/rock etc. \$21,500 or build to suit. Ray Robbins. Ph. 209/532-9761 or 209/532-0394. Reg. #1181676. 2/83

FOR SALE: RETIREMENT HOME clean, neat, above fog & smog Calaveras Co. nr post office & store. Gd. water, lg. lot. \$37,950 for quick sale. Marvin Collins. Ph. 209/293-7920. Reg. #496057. 2/83

FOR SALE OR TRADE: NEW 10-16' PORTABLE STOCK PANELS. \$900. New 16' 1982 S&H pull type stock or horse tlr. \$3,200. D6 - 9U cat & dozer \$12,000. 8 yd. carryall \$4,000. 1959 park model house tlr. \$3,000. Ceramics of all kinds. Will trade for travel tlr. or etc. David L. Johnson, 41841 Rd. 144, Orosi CA 93647. Ph. 209/528-6454. Reg. #1229853. 2/83

FOR SALE: 1979 DAYLINER SKABIT BOAT, boat tlr., 225 Volvo 280 outdrive 22' overall length. \$12,000. Exc. cond. Call aft. 4 p.m. 415/797-8749. Reg. #0546609. 2/83

FOR SALE: LIKE NEW TWO BR HOME w/sauna, shop, firepl., & 4 rental mobile homes, poss. \$1,000/mo. income in Idaho's recreation area w/52 mi. lake. Ph. Wes. 208/476-5707. Reg. #0899758. 2/83

FOR SALE: EVER DREAMED OF FISHING? 32' commercial salmon troller, wood, recently rebt, all electronics, legal in California, now fishing. \$23,500 gd. terms. Ph. Alex at 415/832-3709. Reg. #1896082. 2/83

FOR SALE: REDWOOD HOT TUB HTR etc., lg. burlwd desk/table. Cadillac limo '56. MG midget. Motorcycle '78 yz80. Ph. 408/356-5207, 356-4542. Reg. #0997088. 2/83

FOR TRADE: LIFE MEMB. "A.C.I." family campgrounds, for late model 'Balboa' sailboat. Negotiable. Wonderful oppor. for rv travelers. Many private pks, ex. facilities. Owned four yrs, no time for travel. Jerry Kakuk, 5555 Bear Cub Ct., Redding CA 96003. Ph. 916/275-3475. Reg. #1003111. 2/83

FOR SALE: 1980 HILLCREST MOBILE HOME 2 BR, one bath, 14-56, 1/3 acre, trees, fenced, lawn, S-shed, carport, Silver Spgs NV nr Lathon Lake. \$35,000. Ph. 702/423-4901. Reg. #1178193. 2/83

FOR SALE: COCKER SPANIEL puppies. Black & buff males & fems bn 1/18/83. \$100 & up. Tom Kolby, P. O. Box 802, Murphys CA 95247. Ph. 209/728-3798. Reg. #1808809. 3/83

FOR SALE: 1980 F-250 4x4, auto, am/fm. Also, 9 1/2' self-cont. cabover camper. One or both \$1,500 under book price. 1490 Roberts, San Jose CA 95122. Ph. 408/294-4841. Reg. #1660370. 3/83

FOR SALE: M.F. 40 DIES. TRACTOR w/200 loader. Ganan Scraper & Indusco Disc. Six T Miller tlr \$14,000. Dean H. Bailey, 1870 Bille Rd., Paradise CA 95969. Ph. 916/877-8534. Reg. #0529325. 3/83

FOR SALE: 14' BOAT, boat tlr. & 45 h.p. Mercury motor. \$800. Upright piano \$475. Leo Anderson, 692 Christine Dr., Danville CA 94526. Ph. 415/820-0360. Reg. #073471. 3/83

FOR SALE: MOBILE HOME 1978 Bainbridge 14x78 w/expando two br, one bath, garden tub, stall, shower. Exc. insulation, storm windows, extras, must sell. Colleen McCauley, RR#2 Box 5023, Buckley WA 98321. Ph. 206/829-2575. Reg. #1609980. 3/83

FOR SALE: 19 ACRES Greenwood Co. Three sep. parcels, \$2,500/acre all or one. Arnold Preuss, 15880 McElroy Rd., Meadow Vista CA. Ph. 916/878-2140. Reg. #1160259. 3/83

FOR SALE: CATTLE TRANSPORT BX \$350; heatilator brass trim w/gls doors \$75. Michael Dudney, 5143 Tesla Rd., Livermore CA 94550. Ph. 415/443-5695. Reg. #1697-151. 3/83

WANTED: 8-9 FT. CAMPER fully self-cont., 4-horse/stock trailer. Michael Dudney, 5143 Tesla Rd., Livermore CA 94550. Ph. 415/443-5695. Reg. #1697151. 3/83

FOR SALE: 78 FORD COURIER Xlt 5 spd, 34546 mi., gd. tires, fibergls cover, one owner \$2,800. Sam H. Crawford, 2751 - 21st St., San Pablo CA 94806. Ph. 415/235-4613. Reg. #1098464. 3/83

FOR SALE: ALL ELEC. HOME two BR, two bath, on 60' lot in Clearlake Keys. Firepl., two-car gar., lg covered deck, private dock. \$89,950. Ph. 707/998-3775. Reg. #388565. 3/83

FOR SALE: BUZZ SAW w/30" blade, stand w/swing table, no power \$225. Flat rack dump bed for 1 1/2 trk 8x10', old but gd \$350. Some LeTourneau P.C.U. pts, new. Will cons. trade for pre 40 tractors. Marvin Reed, 6075 Middle Fork Dr., Sparks NV 89431. Ph. 702/673-4873. Reg. #0818233. 3/83

FOR SALE: CAT D4 (7U 35, 917). Cat hyd. straight dozer, Hyster D4D winch, Medford canopy, direct elec. start, oil clutch, 5 roller track frames, all guards, ex. cond. thruout, one of a kind. \$12,000. Ph. 916/626-0825. Reg. #1793861. 3/83

FOR SALE: 1968 FORD N-600, 18' flatbed 330-V8 4 & 2 spd, equipped to pull equip. tlr. Also has 5 1/2 hi livestock racks, gd looking, gd working trk. \$3,500. Ph. 916/626-0825. Reg. #1793861. 3/83

FOR SALE: REG. AGHA MARE by Poco grayhound 13 yrs. \$1,000. William T. Silvera, Jr. Ph. 707/762-7128. Reg. #1235523. 3/83

FOR SALE: USED TIRES 14", some half dn \$5-\$10 each. Trk tires 8:25x20, 9:00x20, 10:00x20, 11:00x20, \$10 and up. V-8 555 B lock, all pts exc. crankshaft. Leslie B. Mulhair, 97 Southridge Wy, Daly City CA 94014. Ph. 415/333-9006. Reg. #154371. 3/83

FOR SALE: INTL. MOTOR, 361 Diamond incl. carburetor, generator, manifold, waterpump, starter, etc. \$400.

Mack mot. & all pts. exc. block that's cracked. Incl. carb., gen., wat. pump., starter, etc. \$400. Automatic G.E. dishwasher \$50. Leslie B. Mulhair, 97 Southridge Wy., Daly City CA 94014. Ph. 415/333-9006. Reg. #154371. 3/83

FOR SALE: 1969 V.W. DUNE BUGGY 1600 motor, removable hardtop & doors \$2,000. Brian Yung, 1215 Harper St., Santa Cruz CA 95062. Ph. 408/475-7106. Reg. #1265340. 3/83

WANTED: THICKOL, TUCKER, or similar snocat, any cond. Prefer 6 cyl. or larger. Mike Dory, P. O. Box 751, E. Ely, Nevada 89315. Reg. #1866478. 3/83

FOR SALE: TWO BEDROOM HOUSE on 1.4 acres. Fenced & x-fenced. 3-stall barn, two pastures, other out bldgs., Monroe, Utah. Ph. 801/527-4245. Reg. #351398. 3/83

FOR SALE: TWO WHEEL trailer w/elec. brakes built to haul jeep cammando on 2 1/2"x9"x15' long channel iron w/ramps attached. Roscoe M. Searcy, 2010 W. Sunnyside, Visalia CA Ph. 209/734-4758. Reg. #0702402. 3/83

FOR SALE: REINELL BOAT 13'x8' runabout, tlr., 35 h.p. gale motor w/elec. start. \$895. Norm Clemens, 14346-E Collier Rd., Acampo CA Ph. 209/369-1397. Reg. #1238-702. 3/83

RULES FOR SUBMITTING ADS

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

Personal Notes

Sacramento: We would like to express our sympathies to the families and friends of departed Brothers George Brigham, Harold Clark, Harold Corbett, Wesley Gentry, Hienie Gilman, Fred Hendricks, Gerald Hoferer, Ray Langdon, Ed Middleton, Frank Mizer, Keith Reese, and Eliga Ussery.

Our sincerest condolences go to Brother Robert Fenner on the death of his wife Irene who passed away on January 4, 1983.

We would like to take this time to thank the following people who have continuously donated blood to the Operating Engineers Blood Bank in Sacramento: Arnold Boehm, Judy Boehm, Esther Briggs, Rudolf Elpel, Niels Harms, Margaret Hopper, Ruth Ann John, Norman Lohr, Roy Manas, Betty Meyer, Jeanne Reynolds, Marilyn Tiner, and Edmund Vercruyssen.

Santa Rosa: Congratulations are in order for Bro. Bill Newman and his wife, ReEllis, on the birth of their baby girl Nzinga, who entered this world weighing in at 7lb 4 oz.

With regret we report the death of Honorary Member Nicholas Schmidt. Our deepest sympathy is extended to the family and friends of our late Brother.

We are asking your participation in a Blood Drive for the Santa Rosa District. It will be on March 24th, between 5:30 p.m. & 7:30 p.m. at the Sonoma County Community Blood Bank, 1428 Montgomery Drive in Santa Rosa. It will be greatly appreciated if you will make every effort to contribute to this drive. Not only will you be helping your fellow Brothers but you, too, can avail yourself and family of the use of the Operating Engineers blood bank, should the need arise.

Departed Members

(Continued from Page 10)

WOODS, Arthur 10/11/82
9637 West Rd.
Redwood Valley, CA

WRIGHT, Clarence E. 10/13/82
855 Gold Street
Redding, California

89 Deceased Members August 1, 1982 thru October 31, 1982.
2 Industrial Accidents August 1, 1982 thru October 31, 1982.

Deceased Dependents

McCURDY, Karen 10/13/82
Daughter of Kenneth Holley

MIESSEK, Lucille 10/19/82
Wife of Ray Miessek

SCHOLAR, Martha R. 10/2/82
Wife of Marcus Scholar

WHITE, Kenneth 9/29/82
Step-son of Henry Coots

FAY D. BINNING 11/5/82
Sacramento CA

HAROLD BOCKMAN 11/14/82
Hayward CA

ALBERT ENGLUND 11/25/82
Concord CA

BOYCE C. FOREMAN 11/12/82
Vacaville CA

LLOYD GUIN 11/16/82
Livermore CA

DAVID HIGGINS 11/10/82
West Jordan UT

ALBERT JERVES 11/4/82
Union City CA

EMERY A. LANDER 11/8/82
Coalinga CA

ERNEST MORGANTI 10/21/82
Merced CA

ROY NIELSEN 11/15/82
Orangevale CA

GLENN PLANCHON 11/18/82
Quincy CA

DON T. PRESLEY 11/1/82
San Rafael CA

GEORGE R. ROGGE 11/13/82
Torrington WY

SAMUEL SAMMIS 11/20/82
Arlington WA

CLAIR SOMERS 11/28/82
Petaluma CA

CLARENCE STUBBS 11/15/82
Salt Lake City UT

ED VADNAIS 11/22/82
So. Lake Tahoe CA

WILLARD WALKER 10/3/82
Watsonville CA

WILLARD WALKER 11/10/82
Esparto CA

DECEASED DEPENDENTS

EVA ALLEY 11/19/82
Wife of Keith Alley

IRENE S. GARNER 10/30/82
Wife of Jesse Garner

BARBARA PORTER 9/23/82
Wife of Bill Porter

Grievance Committee Elections

At its meeting on March 2nd, the District 12 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Don Barney, William Jordan and Earl B. Jolley.

At its meeting on March 3rd, the District 11 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers John L. Arvin, Dennis Griffith and James Caumiant.

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.

April

- 5th Eureka: Engineers Bldg., 2806 Broadway
- 6th Redding: Engineers Bldg., 100 Lake Blvd.
- 7th Yuba City: Yuba-Sutter Fairgrnds. Expo Hall or Arts/Crafts Bldg., 442 Franklin Rd.

- 14th San Mateo: Electricians Hall, 300-8th Ave.
- 27th Honolulu: Washington Intermediate School, 1633 S. King St.
- 28th Hilo: Kapiolani School, 966 Kilauea Ave.
- 29th Maui: Kahului Elementary School, 410 S. Hina Ave., Kahului

May

- 3rd Stockton: Engineers Bldg., 1916 N. Broadway
- 5th Richmond: Point Marina Inn, 915 W. Cutting Blvd.
- 10th Fresno: Laborer's Hall, 5431 E. Hedges
- 17th Auburn: Auburn Rec. Cntr., 123 Recreation Dr.

June

- 1st Provo: Provo City Power Bldg., 251 W. 800 N.
- 2nd Reno: Musicians Hall, 124 W. Taylor
- 9th Ukiah: Grange Hall, 740 State St.
- 16th Freedom: Veterans of Foreign Wars Hall, 1960 Freedom Blvd.

Dues Schedule 10/1/82-9/30/83

| | |
|----------|------------------------|
| Local 3 |\$144 (Per Qtr.) |
| Local 3A |\$141 (Per Qtr.) |
| Local 3B |\$144 (Per Qtr.) |
| Local 3C |\$141 (Per Qtr.) |
| Local 3E |\$141 (Per Qtr.) |
| Local 3R |\$141 (Per Qtr.) |
| Local 3D |*Variable by Unit |

The dues rate for the periods indicated above apply regardless of when payment is made.

*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

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| <input type="checkbox"/> Vacation Pay Kit | <input type="checkbox"/> Save From Home Kit |
| <input type="checkbox"/> Easy Way Transfer | <input type="checkbox"/> Loan Plus |

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Our crumbling infrastructure

(Continued from Page 1)

lates into \$16 million in lost user fees, because of unrepaired leaks in municipal water systems.

- San Francisco's budget for public building maintenance has fallen by 61 percent, adjusted for inflation, between 1977 and the current fiscal year; for street repair, available city funds have fallen 27 percent during the same period.

- Serious and increasing shortages of funds for critical infrastructure needs have been identified in Santa Clara County (especially transportation) and San Diego County (especially flood control.)

- An estimated 2,700 miles of additional freeways will be required under current growth projections in Southern California by the year 2000 simply to maintain present levels of congestion—and the cost is well beyond currently projected levels of revenue.

- Oakland has deferred all capital improvements to its sewer system since 1978, limiting repair work to emergencies and extending the replacement cycle for sewers from 60 to 170 years.

- In the East Bay Municipal Utility District, as in many other such districts, maintenance is now steadily declining as a percentage of total operating expenditures.

This failure to invest in public physical plant is more dramatically visible in the industrial Northeast and Midwest, as anyone who has recently driven through a major city in these regions can attest. Despite substantial increases in overall government spending, per-capita public works spending in constant dollars fell nationally 29 percent between 1965 and 1977, from \$198 to \$140 per person, even before the clear emergence of the tax revolt, signaled by California's passage of Proposition 13 in 1978.

The Legislature must begin planning for the future. California needs a Legislature that asks today what must be done to provide for tomorrow. Relative to the experience of older Eastern states, California infrastructure is comparatively new, giving us the opportunity to address the problem before we are overwhelmed by it.

Californians for Public Improvements (CPI) was recently established to educate and inform the Legislature and the public about California's infrastructure requirements. CPI will provide credible research to marshal the facts necessary for the decision makers.

CPI, comprised of business, labor and civic leaders as a working task force of the California Council for Environmental and Economic Balance, has identified three approaches for the state in solving the deterioration of public infrastructure:

- One, we need better management of existing plant and of the process for building new infrastructure. We cannot spend our way out of every problem. More efficient use of our society's physical resources may be the most cost-effective way to stabilize maintenance costs for existing infrastructure and facilitate the development of new infrastructure to support growth.

- Two, realistic physical standards for new infrastructure are needed. A society rich with public capital can afford investment in public works that match or exceed the highest common denominator. A society forced to prudently allocate limited dollars is well advised to pursue infrastructure projects that "do

the job," that is, meet essential requirements without frills.

- Finally, more money may be needed. Public capital is necessary to build, upgrade or rehabilitate physical plant. Annual expenditures are required to maintain and sustain existing infrastructure and new projects. Although we can resign ourselves to recognizing that the inventory of unmet infrastructure projects far exceeds any potential revenue source from any level of government or special tax, we must begin somewhere and at some time.

It is not likely that the political climate will be changed overnight. Nor is it likely that a long-range problem, such as investment in infrastructure, will immediately become a central issue for the Legislature.

However, jobs, jobs and more jobs will be a major theme of the 1983 political agenda. The relationship among growth-inducing and growth-supporting infrastructure and business development and job creation is clear. The New York Times recently estimated that \$1 billion spent on highways creates 25,000 jobs while \$1 billion spent on sewage treatment generates 35,000 jobs.

For California the task is to get a handle on the issue of infrastructure, to understand its crucial relationship to economic development and then to apply the leadership necessary to solve the problems.

The deterioration of the state's infrastructure—the rapid decay of the public facilities that support our economic life—is one of the major public policy issues confronting Californians in the 1980's.

Grievance Committee Elections

At its meeting on January 24th, the District 17 (Honolulu) membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Richard Lacar, William Kapiko and Salvatore Villa.

At its meeting on January 26th, the District 17 (Hilo) membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Charles Pacleb, Albert Kanoa and Richard Shiigi.

At its meeting on January 28th, the District 17 (Maui) membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers David Travis, Donald Poepoe and Christopher Olsen.

At its meeting on February 1st, the District 3 membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers Billy Barrett, James Aja and Patrick Shanklin.

At its meeting on February 3rd, the District 2 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Raymond Royer, Tee Zhee Sanders and Eugene Schauler.

At its meeting on February 15th, the District 5 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Brothers Frank Rocha, Bob Sheffield and Bob Daniels.