California's crumbling infrastructure

Coming apart at the seams

(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 five miles per hour under a steady downpour to the Triple A repair dock.

How management stacks the deck against workers

On one side, an anti-union employer, guided by a union-busting law firm, encouraged 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.

It is a type 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 workers' 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 Kifle 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 forging machines, turning out precision valves for industrial pipes. There was no ventilation and an exhaust system blowing dust into the workers' faces. There were growing complaints, despite good wages for the county, of loose work habits, and in the air a feeling that management was trying to avoid calling in the Grievance Committees to the Executive Board.

Important Notice

Beginning May 14th, the District and Sub-District Offices in Utah and Idaho will be closed on Saturdays and Sundays, and will remain open until 9 p.m. on Wednesday evenings. 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 offices of the Districts and to give more 'lead time for transmittal of recommendations made by the Grievance Committees to the Executive Board.
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 1975 and after on property they owned since 1975. Proposition 13 limited future tax increases to a maximum of 2 percent annually for inflation until a property owner sold or mortgaged the property. The court ruled that the 2 percent inflation factor could be applied retroactively to 1975.

According to Executive Officer James Englund of Local 12 and Business Manager Tom Stapleton, the ruling applies to property owners in San Mateo County who have been overcharged the past four years. The state board of equalization, in its interpretation of Proposition 13, required claims be filed within four years of a property owner’s sale or mortgage of the property.

To file for a refund, property owners must file a claim with the local tax assessor’s office by April 10. The Marin County Tax Collector Thad Brown said a substantial amount of employment from the 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.


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.

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 Evancho, 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 Evancho, we have the money to get us through the next 18 months. After that, the state will start falling behind, 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.
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. Catano, regional chief of the bureau, said the heart of the proposal would be $393.6 million — $72 million of it for further work on the new S. F. 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 the project would come in with 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 improvement for 1983 is $78 million. 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 $30 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 may not necessarily be completed prior to the end of the Fiscal Year.

The three right-of-way projects listed in Clark County will be included as they require commitment of our available Federal-Aid interstate, primary and urban System Funds. The entire work program is subject to the availability of funds and management. Problems in financing or engineering are especially subject to potential delay as the schedule is based on an additional allocation of $12,355,000 for alternate Program also includes $12,355,000 for alternate:

"We anticipate that the Federal Government will reduce and control the obligation authority for Nevada 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 lists $12,355,000 for a 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 additional availability and to modifications, additions or deletions of projects."

<table>
<thead>
<tr>
<th>Rte./ Hwy.</th>
<th>Description</th>
<th>Est. Cost</th>
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<tbody>
<tr>
<td>515 In Las Vegas from Eastern Ave. to Maryland Parkway (Convert from Advanced Right of Way Acquisition Funds to Regular Interstate Funds), 8.80 miles.</td>
<td>12,800,000</td>
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<tr>
<td>515 In Las Vegas from Eastern Ave. to Maryland Parkway (Convert from Advanced Right of Way Acquisition Funds to Regular Interstate Funds), 8.80 miles.</td>
<td>12,800,000</td>
<td></td>
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<tr>
<td>515 In Las Vegas at Eastern Ave. (Construct Viaduct Structure), 3.65 miles.</td>
<td>1,750,000</td>
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<tr>
<td>515 In Las Vegas at Eastern Ave. (Construct Interchange Structure - State Construction), 7.65 miles.</td>
<td>1,380,000</td>
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<tr>
<td>93 In Boulder City from Buchanan Blvd. to Pacifica Way (Widen to provide left turn storage, pavement widening, new channelization and new intersection - 3R Project), 2.39 miles.</td>
<td>1,540,000</td>
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<tr>
<td>80 Railroad Grade Separation Structures and Cables - 3R Project), 4.94 miles.</td>
<td>6,990,000</td>
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<td>6-9 From SR 265 to Goldendale Junction (Pavement Overlay/ Rehabilitation - 3R Project), 7.65 miles.</td>
<td>1,020,000</td>
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<td>Eureka County:</td>
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<tr>
<td>80 Landscaping Lake County to 3 miles east (Pavement Overlay and Safety Upgrading - 3R Project), 2.97 miles.</td>
<td>3,170,000</td>
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<td>98 In Winnemucca from 10 miles north (Pavement Overlay/ Rehabilitation - 3R Project), 9.98 miles.</td>
<td>2,010,000</td>
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<td>80 In Winnemucca from West I 80 to East 180 interchange (Pavement Overlay/ Rehabilitation - 3R Project), 9.98 miles.</td>
<td>1,440,000</td>
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<tr>
<td>6-9 From SR 269 in Winnemucca to 10 miles north (Pavement Overlay/ Rehabilitation - 3R Project), 2.97 miles.</td>
<td>2,010,000</td>
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<td>Humboldt County:</td>
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<td>95 From SR 289 in Winnemucca to 10 miles north (Pavement Overlay/ Rehabilitation - 3R Project), 2.97 miles.</td>
<td>2,010,000</td>
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<tr>
<td>80 From I 80 to East 180 interchange (Pavement Overlay/ Rehabilitation - 3R Project), 1.54 miles.</td>
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<td>Lander County:</td>
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<td>80 From I 80 to East 180 interchange (Pavement Overlay/ Rehabilitation - 3R Project), 11.00 miles.</td>
<td>4,678,000</td>
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<td>Lincoln County:</td>
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<td>93 From Pony Springs to 13.4 miles north (Pavement Overlay/ Rehabilitation - 3R Project), 13.59 miles.</td>
<td>1,525,000</td>
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<td>Lyon County:</td>
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<tr>
<td>55A From US 50 in Silver Springs to SR 427 in Fernley (Pavement Overlay/ Rehabilitation - 3R Project), 14.12 miles.</td>
<td>2,778,000</td>
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<td>Nye County:</td>
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<td>401 Rye Patch State Park to I 80 (Reconstruct existing 2-lane road and pave boat landing and campground areas), 2.80 miles.</td>
<td>1,320,000</td>
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<td>Washoe County:</td>
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<tr>
<td>580 In Reno from Kiehleer Lane to 5550 Virginia Street (Pavement Overlay/ Rehabilitation - 3R Project), 2.39 miles.</td>
<td>1,925,000</td>
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<tr>
<td>380 Eddie Bonnet (Repair Bridge Decks - 3R Project), 1.05 miles.</td>
<td>1,050,000</td>
<td></td>
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<tr>
<td>93 From US 60 in Elko to Eureka (Pavement Overlay/ Rehabilitation - 3R Project), 11.52 miles.</td>
<td>3,580,000</td>
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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, replaces 7.3 miles of a winding narrow stretch with a more direct alignment. When complete the project will begin with the clearing of trees and brush and include the construction of bridges in Grass Valley. Prime contractor for the $10 million project is Teichert Construction Company 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 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 historic buildings. The new revised design is aimed at overcoming those problems. Wymore and Fairley have an option to buy the project site and are negotiating with investors to finance the purchase of the building block which is bounded by 12th, 13th, L and K streets.

The developers said they are negotiating the 40-story Westin Hotel of San Diego, which has a block that adjoins the site and would like to have the hotel as part of the overall project.

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 safety changes to accommodate the widening 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 asphalt and drainage improvements to alleviate problems with 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 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 River 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-power 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. The spraying project, which was approved by the Board of Supervisors, was formed two years ago by Amador and Eldorado supervisors. Approved this week were agreements with financing sources in 17 Western states and a consulting group that will make the basic studies for the project. A feasibility report will take about four months after which the board will decide whether the project makes financial sense.
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 the taxable payroll would 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 of the widows, 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 59,000 taxpayers for each beneficiary. Now there are 329,000 taxpayers per beneficiary and by the year 2000 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 taxes or reduced benefits.

That would cover all or most of the estimated shortfall of $190 billion to $200 billion over that period.

On a long-term basis, the plan would improve Social Security's financial status by a net of 1.22 percent of taxable payroll.

Since the long-term deficit is estimated at 1.8 percent, another 0.5 percent of payroll must be covered by other measures, and individual commission members will offer their own solutions to cover the 0.5 percent.

Following are the major provisions of the compromise:

- The annual cost-of-living adjustment, now paid in July, would be reduced to the first of 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 $240 monthly would receive about $20 a month less for six months in the first year of the plan.

- 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 not be subject to federal income tax, but only if the person had adjusted gross income less than $15,000. This provision applies to Social Security, or in the case of a married couple filing jointly, $30,000. Proceeds of the income tax would be used to pay back 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 Social Security benefits, now paying $8,474 in taxes, would pay an additional $1,416.

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

- In 1988, 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 his income tax was paid.

- This provision would add $40 billion to Social Security revenues from 1985 to 1989.

- Half of a person's Social Security benefits would be counted as income in the income tax if the person had a net loss of Social Security and income taxes, and the gain to Social Security from 1983 to 1989 would be $10 billion.

- Beginning in 1988, the provision would seek to stabilize the trust fund by providing that when the fund drops to less than one and one-half years, the annual cost-of-living adjustment would be equal to either the annual rise in prices or the annual rise in wages, whatever was less.

- The plan would phase in from 1990 to 2010 a larger bonus, equal to or less than one percent or the sum of each year, one year the annuity at 1983. To the $200 billion to $250 billion over that period. From 1985 to 1987, they would be allowed to credit the extra amount against his income tax or to get it back from the Treasury.

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New guidelines for water projects

The Interior Department announced this month that a new "Economic and Environmental Principles and Guidelines" will become effective in 1983 for federal water project planning. The Principles and Guidelines provide direction for the Bureau of Reclamation, Corps of Engineers, and other Federal agencies in their water resources project planning.

"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," Secretary Watt said. 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 litigation 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 their planning, greater recognition of the major impacts of water projects on the Nation's economy; and
- incorporate adequate flexibility to allow planners to relax from conducting inappropriate analyses, thereby 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 efficiency and effectiveness 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 Harvey Pahel. The Quincy area will have a pumping station for irrigation purposes. 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 Andy Hall. 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 Andy Hall. Location is north of Biggs on Hwy. 99.

District Representative Harvey Pahel reports that Local 3 member Ben Kabel was awarded over $13,000 in back pay this month from the San Francisco company. Kabel was an employee of W.J. Lewis Corp. Kabel commented, "Any brothers who are interested in forming a District 8 golf group, please call me in the evenings at 916-423-5766."

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 Hwy. 299, approximately 13 miles west of Weaver. The work consists of bridges and some dirt. Tullis & Associates picked up a $120,000 job in preparation for the City of Redding to pave and clean up on Hwy. 44 and Victor overcrossing job trying to work between rains on the bridge. Stolle 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 Dunsmuir.

(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 another has begun. Grantville Construction was low bidder on the Laguna Ponds, at $1.8 million, which will put quite a few Brothers to work. Paul Whitteworth reports a bid for work on the S.C. Co. was low bidder on NCPA III Assessment District for Phase II and in Fairfield area Lots of levy work should be going around the Santa Rosa area. According to the supervisor, Sid Shah, Poerno has taken over the management of Piombo Corp. and has ideas on expanding their operations to overseas work and land development in the area, as well as the work they have done over the many years Poerno has been in business. On May 1, at Fort Ross, there has been a big washout resulting in the highway being closed for two to four months. The road was washed out over 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 Thru. Another Pre Job was held with Latax Corporation for the construction of the Napa Waterfront.

Lots of levy work in Fairfield area

Most of the work in the Fairfield area seems to be in the Delta, reports Business Representative Marcii Clark. Dutra Construction is working on just about every slough and river around Richmond. Bob Krumbel reports they have picked up several small jobs, mostly overwalls and overrams. talbot Brothers have been busy around the Napa area. Basalt Rock and Syv Industries are working two shifts trying to keep up with the riprap demand.

Peter Kiewit and Chico are Joint Venturing on the Modular Project for the NLRB Waterfront. They just started the second shift and plan to have everything ready to ship out sometime in June. This project is located on the Vallejo Waterfront.

Exxon Refinery in Benicia is going to have another turnaround in the first of March. Foster-Wheeler was awarded the contract and will run two ten hour shifts. They will probably have close to 200 people working.

Heide-Williams & Co just started the demo work for Mare Island’s new $20 million ship. The Detroit AFL-CIO and John V. Wright is the Prime Contractor on this project. Also, Cooper Brothers are continuing their underground work at Mare Island.

Berglund Tractor in Napa hired approximately 10 heavy duty repairmen to help on their contract for the management 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 seemed, 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 Business Today in an article entitled “Bucking the System.” The Mueller employees are still bucking the system.

After contacting Rife, 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 Whittenour countered by hiring a union-busting law firm from Atlanta, Elber, Clark & Paul. The article recounts what happened when the management consultants came to the scene.

“Supervisors were instructed to interview workers for their attitudes about unions, and the lawyers kept a running list with a box of yes and cons. Rumors spread that the plant might close if the union won. Bob Whittenour showed both shifting 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 given the option to supervisor positions for ‘their loyalty.’

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 basis with Molders union representatives, Mueller ran an ad in the local paper “accepting applications for first and second shifts” at the plant. Mueller laid them off, the article noted.

Workers charge they were repeatedly harassed about their union stance; several say that, as the election approached, they were given the option to supervisor positions for ‘their loyalty.’

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 laid them off, the article noted.

Management pushed the point system. Employee Wanda McDonald was quoted as saying she was being prodded to sign disunion water on paper “accepting applications for first and second shifts.” Her point total was high enough to put her on the list for dismissal. She was later hired back with additional points.

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The union began filing unfair labor practice charges against company officials for harassing pro-union workers. The company countered, filing “exceptions” to the election and attempting to delay NLRB certification.

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 stepping away stopped coming to the union meetings.”

The Southern Exposure article recounts how Beck was blacklisted and found 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 plant was being sold and the new owner would be anti-union.

The company countered, filing “exceptions” to the election and at- tempting to delay the union by giving the company false information.

Following the management consul- tants’ failure to absolutely eliminate a union vote, unionists continued to press for the first time was a significant achievement. But the company persisted in its anti-union strategy.

As part of its strategy, CALC and union representatives purchased Core stock, attending its stockholder meetings, and then had Harold Marko dismissed to recognize the union after an “honest” election, even though they were laying off more union supporters. The workmate at Mueller has declined to some 85 employees. “Some speculate,” the article says, “that 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 job market.

But the workers are far from defeated. McDonald says, “I’ll go back there, I’m going to go back where I did before.” Ernest McDougald is working as a house painter after his discharge, but continuing the campaign. McDougald says, “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 in California. Congress has received more than seven million pieces of mail, double what they received in the previous year. The mail calls for the cancellation of the 10% withholding. Those who sign, however, are ignoring this flood of mail. If you are against the 10% withholding, you should write your Congressman and both you and he 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 exempt- 110 quality. It is important for you to qualify for the exemptions, to file the official form with every form you deal with.
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 closures along 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 the opposite direction will be shifted to the center lanes while repairs to the other bridge sections 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 Bay Area Blood Drive Day. It will be held at the Plumbers Hall, 1519 R Street, Sacramento, 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

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<thead>
<tr>
<th>Alcoholism</th>
<th>YES</th>
<th>NO</th>
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<tbody>
<tr>
<td>1. Do you occasionally drink heavily after a disappointment, a quarrel or when the boss gives you a hard time?</td>
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<td>2. When you have trouble or feel under pressure, do you always drink more heavily than usual?</td>
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<td>3. Have you noticed that you are able to handle more liquor than you did when you were first drinking?</td>
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<td>4. Did you ever wake up on the &quot;morning after&quot; and discover that you could not remember part of the evening before, even though your friends tell you that you did not &quot;pass out&quot;?</td>
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<td>5. When drinking with other people, do you try to have a few extra drinks when others will not know it?</td>
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<td>6. Are there certain occasions when you feel uncomfortable if alcohol is not available?</td>
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<td>7. Have you recently noticed when you begin drinking you are more of a hurry to get the first drink?</td>
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<td>8. Do you sometimes feel a little guilty about your drinking?</td>
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<td>9. Are you secretly worried when your family or friends discuss your drinking?</td>
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<td>10. Have you recently noticed an increase in the frequency of your memory &quot;blackouts&quot;?</td>
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<td>11. Do you often find that you wish to continue drinking after your friends say they have had enough?</td>
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<td>12. Do you usually have a reason for the occasions when you drink heavily?</td>
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<td>13. When you are sober, do you often regret ever having had a drink or done while drinking?</td>
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<td>14. Have you tried switching brands or following different plans for controlling your drinking?</td>
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<td>15. Have you often failed to keep the promises you have made to yourself about controlling or cutting down on your drinking?</td>
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<td>16. Do you ever try to control your drinking by making a change in jobs or moving to a new location?</td>
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<td>17. Do you try to avoid family or close friends who are drinking?</td>
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<td>18. Are you having an increasing number of financial and work problems?</td>
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<td>19. Do more people seem to be talking to you unfairly without good reason?</td>
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<td>20. Do you eat very little or irregularly when you are drinking?</td>
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<tr>
<td>21. Do you sometimes have the &quot;shakes&quot; in the morning and find it helps to have a little drink?</td>
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<tr>
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<tr>
<td>22. Have you recently noticed that you cannot drink as much as you once did?</td>
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<td>23. Do you sometimes stay drunk for several days at a time?</td>
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<td>24. Do you sometimes feel very depressed and wonder whether life is worth living?</td>
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<td>25. Sometimes after periods of drinking, do you see or hear things that aren't there?</td>
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<td>26. Do you ever feel frightened after you have been drinking heavily?</td>
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**Questions 22 - 26**

**Early Stage**

**Middle Stage**

**The beginning of final stage.**

CO-ALCOHOLISM

FRINGE BENEFITS FORUM

By Art Garafalo
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 the Medicare Trust Fund office and have been sending in incomplete claims. They have also been sending in claims to the Medicare Trust Fund office instead of directly to Medicare.

In order to avoid confusion and delay, the Trust Fund office has decided to require all Retirees to file their claims directly with Medicare.

A copy of your Medicare benefits form should be included with each claim. If you have not received a benefits form, you can obtain one by calling the Medicare trust fund office.

Deceptions of ‘Reaganomics’

When less government means more

Part of the Republicans’ campaign platform in 1980 was a promise to reduce government spending and control inflation. Under the current Administration there has been some deregulation affecting business and industry, but very little seems to have trickled down to the average worker. In fact, Reaganomics has sharply increased the amount of government intervention in our lives.

Aside from the obvious problems caused by high budget deficits, the past two years have been “tricky” for American workers and their benefits as never before.

The government has put a death grip on Medicare and Social Security programs. In 1983, Medicare has trimmed benefits while raising their deductibles. And there’s not the “bad news” they just can’t seem to find.

Social Security $12.4 billion to rescue the old-age benefit. And that’s a lot less than the billions that have been thrown away on welfare programs.

Medicare will send the Trust Fund office their Explanation of Benefits and payments and the Trust will calculate Retiree Welfare benefits and send you Medicare’s explanation of benefits. They will send you 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 itemized billings to MEDICARE for you. You must sign the form at the bottom of space 1. At the time of your doctor visit, provide any other information regarding your visit to the Trust Fund office or the Trust Fund office whenever the most convenient for you.

If you are not yet eligible for MEDICARE, you should contact the Trust Fund office to submit itemized billings with complete Retirement Welfare Medical Claim Form. The Trust Fund service is strictly optional.

When you invoice expenses for medical services such as doctor’s charges, X-ray and laboratory charges, outpatient medical charges, it is important to forward the bills to the Trust Fund office or the Trust Fund office whenever the most convenient for you.

If you are not yet eligible for Medicare, you should contact the Trust Fund office to submit itemized billings with complete Retirement Welfare Medical Claim Form. The Trust Fund service is strictly optional.

As the Roosevelt administration recognized, the people want control of the health and welfare systems of their communities. They want to keep control of the health and welfare systems of their communities. They want to keep the money their taxes are paying for these services.

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 litigation, both sides were able to agree on a route that would cut through the Redwood National Park.

That’s according to local Caltrans officials who asked the Humboldt supervisors this month to renew their support of the compromise four lane route. The Supes will be asked to consider the following terms:

- A county will be asked to build a four lane route that would take six years to construct and cost the federal government and the state over $100 million.

- Although they would be asked to see the existing Highway 101 widened to accommodate more traffic from Crescent City to San Francisco. They are concerned about how the federal government may influence road money for other highway projects, the supervisors unanimously reaffirmed their support for the new road.

- The new road would be located on the Eureka Caltrans office, the four lane route will be near the southern end of Prairie Creek State Park and skirt the eastern edge of Klamath.

- Also to be considered are options for Highway 101 to complete the road from Weitchpec to Klamath along the Klamath River.

- The money will allow construction of an “energy-spending beach” on the bay.
Most workers injured while servicing equipment

The survey reflects workers' compensa-
tion 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, equipment and electrical and piping systems.

The largest number of servicing accidents, the survey found, occurred 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.

Workers who turned off equipment before engaging in servicing activities were least likely to be injured. The reactivation of the equipment, usually by a fellow worker who was unaware that the equipment was being serviced, was surveyed.

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 when amputations accounted for one out of every ten, the survey reported. Workers in the food and kindred products industry suffered more amputations and fractures than others, while the primary industry, transportation, which showed only seven percent of all injuries, reported eleven percent of the amputations. Accidents occurred on all types of industrial machinery, the survey discovered. However, printing presses, con-
tainers, and shear machines were the most frequently involved, each accounting for one-in-twenty of all accidents. Some 80 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 four 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 on, according to the survey.

Workers mentioned certain activities, such as cleaning rollers, which could be performed more efficiently on activated equipment. Because of worker inexperience, the survey found, reflected the difficulty rather than the impossibility of servicing deactivated equipment. Other reasons offered included pressure to maintain production schedules, not knowing that the power was on, and faith by companies to require deacti-
vation or employ lockout procedures.

The survey found that workers gener-
ally had little training or experience with lockout procedures. Two-thirds of the respondents had never used a lock-out, with an equal number of workers not even knowing how to perform a lock-out procedure. According to the survey only one-fourth of the workers were aware of their company's lockout procedure.

CPR Instruction

If any members are interested in instruction courses on Cardiopulmo-

dary Resuscitation (CPR), please contact your district representative or business agent or dispatcher. When a determination can be made of the number who are interested, fourhour courses can be scheduled for Saturdays at various locations.

Hawaii members stage demonstration

By JACK SHORT, Director of Safety

Editor's Note: This section of this article dealing with the demonstration was written by Local 3 members Frank Zoda and Yoshi Agama who were partic-

inators 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 17 has become a "Union" in the ultimate sense of the word."

Lean enlisted the support of the Build-

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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 is now inside the building run-
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Kogi Engineers will be completing its Kaluhi widening project in Downtown Waikiki. Royal Contractors, Ltd. is starting its Waimānalo farm lots project in the Old Quarry area.

In the Leeward area, Business Repre-
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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 on 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+ years membership in Local #3: Billy Weir: SS # 561-36-5895 Michael Clarkson: 365-48-8607 William Hone: 566-34-8607 Allen F. Sousa: 572-22-778 Allen F. Sousa: 572-22-778

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

Departed Members

ALLRED, Cleon
P.O. Box 499
Mt. Pleasant, CA
9/26/82

BAKER, Carl E.
1721 Heritage Lane
Sacramento, CA
10/31/82

BAKER, George W.
191 Rey Street
San Francisco, CA
10/24/82

BOOTH, Frank
5666 Angel Drive
Paradise, CA
10/26/82

CAMPBELL, Timothy
7590 Bradshaw Rd.
Sacramento, CA
8/29/82

CLARKE, Jack
2655 N W Highland
Corvallis, OR
9/20/82

CRANE, Fred L.
125 Sequoia Circle
Santa Rosa, CA
10/13/82

ESTES, John
1905 Rd. 191
Strathmore, CA
10/17/82

FITCHE, Nancy
306 Markham
Vallejo, CA
10/22/82

GWYNN, Donnell
7993 Laguna Drive
West Jordan, Utah
10/30/82

(Continued on Page 11)

Dick Short of Peter Koldveer & Assoc., of Oakland presents a $1,000 scholarship to former employee Maxine Doll, 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.

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 where and when 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 for "A" or "B" Out of Work List or 2) be a person who is otherwise eligible for Apprentice Chief of Party Training. If you fit into one of these two categories you may apply for entrance into the Apprenticeship upgrade Training Program.

The cost: Extremely minimal - the cost of the books and your time!


The Slope Staking 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.

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 the new methods.

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 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
$15.00
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.
FOR SALE: 1978 TRAILZEE TRAILER 14' long, used, little, nice shape, tow well, no king pin. Call 786-4123.

FOR SALE: 500+ ACRE RANCH for sale. Beautiful views, springs, wildlife, minerals, etc. Call 779-3795.


FREE WANT ADS for Engineers

• PRINT OR TYPE the wording you want in your ad. Upscaling or side for personal services or sidelines.

• RULES FOR SUBMITTING ADS

- No more than 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Print or type the wording you want in your ad. Upscaling or side for personal services or sidelines.
- Free Want Ads for Engineers.

- Personal Notes

- We are asking your participation in a Blood Drive for the Santa Rosa District on March 24th, 5:30 p.m. to 7:30 p.m. at the Sonoma County Community Blood Bank, 1428 Montgomery Drive, Santa Rosa. We will be greatly appreciated if you would come and make your contribution to this drive.

- Our deepest sympathy is extended to the family and friends of our Brother, Robert G. Schmidt. Robert G. Schmidt was a valued member of our Order, and his passing is deeply felt by all of us.

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ATTEND YOUR UNION MEETINGS

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

April
5th: Eureka: Engineers Bldg., 2806 Broadway
6th: Honolulu: Engineers Bldg., 10 Lakeside Blvd.
July: Yuba City: Yuba-Butte Fairgrounds, Expo
Hall or Arts/Crafts Bldg., 442 Franklin Rd.

14th San Mateo: Electricians Hall, 300-8th Ave.
27th: Hanalei: Washington Intermediate
School, 1633 S. King St.
28th: Hilo: Kapalama School, 960 Kiilua Ave.
29th: Maui: Kahului Elementary School, 410 S. Hina Ave., Kahulu

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

June
1st: Provo: Provo City Power Bldg., 251 W. 550 N.
2nd: Reno: Musicians Hall, 124 W. Taylor
9th: Elkton: Grade Hall, 740 State St.

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

Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia St., San Francisco, CA 94103
Please send me: A Membership card for the Magic Kingdom
Club
My name is: (PLEASE PRINT ALL INFORMATION)
Address: (Street number & name, or box number)
City, State & Zip Code
Social Security Number

CREDIT UNION INFORMATION

Dear Credit Union:
Send me the following brochures, kits or applications.
☐ Phone-A-Loan Application
☐ Tax-Savers Certificate
☐ Vacation Pay Kit
☐ Easy Way Transfer
☐ Membership Card
☐ Money Market Certificate
☐ Save From Home Kit
☐ Loan Plus
☐ (my name)
(please print)
☐ (social security number)
(please print)

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

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 Lazac, 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 Kanou and Richard Shiqi.

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 Poirier 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 Shicklin.

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

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

IMPORTANT

Detailed completion of this form will not assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
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NEW ADDRESS.
CITY & STATE 
ZIP
Clipping and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103
Incomplete forms will not be processed.

Our crumbling infrastructure

(Continued from Page 1)

lates into $16 million in lost user fees, because of unrepaired leaks in municip-
ality water systems.
• San Francisco's budget for public building maintenance has fallen by 61
million dollars in 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 San Francisco, San Mateo County (especially transportation) and San Diego County (especially flood control).
• An estimated 2,700 miles of additional freeway 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 emergen-
cy needs, 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 decreasing as a percentage of total operating expendi-
utures.

This future 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, percapita 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 Legis-
lative task force today that must be done to provide for tomorrow. Relative to the experience of older Eastern states, California infrastructure is comparatively new, giving us the oppor-
tunity to address the problem before we are overwhelmed by it.

Californians for Public Infrastructure Reform (CPI) was recently established to educate and inform the Legislature and the public about California's infrastruc-
ture problems. 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 infra-
structure:
• 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 effective use of our society's physical resources may be the most effective way to stabilize maintenance costs for existing infrastructure and facilitate the development of new infra-
structure 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 highest common denominator. A society forced to prudently allo-
cate limited dollars is well advised to pursue infrastructure projects that "do

the job," that is, meet essential require-
ments without frills.
• Finally, more money may be needed. Public capital is necessary to build or rehabilitate aging plants. Annual expenditures are re-
quired to maintain and sustain existing infrastructure and new new projects. Although we can resign ourselves to recog-
izing that the inventory of unmet infrastructure projects far exceeds any potential benefit from the modest 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, 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 infra-
structure — the rapid decay of the public facilities that support our econo-
ic life — is one of the major public policy issues confronting Californians in the 1980's.