

Kennedy takes over helm

After six years of rule by anti-union Republican Orrin Hatch of Utah, the Senate Labor Committee is finally being returned to Senator Ted Kennedy (see page 2 story).



Piombo on I-580

While controversy rages on over Rail-Roadway/Hatch's aborted attempt on the I-580 job in Castro Valley, Piombo moves right along on the project's first two phases.



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Governor's proposal to gut Cal/OSHA sparks huge furor

By James Earp, Managing Editor

A LAST MINUTE BUDGET PROPOSAL by Governor Deukmejian that would gut California's occupational safety and health program has been met with cries of outrage by the state's labor movement.

The Governor's announcement that he would seek to slash Cal/OSHA's budget by over \$22 million, laying off 322 departmental employees and effectively eliminating the most highly regarded safety program in the nation has left legislators, business and labor bewildered and angry.

"This is a rash and unbelievably ignorant move on the part of Governor Deukmejian," Local 3 Business Manager Tom Stapleton charged. "The governor gave no explanation why he is doing this. He demonstrates once again a simple minded and callous approach in fulfilling his responsibility to govern this state."

Deukmejian intends to eliminate Cal/OSHA by exercising his right to line-item veto those items in the state budget that would fund the program. In so doing, he would turn enforcement of job safety back to the federal OSHA program, which has much more lenient regulations and which does not cover many of the industries that Cal/OSHA does.

"The real losers if Deukmejian succeeds in trashing OSHA would be workers," Stapleton declared. "Local

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'This is a rash and unbelievably ignorant move on the part of Deukmejian.'



Assemblyman Dick Floyd (left) and State Senator Bill Greene vow a fight over Cal/OSHA.

Federal judge halts progress on Devil's Slide

Planning work on the controversial Devil's Slide bypass on Highway 1 south of San Francisco was temporarily halted by a federal judge earlier this month because the project would cut through a state park.

Chief Judge Robert Peckham of the U.S. District Court in San Francisco issued a preliminary injunction that invalidates federal approval of the \$35 million project, which was scheduled to begin work this summer.

Federal and state transportation authorities "failed to evaluate whether there was a feasible and prudent alternative" to building the bypass through the middle of the McNee Ranch State Park in San Mateo County, Peckham said in a press release that accompanied his 39 page order.

The bypass plan, called the Marxini Creek Realignment Project, calls for

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Stapleton gives 'state of union' message

By John McMahon

Covering a wide range of topics, Business Manager Tom Stapleton reported to the membership that "our union is still the best because of you, the members of Local 3."

Stapleton made his remarks at the semi-annual membership meeting held in San Francisco in early January.

He said that last year was a pretty good year for construction. "Most of our members were working quite a few hours. That made us feel pretty good, but we don't want to get rocked to sleep because of our past success."

The Business

'I don't think that union people realize yet what it meant to reelect Governor Deukmejian.'



Stapleton addresses semi-annual.

Manager said that the union was able to solve some of the problems over the past year, "but just as we solve one, several others appear." We were able to get rid of Rail Roadway/Hatch on some of their Northern California jobs. They were replaced by union contractors on two of the jobs and we have been assured that they will be replaced by a union contractor on the I-580

job in Castro Valley.

"Then we turn around and find a non-union outfit doing the U.S. Steel job in Pittsburg and they were \$42 million under the nearest union contractor."

Stapleton congratulated the Foundation for Fair Contractors for their efforts as a watchdog over non-union jobs in the state. "Over the past twelve months, the Foundation had filed 75 complaints with the State of California for underpayment of wages by non-union companies. Those complaints represented over \$1,368,000 in underpayments by non-union outfits. That is a lot of money that these outfits are cheating their workers out of."

He also made reference to the new testing procedures in place for journeymen. "We can't be sending unqualified people out to our fair employers if we intend to remain competitive. The name of the game is to out produce non-union workers. The only way to do that is by having qualified

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Looking at Labor

By T.J. (Tom) Stapleton
Business Manager

A few months ago during the election campaign, I issued a warning in this column that we could not afford another four years of Governor Deukmejian. He inflicted untold damage on California's workers during his first term. We could only expect worse if he got a crack at another four years.

I guess it should come as no surprise that Deukmejian had barely cleaned up from his inaugural party before he issued his hastily prepared announcement that Cal/OSHA must go.

We might conclude that this is the first in what will become many acts of retribution against those he deems his political enemies.

However, Deukmejian's proposal to dismantle

Cal/OSHA is not a very good way to inflict a clean strike at his foes, because a lot of his supporters (i.e. employers) are going to get hurt if he succeeds in this short sighted plan.

If Cal/OSHA goes, the responsibility for enforcing job safety will revert back to the federal government. We must not forget that the Reagan administration has done a pretty good job of emasculating the federal OSHA program. Federal OSHA regulations are much more lenient than ours. They don't cover nearly as many occupations and there aren't enough field enforcement agents to even begin to do the job.

So, without Cal/OSHA job injuries and deaths will increase. There's no way to avoid it. With an increase in occupational injuries will come a corresponding rise in workers compensation cases and litigation. This will require an increase in taxes and/or deductions from workers' paychecks to fund the state disability insurance program. Employers will suffer increased liability and the financial burdens that go with it.

Deukmejian says the state will save \$22 million by eliminating Cal/OSHA. This is not true. Half of Cal/OSHA is paid for by federal funds. Knowledgeable sources have indicated to me that the actual savings to the state budget will come to only \$8 million.

When you stop to consider that Deukmejian is willing to gut Cal/OSHA and let workers and employers suffer the tremendous consequences for a paltry \$8 million in savings to the state budget, you have to seriously question why anybody would consider him capable of governing this state.

Until Deukmejian took over as governor, California had the best job safety enforcement program in the country. It was a flagship that other states tried to emulate. However, after four years of continuous butchering, Cal/OSHA is suffering. Professionally trained safety specialists and field agents spend their time answering telephones because there aren't enough clerical people to do the job.

Complaints that used to get immediate response now take weeks or months. As a result, occupational injuries have risen over 20 percent during Deukmejian's administration. That's a statistic he can be real proud of.

Now that he has single handedly crippled the program, Deukmejian is pointing an accusing finger at Cal/OSHA, claiming it doesn't do the job it's supposed to, so we might as well get rid of it.

There is some glimmer of hope that after the public hearings are held and the media sheds some light on the tremendous negative impact this would have on the state, Deukmejian will back away from this time bomb. Perhaps he will learn the old adage that "an ounce of prevention is worth a pound of cure," when it comes to job safety.

If he doesn't, then we might as well settle into our trenches and fight the war, because it's going to be a long four years.

'...you have to seriously question why anybody would consider Deukmejian capable of governing this state.'

Ted Kennedy at helm

His return to chair Senate Labor Committee bodes well for labor

Sen. Edward M. Kennedy's decision to accept the chairmanship of the Labor and Human Resources Committee this January means that one of the Senate's most liberal members will be in charge of a committee that traditionally had been dedicated to the expansion of domestic, social programs.

At a Nov. 8 news conference in Boston, the Massachusetts Democrat said that he was giving up his chance to become chairman of the Judiciary Committee in favor of taking over the Labor Committee because it offers him a chance "to advance the causes that I care deeply about." He said he will focus on education, health care, unemployment, job training, and problems of the poor.

Kennedy will succeed conservative Republican Orrin G. Hatch of Utah who took over the committee chairmanship in 1981 when Republicans gained control of the Senate. Hatch, who was primarily responsible for helping win Senate confirmation of President Reagan's conservative appointees to the National Labor Relations Board and the Labor Department.

Kennedy said the return of the Senate to Democratic control "offers an unusual opportunity to reverse the retreat of the past six years in critical areas within the committee's jurisdiction that make a difference in people's lives." He added that he is convinced "that new approaches can work without increasing spending. I recognize the restrictions of the present budget, and I welcome the challenge to do more within those constraints."

Hatch and Kennedy, while maintaining mostly cordial relations in public, often clashed with each other over committee business, particularly when it came to nominations. For example, they differed sharply in 1981 over the President's nomination of Raymond Donovan to be Secretary of Labor, and later on, over the nomination of John Van deWater to be chairman of the NLRB.

Although Donovan ultimately was confirmed by the Senate, Kennedy was one of 17 Senators who voted against confirmation because of allegations by government informants that he had dealings with organized crime figures while serving as an executive of Schiavone Construction Co. of Secaucus, N.J.

Donovan and nine others were indicted in 1984 by a Bronx, N.Y., Grand Jury on fraud charges in connection with a New York subway project, and was forced to resign in March, 1985. Donovan's trial began September 2. Van deWater's confirmation was blocked when the committee failed on a 8-8 vote to report the nomination to the Senate floor.

Kennedy has earned a 93 percent rating from the AFL-CIO's Committee on Political Education, meaning that he supported organized labor's position on selected issues 93 percent of the time.



Senator Edward M. Kennedy

Stapleton addresses semi-annual meeting

(Continued from page 1)

In addition to the influx of out of state non-union companies, Stapleton said that there are many other problems that many do not yet realize. "I don't think that union people realize yet, what it meant to re-elect Governor Deukmejian here in California. It is very hard to get over to most people just what kind of real power the Governor of the state possesses. What he can't accomplish through legislation, he can accomplish through administrative edic.."

Stapleton cited the Governor's current budget proposal. Deukmejian proposes the elimination of over 300 people from Cal-OSHA by cutting their budget drastically. "I don't know how many people are going to get killed in this state before they come to the conclusion that Cal-OSHA needs money. We must work very hard to turn this around."

In closing his remarks, Stapleton spoke of the need to cooperate with the employer. "I am firmly convinced that we have to work with the employer to assure that we are competitive in the market place."

Engineers News

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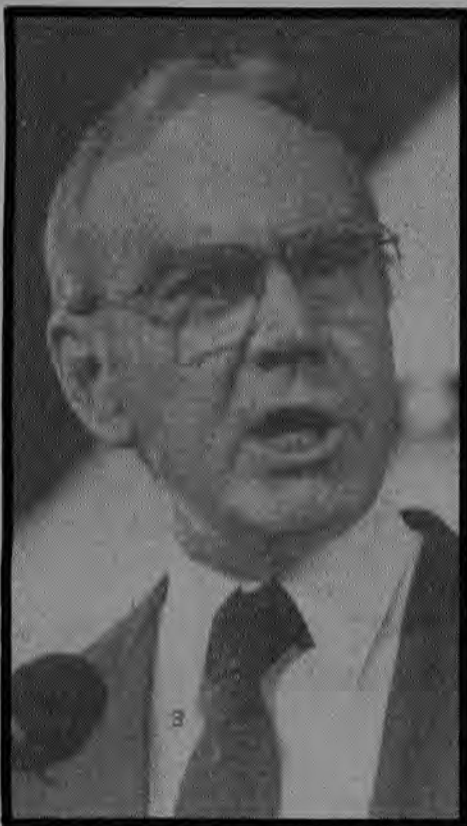
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Labor Roundup

Shoddy labor brings firms back to U.S.

Some firms are returning plants to the United States after problems abroad offset cheap labor costs. Industries ranging from high technology to sporting goods are taking another look at manufacturing in the U.S. Some economists



Choice for Speaker — When the new Congress convened this month, Jim Wright of Texas was elected unanimously to replace Tip O'Neill as Speaker of the House.

Feds urge use of cheap Mexican labor

Our government encourages and invites exportation of American Jobs. In a brochure, paid for by American taxpayers, thousands of U.S. firms were invited to an exposition in Acapulco, intended to encourage companies to

and consultants say the trickle of companies now choosing U. S. manufacturing will turn into a steady stream in a few years as companies wake up to the hidden costs of offshore production.

Lionel Trains moved its manufacturing to Mexico thinking it was a no lose proposition—55 cents an hour wages. Quality, supply, labor and communications created a situation where the company couldn't fill two-thirds of its orders and returned production to its home in Michigan.

Robert Burrows, president of Rawlings Sporting Goods Company of St. Louis thought offshore production would be cheaper. But such expenses as inventory, customs and transportation costs, he says, create "a lot of pitfalls" sometimes enough to offset the savings. Other companies simply want to keep technology at home. Raleigh Cycle Company, for example, is making a 12-speed racing bike in Seattle because it doesn't want to give a technological breakthrough to Asian suppliers.

Arrow Company was importing about 15 percent of its dress shirts from the Far East. Now, the West Point-Pepperell Inc. subsidiary is importing only five to ten percent and expects soon to halt imports completely. KBX Corporation is considering again making in the U.S. a stereo recording device that it has imported from Japan since 1980. Micro Technology Inc., makers of semiconductor chips returned its assembly operation to Boise, Idaho, from the Philippines and South Korea.

move work and jobs to Mexico.

Sponsored by an arm of the U.S. Department of Commerce, the invitations were sent to manufacturers of textile and clothing products, electrical and electronic equipment, auto parts, toys, communications equipment and dozens of other items that are still made in the U. S. A.

The brochure describes a "way of utilizing the low cost foreign labor in the assembly of products for re-export" to the U. S. This would enable U. S. manufacturers to avoid paying even minimum wage. In the last ten years the number of jobs that have moved across the border has risen from 80,000 to 300,000.



Helping hands—El Salvador's trade union members—who played a key role in rescue operations following last October's devastating earthquake—are receiving a helping hand from the American labor movement. At a meeting at AFL-CIO headquarters, Federation President Lane Kirkland presented checks totalling \$50,000 to Salvadoran labor leaders to support the cleanup.

Invest pension funds in union projects

Multi-employer pension plan trustees should make safe investments that create jobs and stimulate the collective bargaining process, Robert Georgine, AFL-CIO Building and Construction Trades Department president, said at a recent pension conference.

Addressing the International Foundation of Employee Benefit Plans' annual conference in Las Vegas Nov. 17, Georgine charged that many plan trustees have abdicated their authority and responsibility by allowing fund assets to be used to destroy union employers and union jobs. He also warned that "reactionary forces in Washington" that seek to undermine the free collective bargaining process are engaging in "nothing less than a sabotaging of our entire private retirement and welfare benefit system."

The "law and good common sense" require that job creation be considered when pension plan trustees make their investment decisions, Georgine said. In the building trades, however, plan assets

often are turned over to a bank or insurance company for purposes of investment. Insurance companies typically put the money into mortgages or equity real estate investments, which commonly result in non-union work, Georgine explained.

Pension fund assets end up channeled to "non-union contractors so that they can build non-union," according to Georgine. Then, on those non-union jobs, open-shop contractors take the money and put part of it into a new, open-shop pension fund. Banks and insurance companies also use the pension assets to buy corporate bonds, which are then used to finance new construction, Georgine said. "And most of that construction is now going non-union."

The steady loss of union jobs to open-shop contractors and to double-breasted contractors who are trying to be 100 percent non-union has caused a "crisis" in the building trades, Georgine said. As a result, multi-employer plan trustees "cannot sit back and pretend that labor law reform or double-breasted contractor legislation" is not their concern. Failure to "actively support such pro-collective bargaining legislation" jeopardizes the interests of plan participants at least as much as the failure to monitor the practices of investment managers, he said.

Idaho upholds right-to-work

Idaho voters sustained the state's right-to-work law by a 54-46 percent majority in the general election Nov. 4.

Idaho became the 21st right-to-work state on Jan. 31, 1985, when the Republican-dominated legislature overrode Gov. Evans' veto of a bill barring collective bargaining agreements that make union membership a condition of employment. Organized labor gathered enough petition signatures to force a referendum on the law, but not enough support to defeat right-to-work.

With the referendum approval, Idaho becomes the first state to adopt a right-to-work measure since Louisiana adopted one 10 years ago. Voters in Missouri defeated a right-to-work measure eight years ago.

Jim Kerns, president of the Idaho AFL-CIO, said the outcome is a disappointment because people bought the right-to-work argument that the law will create jobs. "There will be no new jobs because of this union-busting law," he said. "But, we will have to live with it," he said.

By dawn's early light

Shipyard workers assemble for daily pre-dawn solidarity march in Portland, Ore. to protest wage cutbacks imposed by Dillingham Ship Repair of up to \$6 an hour and elimination of craft jurisdictions. The nine unions of the Portland Metal Trades Council are pursuing unfair labor practice charges against the company.



Sticking up for labor

More than 200 Harvard Law School students—about a fifth of the second- and third-year classes—have pledged to shun interviews with five of the law firms that regularly recruit at Harvard. The firms, the students charge, are guilty of anti-union practices. "Unions do more for working people in this country than any other organization, and these firms are working against them," noted a boycott leader.

Piombo Company nears completion of I-580 project

Piombo Construction Company, formally Piombo Corporation, is nearing completion on their two phases of the Castro Valley I-580 project. Phase one, which was awarded by Caltrans in August 1981, was slightly over \$32 million. This job ran for two miles with a completion date set for March, 1987.

Work on phase 1 included 7 1/2 million cubic yards of excavation and the construction of eight bridges and overpasses. Phase 2 is set for completion in the fall 1987. It was let by Caltrans in February 1983 for over \$28 million. Work includes 2 1/2 million yards of excavation and 11 bridges and overpasses.

Peak employment was during the summer 1985 when over 50 operators, including 5 apprentices were on the job. There are currently about 20 operators on the job which will increase when the weather dries out.

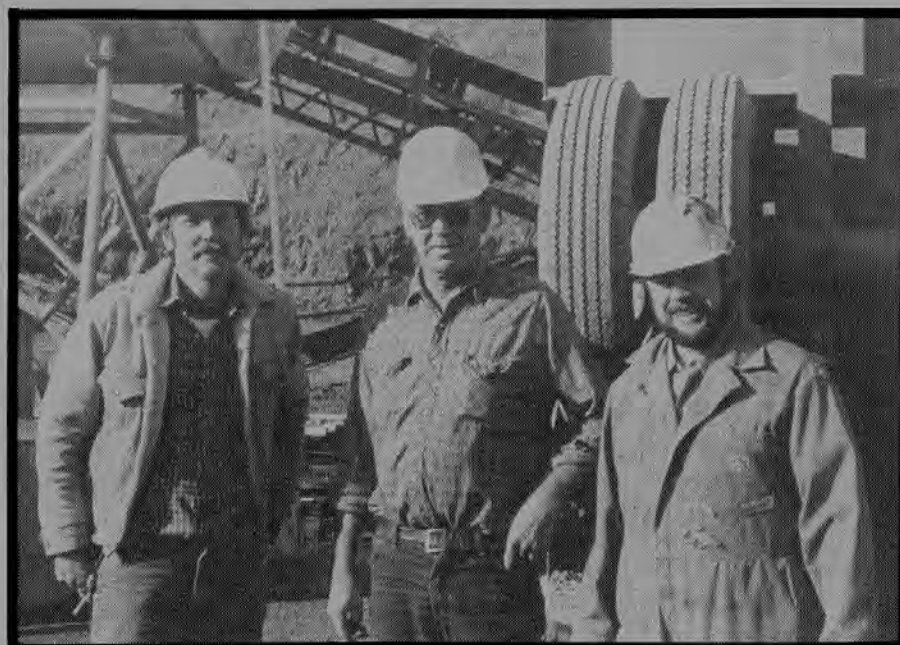
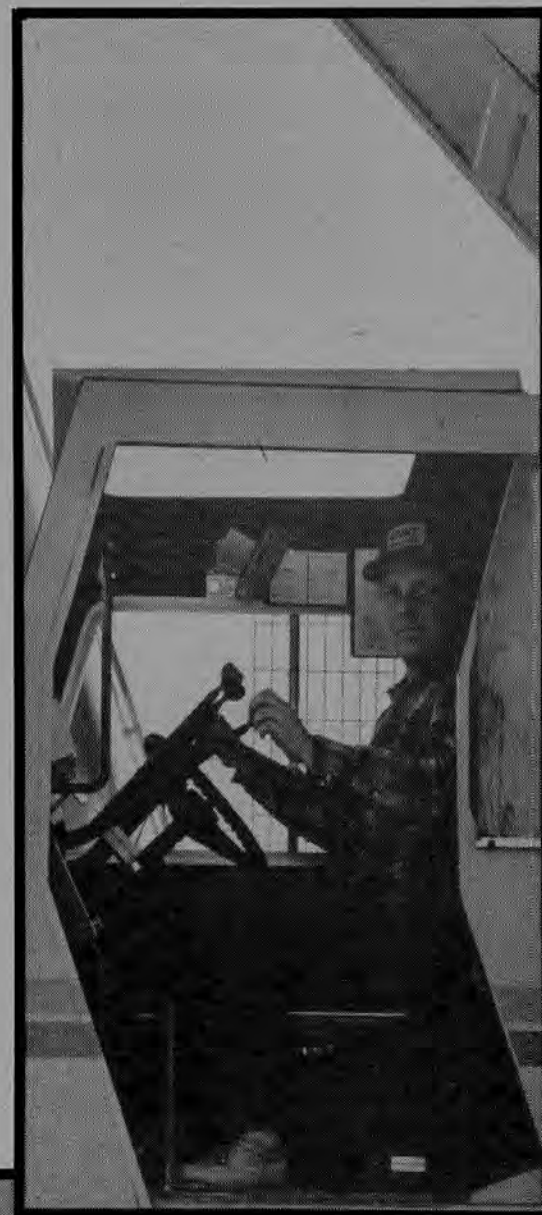
Various change orders, the nature and location of the job, bad weather and extremely dangerous traffic conditions have combined to delay the expected completion of the job. In an attempt to speed the completion date, Piombo has been putting in overtime.

While phase 1 and 2 of the Castro Valley I-580 project is nearing completion, Phase 3 is at a complete stall. This section of the road which butts up against Piombo's job, was attempted by a non-union out of state company, Rail Roadway/Hatch. It appears that they bit off more than they could chew with a lack of qualified people from the top on down. Piombo Construction is now one of the companies trying to take this job over from the bonding company.

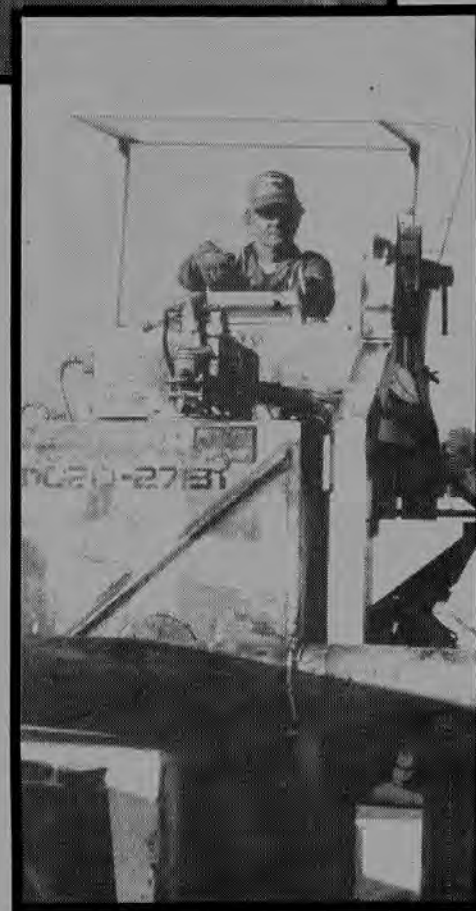
Pictured to the right are gradesetter Norm Laflam, paddlewheel operator Jack Vandingham and blade operator Ron Laflam.



Apprentice Donna Ozuna-Lucero operates loader (above), while journeyman Joe Wendt (right) handles a Grove 55-ton crane.



Mechanic Julian Morales takes a moment to talk to Business Agent Brian Bishop (left). Pictured above (left to right) are plant engineer Jim McMurray, foreman Clyde Thompson and master mechanic Bob Abbott. Dick Herrmann (right) operates concrete pump.





Pictured above is the Kailua landfill job underway by Highway Construction Company.

Huge \$2 billion resort begins in Hawaii

At last, groundbreaking has been performed for what will be the biggest construction project in Hawaii's history, the \$2 billion 1,015 acre West Beach resort, "Ko Olina", which means fulfillment of joy.

Local 3 was again instrumental in getting this project going. Hard work by our members who sacrificed hours of their own time to attend many hearings during the year to push this project through.

This project will include an 18-hole golf course, 5,200 homes, eight hotels, a marina and 18 acres for commercial use. Oahu Construction has part of the first work on the project. Also to be working there are Highway Construction and Korl Construction.

The first phase of the 1,015 acre

development is to open in 1995 with completion of the massive project 20 years away.

Financial Secretary Wallace Lean reports that the State Department of Transportation started work on improvements to Kahekili Highway. Work will include constructing an additional lane on Kahekili to provide left turn storage at Likelike Highway and at Kealahala, Kahuhipa, Kulukeoe and Haiku roads.

In the second phase of the work, Kahekili will be resurfaced from Likelike to Haiku Road. Improvements will include new signs and pavement striping. Grace Pacific Corp. is the contractor. The work will cost an estimated \$1 million. Completion is expected this month.

A Luluku well project and a new 12-inch water main in Lanikai are now under construction. The water main should improve pressure and fire protection for Lanikai. Bodell Construction and Les Hirahara are doing the \$428,000 job.

The Luluku exploratory well is being converted to a productive one with a goal of one million gallons per day. The \$1.2 million contract went to Ralph S. Inouye Co.

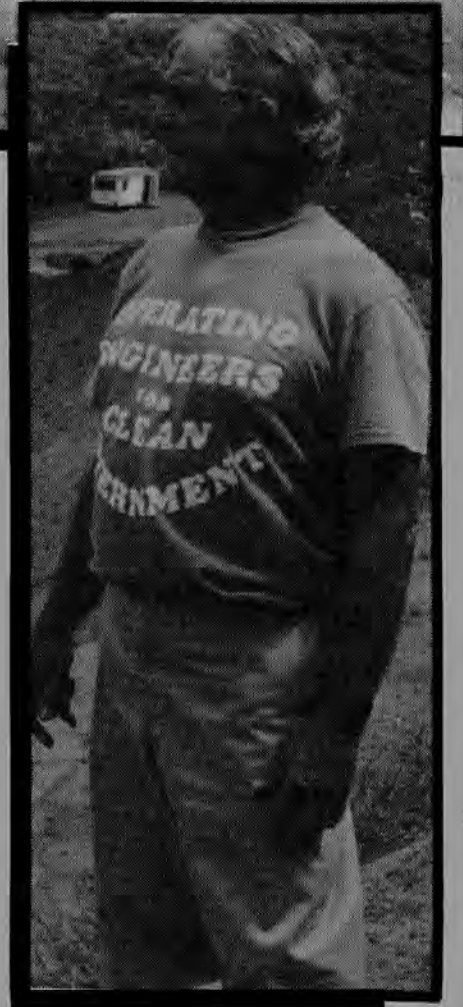
In the heart of town, a spring completion date has been set for the new \$3.5 million Hawaii Medical Association Headquarters on South Beretania Street in Honolulu. Groundbreaking ceremonies were held in July.

The four-story 22,400 sq. ft. office building will rest on a concrete slab foundation over concrete footings. The building will include a 43-stall basement parking level, a 39-stall parking area slightly above street grade and a 1,160 sq. ft. tiled rooftop patio designed as a common court yard for occupants. The General Contractor on the project is Prime Construction, Inc.

The on-again, off-again high-rise project long planned for a municipal parking lot at the corner of Hotel and Bethel Street in downtown Honolulu is on again.

A year ago, Pacific Construction Co. had an agreement with the City & County of Honolulu to develop the parcel. Pacific was planning to erect a 29-story office tower and an adjacent 26-story residential tower. Its option agreement ran out last December 31st after three extensions.

Pacific was the third developer to try to get this project off the ground in the last five years. When Pacific was in-



Gradechecker Frank Zoda surveys the project.



Pictured left is Hawaiian Dredging's airport viaduct project. Left to right are grader operator Ramon West, gradechecker Jim Merritt, loader operator Mike Nakanishi and foreman Ron Hall.

involved, cost of the two towers was estimated at \$44 million.

Kaiser Development Co. took another step up the permit process ladder, notifying Hawaii Kai residents of its intentions to build a 15-acre light industrial park and re-zone a 5-acre parcel to allow construction of a church.

Kaiser Development said it planned to build the first business park between the golf course and Koko Head Crater.

Initial plans call for the construction of 50 sites. An access road would be built from Kalaniana'ole Hwy. along the edge of the sewage treatment plant.

(Continued on page 6)

Applications being accepted for scholarship contest

General Rules & Instructions For Local 3 College Scholarship Awards 1986-1987 School Year

Two college scholarships of \$1,000.00 each will be awarded winners, for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

Two college scholarships of \$500.00 each will be awarded 1st runners-up for study at any accredited college or university, one awarded to a daughter and one to a son of Members of Operating Engineers Local 3.

The Local 3 Scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

Who may apply:

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

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of either: (1) the fall Semester (beginning in 1986), or, (2) the Spring Semester (beginning in 1987), in

public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1987 and March 1, 1987.

Awarding scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning student's name at the college or university he/she plans to attend.

Instructions:

All of the following items must be received by MARCH 1, 1987:

- 1. The Application**—to be filled out and returned by the Applicant.
- 2. Report on Applicant and Transcript**—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
- 3. Letters of Recommendation**—every Applicant should submit one to three letters of recommendation giving information about his/her character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
- 4. Photograph**—A recent photograph, preferably 2 inches by 3 inches with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the *Engineers News*.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

William M. Markus
Recording—Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia street
San Francisco, CA 94103

or to College Scholarships at the address shown above.

Kauai airport job wraps up

(Continued from page 5)

Airport job nears completion

Kauai's \$51 million new Lihue Airport terminal complex is scheduled to be completed this month. But material delays and other problems could easily extend that date.

Major parts of the project are completed. The terminal building, which is more than a quarter of a mile long is the biggest part of the complex, costing \$32 million.

The aircraft apron and taxiways cost \$7.5 million and the parking lot cost \$5.4 million. The state spent more than \$4 million to do the grading and to relocate roads and ditches on the site.

Smaller contracts include rental car lots, provisions for handling sewage from Mainland aircrafts and the extension of water lines.

Some contractors who worked on the project were Harvis Construction, R & R Const., Hawaiian Bitumuls and E. F. Nilson of Kauai.

Also on Kauai, Koga Engineers has a sewer line job in Waimea. It is an Environment Protection for Kauai County, Waimea Valley Collector Sewer Job, that cost \$3.11 million.

Koga has 600 feet more of pipe to lay and it will be finished about the end of the year. They will have to resurface the road too. The sewer line is being laid in water and the process is slow, but Koga feels they will make it.

Brothers working on the project are Al Leong, Herman Hamada, Presley Wann, Ronald Santos, Derek Ebesu, Terrence Wakuta, Melvin Corpuz, Bernard Makuaole, Warren Miyasato, Billy Jardin, and Hartwell Apo.

Haitsuka Brothers, Ltd. was the lowest bidder and was awarded a \$649,766 contract at the Honolulu Zoo. The company will build, for the giraffe, a miniature version of the African Savana which is their native habitat, when the first phase of the zoo rebuilding project

is completed next year.

New master plan for Honolulu Harbor

Everybody must have a plan, and the Harbor's Division 2010 master plan for Honolulu Harbor is no exception. This past September, the state made a down payment toward its \$2.75 million purchase of the improvements at Pier 39 and 40 from the federal government.

Some of the 25 year plan objectives are:

- A continuing program to upgrade or rehabilitate the older undercapacity piers.
- Installation of shed and apron lighting for safe night loading and unloading operations.
- Continuing communication between the Harbors Division, other government agencies, and the private sector to carry out the plan.
- Continuation of the container and general cargo operations at Fort Armstrong, which has been proposed as the site for a convention center.

Frank Coluccio Construction Co. won a \$1.53 million contract to install a 36-inch water main in Waipahu, from the intersection of Waipahu and Hoaeae Street to the Kunia interchange.

And a \$427,953.00 contract to install a 12-inch water main in Lanikai, from Mokolua Drive to Kualima Drive, was awarded to Les Hirahara. All three projects are under way.

\$20 million campus project.

Kamehameha School Kalihi campus in Honolulu has launched \$20.6 million of new construction, including a new chapel and heritage center with a separate 590-sq. ft. restroom building.

The Early Education and Development Building will have an area of 31,600 sq. ft. core building. The Core building will house a CDEE office and a research center, and will be built of reinforced concrete with structural steel



Pictured above on E.E. Black's Kapiolani Blvd. job are (left to right) Malak Mahuka and Sam Kamai.

support under concrete tile roofing.

The 10,700 sq. ft. cafeteria and classroom building will have a prefabricated metal classroom structure with metal roofing sitting atop a cafeteria built of reinforced concrete.

The 41,400 sq. ft. Performing Arts Complex, containing rehearsal rooms for chant and dance students, and the orchestra, band and choral group.

Finally, a Football and Track Field with bleachers to hold 3,000 people. The General Contractors and Constructors Hawaii, Inc., K. Nagata Const., Inc., and Nordic Const., Ltd. The Sub-Contractors are R.H.S. Lee Trucking, Inc., Site Eng., Inc., R & R Const. Eng., Inc., Phil Hall Equipment, Inc., Assoc. Steel Workers, Ltd., Industrial Welding, Inc. and Mutual Welding Co., Ltd.

Alexander and Baldwin donated land to Maui County, which was formally a plantation village to build seventy-seven

low income homes. Goodfellow Bros., Inc. did the excavation and all the underground utilities. Arisumi Brothers, Inc. is constructing all the homes. Some of the homes should be completed by the beginning of 1987.

New governor elected

Hawaii has a new Governor, John Waihee and Lt. Governor, Ben Cayetano, and Local 3 played an important role in helping them get elected. Governor John Waihee is a part-Hawaiian and descendant of Kamehameha I, the man who first united the islands under one leadership and Lt. Governor Ben Cayetano, who is the first man of Filipino ancestry born here, to hold such a high elected office. Congratulations to our new leaders, Hawaii's own from Operating Engineers Local 3.

Work on Royal's Mililani Unit 45 is going along smoothly. They have started digging for an Air Force fuel line.

First Phase of the water, sewer and drain lines are done. In the 2nd phase, the sewer and drain lines are finished and about 60% of the water lines are done.

Three backhoe operators working there are Peters "Sonny" Kalahiki, Peter Lessary and Bernard Mattos. Oilers are Stan Holi, Wanda Graham and Ernest Ohashi. Blade operators are Joe Kekahuna and Walter Holt. Graders Tony Gomes and Pepeto Dicho. 950 Loader Operators are Peter Kekua, Billy Lee and Leonard Foster. Richard Antonio running a case Hoptoe. Water truck driven by Kevin Costa. Apprentice on the job is Evelyn Benito. Running the project is Brother Richard "Hilo" Ching, assisted by Glen Martin. Jack Endo of Electric, Inc. is doing the electrical work, while Korl Construction was doing the mass excavating.

Three construction contracts totaling \$3.11 million recently were awarded by the Honolulu Board of Water Supply.

Ralph S. Inouye Co., Ltd. received a \$1.15 million contract to convert the Luluku Exploratory well near Likelike Highway in Kaneohe into a well producing 1 million gallons of water daily.



New mortgage rates

Real estate loan interest rates have hit the lowest level in years! If you are in the market for a new home, now is the time to act. Your Credit Union offers First Deed of Trust Mortgages at 8.5% plus 2 points, or 9% and no points. These are fixed rate loans, which means you are guaranteed this low rate for the duration of the loan. Our loans carry no prepayment penalty and no call clauses.

We will finance up to 80% of the purchase price or appraisal on a new home, whichever is less. Fifteen or thirty year terms are available, depending on the amount you want to borrow. To qualify you must have a minimum of one (1) year continuous membership with the Credit Union.

Please note the following:

- Other costs you are responsible for: Fire/Hazard Insurance, Escrow Fees, Tax Service, Loan Processing Fee, Title Insurance, Appraisal Fees, points (if applicable), and recording fees.

- The Annual Percentage Rate: It is greater than the quoted or Contract Interest rate because points and loan fees are considered part of the interest rate under the Federal Truth in Lending Law.

- Approval: The Credit Committee evaluates all loan requests and determines ability to repay based on income, current debt structure and credit history. The home offered as security is also evaluated. It is possible you could be approved for a loan, but your home might not qualify based on age, condition, type of foundation, structure and marketability.

- Please call one of our Real Estate Specialists at (415) 829-4400 for more information on a low interest loan from your Credit Union. These rates will not last forever so call today!

- Please note: The Board of Directors has the right to change loan policies, rates, terms and conditions without prior notice.

New car loans

In the market for a 1987 car? New car loan rates are only 8.9% APR with your Credit Union. You may be eligible for terms up to 72 months. This means lower payments for you!

A loan with your Credit Union offers you real advantages. For example, we offer mechanical breakdown insurance at great savings. The average cost of a vehicle service contract through a dealer is about \$695, depending on the make and model of the car. The same coverage through your Credit Union can supply you with the names of fleet brokers who offer real savings on the purchase price of the car. Just come to the Credit Union and look through our broker index for the model car you are looking for.

In addition to saving you money, your Credit Union can save you time. We can **Preapprove** your loan, and offer the convenience of payroll deduction to make your loan payments. Call your Credit Union today for a fast and convenient new car loan at our special 8.9% rate.



It's all yours for \$30! (The jacket, that is)

Like to have a Local 3 jacket but need something warmer? You're in luck, because now you can get a combination sweatshirt jacket featuring a polished nylon shell with a soft fleece insert and hood with polyester fill in the body of the jacket.

The sweatshirt lining has a sturdy zipper in the front with an outer shell snap enclosure for extra protection from cold winds.

It's completely machine washable and comes in sizes small, medium, large, extra large and XX large. Price is \$30 each (\$35 for XX large size).

Jackets may be ordered from the Local 3 Public Relations Dept. at 474 Valencia St., San Francisco, CA 94103. The original green windbreaker and the white with green trim are also available at \$25 each.

Cloverdale Bypass finally is a reality

"After more years than I care to remember, the Cloverdale By-pass is finally a reality," reports District Representative Chuck Smith. Guy F. Atkinson had the low bid of \$25.4 million. If the weather does not get any worse than it has been, the clearing should get underway in early Spring.

"I do not anticipate the use of many engineers right away due to the rough terrain that will take time clearing and pioneering," Smith added. "I will know more after we have a pre-job with Guy F. Atkinson. No date has been set as of this writing so please hold off till March before you call with questions. I have already received a number of calls and I have no answers to the questions that are being asked."

The ongoing waste water problem is still troubling Santa Rosa. Almost every day the local news paper and T.V. news have a bad report to put out. The outlook is not too good at this time. There are several options the city of Santa Rosa is exploring, however, there is opposition to every alternative.

This is a very serious problem to the area because the State Water Quality Board has told the city in no uncertain words to clean up its problem or there could be a building moratorium implemented until such time it is corrected.

The third annual District 10 Western BBQ has been set for June 27th and will be at the same location. Founders Grove at the Sonoma County Fairgrounds from noon to 4 p.m. The last two years were very successful and we all had a good time. Tickets should be available at the next District Meeting on March 11 at the Veteran's Memorial Building in Santa Rosa so bring your checkbook.

Business Agent Rob Wise reports that his area had a good season and it took until mid-December for the rains to finally slow things down. "As you reflect on the past year, I encourage you to give considerable thought to your personal safety habits on the job," Wise says. Last year we lost one of our brothers when he was backed over by a truck

(Continued on page 8)

Hearing clears way for gas pipeline in Utah

Business Representative Jasper Delray reported, after the Utah Public Service Commission hearings in Salt Lake City, Mountain Fuel Supply Company will build a 246-mile gas pipeline from Indianola in Sanpete County to St. George, Utah. Construction on Phase One of the project could begin by August 1987, if there are no unusual delays, and completion is set for mid-summer of 1988.

The Natural Gas Corporation of Utah has put forth a proposal to purchase gas from the Altamont Blue Bell field in northeastern Utah. A Mountain Fuel Resources, Inc., pipeline paralleling State Road No. 32 will transport the gas to East Juab County.

Of \$19 million necessary to complete Phase One serving Juab, Sanpete and Sevier Counties, the Natural Gas Corporation of Utah has received \$17.4 million from a Dallas investment firm.

In the future, Mountain Fuel tasks will include:

- (1). Securing franchises from approximately forty communities that it will serve, although 25, including Richfield, have already been found.
- (2). Securing right-of-way from the Bureau of Land Management for the pipeline. This, however, may be



Map shows route of gas pipeline.

avoided by using the old railroad route where rails are currently being removed.

- (3). Setting service center sites throughout the Southwest with Cedar City and Richfield being nearest the center of the service area.

As for employment possibilities, there will be a need for installation personnel and distribution system personnel. Existing employees from Mountain Fuel will move to the Richfield area, as it will be necessary for experienced personnel to operate centers and train new people for the jobs created by the company.

Best of luck for bidding and construction opportunities to all union contractors for the possibility of completing the Southwest Natural Gasline. This should prove prosperous to the economy of this area.

Business Representative Virgil Blair reports that W. W. Clyde & Company, working on the Bonneville Dike job, has been able to keep on schedule and is expecting to have all the fill in by the middle of January 1987. Clyde has had around 60 trucks hauling on the fill and riprap with two loaders keeping the trucks loaded and moving. This keeps the loader hands on the go and they have been doing a good job, along with the other operators and mechanics on both shifts.

At Myton on the canal job, Clyde has also been enjoying the good weather and has progressed better than expected. The company cut back on its

(Continued on page 12)

Fringe Benefit Forum

By Don Jones,
Director of
Fringe Benefits



I hope all you enjoyed the Christmas and New Years' holidays with family and friends.

Retiree meetings

Another round of Retiree Association meetings has begun. We urge all of you to attend the meeting in your area, because we will be discussing the current financial status of the Pensioned Health and Welfare Plan (Retiree Medical Plan) and the options available for continuing the Plan in its present form. Come and participate. Keep yourself well informed on this Plan and all the goings-on of the Union. See you there.

Hearing and benefit

What's that, you say? You haven't heard any word about the Hearing Aid Benefits under the various plans?

The Hearing Aid Benefit is still available for you, so take advantage of it. If you notice hearing loss, be sure to see your doctor to have your hearing checked. Early detection of any hearing problem, like early detection of any medical problem, can in many instances lead to swift and beneficial treatment.

Pension report coming

W-2p's, the 1986 year end summary

of your pension payments from New York life, including the detail of any withholding you may have authorized, will be mailed to you by the end of January 1987.

If you note any discrepancies with your personal work records, contact the Trust Fund Office or the Fringe Benefit Center.

Pension applications and applications processing

A word to those of you thinking about retiring in the near future: send your application in early, 3 to 4 months prior to your intended retirement date. This will permit the Trust Fund office to research your full history as an engineer in order to establish all credited service to which you may be entitled.

Shortly after you file your application, you will receive a letter (unless you're a Disability applicant) asking you to let the Trust Fund Office know the last date of your work in covered employment and in the industry. As soon as you stop working, complete the copy of the letter and return it at once to the Trust Fund Office along with photocopies of your last three months' check stubs. The Trust Fund office, will then be able to finish processing your application.

Syar runs excellent safety program

(Continued from page 7)

delivering base rock. He had been working in these same conditions (off his grader spotting loads to make finish grade) many times before.

On December 15th, I attended a very well run safety meeting put on by Bob Davis of Syar Industries. Bob had Warren Brown, a loss control consultant for Argonaut Insurance, show the movie "Shake hands with danger". It was a gory and realistic movie and got us all thinking. After the movie, Jack Short, our Local #3 Director of Safety, made a presentation in which he reminded us of common causes of accidents and stressed the importance of staying alert and "watching out for the other guy".

Bob Davis says, Syar Industries has an extensive safety program and they are asking all of their employees to fully participate in maintaining the safest possible work environment.

Business Agent Stew Orchard reports that up at C.C.P.A. #1, at the Geysers, Scott Co. is getting started on their job doing some mechanical and piping work. This job went for around \$6 million and is expected to last until the end of 1987. There will be one more contract let for construction completion. C.C.P.A. #1 is scheduled to be on line at the end of 1987.

The slow start of the rainy season has given our brothers and sisters a chance to catch up on some hours that were missed at the start of the season in the Spring. This situation has enabled the contractor to complete jobs that normally would have been finished in the spring.

The Santa Rosa office extends a special thanks to Dennis Harlan for taking the time out of a very busy schedule to teach the gradechecking

classes that were offered this year. Dennis shares the union's concern about the need to out-produce the non-union contractor and has expressed his desire to teach as many of our brothers and sisters that have a desire to learn to be able to read and understand gradestakes.

March 5th has tentatively been set for the start of the next classes. Contact the Santa Rosa office to sign up!

RETIREE MTGS.

Ukiah Feb 2, 10 a.m.

Lu Ann Motel
1340 State St.
Ukiah, CA

Santa Rosa Feb 3, 2 p.m.

Veterans Memorial Building
1351 Maple Street
Santa Rosa, CA

Freedom Feb 5, 10 a.m.

V.F.W. Hall Post #1716
Freedom, CA

San Jose Feb 6, 2 p.m.

Holiday Inn Park Center Plaza
282 Almaden Blvd.
San Jose, CA

Ceres Feb 10, 10 a.m.

Teamsters Hall
1225 13th Street
Modesto, CA

Stockton Feb 11, 2 p.m.

Eta Chapter
Engineers Bldg.
1916 N. Broadway
Stockton, CA

Fresno Feb 17, 2 p.m.

Theta Chapter
Laborers Hall
5431 E. Hedges
Fresno, CA

Concord Feb 19, 10 a.m.

Mu Chapter
Concord Elks Lodge #1994
3994 Willow Pass Rd.
Concord, CA

Auburn Feb 24, 10 a.m.

Epsilon Chapter
Auburn Recreation Center
123 Recreation Dr.
Auburn, CA

Sacramento Feb 25, 2 p.m.

Zeta Chapter
Laborers Hall
6545 Stockton Blvd.
Sacramento, CA

Oakland Feb 26, 10 a.m.

Nu Chapter
Oakland Zoo-Snow Bldg.
9777 Golf Links Rd.
Oakland, CA

Salt Lake City

Mar. 4, 2 p.m.
Pi Chapter
Operating Engineers Bldg.
1958 W. N. Temple
Salt Lake City, Utah

Reno Mar. 5, 2 p.m.

Xi Chapter
Carpenters Hall
1150 Terminal Way
Reno, Nevada

Advent of Crack creates instant epidemic

By Nate Davidson, C.A.C.

A new form of cocaine known as "crack" may be the most addictive drug in the nation today. And, because it's relatively cheap and readily available, it's spreading across the country like summer wildfires. Some experts are labeling its use epidemic.

There's been a virtual explosion of crack use in this country within the last six to nine months. A year ago we'd never heard of it, today it's headline news.

Crack, or rock as it's sometimes known, is a processed form of cocaine, converted from sniffable powder to smokable chunk via baking soda and household bleach. It's then sold on the street in vials for about \$10.

Crack is an extremely pure form of cocaine, reaching the smoker's brain within 10 seconds. For five to twenty minutes the user will experience a tremendously euphoric high, then he'll come crashing down into an often debilitating depression.

The problem with crack is the high is so short-lived that the person must use it repeatedly to maintain the euphoria. But because crack contains a megadose of the addictive qualities of cocaine, this constant use can produce a powerful dependence within a very short time.

Crack use began within the ghettos of a few major cities as recently as two years ago and is rapidly spreading across the country. Crack houses, where the drug is manufactured, sold and often

'Crack is an extremely pure form of cocaine, reaching the smoker's brain within ten minutes.'

consumed, are popping up in suburbia like fast-food franchises. National news magazines are featuring crack on their covers and attendees at national drug conferences can't get enough information about this potentially lethal drug.

Plus, because it involves illegal drugs and megabucks, it's surrounded by crime and violence. Police in some cities are labeling crack their number one drug problem.

Addiction Recovery Program



For information, confidential inquires or referral please call:

California (800) 562-3277
Outside California (800) 562-2773

But it's primarily those who become addicted to the drug that concern's A.R.P. and their numbers are swelling. According to a national cocaine hotline spokesperson, as recently as last fall the hotline received virtually no calls regarding crack. However, the latest report indicates about 33 percent of all users who call are talking about crack.

Sometimes we get so caught up in how a drug is obtained and whether it's legal or illegal, that we forget about the disease aspect. Not everyone who uses will become addicted, but for those who are unfortunate enough to have this disease, the stigma attached to it makes getting help very difficult.

The National Institute of Drug Abuse (NIDA) puts the number of cocaine users at 4.2 million with as many as 5000 people each day trying cocaine for the first time. By very conservative estimates at least 10 percent of those who use it will become addicted.

The most important thing to remember is that addiction is a disease. Those who continue to use despite the apparent ill effects and problems it causes them are sick, not bad. First of all they need treatment for their disease.

A.R.P. is not condoning use of illegal drugs. We are saying that when someone recovers from the disease of addiction, they'll stop using—legal or illegal.

For CONFIDENTIAL inquiries or help with chemical dependency please call the Addiction Recovery Program at the toll free numbers listed below.



With Safety In Mind

By JACK SHORT
Director of Safety

Message to rock, sand & gravel hands Court ruling jeopardizes safety enforcement

The recent Troy Gold decision by the Third Appellate District Court may allow the division of occupational safety and health to turn their total responsibility for mine safety in the state of California to the federal government, without taking into account the facts involved in the matter and without due consideration to the harm this action would have on the state's mining industry.

The legal issue

The decision rendered in the Troy Gold case is full of factual and legal errors which concluded that the state of California did not intend to provide for the safety and health in mines as it has for over 70 years. This assumption is in spite of the obvious fact that California never has relinquished its right and responsibility for mine safety, and in 1972 passed the "Tom Carrell Tunnel and Mine Safety Act" which created within the division a separate unit of safety engineers who were solely dedicated to the safety and health of the mining and tunneling industries. This bill specified the number of times each mine was to be inspected each year. This vital state responsibility has been reinforced every year by funding from the legislature to carry out their duties and even to the extent of replacing funds in the budget after an attempt to delete them was defeated.

In fact, immediately after knowing of the recent Troy Gold decision, the legislature wrote a letter to the director of industrial relations and advised him that the legislature will place a bill before the governor in 1987 to put this matter to rest once and for all. So it should be very plain to see that the Troy Gold decision, which is based on interpreting what the state's intent was regarding the responsibility for the safety and health jurisdiction in California mining, *definitely was not to surrender it to the federal government's mine safety and health administration.*

In addition to misinterpreting the state laws on miner safety, the case is based on many errors and omission of the facts. Nevertheless, Cal/OSHA's parent agency—The Department of Industrial Relations—has stated it will not appeal the case unless it interferes with the fees generated through elevator and pressure vessel inspections!! In taking this position the bureaucrats in the very state agency responsible for providing *every worker* in the state of California a safe place of work in *every industry* have assumed a position to surrender mine safety and health of the workforce to an unqualified, inept and ever-growing federal agency.

Harmful to mining industry

The following brief summary of the harmful effects of discontinuing the

services of the state of California's mining and tunneling unit's involvement in mine safety and health within the state should show that the miners engaged in this unique industry would not be the only losers:

- Mines would not be classified for explosive gases until after an explosion.
 - A prejob safety conference would not be held at the start of mining activity with labor and management to identify and correct problems without the threat of citations, and to guide all parties to sources and programs available to improve the safety and health effort in California mining.
 - Diesel permits would not be required. But, in losing this review authority, the ability to use diesel equipment underground will be strictly limited to MSHA/Bureau of Mines scheduled equipment and approved hydraulic fluids.
 - Blasters would not have to be licensed. If at some time this glaring oversight is corrected, who will come up to your mine, evaluate your blasting needs, and issue the license after a thorough written and oral examination is given by an experienced blaster? What standards will guide you in finding qualified blasters? The Engineers of the Mining and Tunneling Unit are all experienced in blasting in the mining and tunneling industries, but in the near future you may have to travel to a far-off state office to face an examination by someone who not only lacks practical experience, but doesn't have *any* knowledge in explosives.
 - Neither mine safety representatives or gas testers will be certified or required. The state's examination and certification program ensure that only qualified individuals are charged with these critical duties.
 - The new asbestos regulations would not be enforced.
 - Manhoists would not be inspected or tested, and the same holds true for elevators and pressure vessels.
 - Cranes on mine premises would not have to be certified.
 - MSHA regulations have no provision for an accident prevention program, or safe code of practices.
 - Cal/OSHA regulations call for strict ground control.
- Jurisdiction in California's mining industry, the motivation to continue this fine program will surely be lost.
- Automatic gas testing equipment for gassy mines would not be required.
 - Even though thousands of gas explosions have occurred in federally regulated mines under the Bureau of Mines, the Mine Enforcement and Safety Administration and most recently the Mine Safety and Health Administration, only now is a ventilation requirement being considered. The state mine safety orders are very specific and follow recognized mining practices in establishing ventilation requirements. It might be significant to know that the new proposed federal

(Continued on page 10)

Pacheco Bypass behind schedule

Plans for a Pacheco Pass bypass to U. S. 101 are behind schedule because Caltrans doesn't have enough planners, according to a state official.

The bypass is the third and last phase of improvements for the deadly Pacheco Pass Highway, site of over 146 deaths since 1970. Forty-four of those victims died on the stretch of road to be bypassed. That section extends from Gilroy to the point where Highway 156 joins Highway 152.

Ron Lemmon, who heads the department's transportation studies section in San Francisco, said local projects have demanded more time than first thought. "We've been pretty well tied up with the Measure A projects in the northern part of the county," he said.

Measure A was a \$1.5 billion voter approved initiative calling for highway improvements.

Caltrans by now should have been ready to hold public meetings on its proposed routes for a new bypass, he said. Instead, Caltrans now hopes to hold the meeting six months later, in April or May, although the date has not been set.

Phase I widening a two mile stretch from the Merced County line from two to four lanes was completed in 1982. Construction is expected to begin this summer on Phase 2, at a cost of \$32 million. It involves an eight-mile road segment, which is to be widened from two to four lanes with a concrete divider. The project will be split in half, with four miles of roadway this year and the rest, next year.

A strong show of support from Santa Clara County could be a key in getting the needed money to pay for the last improvements. Santa Clara County Transportation Director Lou Montini said his agency will recommend that the county board of supervisors set aside \$5

million in its 1987 five year highway improvement plan to purchase land when a bypass route is selected. If the board approves the staff recommendation, the money would be spent in the 1992-1993 fiscal year Montini said.

HONORARY MEMBERS

At the Executive Board meeting on December-12, 1986, it was reported that the following retirees have 35 or more years of membership in the Local Union, as of December 1986, and have been determined eligible for Honorary Membership, effective January 1987:

Luzon Barnes	#0698315
Keith Bryant	#0707301
Gerald Canadas	#0683157
Arnold Cook	#0693624
Edward Dilday	#0698481
Charles Dwiggin	#0689310
Roy Faris	#0702244
Robert Gallow	#0625858
Joe Hardin	#0464063
Wallace Hover	#0618007
J. H. Hubbard	#0693655
Billy Inman	#0657660
Roy Manas	#0711878
Keith Mayne	#0586590
Bobby Merriott	#0698510
Joseph Montrose	#0612849
Howard Neves	#0702289
Fred Njirich	#0702290
Anthony Roma	#0707267
John Small	#0674963
Lyle Smith	#0334653
William Taylor	#0569540
James Thornton	#0640908
Weldon Vernon	#0711850
John White	#0294624



Photo above shows one of two paintings by Local 3 member Swede Hamilton which now hang in the union's main office.

Member wills paintings to Local 3

District Representative Don Luba and his staff sadly report the loss of Brother Leonard "Swede" Hamilton of Los Gatos, over the Thanksgiving holiday as a result of a long term illness. He was a 35-year member of Local 3 who spent those years working as a grader setter and, more recently, for the past several as a foreman.

He was highly respected by all of those he knew and worked with. An enthusiastic painter in his spare time, one of his favored themes for his paintings was that of the working

man and the operating engineer. Once he became aware that his illness was terminal, he donated all of his finest paintings to Operating Engineers Local No. 3. Two of these paintings are currently hanging in the main hallway of our San Francisco office. The third is hanging in the conference room of the San Jose office to be viewed in appreciation for many more years to come in memory of our good union brother Swede Hamilton.

Our sincere condolences to his wife and family.

Teaching Techs

By Gene Machado, NCSJAC

To all surveyors who have and will in the future use the California Coordinate System, a new law was signed by the Governor on August 28, 1986. It becomes effective on January 1, 1987 as Chapter 611, statutes of 1986.

In general some of the main points of the new law are:

- Zone 7 has disappeared, and the area has been included in Zone 5.
- A United States survey foot is defined for use.
- The location of the Origin of Coordinates is changed, and the values of the Point of Control are expressed in meters.
- Both systems may be used until January 1, 1995. After that, only the California Coordinates System, 1983, will be used.
- Record data continues to control over coordinates, but for the purpose of determining constructive notice, this section, PRC 8814, requires careful reading.
- The new law does not affect or invalidate work done under the old system. Copies are available through the NCSJAC upon request.

Since the L.S. now has two job class numbers and two different pay scales, it becomes necessary for the NCSJAC to certify each L.S. at our office. A mailing has been sent to each employer's office notifying all that are affected by the procedures. The mailing includes the necessary documentation forms. Fill out the forms provided, and the records will be kept at this office.

In the same mailing to all employers are two other items. One is the pre-registration form for the Red Cross First Aid and CPR courses to be given at no cost to you on an as needed basis in the Hayward area.

The other item in the mailing is the pre-registration form for a new course to be given on the HP41CV. This course

should be in print by the end of January 1987 and classes will be scheduled depending on the interest shown in the class. The course will start with the operational use of the calculator and will work through the Survey Pac and into elementary programming and then continue on through advanced programming. A great deal of research and writing by the Local 3 members, Ted Kerber and Michael Anderson, have developed into a very thorough program. Ted and Mike have worked very hard these past six months to develop material that is understandable to the layman. You will learn to use the HP41CV to its fullest extent in surveying. The many programs alone will be worth the time spend on this course.

Work this year has held steady; however, there was not a big boom and the need for new apprentices has been low. Our current lists of applicants from the past three years have maintained our program for this year. As a result those people waiting for the entrance level testing will have to wait until next year.

Attend Your Union Meetings

Many of the current apprentices have progressed through the program, and this is the first time in four years that we have had as many third and fourth period apprentices. Next year will be a different story. With all the graduates to the journeyman level, we will have a need for new indentures. The party chiefs will have a lot of green weenies to train.

In the past, we have had a lot of bad reports on many new apprentices, but this year we are happy to say that most of the reports have been good to excellent. The on-the-job training has been good, and I hope all of you will continue the good work. The result is that several well trained chainmen are now in the workforce and are working towards becoming party chiefs.



Important Notice

Election of Geographical market Area addendum committeemen

In compliance with the Northern California Master Construction Agreement, the Executive Board at its January 10th meeting approved the election of Geographical Market Area Addendum Committeemen at each of the Northern California regularly scheduled district meetings and/or at Specially called meetings during the first quarter of 1987 as scheduled below:

In order to be eligible for election and hold the position of Geographical Market Addendum Committeeman, a member must:

- Live in the Committee's geographical area.
- Be employed in the industry in that area.
- Be an "A" Journeyman.
- Be in good standing.
- Not be an owner-operator.

No member shall be nominated unless he or she is present at the meeting and will accept the position if nominated and elected.

Meeting Schedule

Jan. 13, 8 p.m.	Eureka
Engineers Building 2806 Broadway	
Jan. 14, 8 p.m.	Redding
Engineers Building 100 Lake Blvd.	
Jan. 15, 8 p.m.	Marysville
Engineers Building 1010 "I" Street	
Jan. 21, 8 p.m.	San Francisco-Ignacio
Seafarers International Aud. 350 Fremont Street	
Feb. 11, 8 p.m.	Stockton
Engineers Building 1916 North Broadway	
Feb. 17, 8 p.m.	Fresno
Laborer's Hall 5431 East Hedges	
Feb. 24, 7 p.m.	Auburn
Auburn Recreation Center 123 Recreation Dr.	
Feb. 25, 8 p.m.	Sacramento
Laborer's Hall 6545 Stockton Blvd.	
Feb. 26, 8 p.m.	Oakland
Warehousemen Local # 6 99 Hegenberger Rd.	
Mar. 11, 8 p.m.	Santa Rosa
Veterans Building 1351 Maple Street	
Mar. 18, 8 p.m.	San Jose
Labor Temple 2102 Almaden Rd.	
Mar. 19, 7 p.m.	Watsonville
Veterans Memorial Building 215 East Beach Street	
Mar. 24, 7 p.m.	Sunol
Sunol Valley Country Club Hwy. 680 & Andrade Rd.	
Mar. 25, 7 p.m.	San Mateo
Laborer's Hall 300 7th Street	
Mar. 26, 7 p.m.	Fairfield
Holiday Inn-Vineyard West Rm. 1350 Holiday Lane	

Devil's Slide

(Continued from page 1)

the repair of crumbling Devil's Slide by constructing a two lane road with passing lanes in each direction between Pacifica and Montara in San Mateo County.

The new stretch of highway was to have run inland for about 4.5 miles cutting through San Pedro Mountain and the park.

Peckham said the plan would have "substantial aesthetic effects" upon the park and would effect wildlife, vegetation, hydrology, noise levels and recreational activities in the area.

Peckham made his ruling in response to a lawsuit filed last June by a coalition of environmentalists who had attempted to block construction of the bypass by suing federal and state transportation authorities.

Peckham agreed to block construction until a trial is held on the environmentalists' lawsuit.

The state and federal transportation departments had planned to seek bids on the project this spring and had scheduled construction to begin by midyear. Peckham's order bars any further action on the realignment project until the suit is settled.

Message to rock, sand & gravel hands

(Continued from page 9)

ventilation requirements and most of the existing federal standards are modeled on the standards California has developed and had in place for many years.

- The essential mining requirement of fireproofing mine access shafts would be lost.
- The ability for your involvement in making and modifying the mine safety orders you must operate under would be lost.
- Mine consultation services would no longer be available to help you solve mining problems, without the threat of any citation. The mining and tunneling unit has conducted hundreds of consultations to improve the conditions encountered in this hazardous industry ranging in scope from solving simple disagreements to the complexities of in-depth engineering analysis' involving

all aspects of mining. It has been able to recruit the best men from our industry due to its national reputation for professionalism.

So, if the federal government ever changes its philosophy on consultation services the federal process will not be able to provide personnel with the qualifications to do so.

In summary, due to a poor court decision in the case of Troy Gold, one filled with factual and legal errors, and which overturned 10 lower decisions, the people within the administration of California government are prepared to surrender your interests without a thought to an inept, unqualified, uncaring and self-serving federal bureaucracy. It causes one to wonder why the director of Industrial Relations will not take the time to have this matter clarified for its legal impact and to see if it serves the people of the state of California's best interests.

Attend Your District Meetings

District Meetings convene at 8 p.m. with the exception of District 17 (Hawaii) meetings, which convene at 7 p.m.

February

- 11th District 3: Stockton**
Engineers Building,
1916 N. Broadway
- 17th District 5: Fresno**
Laborer's Hall,
5431 East Hedges
- 25th District 8: Sacramento**
Laborer's Hall
6545 Stockton Blvd.
- 26th District 2: Oakland**
Warehousemen Local #6
99 Hegenberger Rd.

March

- 4th District 12: Salt Lake City**
Engineers Bldg.
1958 W. N. Temple
- 5th District 11: Reno**
Musicians Hall,
124 West Taylor
- 11th District 10: Santa Rosa**
Veterans Bldg.
1351 Maple St.
- 18th District 9: San Jose**
Labor Temple
2102 Almaden Rd.

April

- 7th District 4: Eureka**
Engineers Building,
2806 Broadway
- 7th District 17: Kauai**
Wilcox Elementary School
4319 Hardy Street
- 8th District 7: Redding**
Engineers Building,
100 Lake Blvd.
- 9th District 6: Marysville**
Engineers Building,
1010 I Street
- 14th District 17: Kona**
Konawaena School,
Kealahou
- 15th District 1: San Mateo**
Laborer's Hall
300-7th Avenue
- 21st District 17: Honolulu**
Kalihi Waena School
1240 Gulick Ave.
- 22nd District 17: Hilo**
Kapiolani School
966 Kilauea Ave.
- 23rd District 17: Maui**
Kahului Elem. School
410 S. Hina Ave.
Kahului Maui

Cal/OSHA issue creates furor

(Continued from page 1)

3 labored diligently to pass legislation that mandates vitally needed regulations in underground tunneling, crane operation and other high hazard occupations that affect our members. Enforcement of these regulations 'would cease to exist under Deukmejian's ridiculous proposal.'

California has more than 300 safety engineers and field enforcement personnel, whereas federal OSHA has only eight for the entire state. Federal safety inspectors are responsible only for federal installations and workplaces covered by maritime law.

Key legislators in the State Senate and Assembly have vowed that Deukmejian's ill conceived plan won't succeed without a fight. In a joint appearance at a January 14th news conference in Sacramento, Assemblyman Dick Floyd and Senator Bill Greene declared their intention to hold public hearings throughout the state to investigate the effects that elimination of Cal/OSHA would have on the state's workers and employers.

Assemblyman Floyd accused Deukmejian of "getting into a panic" over his desire for a "prudent reserve" in the state's budget. "No one's talked to the

Feds" to see if they will be able to pick up the slack. Floyd added. "They have their own budgetary problems in dealing with Gramm-Rudman.

"We would hate to think this administration is trying to carry out a war against working people, but that appears to be the name of the game," Floyd said. "Workers' safety is every bit as important as the governor's so called 'prudent reserve.'"

Floyd pointed out that Cal/OSHA has already suffered immeasurably under Deukmejian's "meat ax" approach to programs affecting workers. "Cal/OSHA used to be the crown jewel of state occupational safety programs," Floyd stated.

Floyd and Greene agreed there is no way to fully measure the negative impact that will come from eliminating Cal/OSHA. "It's indisputable that this whacko notion would result in significantly less protection for California workers," Floyd said.

"The federal program is far, far less comprehensive than our state program," Senator Greene emphasized. "With the deficit program it faces, the Reagan administration cannot be expected to match the resources now committed to protecting our workers."

"The confused presentation of this proposal in the Budget, the lack of any details concerning the Governor's proposal and the inability of the administration to indicate the federal government's plans in the event the proposal is carried out, all evidence the lack of planning and deliberation in making this decision," Greene said.

GRIEVANCE COMMITTEE MEETINGS

Recording-Corresponding Secretary William Markus, has announced that in accordance with Local 3 By-Laws, Article X Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1987. The schedule of such meetings at which the Grievance Committee members will be elected, is as follows:

February

- 11th District 3: Stockton**
Engineers Building,
1916 N. Broadway
- 17th District 5: Fresno**
Laborer's Hall,
5431 East Hedges
- 25th District 8: Sacramento**
Laborer's Hall
6545 Stockton Blvd.
- 26th District 2: Oakland**
Warehousemen Local #6
99 Hegenberger Rd.

March

- 4th District 12: Salt Lake City**
Engineers Bldg.
1958 W. N. Temple
- 5th District 11: Reno**
Musicians Hall,
124 West Taylor
- 11th District 10: Santa Rosa**
Veterans Bldg.
1351 Maple St.
- 18th District 9: San Jose**
Labor Temple
2102 Almaden Rd.

Highway funding to take front row seat

By John McMahon

The issue of financing California's deteriorating road system has been put on the front burner in Sacramento now that the Legislature is back in session. After several years as an issue of little status, legislative leaders of both parties and the Governor have decided that 1987 may be the year to attempt to find a solution.

Declaring the state transportation system to be in a "shambles," Democratic and Republican Senate leaders have unveiled a proposal to make \$1.8 billion available for building new highways and to allow Californians to vote for county sales tax increases to improve local streets and roads.

The newly appointed Chairman of the Senate Transportation Committee Wadie Deddeh of Chula Vista was joined by Republican Senators John Seymour and Marian Bergeson at a press conference where financing plans were disclosed. In announcing the new proposal, the Senators said that no new taxes would be required.

The main ingredient in the proposal was a \$1.8 billion bond issue to be submitted to the voters in June, 1988. The bonds would be repaid through revenues from gasoline taxes and other transportation related fees. Additional bond acts could be put before the voters every two years after 1988.

Also under the proposal is a plan which would give all California counties the authority to ask local voters to increase their sales tax by one cent to raise money for local road building. Under current law, counties that want such authority must request it from the Legislature.

Santa Clara, Fresno and Alameda counties have already approved sales tax increases to pay for local road improvements after obtaining authorization from the Legislature.

Governor Deukmejian is also getting on the bandwagon. Long opposed to increased taxes to pay for California's roads, the Governor announced that his

Senate leaders have unveiled a proposal to make \$1.8 billion available for new highways.

administration will provide an additional \$250 million from the state highway account for highway construction.

He also announced that "we will add 400 new positions in the Department of Transportation so that highway projects can be completed in a more timely fashion. This proposal, however, is a reversal from previous positions. Since 1984, the Department has lost 1000 employees through attrition due to a hiring freeze instituted by the Governor. This hiring freeze has resulted in a backlog of projects which were delayed because of a shortage of planners and engineers.

The Senate legislative proposal is similar to one being sponsored by Assembly Transportation Committee Chairman Richard Katz. He recently proposed a \$1.5 billion general obligation bond issue.

Although both bond proposals do not call for increased taxes, it is generally conceded that the bond issue could eventually lead to a tax increase. It is estimated that within five years, 25% of the income generated by the bond issue will go towards the interest payment on the original bonds. At such a rate, a tax increase would become necessary to retire the overall debt.

Commenting on the transportation plans, Local 3 Business Manager Tom Stapleton said he welcomes the increased funding but questions the methods. "Being road builders, we are pleased to see that the Governor and the Legislature had finally recognized the need

for more money. Everyone connected with this issue agrees that California's roads are in need of improvement. Our existing roads are falling apart and we don't have the money to maintain them properly. Plus, it is estimated that by the year 2000, vehicular traffic is expected to nearly double. That's a lot of additional cars and trucks on our roads, and since we are getting close to gridlock in several locations throughout the state, there just isn't room on existing roads for those additional cars."

Caltrans studies seem to support Stapleton's concerns. The State Department of Transportation estimates that Californians waste 300,000 hours every day in traffic jams at a cost of \$2 million daily in lost wages and other losses. It is widely agreed that the shortfall between the money available and the amount needed to meet state needs ranges from \$800 million to \$1.8 billion each year.

More from Utah

(Continued from page 7)

crew and may shut down soon for the winter.

G. P. Construction has moved in at the Malad River crossing north of Tremonton to complete the job they started last year and had to pull off of, due to water problems the state and the company couldn't solve at that time. There should be about six weeks' work for several hands this winter. Hopefully, when finished here, G. P. will be able to move onto the three-mile stretch of the Trapper's Loop job.

G & R Contractors of Ogden is in full swing on the grubbing job they have on the Trapper's Loop project, and have several hands working. G & R has also kept their crusher crew working in Ogden, and this helps the Christmas spirit.

M. H. Cook and Enoch Smith Sons both have slowed down some, but still have crews working on utilities around the city.