

VOL. 34, No. 5

SAN FRANCISCO, CA

MAY 1983

Notice of Important Meetings

Recording-Corresponding Secretary James "Red" lvy has announced that the next Semi-annual Meeting of the membership will be held on Saturday, July 9, 1983 at 1 p.m., at the Seafarers International Union Auditorium, 350 Fremont Street, Fremont, CA. The Annual Credit Union Meeting will be held July 9 at the Seafarers Auditorium, immediately after the semi-annual membership meeting.

Winter storms bring barrage of road, levee repair work

By James Earp Managing Editor

An almost unprecedented barrage of winter storms has brought a windfall of another kind to operating engineers and other building trades workers.

With over a half billion dollars in

With over a half billion dollars in estimated storm damage throughout the state, government agency officials responsible for the upkeep of roads and levees are planning hundreds of millions of dollars in storm related construction work—some of which is already underway.

An estimated \$525 million in damage has occurred since the worst of the storms began in January, the highest dollar loss since the floods of 1964. Thirty-two of the state's 58 counties have been declared disaster areas

Caltrans officials contacted by Engineers News this month report that there is over \$100 million of storm related construction work that must be done on the state's roads and highways.

Due to a recent law passed by Congress, California is currently eligible for only \$30 million in emergency road funds, but efforts are underway to get an additional \$100 million in federal money, according to Brian Murray, Caltrans' chief engineer over emergency construction contracts.

Some of the larger jobs for which plans are being drafted are:

• Sonoma County, Route 1—a \$1 million project to build a bridge over a major washout (see photo).

• Trinity County, Route 299—a minimum of \$10 million to repair major slide area.

Monterey County, Route 1—an estimated \$4 million has already been spent to clear a series of major slides in the Big Sur area, and work is still underway.
 Plans for permanent reconstruction are not underway yet.

• San Mateo County, Route 1—Devil's Slide, just south of Pacifica has been closed since March, due to a continual movement of a major portion of the cliff of one to two inches per day. Despite congressional hearings and pressure from local residents, a permanent solution to this slide may not get underway for two years, and could cost as much as \$40 million.

• Mendocino County, Route 1—a half million project to install rock slip protection near the junction of Route 208.

Humboldt County, Route 101—at least \$600,000 to reconstruct bankment on a major slipout north of Garberville.
Mariposa County, Route 140—approximately \$40 million to restore a major slide area.

This is not a complete listing of the work, and includes only those jobs for which formal plans will be drawn up and bids posted.

(Continued on Page 6)

Highway program gets \$2.2 billion proposed increase

Governor Deukmejian has proposed a \$2.2 billion increase in the state's fiveyear highway plan.

The governor this month unveiled a \$12.1 billion plan to build more highways and improve existing roads over the next five years — \$2.2 billion more than the plan adopted last year by the state Transportation Commission.

The Deukmejian proposal will rely on anticipated new dollars from increased state and federal gasoline taxes to provide the additional funds.

"This is a significant new commitment to the maintenance and improvement of California's transportation system," Deukmejian said in a statement. "It also shows in hard dollars our commitment to a balanced transportation system in this state built around an unparalleled highway system."

Local 3 Business Manager Tom Stapleton welcomed the announcement of the highway funding increase, but warned that the building and construction trades will "have to be on our guard to insure that the work will go to union contractors.

"The Deukmejian adminstration has already shown that it may be pro construction, but it is defintely anti-union," Stapleton charged.

Deukmejian's transportation proposal included \$5.2 billion for new highways; \$3 billion for maintenance and rehabilitation; \$1.3 billion for operational improvements, and \$1.2 billion to help local governments improve roads. An estimated 250,000 jobs were expected to be created, most in the construction trades.

Of the 1,900 projects in the proposal, about 70 new projects were designed to "close critical links" in the state's highway system in such areas as Stockton, Santa Barbara and Newport Beach.

While the governor said \$670 million would be spent on mass transit, transportation planning and for improved safety at general aviation airports, he did not specify how much each group would receive

An outline of the Deukmejian proposal showed more than:

• \$322 million for improvement of Interstate 680 in Alameda and Contra Costa counties; and \$90 million for widening and improving Interstate 580 in Alameda County.

• \$19 million for construction of the first stage of the Stockton crosstown link for Route 99 and Interstate 5, the main transportation artery running from Canada to Mexico completed during the Brown administration.

(Continued on Page 6)

Local 3 files suit against DIR director

The Operating Engineers Local 3 filed suit this month against the State Department of Industrial Relations in a case that could have broad implications throughout the industry on the enforcement of the prevailing wage law.

On May 3, attorneys for Local 3 filed a petition in the San Francisco County Superior Court for a writ of mandate against Victor Veysey, acting director of the Department of Industrial Relations, charging that Veysey had refused to enforce prevailing wage standards on a public works job for the City of Modesto.

The case involves the use of three heavy equipment owner-operators employed by Boulder Construction Company—a nonunion contractor.

According to Stockton District Representative Ray Helmick, investigation of the project revealed that the owner-operators, while working for the contractor, were being paid prevailing wages, but receiving less than \$5 an hour for the rental of the equipment they owned.

The customary rate in the area for rental of the equipment being used is over \$16 an hour.

The Department of Industrial Relations has made previous rulings that require contractors to pay full prevailing wage rates and fair rental value for

(Continued on Back Page)



Federal funds needed for project

Hearings held on Devil's Slide

In the first congressional hearing held on the closure at Devil's Slide, residents pleaded for federal emergency relief funds to cope with the effects of winter storms that have turned their "coast towns into ghost towns."

"Without federal funding, the whole bypass project at Devil's Slide will have to be abandoned," Rep. Tom Lantos, D-San Mateo, told the Subcommittee on Surface Transportation on May 3.

The panel, chaired by Glenn Anderson, D-Long Beach, is part of the House Committee on Public Works and Transportation. At Lantos' invitation, three of the sub-committee's 29 members attended the hearing and toured the devastated area around Devil's Slide, with its shattered roadway blocked by huge boulders.

The portion of Highway 1 from Pacifica to Montara was closed March 3 after a 100-foot portion at Devil's Slide, battered by a winter's worth of heavy rains, began sinking at the rate of two inches per day.

(Continued on Back Page)



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

WKING AT LABOR





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

T.J. "TOM" STAPLETON **Business Manager** and Editor HAROLD HUSTON President **BOB SKIDGEL Vice President** JAMES "RED" IVY Rec.-Corres. Secretary DON KINCHLOE Treasurer **NORRIS CASEY Financial Secretary** JAMES EARP **Managing Editor**

ENGINEERS NEWS is published monthly by Local 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, CA 94103. Second class postage paid at San Francisco, CA. USPS Publication Number 176-560. Subscription price \$30.

One issue that is cropping up with plan, there is no such liability. increasing regularity in recent union busting campaigns that we have dealt with is the issue of profit sharing plans. Employers, hoping to lead their employees away from their collective bargaining agreements, are proposing incredibly overrated profit sharing schemes in the same way the farmer holds a carrot over the mule.

In this case, the carrot happens to be plastic.

To begin with, most "profit sharing" plans do not really share company profits. They are actually "defined contribution" plans. These in effect, are little more than a personal savings plan. There are some added tax benefits you get from deferring a portion of your income, but you also pay a price for that, because your investment cannot be touched as long as you are working for your employer.

It's important for you to be aware of the pitfalls that can be encountered when an employer suggests that you forsake your Local 3 pension for their so called "profit sharing plan."

Construction firms that are signatory to a multi-employer pension trust fund such as Local 3's, have a very selfish reason for "offering" their employees a defined contribution plan. Their companies are liable for any shortfall that the pension plan might encounter.

While there is no reason for a well managed pension plan to end up in such a predicament, many employers want to be free of any liability to a pension fund. Under a defined contribution a good pension plan is superior to a

And because there is no liability, there is also no guarantee to the participant. An employer is obligated to give nothing to the employee other than what was contributed on the employee's

By contrast, a pension plan is a "defined benefit" plan. A participant is guaranteed a benefit, based on age, years of service, etc. A well managed pension plan, such as Local 3's will provide to the vested participant far more than what was individually contributed on his behalf.

The average retiree on a Local 3 pension receives all that was contributed to him over the years within the first four years of his retirement, yet his benefits continue for the rest of his life. Most retirees receive pension benefits many times over what was contributed on their behalf.

A defined contribution plan only benefits those who remain participants for a short time. These individuals generally leave their jobs after a few years and want to take a cash lump sum payment with them when they go. The money they receive is soon spent and they are back where they started-without a pension benefit.

We recently asked Martin E. Segal Company, a consultant and actuarial firm for our trust funds, to do a study comparing the benefits that could be provided from a pension plan and a defined contribution plan.

Their study showed that, in every case,

defined contribution plan, regardless of whether you are a young or old worker. There are several reason for this.

 In a pension plan, some participants leave before vesting. The contributions that were made on their behalf are then applied to the rest of the participants in the plan. Over the years, this amounts to a significant increase in the funds available to vested participants.

· A pension plan can "stretch the dollar." In any pension plan, the benefits paid out to retirees are made available by a combination of assets acquired from past contributions and current contributions from working participants. Each time there is an increase in the contribution rate, the benefits can also be raised so that they are more than the funds on hand-counting on future contributions at the contracted rate to make up the difference.

The last point is important. It is comparable to buying a house. An individual may buy only what he can pay for in cash, or he may buy what he can afford with a mortgage, to be paid off in the future. Obviously the second alternative allows him to get a better

A pension plan can "buy" with a mortgage on future contributions. A defined contribution plan can "buy" only with the cash on hand.

Obviously these are points that employers like to ignore when they are trying to sell their so called "profit sharing" plans.

City ordered to renew work on sewer project

Regional water quality officials have ordered the San Francisco Board of Supervisors to start spending local taxpayers' money on stalled sewer projects for the southeast section of the city by July 1.

The city's sewer-building project was called poorly managed and in need of reexamination for "cost effectiveness" last month by the U.S. General Accounting Office. But the Agency and state and regional officals that the next \$118 million phase of the project should not be held up for an analysis of whether the overall project can be finished for less than \$2 or \$3 billion.

The southeast sewage facilities will cost the city \$12 million to design, and federal grants for the \$100 million construction costs are not likely before 1986, the city's sewer-building director. Donald Birrer, says. He said he will have an uphill battle persuading the supervisors to comply with the order of the California Regional Water Quality Board because a design now could become "outdated."

But the regional board, supported by the state, voted 7-0 in Oakland last month to order the expenditure, saying than Congress and the President might agree on a jobs bill that would make San Francisco eligible for a handout sooner that it thinks. If the design work is done, the board said, the city

can be the first in line for money.

The board, somewhat embarassed by the fact that the largest city in its jurisdiction is still polluting the San Francisco Bay, wants the south-east facilities built to stop overflows this time of year of raw sewage along the Hunters Point-Candlestick Park shoreline. Even when built the facilities won't dilute the sewage sufficiently to meet regional standards. The city's overall sewage problem may not be solved for 20 years or more.

The decade-old "super sewer" project, estimated to cost between \$2 and \$3 billion before it is completed, is in limbo because Congress has reduced federal funds for sewers and no one wants to order the city to pick up more of the tab from local taxpayers.

Originally, local taxpayers were to pay only 12 percent of the cost of projects like San Francisco's, Congress reduced its grants funds in 1981 and will pay just 55 percent of the costs of any project after 1985.

This would force San Francisco eventually to go back to the voters for an authorization to spend more or to scale down the cost of its incomplete projects. The Regional Water Quality Control Board in January ordered the city to come up with alternative, less expensive plans for the last phases by the end of the year.

To cloud the future of the project even

more, a February U.S. General Accounting Office report criticizes every governmental agency involved in overseeing the project since its inception in 1973. One of the most costly sewer projects to be undertaken under the U.S. Clean Water Act, the GAO says the San Francisco sewer may never really prevent pollution of the Bay and ocean. The head of the beleagured Environmental Protection Agency must give Congress a response to the report by April 1.

The GAO has requested the EPA to renegotiate its agreement with California, forcing the state to do a better job of monitoring the city on its project. Both the EPA and the state Water Resources Control Board have refused to review the city's plans for "mechanical, electrical and structural" integrity, the GAO says. The agencies that are supposed to make sure that federal funds are not wasted told GAO they aren't monitoring the city's designs because they don't have the resources and don't want the liability should the designs prove to be

And because the city wants any design changes it makes approved by the two overseeing agencies, GAO says city officials admitted they don't volunteer "all the pertinent facts" on design changes.

The U.S. Army Corps of Engineers, the GAO further reports, has disco-

Oakland 'Get Together'

You are cordially invited to attend our "Operating Engineers Get Together" dance. This will take place on Saturday, May 21, 1983 between 9:00 p.m. and 2:00 a.m. It will take place at the IAMBA Building on 8131 Baldwin Street, Oakland CA (across the street from the Dispatch Hall) off Hegenberger Road. Admission: \$2.50 on advance ticket sales, and \$3.00 at the door. No host bar. Come one, come all! For more information, call 568-6198.

vered some "design-associated problems" but hasn't disclosed those to the EPA either because "such disclosures are beyond the scope" of the two federal agencies" written agreement.

Should the EPA director agree to GAO's recommendation to make the state do more thorough reviews, the agency would have to provide money or people to do it, state and regional officials say. That would be counter to the agency's current efforts to cut its costs by delegating more authority to the

Until it gets more EPA money for monitoring, state and regional officials say they will continue to take the position that they can only order the city to proceed with plans to eventually meet water quality standards.

Labor's agenda is jobs

More than 3,000 local leaders of America's building trades unions proposed a top-priority "jobs agenda" to Congress and to the Administration, seeking bipartisan support for its enactment.

Local 3 Vice President Robert Skidgel and Rec.-Corr. Secretary James "Red" Ivy attended the conference as delegates for the local union.

They report that the delegation pressed for firm commitments to a package for construction programs designed to fuel economic recovery while leaving a tangible legacy of housing, roads, new energy sources, industrial modernization and public facilities.

They heard pledges of strong support from leading Democrats who spoke to them, encouragement from Republicans seeking to change their party's course—and friendly words from Administration officials. But the keynote from President Robert A. Georgine of the AFL-CIO Building & Construction Trades Dept. stressed that words are not enough.

"Neither Congress not the Administration is doing all that it can or should do," Georgine declared. "America has waited too long to go back to work."

The grim backdrop to the department's three-day national conference was continued Depression-level joblessness.

One in four

The unemployment epidemic, now in its second year, has struck down one out of four members of the 15 affiliated construction crafts _____ 1,072,000 out of 4,100,000 members.

"That makes 1,072,000 reasons why the principle item on our agenda must

be jobs," Georgine said.

AFL-CIO President Lane Kirkland told the delegates that their agenda is a central part of the AFL-CIO's comprehensive recovery program.

He scored the paradox of high unemployment among experienced construction workers while "millions of Americans cannot find reasonably priced housing." And he urged employment and training programs for young people, including expansion of the Job Corps and established of a new Youth Conservation Corps.

Kirkland urged the building trades locals to join with other unions in their communities for the Labor Day "marches, demonstrations and rallies" that will mark Solidarity Day III.

The delegates gave warm, applausepunctuated welcomes to the two Democratic presidential candidates who addressed the conference—former Vice President Walter F. Mondale and Sen.

Mondale several times brought the delegates to their feet with a slashing attack on what he termed "the most anti-labor Administration in modern times," a pledge to name a Secretary of Labor who "wants to work with organized labor" and to "enforce both the letter and spirit of the Davis-Bacon Act."

Cranston said that as President, he would submit a full employment program to Congress in the first 60 days of his administration and "use the immense powers of the presidency to build a national coalition to support the plan." Never again, he said, should Americans "accept unemployment as a cure for inflation."

House Speaker Thomas P. O'Neill,

Jr. linked the duration and severity of the recession to President Reagan's belief that "government is the problem." Democrats, he said, "believe government has to be an active participant in the rehabilitation of our economy."

O'Neill cited bipartisan cooperation in Congress in an assortment of major bills and said he has "no doubt" that there can be similar cooperation in shaping a budget that will include economic recovery measures. But "will the President work with us?" O'Neill asked. "He holds the key."

The theme of bipartisan efforts for at least segments of labor's program was sounded also by two moderate Republicans, Sen. John Heinz (Pa.) and Sen. Bob Packwood (Ore.). Packwood told the conference that he is prepared to lead a fight in the Senate against the Administration bill to make workers pay income taxes on any portion of health insurance premiums paid by employers that exceeds specified limits.

Workshop panels

The late Rep. Phillip Burton (D. Calif.) had been scheduled to address the conference, and his close friend and colleague on the House Education & Labor Committee, Rep. George Miller (D-Calif.), spoke in his place. A number of other House members took part in workshop sessions on topics ranging from pension legislation to politics.

New York Gov. Mario Cuomo, who spoke on the conference's final day. Proposed reconstruction of American industry along lines that have been urged by the AFL-CIO.

President Reagan, who had addressed the past two annual conferences, invited about 100 national officers and state council presidents to a White House reception, which Vice President Bush also attended. And two of his Cabinet members—Labor Sec. Raymond J. Donovan and Transportation Sec. Elizabeth Dole—addressed the conference

Dole got a friendly reception when she



Building economic recovery—AFL-CIO President Lane Kirkland gives strong support to Building Trades for jobs programs

was introduced and a few jeers when she spoke of "the tremendous job" that President Reagan has done.

Donovan earned some sprinkles of applause with affirmations of support for the Davis-Bacon prevailing wage law and his expressions of concurrence in the building trades theme that America can build its way out of recession.

Cites ceficit

The nation is on the edge of "the longest, most sustained recovery in our lifetime," Donovan insisted. But only, he added, if "looming deficits" in the budget are "brought under control."

Jobs were the dominant, but not the only issue addressed by the conference participants.

Kirkland spoke of the AFL-CIO's experiment in seeking a pre-convention consensus for the endorsement of a presidential candidate so that labor's influence is not "divided and fragmented."

There's "an element of risk" in such an effort, Kirkland acknowledged. But he

quoted an adage of the sea. "A ship in harbor is safe, but that is not what ships were built for."

America's workers, he suggested, "cannot wait six years for a new economic policy based on fairness."

Stay competitive

Georgine, in his opening address, voiced the determination of the construction unions to "go to the mat" with the proliferation of non-union and "double-breasted" contractors.

"We must examine anything and everything that prevents us from competing" with non-union bidders for available work, he urged, including such matters as work ruled and manning requirements

At the same time, he said, the unions will be pressing Congress to insist that the National Labor Relations Board follow the intert of existing labor law and stop allowing buildings trades employers to "walk away from their collective bargaining obligations."

Union-busters thrive under Reagan

Is it any wonder why management consultants are doing a thriving business in the midst of the Reagan Recession? They're getting promoted all over the place.

President Reagan, who seems to find anti-union attitudes a prime qualification for nominees to head the National Labor Relations board, first tried to put management consultant John Van de Water in the job, but Congress objected to his union-busting record.

Reagan's next choice, Donald L. Dotson, has spent his brief career in the Labor Department building up an investigatory task force in pursuit of unions. His agency's 1983 schedule calls for boosting investigations of unions to a "minimum 50 percent" of its worktime.

Dotson has an added qualification. He won't enforce the Landrum-Griffin Act's requirement that consultants must file reports on their union-busting activities. The time allotted for looking into management consultant activities had already been cut in half — from ten percent to five percent.

To make sure his agency's unioninvestigation time is filled, Dotson se-

cured 150 new slots for investigators who will be poring over union books in 1983 and beyond. The additions to the

Fifth in a series

agency's staff come at a time when the Labor Department is laying off experienced employees to conform with Administration budget cutbacks.

All of this is a record worthy of White House attention.

The record befits the Administration whose sympathies, and even its pocketbook, are on the side of the anti-union management consultant. Consider the following:

• The Reagan Administration's handling of the Air Traffic Controllers dispute extended to hiring a union-busting law firm at a typically staggering ee. The Federal Aviation Administration put under contract Morgan, Lewis & Bockius at a cost of \$376,000 "to afford an independent viewpoint and analysis concerning the issues raised during the current collective bargaining negotiations with PATCO."

At the time of the PATCO dispute,

Transportation Sec. Drew Lewis revealed that he had sought legal advice from White House Coursel Fred Fielding, who was a Morgan, Lewis partner before joining the Reagan staff. What advice Fielding's former law firm had for Lewis is unknown. But the Admiristration's iquidation of the union and the destruction of PATCO members' jobs was a score that would arouse the envy of most management consultant firms.

• The Administration's persistent support for using Medicare funds to pay management consultants in their union-busting campaigns at hospitals was finally blocked in the 1982 tax bill, but only after major efforts by organized labor and a series of windfalls for consultants paid out of public funds.

Modern Management, one of the most active union-busting firms, has drawn its share of Medicare funds while helping hospitals fight employee efforts at union representation.

In its probe of management consultants several years ago, the House Labor-Management subcommittee (Continued on Page 11)

HONORARY MEMBERS

At its meeting on April 10th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of

membership in Local o.	
Name	Reg. No.
E. L. Bacon	299061
George R. Benson	347083
Alden S. Carter	558680
George L. Eckman	524637
Horace H. Haraughty	394300
Merl Hooper	535736
Amadeo Medina	579362
Thomas L. Olives	484706
Theodore E. Schaufler	576428
D. N. Tenney, Jr.	349711
Thomas B. Van Deusen	325072
*Howard Lee	378779
All the common the south and the land	

Howard Lee effective March 1983,

as he was omitted from the March

1983 Honorary Members.

Tentative agreement reached with Kennecott Phoenix — A 13-union coordinated bargaining alliance reached tentative

> agreement with Kennecott Copper Corp. The contract is expected to set a pattern for the copper industry.

> The agreement involves 57 separate contracts, and must be approved by the unions' National Nonferrous Industry Conference before it takes effect. The settlement followed five weeks of intensive negotiations here.

> Cass Alvin of the Steelworkers, who serves as a coordinator for the unions, said the agreement was unanimously approved by the 82-member Kennecott bargaining committee, which also recommended its ratification. Details of the agreement were not disclosed pending its approval.

The agreement covers some 4,000

Kennecott employees in Utah, Nevada, Arizona, New Mexico and Maryland. If its terms are extended to the rest of the industry, it would cover another 20,000 workers.

The copper industry, the largest nonferrous metal segment, has been hard hit by the recession that began in July 1981. Alvin said that nearly half of the workers in the highly organized copper industry currently are unemployed.

The Kennecott agreement would replace one set to expire June 30. Alvin said that union negotiators took a strong position against any contract concessions. Agreement was reached on major economic provisions, he said, leaving only local issues yet to be

One immediate result of the settlement, he said, would be to accelerate bargaining with other copper companies. The unions are now meeting with Magma Copper, Anaconda Mining, White Pine, and U. S. Metals.

Talks are slated to get under way soon with ASARCO, Phelps-Dodge, Inspiration Consolidated, and a number of smaller companies.

Unions in the agreement with Kennecott are the Steelworkers, Boilermakers & Blacksmiths, Plumbers & Pipe Fitters, Machinists, Laborers, United Transportation Union, Operating Engineers, Carpenters, Railway & Airline Clerks, International Brotherhood of Electrical Workers, Carmen, Office & Professional Employees, and Painters.



By HAROLD HUSTON, President

A Personal Note From The President's Pen

During the month of April I attended the Pacific Coast Metal Trades District Council's 30th Convention at Honolulu, Hawaii. I was shocked to hear of the condition of the Shipbuilding Industry with increased unemployment, increases in foreign competition, and an arrogant disregard for the Shipbuilding Industry by the Reagan Administration!

The chips are down for the private shipyards. We must rally together with all the support, all the determination and all the effort that is necessary to restore private ship construction to its rightful and necessary place in our American economy.

Since 1937, this Council has been in the vanguard of the struggle to improve the conditions of work and life for America's shipyard workers. We have set a high standard and have achieved notable results. Today, shipyard workers from San Francisco, California to Seattle, Washington can point with pride to the success of their unions through the joint and collective efforts of the Pacific Coast District Council.

It was not easy - nor was progress automatic. The struggle for better wages and fringe benefits, fair treatment and better working conditions has been a day to day struggle. It is no less so in 1983. Indeed, the Shipbuilding Industry and Shipyard Workers throughout America face problems of a magnitude that will test the spirit of solidarity among every craft that has joined hands in the Metal Trades Council.

Wage rates have increased from slightly over a dollar an hour in 1940 until today employees receive hourly rates that permit a decent standard of living. Due to the foresight of hard bargaining, shipyard workers on the West Coast were protected and continue to be protected by a Cost-of-Living clause. Through the years of high inflation in the 1970's, shipyard workers on the West Coast maintained their purchasing power while few others did. From the first 71/2¢ per hour for Health and Welfare coverage that was negotiated 30 years ago, our members now enjoy a comprehensive program of health care benefits, dental coverage and other insurance that make the lives of shipyard workers and their families more

As we prepare to enter into negotiations in May, we know that the National unemployment rate has recently hit the highest level since the great depression. That 12 million Americans are without work and another two million have become so discouraged that they have given up even looking for work. Many more have been forced to take part-time jobs when they need and want full-time work. It is a national tragedy - a tragedy which flowed from the ill conceived policies of the Reagan Administration.

The general economic malaise has hit the shipbuilding, ship repair and support industries as it has other industries, but the administration and congress have been pursuing policies that will result in the permanent export of our commercial Shipbuilding Industry

In the past two years, the administration has permitted the construction abroad of 36 new U.S. Flag Vessels and the reconstruction abroad of 12 others. By permitting American companies to collect Federal operating subsidies while building ships in foreign yards — using foreign workers, the Administration has turned aside policies that date back to the Merchant Marine Act of 1936.

Commercial shipbuilding in the United States is in serious trouble. A decade ago, our shipbuilders had orders for 91 merchant ships. In the past two years, the total was 12. Of six shipyards currently building merchant vessels, only two have orders in 1984. Yards once burgeoning with work have been closed or are being phased out.

In 1950 the United States was the world leader in merchant ships and 42 percent of our International Commerce was carried in U. S. built, U. S. Flag fleets; today it is three percent. The Soviet Union's Merchant Fleet carries more cargo for the United States than our own ships do.

We must remain able to produce merchant ships within our borders - to compete in world shipping and maintain our national security, to keep our shipbuilding jobs, and to maintain our technological know-how. The Commercial Shipbuilding Industry is on the brink of disaster. We need immediate action if the shipbuilding industry, as we have known it since 1940, is to remain.

What are the tools of inequality that shackle our shipyards and shipyard workers? Foreign governments provide direct subsidies which allow their ships to be built and sold below the cost of materials alone in the United States; foreign governments require the construction of certain vessels in their domestic yards; and they sponsor loan programs for both construction and sale of ships.

Labor leaders from throughout the United States have lobbied Capitol Hill for a turnaround in our national policy. An essential message they carried was the need for Congress to enact the Competitive Shipping and Shipbuilding Act - often known as the Lindy/Boggs Bill. Passage of this legislation will begin to get the commerical Shipbuilding Industry back on its feet by providing an assured market for ship construction.

Enactment of the Lindy/Boggs Bill will lead to the construction of over 150 bulk ships over the next 15 years. It would preserve the jobs of tens of thousands of shipyard workers and many others in support industries. All our Local Unions and our International Union should continue to actively lobby for H.R.

There may be some who believe that the five year naval construction program to bring our Navy up to a level of 600 ships will sustain our domestic shipbuilding base. Unfortunately, naval construction is highly concentrated and much of this work will be done in only a handful of private yards. Only two yards can do nuclear construction. Only nine can constuct major naval combatants. Without commercial ship construction, the remaining 20 active yards will fight it out for the remaining small pieces of naval pie. It will be a no-win situation for the workers in those

I am confident that our dedication and determination will produce results for the workers we represent, and for our country as well. We are going to put the shipyards back to work - with your help!

Write your Congressman today to voice your approval of H.R. 1242. There is a companion bill in the Senate, S.B. 1000. Write to your senator expressing approval of this bill.

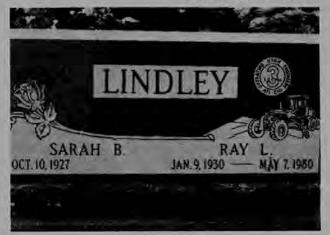
The following is a letter and picture I received recently:

Dear President Huston,

At our Salt Lake District meeting on March 2, 1983, we spoke of a head stone of our deceased brother, Ray Lindley. This head stone displays the emblem of Local 3 Operating Engineers and a Cat Motor grader, which this brother operated. This marker is located in the cemetery in Wellsville, Utah. Mr. Lindley was survived by his wife Sarah, seven sons and three daughters

You asked for a picture of this grave marker, which I am enclosing. This may be of special interest to the readers of ENGINEERS NEWS.

Sincerely yours, John S. Kerr Wellsville, Utah 84339



Santa Rosa gears up for promising season

The sun has been shining for some time now and the Brothers, as well as the contractors, are ready to hit the dirt, reports District Representative Chuck Smith. "We're all hoping the state and the county can come up with some funds to repair the storm damaged roads throughout the Redwood Empire and wine country. The work picture looks promising and most of the jobs will have to work some hours to get the work done in the short season we have left."

The Fountain Grove project will be starting up again soon. Don Dowd Co. has come finishing up to do on the motel site and J.F.J. Construction has just started the underground. A. B. Siri, Inc. has some clean up left and Siemans should be getting started soon. There also is a lot of road work to be done this year on the project.

year on the project.

The recent Blood Drive was a fair success, with approximately 22 of the Brothers, Sisters (and some of their spouses) donating their blood. A special thanks goes to the following who have been steady donors over the years: Wesley Hay, 54 pints; Judith Garzot,

31 pints; Bill Dyson, 28 pints; Bonnie Dyson, 27 pints; Ron Mollo, 27 pints; Pat O'Connor, 16 pints; Randall Raabe, 9 pints; Shirley McKay, 7 pints; and Larry Crivelli, 7 pints.

and Larry Crivelli, 7 pints.

Those of you who had signed up to give blood but were unable to do so on the Blood Drive Day, can still donate at any time at the Sonoma County Community Blood Bank, 1428 Montgomery Drive, Santa Rosa. Thanks again. "We are planning on a Blood Drive annually and look forward to your continued participation," Smith said. "We never know when we might have to avail ourselves of the use of the Blood Bank."

Jobs are just getting underway, after a couple of weeks of good weather, but it is still too wet to move dirt in the low lying adobe areas, reports Business Representative Bill Burns. The slide on Hwy. 20 was one of the first jobs to start with Hardrock Construction, A. B. Siri, Inc., Roy Ladd and Ley Construction helping with the clean up.

The Geysers area is beginning to pick up again. Pete Barretta is moving back

into the DWR site on South Geysers. Piombo Corp. is also starting back on the PG&E Unit #16.

A Pre Job was held with Kiewit-Pacific for the site work on NCPA Unit #3 and one was held with Granite Construction for the Santa Rosa sewer pond job. Ghilotti Bros. will be doing the site work for Rudolph & Sletten at the Hewlett-Packard job in Rohnert Park.

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!

I.P.P., road jobs will bring good year to Utah

"When we combine the jobs being advertised by the Utah Department of Transportation and the I.P.P. it looks like we should have a fairly good year for a change," reports Business Representative Don Strate. "However, with the amount of people on our out of work lists, I know there will be no problem manning the jobs."

Gibbons and Reed Company were low bidders on two projects let March 15. The first was a project on 1-215, grading, drainage and surfacing at 1700 North and 2200 North. The job includes 382,000 cubic yards of embankment, 70,700 cubic yards of surcharge and 1,780 tons of 3/4-inch bituminous surfacing

The engineers' estimate was at \$2,113,901. Gibbons and Reed's bid was \$1,750,556. J. I. McNiel came in at \$1,892,983 and Peter Kiewit Sons' was third with a bid of \$1,919,499.

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Credit Union Report

Withholding law bad for consumers

10% WITHHOLDING — We hope by the time you read this that withholding has been repealed by Congress. As we write this, however, it appears that the battle for repeal has been stalled. So we must prepare because withholding is scheduled to start July 1, 1983.

What's it all about?

The Tax Equity and Fiscal Responsibility Act of 1983 requires all banks, savings and loan associations, credit unions, money market funds and other payers of interest to withhold 10% of each payment of dividends or interest starting July 1. Money withheld must be forwarded to the federal government, just like withholding on your paycheck.

There are some exemptions from the withholding. These are explained below. The important thing is that if you qualify for an exemption and do not want 10% of your savings income withheld, you must file an Individual Certificate of Exemption (IRS Form W-6) with every savings institution you do business with. You should start doing this

If you don't file the W-6, the institution must withhold each time they make your dividend or interest payment.

\$150 — One option given financial institutions is not to withhold on any payment of dividends or interest that would equal \$150 or less on an annualized basis. Your Credit Union has selected this option; other financial institutions may not.

What it means is that we will not withhold any of your dividend payments if it appears you will not earn more than \$150 in one year.

Examples: On July 1, we pay you a dividend of \$75. We would not withhold any of those earnings. If you were paid a dividend of \$76, however, we would have to withhold



Repeal Withholding—Part of the Credit Union's campaign against 10% withholding of dividends and interest payments was this 18-foot banner placed in the lobby of the Dublin office. Holding the banner are (left to right): Nancy Walker, office

manager; Janice Ridge, teller; Michelle Montellano, teller; Bonnie Pitrowski, teller; Diane O'Keefe, savings specialist; and Roy Nord, director of member services.

\$7.60 (10% of \$76) because we have to "annualize" that dividend.

Since we pay dividends twice each year, the \$76 paid on July 1 would be annualized as \$152 and that exceeds the \$150 minimal dividend exemption

Financial institutions using the \$150 minimal payment exemption are responsible for doing the calculation and insuring the rule is followed, not the customer or the member.

The only other exemptions from the withholding are as follows. You qualify if:

(1) You paid \$600 or less in federal income taxes last year; or (2) You are 65 or older and you paid

(2) You are 65 or older and you paid \$1,500 or less in federal income taxes last year; or

(3) You and your spouse filed a joint income tax return last year and paid \$1,000 or less in federal income taxes;

(4) You or your spouse or both are 65 or older, filed a joint income tax return last year, and paid \$2,500 or less in federal income taxes; or

(5) You were not required to file a federal income tax return last year.

You can get W-6's from the IRS and most financial institutions. We have them available at the Credit

Union's offices in Dublin, California, and Murray, Utah for use on Credit Union accounts.

We have mailed W-6's to about 8,000 members. We do not know how many of those members qualify for exemptions. We mailed to those accounts most likely to earn over \$150 in dividends, whether they qualify for the exemption or not. We believe this will ber the most cost effective way to implement the program and help those members qualifying for exemptions to prevent withholding on their dividend payments if that is what they want.

If we missed you and you want a W-6, please call or write us immediately

Please return the W-6's as soon as possible so we can insure that with-holding will not take place unless you want it to.

What about childrens' accounts?

Your Credit Union cannot act as your tax advisor. It must, however, withhold on every payment of dividends — unless that account owner has filed a W-6 with us or the account earns \$150 or less on an annualized basis.

If your son or daughter has a regular savings account with us but doesn't yet have to pay federal income taxes, he or she may want to file the W-6 with us (or with any other financial institution in which

they have money.)
Exemption (5) above allows people who are not required to file a tax return to file a W-6.

You may want to call the IRS or your tax person for advice on your childrens' accounts.

Why is the government doing this? Their basic argument is that too many people forget to report their earnings on savings or investments when they file their income tax return. They either forget or they cheat, according to the IRS.

The withholding law, therefore, is a way to ensure collection of taxes already due on interest and dividend income.

Why does the Credit Union oppose withholding?

Depending on which figures you rely on, only 10% to 15% of tax-payers fail to report their interest and dividend income. We oppose on principle taking action against the 85% to 90% of taxpayers who faithfully report their earnings just to catch the

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Credit Union Report

(Continued from Page 5)

minority of taxpayers who forget to report or who cheat.

Your Credit Union is a thrift institution, organized and chartered to encourage its members to save. The withholding law is going to discourage some people from saving.

Implementing the withholding program is going to cost financial institutions a lot of money. The costs will be passed on to consumers of financial products. We oppose this.

The costs for computer programming, staff training, consumer education and forms are going to be extensive, especially in the early phases. If withholding isn't repealed, the costs will become an integral part of the expense ledger. In one way or another, that means consumers will pay the costs.

The last reason we are opposed to withholding is the on-going operational problems it will cause. It will be our job to explain the program, handle members who are upset, make sure we have the forms, publish the necessary educational materials and insure that our staff are constantly trained and up to date on the law. Every new account opened will have to be reminded about withholding.

Repealing the law is not a dead issue. In fact, it could become a major issue in the next round of elections.

If you have any questions or want a W-6, please call (415) 829-4400. Utah members should call (801) 261-2223.

Hearings held on Reno plaza complex

The first round of hearings was held on April 6th at Reno City Hall on the proposed Centennial Plaza to be located across from the Reno-Sparks Convention Center, reports District Representative Les Lassiter. A group of approximately 30 people in attendance voted unanimously in favor of the project. Centennial Plaza will include hotels, health and corporate uses, senior citizen housing, and residential units.

It is expected to provide 500 to 1,000 annual construction on-site jobs for a 10 to 20 year period. In addition, it would provide gross annual tax revenues of \$20 millon to the state of Nevada.

Several more hearings will be held and it is expected that the first phase won't begin until sometime in the fall of this year.

Business Representative Ed Jones reports that Granite Const. has set up their crusher in Hazen and expect to begin work on a \$1,546,419 overlay job in Churchill County.

On April 12th, Helms Construction won the contract for the Glendale Avenue widening job from the Truckee River to Stanford Way. Their bid was \$2,369,412 and it is estimated that work will begin by May 1st, with completion scheduled for late 1983.

Helms is currently crushing in Coaldale and will be moving their hot plant to Fernley to begin overlay work on U.S. 95A from Silver Springs to Fernley, and from 0.8 miles west to 0.3 miles west of Fernley, and on U.S. 50A and Rte. 343 east and northeast of Fernley. Helms bid was \$1,938,655.

The State Transportation Department awarded a \$455,634 contract to Helms to build a concrete barrier in the middle of U.S. 395 from Washoe City to near Pagni Lane in Washoe County, approximately two miles. Work will start in April and be competed in about three and a half months.

Helms also has 14 operators working on a mining and stripping agreement to move approximately one million yards of overburden for Eagle Pitcher, located about 20 miles northwest of Lovelock. They've already moved some 300,000 yards and expect another three

or four month's work there.

Frehner Construction was awarded more overlay work in White Pine County on U.S. Hwy. 93 between Ely and McGill at \$1,640,912. Work should begin sometime in the next two months. Frehner reports that their Pequop job probably won't start until June.

Business Representative Derlin Procter reports that the Carlin Gold contract was ratified March 30th by a vote of 113 to 10. Wages averaged out at 6.1 percent or about 22¢ per hour per year, over the next three years. Over all, it was a good contract, with an upgrade in the medical plan and other fringes, that over 90% of the members accepted.

Governor's new proposal includes \$2.2 billion increase in hwy. funds

(Continued from Page 1)

• \$25 million for reconstruction of a section of Interstate 80 between Sacramento and Yolo counties, known as the Yolo Causeway.

• \$79 million for new lanes on I-80 and \$45 million for construction of the Hoffman Freeway (I-80) in Richmond.

• \$94 million for two projects on I-80 in Placer County.

• \$5 million for an I-5 interchange in Sacramento.

 \$10 million for an I-280 interchange in San Francisco.

• \$34 million for auxiliary HOV lanes on I-280 in Santa Clara County.

• \$72 million for freeway conversion on 1-5 in Shasta County.

• \$15 million for an interchange at the junction of I-80 and Hwy 12 in Solano County.

Alameda/Santa Clara counties: Rte
 17, widen and improve auxiliary lanes,
 \$25 million; Butte County: Rte 162,
 replace railroad underpass in Oroville,
 \$5 million.

• Butte & Glenn counties: Rte 32, Gianelli Bridge, \$10 million.

 Butte & Sutter counties: Rte 99, widening and channelization, \$8 million.

Calaveras County: Rte 4, two-lane expressway, \$2 million.
 France County: Pto 41 Pullerd to

• Fresno County: Rte 41, Bullard to Herndon, \$18 million.

• Humboldt & Del Norte counties: Rte 101, Redwood Park Bypass, \$89 million.

• Humboldt & Trinity counties: Rte 36, reconstruct Forest Highway \$13 million.

 Marin County: Rte 101, HOV lanes, \$18 million.

Mendocino County: Rte 101, HOV lanes, \$18 million.

• Placer County: Rte 65, Roseville bypass, \$14 million.

Sacramento & Sutter counties: Rte
 Freeway-expressway construction,
 \$46 million.

 San Joaquin County: Rte 4, Stockton Crosstown and \$19.1 million and on Rte 12, Potatoe Slough Bridge at \$14 million.

• Santa Clara County: Rte 87, Guadalupe Corridor at \$64 million and on Rte 101 widening at \$13 million.

Shasta County, Rte 44, Deschutes road improvement, \$4 million.
Solano County: Rte 37, Napa

River to Rte 80, \$5 million.

• Sonoma County: Rte 12, Fair-grounds Gap at \$9 million and Rte 101,

Cloverdale bypass at \$23 million.
• Sonoma & Mendocino counties:
Rte 101, realign Russian River Bridge,
\$30 million.

• Stanislaus County: Rte 99, Keyes Freeway, \$7 million.

 Tulare County: Rte 99, Bardsley Ave Ramps, \$3 million.

• Tuolumne County: Rte 108, Sonora bypass, \$19 million.

A final five-year outline for highway construction and maintenance projects was expected in June after a review of the governor's plan by the state Transportation Commission, created to curtail "pork barrel" practices in the Legislature where influential lawmakers could get projects for their districts.

The commission last month approved 178 highway projects worth \$69 million given a higher priority by the Deukmejian administration.

Members reap windfall on storm damage

(Continued from Page 1)

Millions of dollars in emergency work has already been performed during the past four months. Some of it has been done by Caltrans personnel, while other jobs have been bid out on an emergency funding basis to local contractors.

In addition to road work, many Local 3 members have been working long hours in the Delta repairing levees along the flood-ravaged islands, as reported in the April Engineers News.

The Corps of Engineers has completed a six-year study that recommends a \$326 million levee improvement program in the Delta. A separate report by the State Water Resources Dept. states that a "bare bones" plan would cost at least \$448 million.

In any case, it will take at least five years for the projects to receive the necessary approval and funding.

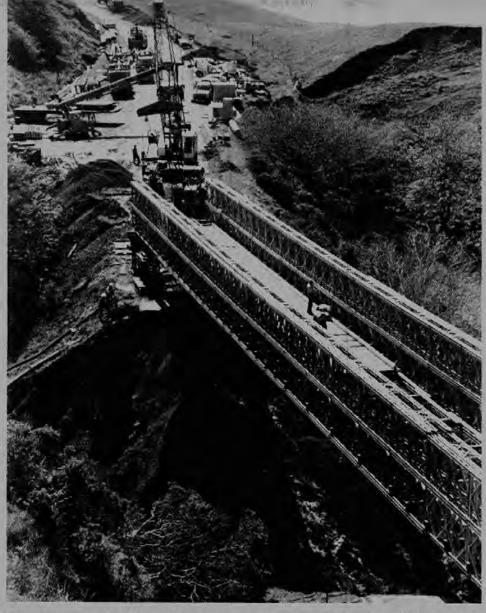
The Corps of Engineers program recommendations include:

• Constructing a landside berm for seepage control and stability along 48 miles of levees.

 Constructing floodwalls on another three and one-half miles of levees.

• Strengthening, widening and raising existing levees. This work to be done in as many as five stages to correct for continual subsidence of the islands and levees.

In its report, the State Water Resources Department says it would take as much as \$1 billion to completely rehabilitate all the existing island in the Delta. The least expensive "incremental plan" would protect only 19 Delta islands at a cost of \$448 million.



Temporary solution—Work crews span the washout on Highway 1 in Sonoma County with a temporary bridge used in military operations. A permanent structure costing approximately \$1 million will hopefully be built later on this year, according to Caltrans officials.

PROJECT

Tuolumne Dam project clears federal hurdle

Despite opposition in Congress, the Federal Energy Regulatory Commission issued a preliminary permit last month for a \$850 million hydroelectric project on a wild stretch of the Tuolumne River near Yosemite National Park. The action allows the city of San Francisco and two irrigation districts in the San Joaquin Valley to explore further the feasibility of building three dams, two power houses and a tunnel on the Tuolumne and its tributaries.

The proposed Clavey-Wards Ferry Project, about 40 miles east of Modesto and about 10 miles downstream from Hetch Hetchy dam inside Yosemite National Park, would generate 400 megawatts of electricity and provide 11,000 acre-feet of water for Tuolumne County. The plan has been bitterly fought by river preservationists, including conservation, trout fishing, rafting and other recreational interests. To begin construction, San Francisco and the Modesto and Turlock irrigation districts must receive a final permit from the Federal Energy Regulatory Commission three years from now, after various environmental, financial and engineering studies are completed.

County to file for dam

Urged on by a group that included environmentalists, residents and farmers, the Butte County Board of Supervisors last month agreed to file a preliminary application to build a dam on Butte Creek. The action virtually commits the board to spend nearly \$60,000 with the next six months and possibly up to \$450,000 in the next three years to determine the feasibility of the 235-foot high dam on a site just below Forks of Butte Creek, 2½ miles north of De-Sabla.

If a final license is granted by the Federal Energy Regulatory Commission, the board would be in a position to build the hydroelectric project estimated to cost anywhere between \$24 million and \$48 million. Parties with different views of the controversial dam were brought together by a desire to maintain local control if such a water project is inevitable. The application will compete with at least one other filed Jan. 10 by the Butte Creek Improvement Company. Board members indicated the action was intended to reserve the water for Butte Bounty and to retain local control of the project. It also could put the county in the power-generating business. Organizers of the Butte Creek Improvement Co. — Butte College instructors Geoff Fricker and Dan Ostrander - voiced the only opposition to the county plan to file a competing application.

\$32 million wastewater project rolling

After about a decade of federal and state red tape, the Novato Sanitary District's \$32 million wastewater project is rolling. On phase, the replacement of the Bahia treatment plant with a pump station and pipelne to the Novato plant, is nearing completion, reports District Manager Chuck Joseph. The U. S. Navy which will build the pump station in the eastern portion of Hamilton, is protesting district officials' request to go through Novato's plan review process. The Navy claims the federal government doesn't have to comply with local regulations, said Joseph.

He is mainly concerned about the architectural appearance of the station. "It will be built in the middle of Hamilton, which people are eventually envisioning as a modern industrial area," he said. The board recently approved plans for another phase, the expansion of the main Novato sewage treatment plant on Davidson Street. Expansion of the Novato plant will cost an estimated \$14 million. State and federal grants will cover \$12.2 million and the local share is \$1.9 million.

Highway 237 report presented

A draft report outlining ways to finance the solution to staggering traffic congestion at Highway 237 was presented to South Bay industry and government representatives last month. The \$50,000 study, conducted by Economics Research Associates of San Francisco, explores funding sources such as user fees and assessment district for beneficiaries of highway improvements. It also outlines how much state and federal highway funds might be available. Peter Giles, director of the Santa Clara County Manufacturing Group, which financed the study along

Location	Project	Est. Cost	Marin Co. Rte. 1	Reconstruct roadway, Sir Francis Drake Blvd.	662,000
Del Norte Co., Rte. 199	Replace bridges near Gasquet & Patrick Creek	2,070,000	San Fran cisco Co. Rte. 1	Reconstruct roadway, Rte. 35 to Lincoln Blvd.	630,000
Humboldt/ Trinity Co. Rte. 36	Seal Coat, at various loctions	621,000	San Mateo Co., Rte. 84	4 lane highway & widen separation, in & near Menlo Park	3,750,000
& 254 Lake Co.	Bridge & approaches, on	451,000	San Mateo Co., Rte 92	Rock slope protection in Foster City	450,000
Lake Co.	Eickhoff Rd. at Scotts Crk. Replace bridge on New Long	344,000	Sonoma Co., Rte.	Replace bridge at Sausal Creek near Geyersville	441,000
Mendocino County Rte. 20	Valley Rd. Repair slipout & channelize, Rte. 101 at Marina Dr.	470,000	Contra Costa Co.	2 lane highway in & near Hercules	4,826,000
Mendocino County Rte. 101	Strengthen Br. & Earthquake restrain, So. of Hopland at Russian River Bed	350,000	Rte. 4 Contra Costa Co./ Marin Co.	Improve maintenance access on Richmond-San Rafael	507,000
Mendocino	AC surfacing, near Piercy	220,000	Rte 17	Bridge	
Rte. 101	Bolton Branch	050.000	Fresno Co. Rte 99	Three beam barrier in Fresno	408,000
Del Norte County Rte. 199	Replace bridge, Rte. 101 at Myrtle Creek	950,000	Tulare County	AC surfacing, west of Strathmore	538,000
Humboldt County	Widen & reconstruct road- way, in Eureka on Myrtle Ave.	287,000	Marin Co. Rte. 1	Reconstruct roadway, Sir Francis Drake Blvd.	662,000
Lassen Co. Rte. 395	AC surfacing, Secret Valley to Ravendale	1,400,000	San Fran- cisco Co.	Reconstruct roadway, Rte. 35 to Lincoln Blvd.	630,000
Lassen Co. Hwys 44, 147, 299	Seal coat, at various locations	820,000	Rte. 1 San Mateo Co., Rte. 92	4 lane highway & widen separation, in & near Menlo Park	3,750,000
Shasta Co. Rte. 5	AC surfacing, near Lakehead	1,535,000	San Mateo Co., Rte 92	Rock slope protection in Foster City	450,000
Siskiyou Co., Rte. 5	Seal coat, at various locations	250,000	Sonoma County	Replace bridge at Sausal Creek near Geyersville	441,000
Tehama Co., Rte. 36	Seal coat, Shasta Co. line to Red Bluff	378,000	Rte. 128 Contra	2 lane highway in & near	441,000
El Dorado Co., Rte. 89	Reconstruct roadway, near So. Lake Tahoe	2,360,000	Costa Co. Rte. 4	Hercules	
Nevada Co. Rte. 80	Upgrade bridges, near Truckee River	1,280,000	Contra Costa Co.	Improve maintenance access on Richmond-San Rafael	507,000
Placer Co. Rte. 80	Modify roadside rests at Gold Run	2,170,000	Rte. 17 Tulare	Bridge AC surfacing, west of	538,000
Sac. Co. Rte. 99	Revise interchange, in & near Sacramento	2,553,000	County	Strathmore Seal coat at various locations	321,000
Alameda Co., Rte. 84	AC surfacing in Livermore	310,000	Co. Rte. 63, 190 & 201	Dear coar at various incations	021,000
Alameda County Rte 680	Widen bridge at Alameda Creek	1,035,000	San Joa- quin Co. Rte. 4	Seal coat at various locations	247,000
Santa Clara Co., Rte. 237	Hov lanes in & near Santa Clara, San Jose & Milpitas	4,050,000	Stanislaus County Rte. 132	Seal coat near La Grange to Coulterville	200,000
Alameda Co., Rte. 17	AC surfacing, Industrial Pkwy in Hayward to Ora Loma Ditch in San Leandro	6,600,000	San Joa- quin Co., Rte. 12	Alignment shift & AC surfac- ing from Potatoe Slough Br. to Corriea Rd.	587,000
Alameda Co., Rte. 84	Toll plaza structure on new Dumbarton Bridge	4,800,000	San Joa- quin Co.	Replace bridge, near Bellota at Plain Creek	343,00
Alameda Co., Rte's 580 & 205	Concrete median barrier, near San Joaquin Co. line	252,000	Rte. 26 Tuolumne County	Remove slide near Tuolumne Bridge	1,050,000
Contra Costa Co.	Reconstruct interchange, in Pinole	2,227,000	Rte. 120 Alpine Co.	Replace portion of bridge &	415,000
Rte. 80			Rte. 89	widen E. Carson River Br.	

with Fremont and several South Bay cities, said the study was needed because government transportation funding is in short supply.

Giles would not release the consultants preliminary findings, saying that portions of the report may be revamped after the review by the local agencies. The task force, composed of city and county public-works personnel and industry representatives, has been exploring ways to ease traffic problems along highways 17 and 237 for more than a year and has come up with a proposal that would cost as much as \$300 million, Giles said. The financial study estimates are based on proposed construction of a new road link that would bypass the bottleneck where highways 17 and 237 meet in Milpitas. The connector road would begin at Dixon Landing Road in Fremont, hooking up with Highway 237 at Zanker Road to the south. The proposal also calls for widening Highway 17 to eight lanes south of Mission Boulevard and for overpasses along Highway 237. Plans to widen Highway 237 are

already under way.

TRWD to pursue wilderness dam

Taking the advice of engineering consultants, directors of the Tuolumne Regional Water District last month voted to apply for water rights for a \$33 million Granite Basin hydroelectric project. The permit from the state water resources control board is only one of many approvals that would be required for construction of a dam in the Emigrant Basin Wilderness Area. A Presidential exemption for water development or Congressional action changing the wilderness area's boundaries would also be required.

Lyndel Melton, and engineer with the consulting firm hired by the district, said applying to the state for water rights does not amount to a decision to complete the project. Extensive environmental work must still be completed and more engineers studies are needed to make sure a dam can be built in Granite Basin, he said.

LIPDATE



How to reduce high blood pressure

If you have high blood pressure and are overweight, losing weight may help your medicine work better. Some people are also helped by cutting down on salt. Doctors have found that some people with high blood pressure who watch what they eat need less medication, because proper diet makes their drugs more effective. In a few cases, eating right helps people lower their blood pressure without any medication at all. Your doctor will know what part losing weight and cutting down on salt should play in your treatment.

A good diet makes everyone feel better and look better. It's not always easy to change the way you eat—but you can do it. Here are some hints to help make eating for high blood pressure control a habit for life. Discuss them with you doctor before trying them on your own.

Losing Weight

High blood pressure is twice as common among those who are overweight. When overweight patients lose weight, their blood pressures go down. How much would your blood pressure drop if you lost weight? The figures are different for each person. But if you're overweight, chances are taking pounds off and keeping then off will help lower your blood pressure level and will keep

If you need to lose weight, there are many resources to help you: diet and excercise books, magazine articles, weight control, and exercise classes. Ask your doctor what he or she recommends. The best way is to eat less; exercise also helps. Try taking smaller portions of the foods you eat. Half the portion is half the calories.

Changing your eating habits is the best way to get and keep weight off. Crash programs, or fad diets featuring a limited variety of foods, may take off pounds in the short run. Over time, however, only a balanced diet and good eating habits will keep weight down. To be effective your new eating patterns should be followed for life—just like all high blood pressure treatment.

Cutting Down on Salt (Sodium)

Salt is a chemical compound, made up of 40 percent sodium and 60 percent chloride. Although the body must have sodium, most Americans eat much more of it than they need. Sodium in salt seems to contribute to higher blood pressures in some people. Some people with high blood pressure can help control it by reducing the amount of sodium they eat. Like losing weight, cutting sodium can help these patients reduce the amount of medication they need. By limiting sodium intake, some patients can lower blood pressure without taking medication.

Salt is our number one source of

sodium. Eliminating table salt as a seasoning is a good first step in cutting your sodium intake. But sodium is found in other things we eat too, often in places we wouldn't expect it to be. For example, prepared or pre-packaged foods are a major source. Sodium is used in prepared foods as a preservative, as a "flavor enhancer" and as a substitute for higher priced ingredients. It is included in almost every kind of processed food: baked goods, lunch meats, canned and frozen foods, cereals, candy, cheese, condiments, and ice cream. Americans eat almost half their meals away from home. Restaurant food, especially fast food, is often high in sodium. Many medications, particularly antacids, cough medicines, and laxatives are also high in sodium.

What can you do to help reduce the amount of sodium you eat? Use more fresh fruits, vegetables, and meats, and don't add salt in cooking or baking. A taste for salt is acquired. The less you use the less you'll want. Read labels on all processed foods to check for sodium. The word sodium will appear in many

different forms (e.g., mono sodium glutamate, sodium benzoate, di-sodium phosphate, etc.). They all mean sodium

was used in preparing the product.

Try seasoning with lemon juice, fresh and dried herbs, and spices like curry powder, celery seed, pepper, and paprika. Ask restaurats not to add any salt to your order. Avoid salty snacks like pretzels, potato chips, and corn chips. Eat more low calorie foods. With few exceptions, people who watch their weight find their sodium intake goes down at the same time. Before buying any non-prescription medicine, ask your pharmacist to suggest low sodium

It's your choice

As a high blood pressure patient, you are an active partner in your own treat-ment. Whether your diet is your only therapy or whether it helps your medication lower blood pressure, you are the only one who can make it work. It's up to you to make the decision to eat right and help keep blood pressure under

'Mild' high blood pressure can be serious problem

Blood pressures at the low end of "high" blood pressure (90 to 104 mm HG diastolic) are often called "mild." Yet pressure in this range, if untreated, can still result in the complications associated with high blood pressure: heart disease, kidney disease, and stroke. In fact, the risk of many heart problems and early death for people with so-called mild high blood pressure is more than twice that for those with readings below 90 mm Hg.

Fortunately, however, recent studies show that treatment can make a big difference in reducing early death and illness for people in this group. It can also prevent pressures in this range from going to even higher levels where a patient's chances of developing serious complications are even greater. One study, the National Heart, Lung, and Blood Institute's Hypertension Detec-tion and Follow-Up Program (HDFP), recently reported specifically on the effects of treatment on stroke. "Mild" high blood pressure patients treated systematically in special HDFP centers had 31.8 percent fewer fatal and nonfatal strokes than others in the program who received routine care in their communities. Other studies, such as the Australian National Blood Pressure Study and the U.S. Public Health Service Study of Mild Hypertension also show major benefits for treating levels characterized as "mild."

Treatment for pressure in this category often involves dietary changes such as losing weight and cutting down on sodium. Drugs may also be prescribed, particularly if patients have a family history of heart problems, high cholesterol levels, diabetes, or other factors that increase their risks of devel-

oping complications.

Until the recent studies, most of the medical community had not been treating "mild" high blood pressure, because the benefits of treatment had not been clearly established. In 1980, the Joint National Committee on Detection, Evaluation, and Treatment of High Blood Pressure revised earlier national recommendations to include treating pressures in this range. The committee also suggested a new term for diastolic levels between 50 and 104 mm Hg, stratum I, as they believed that the word mild was an inappropriate way to describe a serious condition. The new recommendations mean that high blood pressure patients, and the health professionals who treat them, need to pay careful attention to blood pressure elevations at any level.

For more information on mild high blood pressure, write: High Blood Pressure Information Center, 120/80 National Institute of Health, Bethesda MD 20205.

Yolo Causeway improvement could deplete local funds

A \$23.5 million improvement project planned for the Yolo Causeway could deplete Yolo County's share of state highway funds for several years to come, according to Mike Hoffacker, planning director with the Sacramento Area Council of Governments.

Caltrans engineer Allen Wrenn of Marysville is directing design plans for a \$23.5 million improvement in the riding surface and structural strength of the Yolo Causeway on Interstate 80 between Davis and Sacramento.

Yolo County would share in about eight percent of the cost financed by the state, Hoffacker said. But in the process, other projects planned for county roads might have to be scrapped due to

"No one I have talked with has criticized CalTrans for the basic engineering. The concept seems reasonable," Hoffacker said. "The issue I see is what does it mean for other projects."

Among those projects that the Yolo County Board of Supervisors and Davis City Council have talked about include constructing an overpass to 1-80 at CR103, widening Highway 113 to four lanes north of CR27 to Woodland and improving access to downtown Davis by Richards Boulevard, Hoffacker said.

Yolo County receives a share of state highway revenues that is limited to the proportion it contributed. Currently, the county is receiving a minimum allocation, a large part of which Hoffacker said would be spent to improve the causeway.

The Yolo Causeway plan is to convert the surface of both east and west spans of the causeway from asphalt, which has incurred major and continual crack-

ing problems.

There would still be three lanes of traffic in each direction and the individual lanes would remain at twelve feet. However, the current median strip would be filled in on both spans to provide extra width. This additional width would be used to increase the left side, or inside causeway shoulder from the present two feet to ten feet, and the right or outside shoulders from eight feet to 11½ feet.

A concrete barrier would separate the east and west lanes of traffic.

The design proposes a 12-foot bike path on the north side of the causeway, replacing the current path through the causeway itself.

Since the I-80 route is part of the federal interstate freeway system, the federal government would pay 92 percent of the cost and the state money allocated to Yolo County would finance the additional eight percent.

Engineers hope to advertise for bids in September, open bids in November, and start work in the spring of 1984. Completion is expected—if all agencies approve and the project proceeds without major delays-in late summer or

No environmental impact report is required because no lanes will be added and traffic will not be increased. There are no plans to increase the vehicular spans from the present three to four

Natural gas decontrol bad for users

(Editor's Note: The following article is a special to Engineers News from the Citizen/Labor Energy Coalition.)

Just about everyone agrees that soaring natural gas prices are a big problem. Not only consumers who heat with gas, but farmers, small businesses, major industries and even gas utilities and pipelines are bearing the burden of gas costs that have doubled since 1978. That is when Congress passed the Natural Gas Policy Act to phase out the controls which held down wellhead gas prices.

Even the oil companies who produce most of the nation's natural gas have changed their tune. Abandoning their old complaint that gas prices are kept artifically low by federal regulation, the price controls are keeping gas prices too high. Just as oil prices fell after oil was decontrolled, they say, so would natural gas prices fall in a totally decontrolled "free market". In their view, the phased decontrol of the NGPA is not enough — more gas must be decontrolled faster.

It's a strange and wondrous argument the oil companies make. Why the sudden change in rhetoric? Were they simply mistaken before, when they told us that controls kept prices too low? And if decontrol would result in lower prices, why are gas producers so eager to see Congress speed up the decontrol timetable? Are we to believe they've lost interest in the profit motive, and now stand ready to serve the public interest even if it means lower prices?

Don't believe it for a minute. Partial decontrol under the NGPA has meant sharply higher prices. More decontrol, whether through a continuation of the NGPA or through a speed-up in the decontrol timetable, will mean even higher prices. That's the only reason gas producers are calling for more decontrol.

The comparison to falling oil prices is as phony as a three dollar bill, and the oil companies know it. Oil decontrol did not reduce prices — it raised them, by a substantial margin. In 1979, before President Carter's two year decontrol plan began, a barrel of domestic crude oil sold for \$10. Today that same barrel of oil sells for about \$30, a 200% increase. The Department of Energy estimated that between 1979 and 1981, the total cost of domestically-produced oil increased by more than \$50 billion.

In 1981, President Reagan speeded up the last few months of President Carter's decontrol schedule 80% of domestically produced crude oil had already been decontrolled. Immediately after President Reagan's action, gasoline and heating oil prices increased another 10 to 15 cents a gallon, as domestic crude oil reached the world market price, consumers paid, and oil companies profited.

Oil prices are falling now, not because U.S.-produced oil was decontrolled, but because international markets are awash in oil. OPEC and other producing nations continue to produce large volumes of oil even after demand for oil products slumped during the worldwide recession. The result, as anyone who has followed OPEC's failure to set production quotas knows, was a classic glutted market — an oversupply that drove prices down.

There is an enormous gas surplus, yet prices are rising because the market power of gas producer, and careless purchase practices by gas pipelines have locked pipelines into unreasonable and anti-competitive contracts. Many pipelines are buying large volumes of expensive gas under "take-or-pay" provisions which require them to take delivery of the gas, or pay for it anyway. Bound by these contract obligations, the pipelines are meeting reduced demand by cutting back on purchases of less expensive gas, driving the average price of gas higher.

Many pipelines continue to import expensive Algerian or Canadian gas instead of cheaper domestic supplies. Another common abuse is "area rate" contracts, which require pipelines to pay the highest price any other pipelines in the area is willing to pay.

Decontrol will not eliminate these forms of market rigidity which prevent price-cutting in a glutted market. In fact, the problems will get worse under decontrol as contracts requiring the pipelines to pay the highest price any producer can get for decontrolled gas take effect.

Measures to restrict abusive contract provisions could increase competition in the gas industry and bring some price protection to consumers. But solving this "contracts problem" alone will not provide the price relief consumers need.

The fundamental problem is decontrol itself. Natural gas costs have gone sky-high under the wellhead price increases built into the Natural Gas Policy Act, and accelerating the timetable will only mean faster increases for more categories of gas.

The Citizen/Labor Energy Coalition, decontrol is now.

using conservative Department of Energy data, projects that gas prices will increase another 55 percent by 1986 under the NGPA decontrol timetable. If the decontrol schedule is speeded up, gas prices will rise 67% by 1986.

Gas prices must by brought under control. The only way to ensure price protection is for Congress to pass comprehensive legislation to reform gas pricing, which would include:

• Stopping natural gas decontrol as scheduled by the NGPA.

Rolling back gas price ceilings.

 Holding pipelines accountable for buying the least expensive gas available.

 Outlawing anticonsumer producerpipeline contracting practices.

Reining in FERC.

This approach is supported by the AFL-CIO, the Citizen/Labor Energy Coalition, senior citizen and consumer groups, many gas utilities, and a bipartisan coalition in Congress. It recognizes a fundamental truth that the oil companies ask us to ignore — if high gas prices are the problem the solution is to lower them. If current provisions to protect consumers are inadequate, they should be strengthed.

Consumers are angry about their gas bills, with good reason. Congress must heed this warning: we will not settle for half-way measures or phony solutions. The time to roll back prices and stop decontrol is now

Gibbons & Reed low bidders on storm drain job

(Continued from Page 5)

The second project is on a Salt Lake City street and storm drain improvement job on 1300 South. The engineers' estimate was \$3,247,000. Gibbons & Reed's bid was \$2,407,000. Peter Kiewit Sons Company was second with a bid of \$2,887,482.

A pre-job conference was held Friday, March 18 with Acme Concrete of Spokane, Washington. Acme was low bid on a cement surfacing project on I-15 near Nephi in Juab County. The project includes 304,900 cubic yards of Portland Cement, ten inches thick, 396,400 cubic yards of lean concrete base course and 145,300 tons of untreated base gravel.

The engineers' estimate was at \$8,625,000. Acme was low bid, at \$6,699,721. Acme will get started as soon as the grade gets dry enough to get onto. Gibbons & Reed have a subcontract with Acme to do some grade and drainage work.

According to the Utah Department of Transportation, there will be three more jobs let very soon, which are a section on I-15 at Scipio, section of I-215 (belt route) in South Salt Lake, and some structures on I-80 near the Salt Lake Airport.

Llagas Creek flood control project gets approval

GILROY — It's taken a 20-year path as meandering as Llagas Creek itself, but a project designed to protect much of urban South County against massive flooding problems of the past — and worse ones in the future — is finally due to begin.

When it's finished about five years from now, officials say, residents of flood-prone areas like Wren Avenue and Walnut Street in Gilroy and DeWitt Avenue in Morgan Hill won't have to think about sandbags and rain boots anymore.

The project, known as the Llagas Creek Watershed Project or the PL566 project, after the federal public law that made it possible, should protect Gilroy and Morgan Hill from the disastrous flood that comes an average of once every 100 years.

"Had this project been completed, the flooding of the past two years would not have happened," said Rich Pardini, the Santa Clara Valley Water District's South County engineer.

At a total of \$29 million, it's also the biggest flood control project in the entire county. In fact, when it breaks ground, this spring, it will be the only major federal flood control project in the county in the past 20 years to actually begin construction, according to the water district.

The entire project, which involves creek widening, deepening and clearing at various points, extends from the Pajaro River south of Gilroy all the way up to Llagas Road in Morgan Hill.

The federal Soil Conservation Service will begin construction this spring on only a small piece of that, from Bloomfield Road to Luchessa Avenue south of Gilroy

That work, which parallels the sewage treatment plant percolation ponds, will involve rerouting and widening part of the channel to the south into what are now ponds to treat agricultural waste-water.

The channel will remain earthen, according to SCS project engineer Ralph Blair, and many of the trees and shrubs on the east side will be preserved.

Bids were opened in March, with Kiewit-Pacific the apparent low bidder among 16 contractors at about \$1.1 million.

Next year the piece from Luchessa to Pacheco Pass Highway will be built. Eventually the creek's branches into Gilroy and Morgan Hill will be cleared and widened in some cases, including concrete channels in parts of Morgan Hill.

In between the cities the creek will remain largely natural, said Bruce Wilson, senior engineer for the water district.

"Over half the project is going to be left the way it is," he said.

Actually, the new construction won't be the first for the project: Caltrans roughly excavated almost eleven miles of it for fill to build the South Valley Freeway. And a piece of it from the Pajaro to Bloomfield Road was done in 1973

Draft report on Auburn Dam won't clear panel for year

A draft report urging completion of the \$2.6 billion Auburn Dam-Folsom South Canal water project won't clear a Washington-level review for one year, adding another obstacle to quick consideration by Congress.

Robert Broadbent, commissioner of the U.S. Bureau of Reclamation, said an environmental study of the project is now being reviewed and evaluated by the bureau but that it "will require an additional year or more" to complete.

It is estimated that the final report will be completed by about February, 1984," Broadbent said in a response to the House energy and water appropriations subcommittee.

The final report to Congress, among other things will establish flow requirements on the lower American River to preserve the recreation and fishing industry, fix service area requirements of the project and set a cost-sharing allocation between local beneficiaries and the Bureau of Reclamation.

Historically, Congress has waited for federal agencies to complete such reports before authorizing construction of water projects.

That raises questions as to whether the project will proceed as quickly as demanded by Placer and El Dorado County officials, who make up the American River Authority that is seeking to form a partnership with the federal government to complete the project

A. Terry Johnson, a planning analyst for the bureau in Washington, reaffirmed earlier statements of top Interior Department officials who assert the Reagan administration will not support reauthorization of the project until costsharing plans are part of the report.

"It was our plan, and I believe it is still our plan, to use the report that's being prepared now to support a reauthorization," he said.

But I think it's difficult for the administration to come out with the wholehearted support for a bill when we haven't finished the review and processing and up-front financing."

FRINGE **BENEFITS FORUM**

By Art Garofalo Director of Fringe Benefits



About this time each year I am asked a multitude of questions about the Pension Plan. How much? When? Can I? And the list goes on.

Each spring the Trust Fund office sends out the Annual Pension Credit Statement to all Operating Engineers. Each spring we conduct Pre-Retirement Counseling sessions. And each spring people ask me what they should do with their retirement and pension money. The truth is — I don't know.

I do know that the Annual Pension Credit Statement is an accurate accounting of all Future Service Credit and Pension Benefits. The report provides Operating Engineers with a positive statement on the amount of monthly benefits payable at age 62. Benefits for Past Service are computed at the time of retirement and would be added to the monthly amount shown on the statement.

Qualified Operating Engineers do have some choices about retirement. They can work to age 62 or even beyond and retire on a Regular Pension. They can retire early between age 55 and 62. If they become disabled they can retire early with full benefits. If they earn at least 30 years of Credited Service they can retire early with full benefits. And if they worked in another local under a reciprocity agreement with Local 3 they can retire and receive benefits from both plans.

After qualifying for a Pension, Operating Engineers do have several payment options available. They can receive an unreduced monthly benefit guaranteed for their lifetime and with a minimum of 60 monthly payments which must be made. They can elect a slightly reduced monthly benefit payable for their lifetime with 120 monthly payments guaranteed. They can elect a modestly reduced monthly benefit payable for their lifetime with one half of the amount continuing to their spouse in the event of their death. And those retiring before age 62 can coordinate their benefits with Social Security, receiving a higher amount prior to 62 and a reduced amount after Social Security

It's impossible to tell an Operating Engineer when to retire and what payment option to select. Each partipant is an individual with different needs, concerns and circumstances. Only he can look at retirement, review the options available and select the one that suits his needs best. All we can do is provide him with the information he needs.

Pre-Retirement Counseling is under full swing. We are averaging over 100 members and wives at each meeting. Engineers are concerned about their retirement benefits and they should be. In order to get the most out of their Plan, they have to know about it and that is exactly what the sessions are about.

It's only your retirement and your money. If you are interested, be sure to attend one of the remaining

Health care cost containment coming soon

Health Care Cost Containment is coming to your town and it's coming soon. Rising medical costs have long been a popular target of the press and the public, but until recently very little was actually being done to curb their rate of growth. Today a battle is being waged on several fronts to contain costs and gain control over what the health care industry is charging the public.

Health care costs have experienced tremendous growth over the last decade because of a variety of reasons. The medical industry benefited from new electronic and chemical technology. The research, development and application of that technology cost money.

Hospital expansion has been regulated in an attempt to control their growth. The regulations have forced hospitals to specialize in certain medical areas and treatments. Specialization costs money.

The general population has become health conscious. A healthier population means a decrease in the number of hospital beds filled. Having less patients costs money. The government has pushed the cost of health care back to private industry and the public. This "shifting" costs money.

Labor and Business are no longer willing to pay the increased fare. During the past ten years both accepted rising health care costs as a fact of life and dedicated whatever resources were necessary to keep the programs funded and running.

And run it did. With a steady source of income, the health care industry doubled in size three times since 1970. Today, Labor and Business are forming coalitions to take positive action against rising health care costs.

Until recently "cost containment" for the average worker covered by a health and welfare plan meant a reduction in benefits. A health plan would be redesigned to include deductibles, higher coinsurance and more limits to the benefits.

This really isn't cost containment; it is merely a shifting of the cost from the plan to the participant in hopes that the worker and his family will reduce their utilization and spend less of the Plan's money. This approach only penalizes the people who need protection from rising costs. It does nothing to contain

PERSONAL NOTES

Santa Rosa: Congratulations are in order for Larry Summerfield who recently took himself a lovely bride, whose name is Christal. Much happiness to both of you!

It is with regret we report the death of Retiree Jack Purcell. Our sincere condolences are extended to the family and friends of our late Brother. We wish to extend our sympathy to Retiree Leo Cox on the death of his wife, Margaret.

Reno: Our sincerest sympathy is extended to the families and loved ones of departed brothers: Retiree Charles Melendy, 2/15/83; Gilbert Borba, 3/4/83; Retiree Clifford Wm. Burke, 3/19/83.

We are happy to report the following new arrivals: Steven & Betty Rambel, boy, 2/16/83; Dean & Carrier Stone, girl, 2/22/83; Steven & Cristine Evans, boy, 2/23/83; Glenn & Deborah Jones, boy, 3/7/83; Mark & Debbie Foster, girl, 3/10/83. or limit costs at the source, the health care industry.

A variety of new methods aimed at controlling health care charges are being successfully introduced. Peer review organizations are being engaged to monitor physicians' actions on hospital admissions, surgery, length of stay and follow-up.

Improved Health Plans are offering benefits for out-patient surgery and preadmission testing because they avoid the more costly hospital charges. Second surgical opinions can be required for elective surgery.

Alternative health care delivery systems such as hospice care provide quality care at a much lower cost.

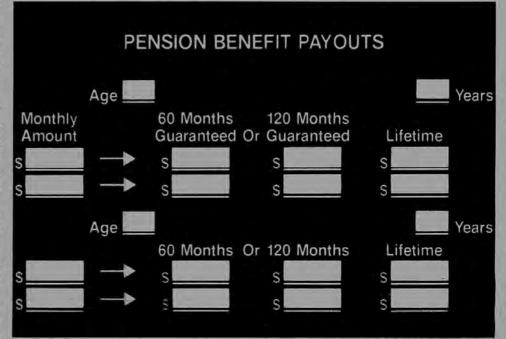
These new methods work. Medicare statistics show that Peer Review significantly reduces the number of hospital admissions, the average length of stay and the cost of a hospital internment. Mandatory second surgical opinions result in less elective surgery proce-

Out-patient charges are much less expensive than services performed while in the hospital. It is possible for these methods to save Plans and their participants ten to twenty percent of what they are currently spending.

Here is a look at what the Operating Engineers Health and Welfare Plan spends in Northern California:

Estimated Annual Health Care Expenditure.....\$21.6 Million Estimated Hospital Expenditure (\$900 per active participant per year).....\$11 Million Average Cost Per Hospital Stay.....\$865 Average Hospital Bill.....\$3,200 Average Doctor's Office Visit

Charge.....\$35



Want to fill in the blanks? Pre-Retirement Counseling Sessions are underway. All Vested Operating Engineers age 50 and over and their wives are encouraged to attend.

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 per-

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

Schedule of Meetings

Redding: 7:30 PM May 19, 1983 (Thurs.) Operating Engineers Bldg. 100 Lake Blvd. Redding, CA

Marysville: 7:30 PM May 24, 1983 (Tues.) Operating Engineers Bldg. 1010 "I" Street Marysville, CA

Reno: 7:30 PM May 26, 1983 (Thurs.) Musicians Hall 124 West Taylor Reno, Nevada

San Jose: 7:30 PM June 1, 1983 (Wed.) Holiday Inn Park Center Plaza 282 Almaden San Jose, CA

Watsonville: 7:30 PM June 2, 1983 (Thurs.) VFW Post #1716 1960 Freedom Blvd. Freedom, CA

Salt Lake City: 7:30 PM June 7, 1983 (Tues.) Operating Engineers 1958 W. N. Temple Salt Lake City, Utah

Fairfield: 7:30 PM June 14, 1983 (Tues.) Holiday Inn 1350 Holiday Lane Fairfield, CA

Ignacio: 7:30 PM June 16, 1983 (Thurs.) Holiday Inn 1010 Northgate Drive San Rafael, CA

Santa Rosa: 7:30 PM June 22, 1983 (Wed.) Veterans Memorial Bldg. 1351 Maple Street Santa Rosa, CA

Union-busters thrive under Reagan

(Continued from Page 3)

found that Modern Management had picked up a tidy \$250,000 in Medicare funds to run anti-union campaigns for six hospitals in Massachusetts.

That was just one example. The subcommittee reported evidence "that many publicly funded institutions such as schools, hospitals, the Federal Reserve Bank and others have hired consultants to direct their anti-union efforts.'

Expressing its dismay, the subcommittee said "public subsidization of anti-union activity violates well-established federal policy of neutrality on the issue of unionization."

Violation of neutrality

"Moreover," it added, "the use of government funds in this manner is not sanctioned by the public, nor is it likely that the public is aware of expenditures of tax dollars for such purposes."

• The Reagan Administration's antiunion stance is especially ironic in the Labor Dept. which is supposed to foster the interests of the worker. Instead, Dotson's Labor-Management Services Administration (LMSA) has made unions and union members his agency's number one target.

In its left-over time, LMSA is espousing the cause of labor-management cooperation in the workplace, promoting the theme of "positive" relations between employer and employee. All the while, it shows a strong operational preference for kers' right to organize.

True labor-management cooperation traditionally has had the full support of organized labor. But, as the AFL-ClO Dept. of Organization & Field Services has warned, "without the union exercising its role as advocate and protector of the workers, it is very likely that the final emphasis will be on improving productivity and profitability at the expense of the workers."

In assessing the Administration's intent in labor relations, the record is a better gauge than public avowals of impartiality. Dotson's LMSA, in siding with management consultants in their efforts to avoid reporting under Landrum-Griffin, is faced with defending its position in the courts.

The Auto Workers filed suit to require Dotson to order the unionbusting law firm of Tates, Sykes & Brucker to submit reports as a result of the campaign that it conducted for Kawasaki Motorcycle in Lincoln, Neb. The UAW charges Tates, as the agent, and Kawasaki, as the employer, both engaged in reportable activities in attempting to keep the firm's employees from joining the

Despite the Landrum-Griffin Act's stipulations that "direct or indirect" activities to persuade employees to resist unions are reportable, Dotson's LMSA refused to require either Kawasaki or Tates, Sykes to file re-

This, despite evidence presented by the UAW of such reportable activity

management consultants over wor- as (1) a speech prepared and presented by consultant agent Sykes, (2) organization of an anti-union committee by the consultant, (3) one-on-one contact between employees and the consultant about union-conducted surveys to determine employee attitudes, (4) spying on employees through planted agents and (5) assisting in the preparation of a bombthreat notice.

Orchestrated assault

The Reagan Administration's direct assault on unions through the Labor Dept. accentuates, and encourages, the management consultant's unionbusting posture.

From the collection of private data on employees to required polygraph tests, the tactics of management consultants are spread across the employment scene.

Pre-employment screening, the first step in the employment process, was described by the House Labor-Management subcommittee as providing the initial anti-union opening for consultants. They advise employers on how to elicit attitudes of prospective workers about unions, despite the fact it is a violation of the NLRA to "interfere with, restrain, or coerce employees" in the exercise of their rights to concerted activity.

Pre-employment screening

The subcommittee noted, "The refusal to hire a job applicant because of union sympathies has been held clearly unlawful. Yet, these pre-employment screening methods are explicitly aimed at accomplishing this illegal objective."

In its investigations, the subcommittee also found consultants were sharing information on employees among companies planning to expand their workforce. Should the employees have union experience or sympathies, the word was quickly passed on.

One such organization providing employee personnel data was the Industrial Foundation of the South (IFS). Witnesses at the hearings testified that IFS "provides oil industry employers with data on prospective employees, including: evaluations by former employers, union activities, and whether they have filed workers' compensation or other personal injury claims against employers.

Employer scrutiny of workers' activities starts with workplace surveillance by supervisors, the management consultant's primary agents and, as the subcommittee noted, "the best source of information as to who are union supporters.

But the investigations found evidence of more blatant surveillance activities in employer use of undercover agents and detectives. The Wackenhut Corp., for example, has developed worldwide notoriety as a strike-breaking firm. It is a familiar on-scene participant in the most diffi-cult organizing campaigns. Its activities have included providing spies for the Florida Steel Corp. in a Steelworkers campaign, supplying chain-wield-ing guards in the Wilkes-Barre newspaper strike, and "strike service" in the Madison, Wis., newspaper dis-

WHAT IS ALCOHOLISM?

Alcoholism is a disease characterized by uncontrolled drinking. It is a progressive disease. That means it becomes worse as its victim continues his or her uncontrolled drinking. An alcoholic is a person who can no longer choose when, how often, and how much to drink and, particularly, when to stop drinking. If untreated, a victim suffers increased deterioration of physical and mental health and, almost invariably, early death.

IF ALCOHOLISM IS A DISEASE, CAN IT BE CURED?

The only "cure" known for alcoholism is abstinence. Alcoholism is treatable to the extent that people who stop drinking and stop punishing their bodies and minds can recover self-respect and return to meaningful lives. Science has not yet discovered a "cure" for alcoholism. You cannot be vaccinated or immunized against it. The majority of alcoholics need treatment, guidance, and day-by-day support to learn to live without the use of alcohol.

PHILOSOPHY

The Operating Engineers Local Union No. 3 believes the personal lives of its members are their own affair. However, a member's sense of well-being directly affects job satisfaction and productivity. Personal, health and social problems can seriously impair interests and attitudes toward work. The Operating Engineers Local Union No. 3 believes that alcoholism is a health problem from which there can be recovery. Should a personal problem affect the member's health, personal life or job performance, the Union believes that by assisting in the solution of that problem it will benefit the member, the employer and the Union.

WHAT IS ITS PURPOSE?

The purpose of the Alcoholism Recovery Program is to help members and their families resolve alcohol related problems which are affecting their lives and/or their work. The program enables the member to avoid serious health impairment and declining productivity.

IS IT CONFIDENTIAL?

Any contact with the Alcoholism Recovery Program is treated in strict confidence. All individuals contacting the program are assured that their problem, its source, treatment or disposition will be handled in total confidentiality. Program records are confidential.

THREE METHODS OF REFERRALS

Self-referral: Any Union member or family member may use the program. Or make a phone call to any

Operating Engineers Local Union No. 3



Alcoholism Recovery **Program**

of the listed coordinators to set up an appointment at a convenient location and time. At this meeting an assessment of the severity of the problem will be made by a trained person and appropriate action will be suggested. The contact is confidential.

Union referrals: Shop-Steward, Business Repre-2 Union reterrals: Shop-Steward, Substance encour-sentatives, brother and sister members are encourto ask a troubled member to seek assistance from the Alcoholism Recovery Program as a way of looking out for fellow union members. The referral is confidental and will result in the opportunity for assessment of the problem with the troubled member.

Management referrals: Sometimes the contact about a troubled Union member may come from the employer, based on job performance. That member should be referred to a trained coordinator of the Alcoholism Recovery Program for problem assessment. The decision to seek help, however, is maintained by the member. Confidentiality is assured.

WHO TO CONTACT

Anyone contacting the Alcoholism Recovery Program can arrange for an interview. Whether or not a personal problem has affected the job, an assistance interview is encouraged if the problem is causing interference in day-to-day living. An interview appointment can be made by contacting the Director or the coordinator in

Nate Davidson, Director ALCOHOLISM RECOVERY PROGRAM 474 Valencia Street San Francisco, CA 94103 415/431-1568

Alcoholism Recovery Program Coordinators

	415/431-1568
Nate Davidson *	415/573-1330
	415/626-7835
	415/686-1600
	707/545-1724
John Smith *	707/538-3940
	415/348-7835
Nata Davidson	
Nate Davidson *	415/573-1330
Oakland/Fairfield	415/638-7277
Archie Headley *	415/686-1600
	415/634-1603
	4107004 1000
Stockton/Ceres/	
	209/944-5603
George Morgan *	916/755-0292
	209/275-6648
	209/728-3235
	203/120-0200
Marysville/Redding/ Sacramento	
Sacramento	916/743-7321
†Bob Criddle	916/743-9254
	916/743-6929
Larry Uhde	916/383-8839
	916/456-4124
	916/383-8480
	916/687-6494
San Jose	408/293-7541
Robert Beall *	408/972-1019
	408/295-8788
	408/946-1872
Reno	702/323-2539
Mike Bailey *	702/849-1792
Salt Lake City	801/532-6091
	The second secon
	801/943-6210
	801/465-3136
John Thornton *	801/756-4915
Honolulu	808/847-5523
	808/488-1436
	000/400-1430
Rancho Murieta Training Center	
Dick McGill	916/354-2029

*Denotes home phone

†Public Employee Department

Work in Stockton area is improving with onset of spring

The work picture in the Stanislaus and Tuolumne County area is looking much improved, reports Business Representative George Morgan.

Stanfield & Moody are doing the dirt work on an \$8.5 million project at the end of Hatch Road in Stanislaus County for a low cost housing program. Stanfield & Moody also have some overlay work in the City of Ceres.

Genstar (formerly The Flintkote Company) have several small jobs in the area which are starting to move at this time including paving and pad work.

Keir Krane is starting to pick up on some of their crane work in this area, calling back some Brother Engineers. Weather permitting, a number of our local contractors will be calling back men to complete projects as well as start new ones.

Ford Construction has a number of jobs going in the District 30-31 area, one of which was recently awarded to them in the Sonora area. This project is known as the "Willow Springs Sewer Project."

This is the first phase that has been awarded to Ford. The second phase of this project went to bid last month for a total of \$4.5-\$4.7 million. This is a sizeable project, considering the economics of this area last work season.

Some of the other upcoming projects for the 1983 work season include the Frank Raines Park project out of Patterson, the Hwy. 120 Slide out of Chinese Camp, Runway work on the Modesto Airport and the Yosemite-Hwy. 108 junction project to mention a few.

Ladd & McConnell working on bridge job on Route 299

District Representative Don Doser and Business Representative Paul Headings report that Roy E. Ladd & McConnell are working on a Caltrans project on Hiway 299, 14 miles west of Weaverville at Helena. The \$1.4 million job consists of realignment and bridge construction.

Ladd's Dew Drop project on Hiway 88 is down for winter. This \$1.4 million project is at the 4,000 foot elevation and is scheduled to restart next month. Tullis & Associates has a \$376,000 chip seal project scheduled to start June 15th, weather permitting. They also have a \$262,000 project for Trinity County in Weaverville to reconstruct Washington Street

Nemetz Construction of Redding has a \$160,000 Caltrans project on Hiway 49 in Camptenville to complete. This project is 40% complete and under winter suspension.

Teichert & Sons are busy working on I-5 between Red Bluff and Butte County with four Brother Engineers. A & H Construction is still not working at Lassen park — too much snow but they expect to start back before long.

Cal-Ore Constructors was low bidder on a \$150,000 I-5 job by Cottonwood. The job consists of removing the truck lane and replacing it with asphalt concrete. They will start the job as soon as possible. Cal-Ore Constructors also has to complete grading base and paving

WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

Accidents—contagious disease, beware of 'accident carriers'

Listen for accidents

What would be your first reaction to a sign with the following wording:
"Accidents — Con-

"Accidents — Contagious Disease — Keep Out."



This warning sign is not as absurd as it may first seem after giving it a little thought. Competent people connected with various safety organizations have evidence that there are such things as

"accident carriers" who infect others, just as there are, for example, small-pox carriers. There is also proof that there are symptoms that we can listen for an use to fight the accident carriers.

In an effort to overcome the accident infection, physical safeguards have been introduced as a form of vaccine or serum, and, as a result, less than ten percent of our injuries in industry result from mechanical failures.

The medical profession recognizes that there are psychological and emotional components in all diseases. The emotional factors of illness are treated along with the physical — and the accident disease is no different.

Physical guarding, elimination of physical hazards, use of personal protective devices, safer working conditions — all have paid off handsomely in reducing injuries, but still, people are being injured. We need to study the symptoms of the accident disease. What are they? Perhaps you have

guessed that one of the more important symptoms is attitude. Attitude is as much a symptom as a sore throat, skin rash, or elevated temperature. Numerous reliable studies have shown that as an individual employee's attitude worsens, the number of injuries increases. These studies further showed that persons suffering lost-time injuries knew how to work safely, but, as the familiar expression states, "knowing was not enough."

The following are some of the symptoms of the accident disease that you and I should be looking for in order to detect accidents in the making:

- Errors in performing work duties.
 Changes in routine behavior and
- nanners.
- Near accidents.
- Inability of the individual to concentrate.
- Violations of safe working practices.
- · A sulky, surly attitude.

These accident symptoms do not mean that an accident is immediate or pending, but we cannot ignore them, for if we did, we would be missing an opportunity to offset possible accidents.

Don't cheat yourself

There are two common causes of work injuries, conditions and behavior. Thousands of people have been injured because of an unsafe condition, but many accidents and injuries result from unsafe acts of one kind or another. Accidents can also happen because of a combination of the two—an unsafe condition and an unsafe act.

The worst possible combination that you can think of is a situation in which the employee, who gets hurt has created the unsafe condition. This type of accident happens because some foolhardy individual decides not to use a safety device. Many people have been hurt because they removed a guard from a machine, or figured out a way to cheat a safety device.

When this situation develops, the worker has decided to do the job faster by cheating on safety. It can be done, but like crime, it doesn't pay. Although no crime was committed, the punishment may be worse than a judge would give. It could take the form of losing fingers or being injured in some other way, perhaps even being killed.

You have the right to expect the company to have safe equipment. However, in spite of guards, button controls, or other safety features, the equipment may not be perfect. You should realize, of course, that there is no such thing as a foolproof machine.

When a piece of machinery is equipped with a safeguard of some kind, you're expected to use it. You may think it's only to the company's advantage, but you have a bigger stake in it than the company. You are the individual who can get hurt and who will suffer the pain and other problems that accompany an injury.

A safety device, whether it is a form of eye protection, or a hard hat should never be bypassed or short-changed. Don't be guilty of cheating yourself. Use safety know-how to good advantage — YOURS!



Melinda Mullen, daughter of a Local 3 member, was born with cerebral palsy. The device she is holding helps her to communicate. By punching the keyboard, the machine speaks for her. The Mullens are grateful to the Local 3 medical benefits which covers the cost of her treatment.

the Red Bluff Sub-division.

Cal-Ore Constructors is working on the Victor overcrossing on Hiway 44. They have Brother Ron Guthrie working on the backhoe.

Granite Construction will be doing base and paving in Susanville Service Center some time this year. They are sub-contracting from Nielson, Vasko and Earl (Reno, Nevada contractors).

Peterson Tractor Company is working 12-hour shifts. The members working there say it looks like it will be like this all summer, or they will possibly go to double shifts.

J. F. Shea Company is working at the present time on its Hilltop at Hiway 44 project — doing curbs, gutters, D-I's and overlay.

Stockton freeway gets new life

In its first five-year transportation spending plan, the administration of Governor George Deukmejian will propose funds to complete the Stockton Crosstown Freeway.

The move is a dramatic break with the policies of former Governor Edmund G. Brown, Jr., whose transportation chief, Adrianna Gianturco, was adamantly opposed to the project, despite strong support for it from the local community.

A preview of the draft plan shows that the State Department of Transportation wants to allocate \$9,128,000 to complete right of way purchases over the next five years and then earmark \$10 million for construction in the 1987-88 fiscal year.

The proposed four-mile freeway was initially planned some 20 years ago as a connection between Highway 99 and the new Interstate 5 freeway. Some of the right of way was purchased, and an interchange and a stub end of the freeway, deadending at Stanislaus Street, were built in connection with the construction of I-5.

However, completion was delayed and the plans were shelved several years ago by Gianturco, who considered it one of a number of projects so low in priority that they probably would never be built.

Critics charged that the policy was

a result of an anti-freeway bias in Gianturco, who was a strong supporter of mass transit.

State legislators, local government officials and civic leaders in Stockton mounted a vociferous campaign to revive the project, but they never made any headway with Gianturco.

made any headway with Gianturco.

The City of Stockton even went to court, charging that an old freeway agreement between the city and the state, under which the city took a number of steps to protect the route from development, constituted a binding contract under which the state was obligated to build. The city lost.

However, Crosstown Freeway supporters won sympathy from the more conservative California Transportation Commission, which agreed last year to include the project on a list of several to be fully designed so that they would be ready for construction if money unexpectedly became available.

The draft five-year plan is being circulated to Caltrans district offices and local government officials for comment.

The department's proposal will be used by the commission as an administration recommendation when the commission makes a final decision on spending plans for the coming five year period.

Humboldt County eyes \$115.9 million in highway funds

Governor George Deukmejian's recommendations for the state's five-year transportation plan could bring a total of \$115.9 million in highway construction and repair funds to Humboldt County, reports District Representative Gene Lake.

The governor's plan calls for Humboldt County to receive \$86.2 million, funneled through the state from the federal government, for the Redwood National bypass. Eureka CalTrans office said that figure is expected to be revised as accurate cost estimates become available.

Three bridges on Highway 101 are scheduled to be replaced in the five-year plan at a cost of \$4.4 million. That figure includes money for the Elk River overpass, currently under construction, and for the replacement of Redwood Creek Bridge at Orick and Lost Man Creek Bridge near the Prairie Creek Fish Hatchery.

Another \$3.2 million has been earmarked for the replacement of the South Fork Trinity River Bridge on Highway 299 near Salyer as well as \$4.6 million for truck-passing lanes on that highway west of Willow Creek. Other smaller projects are also recommended

for the county's highways.

A total of \$11.7 million is programmed for Del Norte County; in-

cluded in the plan are two Highway 199 projects: The Dedediah Smith turning lane project, at a cost of \$1.2 million and the \$6.8 million replacement of the Smith River Bridge near Hiouchi.

Trinity County is also pegged for repair and replacement jobs including the storm-damaged Salyer slide on Highway 299 at a cost of \$3.2 million. Reconstruction of an eight-mile section of Highway 36 from the Humboldt-Trinity County line to the east is also included in the plan at a cost of \$11.6

Additional funds totaling about \$30 million will be available to the district for minor projects and for those not specifically mentioned in the plan. From all indications North Coast harbors will also be repaired this coming work season. The entire Humboldt Bay harbor entrance will be dredged by contract this spring. Also some breakwater improvements are scheduled. \$4.6 million dollars is available for the project.

Crescent City Harbor will receive \$1.4 million for dredging and another \$2 million for breakwater repairs.

Nayo Harbor, at Fort Bragg, will receive \$250,000 for dredging.

The King Salmon project is slated to go in September. This is a brand new Corp of Engineers breakwater and dredging job. \$9 million is available for this one.

Exxon Project

Sounds, sand dunes and views are among the Humboldt Bay features that will be affected if an oil rig jacket assembly plant is built in the Samoa Peninsula.

No decision has been made by Exxon on whether Humboldt Bay will be used to assemble the huge oil rig platform jackets - that portion of the offshore oil drilling structure which is submerged and supports the platform housing the drilling equipment and workers.

Depending in the outcome of an environmental review and the wishes of Exxon's contracting company, the first shovelful of sand could be moved for the project in spring 1984.

According to preliminary environmental documents, the jacket assembly and launching activities (moving the completed jackets onto barges to take them to Santa Barbara area oil finds) will be visible to nearby communities and residential areas. The base of each jacket will have dimensions of 320 feet by 260 feet and will stand higher than Louisana-Pacific Corp. 290-foot pulp mill stack. The finished jackets will be about 1,200 feet long. New lights in the area will also be seen by Humboldt Bay residents.

(Continued on Page 14)

M&M low bidder on Yuba County airport project

The work picture on the East Side is beginning to look a little better, provided the fair weather will continue reports Business Representative Dan Mostats.

M & M Electric was low bidder on the Yuba County Airport taxiway with Ray Bertelsen from Marysville doing the dirt work. Butte Creek Rock from Chico was low bidder on the Linda Drive and Leslie Lane resurfacing job for the City of Oroville.

Kaweah Construction from Sacramento was low bidder on the Thermalito Fish Rearing Raceway & Office Building in Oroville for the State of California Department of Water Resources with Douglass-Seaburg, Inc. from Auburn, sub-contracting. Robinson Construction from Oroville was low bidder on an asphalt surfacing and guard railing job for Plumas County.

F & H Construction from Stockton was low bidder on Stampede power plant and switchyard project for the State of California Bureau of Reclamation. Murchison Construction from Sacramento was the low bidder on the medical offices for Rideout Hospital in Marysville.

INEERS + TECH ENGINEERS + TECH ENGINEERS +

Talking to Techs

By Frank Morales, Wally Schissler and Jerry Steele

With the drying weather conditions, comes the need for Soils and Concrete Inspectors in Local 3-E to get back to work. There appears to be an increase in building projects throughout the Bay Area which should give these members a good year of employment.

Congratulations to the following members who will be receiving 25-year pins: Ernest Rodgers, Thor Engelsen, Paul Ford, Alphons Cebrian and Walter Strate.

Now that the good weather is here, members are starting to be called off the out-of-work lists. Survey firms are calling back their old employees and hiring new employees. This is a

good sign that the construction industry is starting to roll again!

Subdivisions that have been sitting idle for a year or more are beginning again with new ones being staked out now. One new project that will start this summer is located in the San Bruno Mountains. It will consist of 3,000 homes, office and other commercial facilities. Also, open space for state and county parks and a pre-serve. The first 500 homes are scheduled to start this summer. The entire project will take about ten years to complete.

PRE-NEGOTIATION SURVEYORS MEETINGS

San Jose:

May 23, 1983 - 7:00 p.m. Hiring Hall "A", Building Trades 2101 Old Almaden Road San Jose Ca



The steel x-ray and inspection work has held up through the winter months very well. The work load for N.D.T. employees increases with every passing week. In the past few months your Tech Department has negotiated an N.D.T. contract with

Western Industrial X-Ray. Pictured here are twelve employees of this Richmond-based company at their contract ratification meeting. We would like to welcome this company to Local #3.

Santa Rosa:

May 24, 1983 - 7:00 p.m. Veterans Building, North Room 1351 Maple Street, Santa Rosa CA

May 25, 1983 - 7:00 p.m. Teamsters Local 315 2727 Alhambra Avenue Martinez CA

Sacramento:

May 26, 1983 - 7:00 p.m. Laborers Hall 6545 Stockton Boulevard Sacramento CA

Teaching Techs

By Gene Machado, Administrator, Surveyors JAC

Two new programs are available for enrollment by journeymen who wish to upgrade their skills. Slope Staking-Grade Checking and Construction Survey. A class will be available as soon as the NCSJAC has twenty (20) applicants signed up for a course. The Slope Staking and Grade Checking course will be presented two nights a week until completed.

We estimate two to four weeks to complete. At this time it is very hard to estimate the time it will take to complete the Contruction Survey course as it is very extensive. The class schedule of two nights a week or one night a week may be determined by each class and classroom availability in the area. The NCSJAC needs applicants registering as soon as possible so that classes can be

It has been a long winter and on the job training has been the lowest ever. Many apprentices have or should have completed many topics in advance of hours reported. Work will pick up from now on and you may feel that being ahead in your topics puts you in the position that you can miss some classes without hurting your apprentice status. A reminder is now in order — "It is mandatory that apprentices attend two (2) classes per month."

Starting this year a new Apprentice program will be presented to new indentures into Apprenticeship in all eight steps. The on the job training hours will be increased from 500 hours to 1000 hours per step through 4th period while the on the job training hours shall remain the same 1000 hours per step in the 5th through 8th periods.

The curricula has been condensed and re-written to a high point of difficulty. Those of you that are in the 5th through 8th periods of training may continue through the program as it is, or you may wish to start with the new curricula. Those that wish to start the new curricula may do so at no extra cost for the new books on a limited time ofier. As there may be some problems with on the job training hours in relationship to the updated curricula, some counseling should be done before making the step.

In the near future it shall be mandatory that an Apprentice attend at least two classes per month and shall turn in four (4) topics per level. Tests are being upgraded and an overall up grade in Apprenticeship is being undertaken to prepare you members and new indentures to do the best job you are capable of doing.

As tools of the trade are necessary and important to do a good job, so are the tools of knowledge. Local Union No. 3, the Employer Group and those of us working in the NCSJAC, want to offer you members the best training possible and we feel that the changes being offered is a step in that direction.

P.H. McCarthy, labor attorney, dies at 77

Patrick Henry Howe McCarthy, Jr., well known labor attorney and son of a former San Francisco mayor, died on April 13 at the age of 77.

A pioneer in fighting for workers compensation rights in the early 1940's, Mr. McCarthy long represented organized labor, a field in which his father had been extremely active also. A senior partner in the law firm of McCarthy, Johnson and Miller, Mr. McCarthy helped organize the first pension funds available to unionized teamsters and construction workers in this state.

In addition to representing the Operating Engineers Local 3 and the State Building and Construction Trades for the past 45 years, P. H. McCarthy also represented at various times other unions, such as the Plumbers and Pipefitters, Carpenters, Sheet Metal Workers and Brewery Workers.

In his representation of Local 3 in the earlier days, Mr. McCarthy was closely involved in contract negotiations and drafting much of Local 3's union ByLaws.

He was most respected by other lawyers for his ability to find loopholes in the law to accomplish the goals of his clients and to devise strategies that his opponents never thought of. He was a master of creative thinking in the field of labor law.

A native San Franciscan, Mr. McCarthy graduated from St. Ignatius High School and the University of Santa Clara. He earned his law degree at Harvard in 1930. For several years he taught labor relations at the University of San Francisco, which honored him with the school's St. John Francis Regis Award for distinguished service.

Mr. McCarthy was the son of the late Patrick Henry McCarthy, who came to San Francisco from Ireland in 1896. The senior McCarthy, who was a carpenter, was one of the founders of the United Brotherhood of Carpenters and Joiners of America and also was one of the freeholders who drafted The City's charter

He served one term as mayor beginning in 1910 and was the immediate predecessor of the late Mayor James Rolph, Jr.

He is survived by his wife of 43 years, Josephine, two daughters, Claire Susburry of Chicago, and Patricia McCarthy of Hayward, and a son, Patrick Henry Howe McCarthy III of Des Moines, Iowa.

More from Eureka

(Continued from Page 13)

According to the Humboldt County Public Works Department, Exxon plans to build the "Hondo B," the largest oil rig platform in the world. The giant company is looking for a port in the United States large enough for such a project, which does not have bridges that will get in the way while moving the jackets to the drilling location.

Under Exxon's plans, contractors will bid in the \$120 milion to \$150 million jacket assembly project in December or January.

Congressman Phil Burton leaves political legacy

Rep. Phil Burton, the "political godfather" of California's Democratic congressional delegation and perhaps the shrewdest champion of liberal causes in Congress, died early Sunday, April 10, apparently of a heart attack.

He was taken to a hospital after collapsing late Saturday in his San Francisco hotel room.

He had complained to his wife, Sala, about back pains. He also had complained of flu-like symptoms since Friday.

He was pronounced dead at 1:44 a.m. He was 56.

Hundreds of mourners and congressmen attended a memorial service, which was held in the Great Meadow at Fort Mason in the 35,000-acre Golden Gate National Recreation Area that Burton helped to create in 1972. The area, which sweeps from San Francisco's beaches north for 50 miles, was considered one of the most important achievements of his career.

Besides his wife, Burton leaves a

daughter, Joy.

For the liberal movement in this country generally, "it's just going to be one hell of a loss," said Rep. David Obey, D-Wis., who many say could be Burton's successor as the most uncompromising liberal in Congress.

"He was the most politically astute member of our (California) delegation," said Rep. Tony Coelho, D-Merced. "He was political godfather to a lot of us.

"He was always steps ahead of everybody else. The biggest loss may be the political computer he had in his head. He never made a decision in the abstract. He always knew what the ripple effect would be years into the future."

Obey agreed with Coelho that Burton's "tactical shrewdness" was among the best in Congress.

"He was one of the few liberals down through the years who has been able to think through his strategy, to stay five or six or seven steps ahead of the competition," Obey said.

"There were few people who were as dedicated as he was to liberal principles without compromise," said Rep. Vic Fazio, D-West Sacramento. "He was one of the most effective legislative craftsmen of the modern era. He wasn't necessarily the best orator on behalf of liberal causes, but he could put together the votes to make things happen."

the votes to make things happen."
Rep. Robert Matsui, D-Sacramento, said Burton's passing marks "the end of an era in California politics" because he "dominated congressional politics in the state for so long."

Most tellingly, Burton was the unchallenged architect of the last two state reapportionment plans, which guaranteed continued Democratic majorities in the state's delegation to Capitol Hill.

But Matsui agreed with Obey that Burton's death will have an even greater effect outside California, because it "leaves a major void in terms of the liberal perspective in Congress. It may never be filled.

Coelho said he was a close friend of Burton, even though the San Francisco Democrat resented his alliance with the Democratic leadership in Congress.

Several years ago, Burton lost a bid for the majority leadership in the House to Rep. Jim Wright of Texas by one vote. Burton never really recovered the stature among his peers he had then, but Wright never turned his back on Burton after that — a reflection of his respect for Burton's political acumen.

For the last ten years, Burton played a



Congressman Phil Burton

dominant role in California's fractious congressional delegation. As chief architect for reapportionment, he succeeded in giving Democrats solid control of California's forces in the House.

Although the post of majority leader eluded him by a single vote in 1976, Burton remained a force to be reckoned with because of his prodigious parliamentary skills.

There was no more fearsome figure in the waning hours of a session than Burton on the prowl, ready to hijack someone else's bill so he could strike a last-minute deal to pass his own legislation.

During the Nixon administration, he played a key role in launching the Supplemental Security Income program for the aged, blind and the disabled. Always a friend of organized labor, he carried numerous pieces of legislation to expand worker benefits and protect union rights.

But the ultimate Burton hallmark was a brash, no-nonsense personality and a legendary talent in forging log-rolling coalitions with conservative Southerners and Republicans.

While the press and the public focused on his loud bark and abrasive behavior, Burton worked quietly behind the scenes, spreading political honey to enlist unlikely allies in his legislative maneuvers.

He had no outside hobbies. He was a round-the-clock political animal. He didn't need a political computer. His mind worked like one. Former Rep. Jerome Waldie, D-Contra Costa County, once quipped, "Phil's idea of pillow talk is to go over the latest voter registration figures from Ventura County."

But he also had legions of friends and admirers. Last year, when he faced a tough re-election challenge from Republican state Sen. Milton Marks, hundreds of volunteers came to ring doorbells and get voters to the polls. Contributions poured in from all over the country as labor unions, minorities and others whose causes he had championed rallied to his defense. He won handily.

Burton's strength was his ability to cut a deal in total secrecy and assure cooperative colleagues that they wouldn't be tarred publicly for having joined forces with him.

Ever the pragmatist, Burton, the liberal believer in civil rights and integration, didn't mind doing business with Southern segregationists to score economic gains for working people. He shared Franklin D. Roosevelt's view that the Democratic Party can use economic issues to bridge sectional divisions.

During the last twelve months he racked up some of his biggest victories. His controversial reapportionment plan gave Democrats a lopsided 28-17 majority in California's congressional delegation. He beat an all-out assault from the White House and special business interests in winning re-election — without taking a dime from any corporate political action committee.

Departed Members

Business Manager Tom Stapleton and the Officers of Local 3 extend their heartfelt condolences to the families and friends of the following deceased members and dependents.

Name	Deceased
ALBERT CROMWELL Fallon, NV	12/30/83
LOY DOUGLAS Modesto, CA	2/3/83
JESS DURAN Mountain View, CA	2/17/83
HENRY FERREIRA Honolulu, HI	2/8/83
NOBORU FUJIMOTO Honolulu, HI	2/1/83
HIENIE GILMAN Woodland, CA	2/5/83
MICHAEL GRAY Felton, CA	2/13/83
DAVE HANNY Vina, CA	1/20/83
FRED HENDRICKS Davis, CA	1/27/83
MARTIN JARRELL Livermore, CA	2/27/83
SILAS KIMBLE Somerset, CA	2/7/83
SHIRLEY MABRY Dinuba, CA	2/8/83
JOE MARSHALL Arroyo Grande, CA	1/30/83

ICIIDEI	3		
WILLIAM MECHAM Salina, UT	2/8/83		
ALLEN MICHAELSON Stockton, CA	2/5/83		
ANDREW MONIA Lincoln, Nebraska	1/21/83		
CARROLL MOORE Sutherlin, OR	2/13/83		
THEODORE MOOS Novato, CA	1/16/83		
LEE PERRY JR. Orinda, CA	2/7/83		
LARRY PETERSON Twin Falls, Idaho	2/4/83		
JAMES POHANO JR. Waianae, HI	2/17/83		
HAROLD POSTON Marysville, CA	2/15/83		
NICHOLA SCHMIDT Santa Rosa, CA	2/11/83		
HENRY TONN Sparks, NV	1/19/83		
ELIGA USSERY Sacramento, CA	1/31/83		
STEVEN WELLMAN Livermore, CA	2/2/83		
PAUL WILEY Livermore, CA	2/8/83		
EMIL WYMAN Palermo, CA	2/15/83		
Deceased Dependents			
JOSHUA AXIAQ Son of A. Axiaq	2/21/83		
BETTY SHOOPMAN	2/20/83		

Wife of Keith Shoopman

Swap Shop: Free Want Ads for Engineers

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: 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 tir. & 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, Buckely 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.

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

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

FOR SALE: BUZZ SAW w/30" blade, stand w/swing table, no power \$225. Flat rack dump bed for 11/2T 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 51/2 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.

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.

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.

WANTED: THIOKOL, 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-lenced. 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 21/2x9"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-

EXCHANGE/TRADE: SE. AZ. 3 BR, 1 BATH mobilehome, 106'x86' lot. 2 awns, 8'x40' deck, cable tv. sewage, shed; 9x10 clubhse, pool, tennis, etc. available. Want same or acreage or whatever in No. Calif. R. Barrington, Box 1918, Sierra Vista AZ 85635. Ph. 602/378-2735. Reg. #0624398, 4/83

FOR SALE: 16%' GLASTRON TRI-HULL BOAT & tir, convertible top, new storage cover, carpet, battery; water skis & life jackets, 80 HP Merc. Joe White, 84 Biltmore Ct., Fairfield CA 94533. Ph. 707/429-1328. Reg. #1487927.

FOR SALE: 1974 23-FT. COLUMBIA SAILBOAT std. mainsail, 40° lapper jib sleeps 4; hvy weather rigging, stove & sink: 6 HP Johnson outboard tandem tir w/surge brake. Exc. cond. \$7,500. F. Avilla, 7707 E. Northland Rd., Manteca CA 95336. Ph. 823-3534, 4085 or 0440. Reg. #0402399, 4/83

FOR SALE OR TRADE: 74 CHEVY 1/2-TON complete 4x4 drivetrain, 350 turbo-hydro w/transfer, front & rear ends, hubs. Will trade A/T w/transfer for 4 spd w/transfer. Ted Rupert, 4708 Monet Wy., Sacramento CA 95842 Ph. 916/334-4092. Reg. #1598001. 4/83

FOR SALE: BOAT 1971 GLASSPAR 18' last, seaworthy, 115 HP Mercury w/10 HP Johnson for backup. Big wheel tir. Extras. Full Delta canvas depthfinder, C.B., B. F. Edelman. Ph. 415/685-7969. \$3,695. Reg. #0689209.

FOR SALE: 111/2-FT. CABOVER CAMPER self contained weekender. Great cond. Stove, icebox, jacks, tie down. Sleeps 7. \$1,695. B. F. Edelman. Ph. 415/685-7969. Reg. #0689209. 4/83

FOR SALE: 1972 JEEP CJ5, 304 V8, good cond. Ski rack, full roll cage, headers, 12.50 tires, chrome wheels. Ed Hilker, P. O. Box 70101, Sunnyvale CA 94086. Reg. #1773678. 4/83

FOR SALE: 2 CAT D-6 BULL DOZERS 4R. 9U. Gd running shape: Recent work, \$6,500. Rental, finance Cat 60 scraper. Linc. air cooled welder 180 amp. \$950. Bud Wells, 415/547-0553. Reg. #0557433. 4/83

FOR SALE: 1953 FORD 239 C:D flat head motor+T-98 transmission, 4 spd, complete, incl. radiator, 12v gen., motor runs gd/uses oil. 4 spd exc. cond. \$400/best offer. Steve Richards, P. O. Box 1067, Elko NV 89801 Reg. #1914579. 4/83

FOR SALE: 1979 LAYTON TRAVEL TRAILER 23', selfcontained, w/air, w/voltage reg. \$5,000/best offer, Mike Roulette, 69 Arrowhead Dr., Carson City NV 89701. Ph. 702/883-0269 Reg. #1717493 4/83

FOR SALE: 10-FT. RADIAL ARM SAW w/leg set \$230. Firm Mike Roulette, 69 Arrowhead Dr., Carson City NV 89701. Ph. 702/883-0269. Reg. #1717493. 4/83

FOR SALE: 1973 23-FT. ROADRANGER fully s.c., exc cond., sleeps 6, lg bath w/tub. New upholstery. \$5,500. 1973 Six-Pac camper, 8' cabover. Sleeps 4. Good cond. \$900. Jim Mora, 7498 Elphick Rd., Sebastopol CA 95472. Ph. 707/823-9140. Reg. #1121811. 4/83 FOR SALE: LOVELY 3-STORY, 3 BR 2 bath home. 1, 4 acres

Paved rds. 11/2 mi. to Lake Don Pedro, 11/2 mi. to Lake McClure, \$80,000, Ph. 209/852-2156, Reg. #0982939.

FOR SALE: 73 FORD TRUCK 11/2 T, big 300.6, motor 4 spd w/2spd rear end. Runs gd, lks gd, is gd. \$3,000 Gene Van Tassel, 6517 Dell Pl., Loomis CA 95650. Ph. 652-6269. Reg. #1446959. 4/83

FOR SALE: 1973 2-DOOR HARDTOP Eldorado Cad. Iks gd. runs gd, is gd. New tires. Also 1959 CHEV. dump trk. Gd tires, runs gd/needs cab. \$1,500. Gene Van Tassel, 6517 Dell Pl., Loomis CA 95650. Ph. 652-6269. Reg.

FOR SALE: OVERLOAD SPRINGS from 1/2-T Ford pickup. Make offer, Ellsworth Dias, 474 Scott St., Fremont CA 94539. Ph. 656-0589. Reg. #1242945. 4/83 FOR SALE: DMP BOX & HDIST for one ton. \$500. Model 92

Cleveland trencher wheel type \$2,000. Hvy duty single axle tlr stl box \$200. Erwin R. Anderson, P. O. Box 5672, San Jose CA 95150. Ph. 408/225-0803. Reg. #1230 043 4/83

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FOR SALE: HOUSE IN SAN JOSE 3 BR, 5 yrs old . air cond. 2-car garage. \$96,500. Ph. 408/272-6907. Reg. #1709

FOR SALE: 64 T-BIRD CONVRT. Beautiful, new tire, radials. \$4,200. Ph. 408/272-6907. Reg. #1709767.

FOR SALE: 1976 30-FT KENSKILL travel trailer & 1974 half-ton Chev. P.U. (hvy duty) loaded, 454. As unit \$12,500, or tlr \$9,750, P.U. \$2,750 or best offer. Jake Green, P. O. Box 9425, Fresno CA 93792, Ph. 209/229-3983. Reg. #0645871. 4/83

FOR SALE: 12x60 MOBILE HOME Pollock Pines. Lg fenced yd. Retirement park w/pool. \$10,000. Darryll Smith. 2561 Ribier Way, Rancho Cordova CA 95670 Ph. 916/621-1248. Reg. #1654050. 4/83

FOR SALE: 2.9 ACRES, water, elect., phone & septic tnk. oak trees, paved rds, ready to build. Nr lakes, Valley Springs, Calaveras Co. \$23,500. "Bingo" D. J. Vega Ph 408/298-1077 or 209/772-1105. Reg. #0987292. 4/83 FOR SALE: 66 PONTIAC BONNEVILLE new tires, battery paint. Elec. windows, P.B., P.S., A.C. Gd shape \$1,250. Frank H. Wright, 2900 Fairview Rd., #66, Hollister CA 95023. Ph. 408/637-7776. Reg. #0971462. 5/83

FOR SALE: ONE HALF ACRE in Sierra Brooks, in pines bordering trout stream. New 2BR & den, furn. All elec. kitchen, wash & dry. Nr. Reno. 69,500 20,000 dn w/10%. William G. Evans 916/993-4803, 993-1162 Reg. #0598664. 5/83

FOR SALE: ONE ACRE on trout stream. 11,500 low down. Write Bill Evans, Box 707, Loyalton CA 96118. Ph. 916/993-4803, 993-1162. Reg. #0598664, 5/83

FOR SALE: 1965 C700 FORD fifth whi & 40' pike van \$5,000. Gd. cond. William G. Evans 916/993-4803, 993-1162. Reg. #0598664. 5/83

FOR SALE: LINK BELT SPEEDER L.S. 85. Diesel mot., 4-yd dragline, exc. cond, extra pts. \$15,000. Chester Minton, Box 373, Arbuckle CA 95912. Ph. 916/476-2531 Reg. #1225646. 5/83

FOR SALE: DATSUN 1980 310 H Back, blue, exc. cond. AM/FM, 4 spd. 37248 m. under book price. \$3,500. Tom Stamler, Concord CA Ph. 415/689-3274 wkdays/evngs. Reg. #1842576, 5/83

FOR SALE: 1966 BONNEVILLE convt. \$3,000. 111/2" cabover camper set up for flatbd. Self cont., air, shower \$2,100. 1979 Kawasaki KZ 750 twin \$1,000. Joan Lewis, 19919 Rough & Ready Trl., Sonora CA 95370. Ph. 209/532-6658. Reg. #1916126. 5/83

FOR SALE: 1971 F350 FORD 360 v8 one ton. P.S., P.B. A.T. chassis mnt 26' weekender Self cont., oven, heater, 2 way fridge, clean! \$8,000. Ian Scott. Ph 408/238-8413. Reg. #0908633. 5/83

FOR SALE: REGISTERED % ARABIAN MARE. Bay color Greenbroke. \$1,000. Bob Rodrigues, 905 Oro Dam Blvd., Oroville CA 95965. Ph. 916/533-1854. Reg. #1006711.

FOR SALE: 5. 10 or 15 ACRE PARCELS in hills nr Oroville. Ideal retirement area. \$28,000 & up/acre. Terms. Bob Rodrigues, 905 Oro Dam Blvd., Oroville CA 95965. Ph 916/533-1854. Reg. #1006711. 5/83

FOR SALE: 3.78 AC nr Valley Springs. Beau , secluded, w/50 mi. vu, no traffic, nr Pardee Comanchie & Hogan Nr. golf crse. Must sell imed. for 1979 price, \$18,600, owe \$10,000. Loyd Hack, 565 Mayfen Dr., Livermore CA 94550. Ph. 415/447-9281. Reg. #1161107. 5/83 FOR SALE: 101/2' CABOVER CAMPER. Four hyd. jacks,

A.C., 6 cu. ft. refrig., new carpet, slps four. \$1,300. Johnnie Egner, 4950 Nelson, Fremont CA. Ph. 415/793-8237. Reg. #1372753. 5/83
FOR SALE: SIDUX GRINDER comp. w/most domestic pilots, inc. diamond dresser \$400 Lee Ayers, P.O. Box

293, Rodeo CA 94572 or call 415/758-8162. Reg. #1797483. 5/83 FOR TRADE: 2ND DEED OF TRUST for 2/3 BR home, condo. have cash for closing costs. L. Ayers, P. O. Box 293, Rodeo CA 94572. Ph. 415/758-8162. Reg. #1797483.

FOR SALE OR TRADE: T-BIRD 62. classic, exc. cond. Strong 390 \$2,500 or offer. L. Ayers, P. O. Box 293, Fodeo CA 94572. Ph. 415/758-8162. Reg. #1797483

WANTED: HOME COMPUTER, photo equip., commercial copier, misc. office equip. Lee Ayers, P. D. Box 293, Rodeo CA 94572 Ph 415/758-8162 Reg. #1797483

FOR SALE: SPORTSMAN SPECIAL mini motor home. Toyota Chinook, real clean. \$3,000 or trade for re land. N. Dotson, 4161 Littleworth Way, San Jose CA 95135. Ph. 408/274-4905. Reg. #0657780. 5/83

FOR SALE: THREE AXLE 26' tilt bed trailer. Elec. brakes, gd. cond. Sells new at \$6750, will sell for \$4,950. Arion Moore, 6779 Bodine Circle, Sacramento CA 95823, Ph.

916/423-2788 Reg. #0863796, 5/83 FOR SALE: 77 TAMPO RS-28 VIB roller 5'x84" single drum 1263 hrs, hydrostatic drive, new 353 eng., vandal quards, rops, backalarm, exc. cond. Berle Blehm

707/539-7437. Reg. #0676494. 5/83 FOR SALE: CANOPY MFD BY recognized co. OSHA approved, for 3-5 & 4-6 T Ferguson roller. Never installed, complete prints \$500 Berle Blehm, 5017 Maiden Ln. Santa Rosa CA Ph. 707/539-7437. Reg. #0676494. 5/83

FOR SALE: 1970 BUICK WILDCAT. Good condition. P.S., air, mileage 11,500. Any reas. offer accepted. John Lapp. 201 Vendola Dr., San Rafael CA 94903. Ph 415/479-9190. Reg. #388103. 5/83

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. 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.

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. 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

· 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.

Alameda Sheriff fatally wounded

Public Employee representative Dan Valesano reports that on March 3. Brother Robert (Rob) Davey, a ten-year veteran of the Alameda Police Department was fatally wounded during a drug raid.

Rob was assigned to the Patrol Division and had volunteered to assist Narcotics Officers at the completion of his regular shift.

Rob is survived by his wife, Karen and their four children, Kristan, ten; Robert, eight; Kelli, five, and Joseph, officials from nearly 50 police agencies throughout the state attended the funeral services at St. Joseph Basilica in Alameda.

In a moving ceremony, the funeral procession left the church accompanied by Amazing Grace on the bagpipes, followed by the congregation singing The Barrle Hymn of the Republic.

The 'Rob Davey Memorial Fund' has been set up through the Alameda First National Bank to provide financial support for the family of our departed brother.

We extend our deepest regret and sympathy to Karen and her children for their loss and ours as well.

Departed Members

LARRY AGNEW Cottonwood CA	3/15/83	JOHN P. NUNES San Jose CA	3/6/83
CARROLL ARMER Aromas CA	3/22/83	DANNY O'DONNELL Vallejo CA	2/28/83
BRUCE AYERS Oroville CA	3/7/83	THOMAS PASSMORE Russelville AR	3/2/83
CHARLES BLAKENEY Sacramento Ca	3/23/83	WARNER PHILLIPS Grass Valley Ca	3/12/83
GILBERT BORBA Silver Springs NV	3/4/83	ALFRED PORTER Roseville CA	2/27/83
WILLIAM BURKE Reno NV	3/19/83	JACK N. PURCELL Richland OR	3/22/83
JOE CASTRO Livermore CA	3/19/83	KENNETH RISHEL Shingle Springs CA	2/6/83
DON CHAPPELONE San Francisco CA	3/16/83	DAN SABO Hopelawn NJ	3/14/83
WORTH A. COOK Salt Lake City UT	2/26/83	EARL SPECK San Jose CA	3/9/83
SCOTT DEVERE Sacramento CA	2/27/83	RAY WHITMER Berkeley CA	3/5/83
WALLACE HEADS San Jose CA	2/2/83	HERMAN WILD Millbrae CA	1/3/83
EDWIN LANTERMAN Foresthill CA	2/27/83	JIM WOOD Pleasant Hill CA	3/4/83
CARL LOLMAUGH Oakdale CA	2/19/83	RALPH WRIGHT Albion CA	2/22/83
LOUIS A. MASSAGLI San Francisco CA	3/1/83	Deceased Dependents	
FRANK MOSES Castle Dale UT	3/5/83	DONNA CREW Wife of Charles Crew	3/19/83

ATTEND YOUR UNION MEETINGS Local 3 files suit against DIR

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

5th Richmond: Point Marina Inn, 915 W.

Cutting Rd. 24th Fresno: Laborer's Hall, 5431 E. Hedges

31st Auburn: Auburn Rec. Cntr., 123 Recreation Dr.

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.

1st Provo: Provo City Power Bldg., 251 W. 800 N.

2nd Reno: Musicians Hall, 124 W. Taylor

Uklah: Grange Hall, 740 State St. Freedom: Veterans of Foreign Wars Hall,

1960 Freedom Blvd.

July

12th Eureka: Engineers Bldg., 2806 Broadway Redding: Engineers Bldg., 100 Lake Blvd. Oroville: Village Inn, Oroville Dam Blvd.

21st Fairfield: Holiday Inn, 1350 Holiday Lane Honolulu: Washington Elementary

School, 1633 S. King St. 28th Hilo: Kapiolani School, 966 Kilauea Ave.

Maul: Kahului Elementary School, 410 S. Hina Ave., Kahului

2nd Stockton: Engineers Bldg., 1916 N. Broadway

4th Sunol: Sunol Valley Ctry. Club, Hwy. 680 & Andrade Rd.

9th Fresno: Laborer's Hall, 5431 E. Hedges 16th Sacramento: Laborer's Hall, 6545 Stockton Blvd.

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(Continued from Page 1)

equipment to any owner-operator employed on a public works job.

Local 3 took this information to the Labor Commissionaer, Helmick said, and a "stop notice" was issued to the City of Modesto, preventing the city from making any further payments to the contractor until the prevailing wage standards were met.

Several weeks later, the union was informed that the Labor Commission had rescinded the stop notice without any explanation for their action.

The union subsequently met with DIR Director Victor Veysey, who informed Local 3 representatives that while he agreed the contractor was circumventing the law, he was not going to pursue the case.

Local 3 responded by filing the petition for a writ of mandate against Veysey, which if upheld by the court, will require the department to enforce

Local 3 Business Manager Tom Stapleton noted that the Senate Rules Committee is scheduled to vote on Veysey's confirmation this month as Director of the State Department of Industrial Relations.

"The State Labor Federation has come out against Veysey's con-firmation," Stapleton added, "because his record as an Assemblyman and Congressman reveals consistent opposition to measures designed to protect working people. Based on our experience with Veysey, we wholeheartedly endorse the Labor Federation's recommendation."

Devil's slide gets testimony but few real commitments

(Continued from Page 1)

Federal funds could be applied to three choices suggested for Devil's Slide: pushing a large section of land into the ocean and relocating the highway inland, a plan backed by environmentalists; building a short by pass along Martini Creek; or building a longer bypass similar to one shelved by a Sierra Club lawsuit in 1972. Depending on the choice, the project could cost as much as \$40 million.

A morning session in Pacifica drew about 60 people, while 150 turned out for an afternoon meeting in Half Moon Bay. About two dozen residents and officials testified, hoping their tales of woe would convince the congressmen of the dire need for emer-

gency aid. Anderson promised to lobby for new federal legislation to provide additional funds to tackle Devil's Slide. The extra money is necessary because the Federal-Aid Highway Emergency Re-lief Program has only \$100 million per year at its disposal, with a limit of \$30 million for a disaster in any given state.

Anderson attacked the absurdity of these limitations, noting California is the same size as an area on the East Coast stretching from Bangor, Maine, to Savannah, Ga. This area comprises 13 states and qualifies for \$390 million

in emergency aid.

Because of these rules, it is essential that the rains that pummeled Highway

I be classified as separate storms.

After Lawrence Staron, chief of the Federal Aid Division, hedged on such a classification, Lantos became exasperated. "It's not a question of semantical entertainment for the people of this area," he said. "A grade school child with an ordinary IQ will be able to tell you that we had several storms. We're putting you on notice that we won't look kindly on the conclusion there was only one storm in this area."

However, most of Lantos' wrath was reserved for those who insisted in their testimony that the Devil's Slide project would be fully funded by the state. Their optimism was based on an announcement by Caltrans officials two weeks ago, saying they would recommend to the California Transportation Commission a \$51 million allocation for a bypass around Devil's Slide.
As ammunition, Lantos seized on

the testimony of Burch Bachtold, the state Department of Transportation's district director in San Francisco.

Pressed by Anderson, who asked what would happen to Devil's Slide without the aid of federal funds, Bachtold replied, "We couldn't do it. We'd have to abandon the project and reopen the

Lantos, eager to impress upon Congress the grimness of life along Highway 1, exploded during the afternoon session when two people in a row testified about the availability of state

"There is no special state budget," he thundered. "There have been misleading statements in the press that the money is there, But it's important the public officials don't pretend that is

"We're going to have to go back and fight for federal funds and maybe get an extra \$50 (million) or \$100 million. It's important the lack of state money be part of the record," Anderson said.

The object of their ire was Bob Sans, director of public works in San Mateo County. He was followed by Jim Bourgart, administrative assistant to Assemblyman Robert Naylor R-Menlo Park, who seemed unaware of what had just occurred and cheerfully reported that the Deukmejian administration and Caltrans have given him "complete assurance" a Devil's Slide project would be fully funded.

Although the work has been given first priority among Bay Area projects

in both Caltrans' and the Metropolitan Transportation Commission's fiveyear plans, Lantos said, "That's a long

After Bourgart disagreed about the certainty of state funding, the subcommittee's chief counsel, Dick Sullivan, erupted in anger. "There's no money available," he told Bourgart. "That's what they're both telling you. I hat's why we're here. You can be placed on a five-year or a 10-year or a 20-year list. But getting on the plan is not the same as getting funded."

Afterward, Bachtold, surprised at

the flap his statement had created, explained he simply meant routine — as opposed to emergency — highway funds for any work at Devil's Slide would be unavailable without the pro forma contribution, which provided 80 percent and is matched by 20 percent from the state.

"It's to our advantage to get the maximum funds from the federal government." Lantos said after the hearing. "Then the routine funds can go for other stuff (besides Devil's Slide)."