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 3 and its members have fought so hard to establish Cal/OSHA and see its success. Each year the program goes farther in protecting workers from death and injury. OSHA has protected lives and we will never go back to the pre-OSHA days."

Asif to prove his point, the federal agency was able to prevent a potential disaster last year when it intervened to keep toxic chemicals from being used in the state.

"This is a rash and unbelievably ignorant move on the part of Deukmejian," Stapleton charged. "Local 3 Business Manager Tom Stapleton addresses semi-annual.

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 too cocky."

The Business 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 turned around and find a non-union outfit doing the U.S. Steel job in Pittsburgh 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. This 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 outproduce non-union workers. The only way to do that is by having qualified
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 is obvious now 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 one. At his foes, because a lot of his supporters (i.e., employees) 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 diminishing the federal OSHA program. Federal OSHA regulations are much less stringent than state regulations. They don’t cover nearly as many occupations and there aren’t enough field enforcement agents to begin to do the job. So, without Cal/OSHA, job injuries and deaths will increase, as it will be very difficult to identify and control the causes. As a result, conditions which cause occupational injuries will come into increasing number of cases and litigation. This will increase the expenses of deducting 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. Hall 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 severe consequences for a paltry $8 million in savings to the state budget, you have to seriously question why anybody would consider Deukmejian capable of governing this state.

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A good way to voice a clean strike at his foes, because a lot of his supporters (i.e., employees) are going to get hurt if he succeeds in this short sighted plan.

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 edict."

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."

Looking at Labor
By T.J. (Tom) Stapleton
Business Manager

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 the 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, 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 8-9 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.

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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 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 had 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.

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 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 other countries. 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.

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 1981 when 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 would create jobs. “There will be no new jobs because of this anti-union butting law,” he said. “But, we will have to live with it,” he added.

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 totaling $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 sabotage of our entire private retirement and welfare benefits 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-union collective bargaining legislation’ jeopardizes the interest of plan participants at least as much as the failure to monitor the practices of investment managers, he said.

By dawn’s early light

Shipyard workers assemble for daily pre-dawn solidarity march in Portland, Ore., to protest wage cut imposed by Dilworth shipyard ship repair of up to $6 per 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. "Firms that hire 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 7½ 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 2½ 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.

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

Pictured to the right are gradesetter Norm Lafiam, paddlewheel operator Jack Vandingting and blade operator Ron Lafaim.

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.
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 Kailua 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 Kaaahalu. 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 West 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 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 Kahanamoku Hwy., along the edge of the sewage treatment plant.

(Continued on page 6)
Kauai airport job wraps up

(Continued from page 5)

Airport job nears completion

Kauai's $51 million new Lihue Airport terminal will be in operation by the end of 1987. The construction project is nearing completion and it will be functional by the end of the year. The airport will be open to the public on a limited basis starting in October. The airport will feature a new terminal with improved facilities and services for passengers.

The new terminal will have a capacity of 5 million passengers per year and will feature a new control tower, expanded baggage handling facilities, and new jet bridges. The terminal will also have improved baggage handling equipment and more efficient check-in procedures. The airport will also feature a new runway that will allow for larger aircraft to be accommodated.

The completion of the airport will have a significant impact on the local economy, as it will attract more tourists to the island and create new jobs in the hospitality and transportation industries.

New master plan for Harbor

The first phase of the Harbor's Division 2010 master plan for Berin Honolulu has launched $20.6 million Const., Inc., and Nordic Const., Ltd. electrical work. while Korl Construction Company will build, for the giraffe, a 31,600 sq. ft. core building. The Core Welding Co., Ldt. contract at the Honolulu Zoo. The Core Welding Co., Ldt. contract at the Honolulu Zoo. The Core Welding Co., Ldt. contract at the Honolulu Zoo.

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Your Credit Union

New mortgage rates

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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!

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Cloverdale Bypass finally is a reality

“As more years than I care to remember, the Cloverdale By-pass is finally a reality,” 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 have more after we have a pre-job with Guy F. Atkinson. Now 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 have no answers to the questions that are being asked.”

The waste water problem is still troubling Santa Rosa. Almost every day the local newspaper 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 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 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 Indianapolis 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 $10 million necessary to complete Phase One serving Juab, Sanpete and Sevier Counties, the Natural Gas Corporation of Utah has received $1.4 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 avoided by using the old railroad route where rails are currently being removed.
3. Setting service centers through out the Southwest with Cedar City and Richfield being nearest the center of the service area.

Hearing clears way for gas pipeline in Utah

As for employment possibilities, there will be a need for installation personnel and experienced 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 for all union contractors for the possibility of completing the Southwest Natural Gasline. This should prove prosperous for the economy of this area.

Business Representative Virgil Blair reports that W.V. Oil 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 cornered by the weather and has progressed better than expected. The company cut back on its

(Continued on page 8)
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.

Crack is an extremely pure form of drug, consumed, are popping up in suburbs 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.

But it's primarily those who become addicted to the drug that concern发生者'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 callers 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 5,000 people each day trying cocaine for the first time. Because of the disease aspect, 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're 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.

Addiction Recovery Program

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delivering base rock. He had been working in these same conditions (off his grading spot) to make finish good and meaningful.

On December 15th, I attended a very well-run safety meeting put on by Bob Davis of Syar Industries. Bob Warren Brown, a loss control consultant for Argonaut Insurance, showed the movie "Smoke with a conscience." It was a simple and realistic movie and got you 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 C.C.P.A. #1 at 3994 Willow Pass Rd. is scheduled to be on line at the end of 1987. There will be one more contract 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 things 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 grade-checking 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 who have a desire to learn to be able to read and understand grade checks.

March 5th has tentatively been set for the start of the next classes. Contact the Santa Rosa office to sign up!
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 Pacheco to the point where Highway 156 joins Highway 152.

Ron Leonnor, who heads the department's transportation studies section in San Francisco, said local projects have demanded more in 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 is now aware that a $500 million public meetings on its proposed routes for a new bypass will be held.

Instead, Caltrans hopes to hold the meetings six months later, in April or May, although the date has not been set.

Phase 1 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 year 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 two 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 improvements. Santa Clara County Transportation Director Lou Monti made a proposal to 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. Monti 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
- Keith Bryant
- Gerald Canadas
- Arnold Cook
- Edward Didlay
- Charles Diggles
- Roy Fairis
- Robert Gallow
- Joe Hardin
- Wallace Hoven
- J. H. Hubbard
- Billy Inman
- Roy Manas
- Keith Mayne
- Bubbi Merritt
- Joseph Monrose
- Howard Neves
- Fred Nutrich
- Anthony Roma
- John Small
- Lyle Smith
- William Taylor
- Johnathan Young
- Weldon Vernon
- John White

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 Luna and his staff recently 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 gradesetter and, more recently, for the past several as a foreman.

He was highly respected by all of us and his death is a heavy blow to our order. He was a strong supporter of the union, and a fighter for what he wanted. His dedication to the union and his belief in its goals were his greatest assets.

After his death, Swede left his home and his possessions to the union. The paintings he left were a testament to his love for art and his belief in its power to bring people together. They are now on display in the union's main office.

We are grateful to Brother Luna and his staff for their efforts to collect and preserve these paintings, and for their commitment to honoring Swede Hamilton's memory. We will continue to cherish and enjoy his paintings, and to remember his spirit of dedication and commitment to the union.
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 tunnelling unit has conducted hundreds of consultations and encountered in this hazardous industry ranging in scope from solving simple disagreement to its fullest extent in in-depth engineering analysis.


engineers

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 writing by the Local 3 members, Ted 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.
FOR SALE: Three bedroom, two bath, 10th Street, Nevada City. $1,250,000. Catherine Papest (707) 894-4208 SS# 572-84-5172, 342 Canyon Dr., Nevada City, CA 95658 (707) 928-7428 REG #1205011 11/86.


FOR SALE: 1981 Ford 355,000 miles, runs good, on wheels $1,250.00. N. Velho Holister, CA. (707) 631-1801 REG #1238702 1/87.


FOR SALE: 1982 Mercedes Benz 380 SE. $15,500.00 with Miller low bed trailer, Hyd. tilt, exc. cond $19,500.00. Stewart Anderson 3959 Old Willow Rd, Redding, CA 96002 (916) 223-5047 or 243-4302. Let ring Reg #857017 1/87.


FOR SALE: 1970 Buick Riviera 43X. King cab Sophia, $3,500.00. Jim Spooner, P. O. Box 24, Folsom, CA 95630 (916) 981-2435 REG #0243115 1/87.


FOR SALE: Two bedroom, one bath, 10th Street, Nevada City. Very nice 2nd floor apartment. $600.00. Catherine Papest (707) 894-4208 SS# 572-84-5172, 342 Canyon Dr., Nevada City, CA 95658 (707) 928-7428 REG #1205011 11/86.

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Declaring the state transportation system to be in a "shambles," Democratic and Republican Senate leaders have decided 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.

California's deficit program it faces, the Reagan 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 almost unequivocally 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. "It's indisputable that this whacko notion would result in significant cost 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 Gregory announced that in accordance with Local 3 By-Laws, Article X Section 10, all grievance Committee members shall take place at the first regular quarterly 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 11: Sacramento Laborer's Hall, 5431 East Hedges
25th District 6: Stockton Blvd. Building, Local 6
99 Hegenerden Rd.

March
4th District 12: Salt Lake City Engineers Bldg, 1480 W. Temple
5th District 11: Reno Musicians Hall, 124 West Taylor
11th District 5: Santa Rosa Veterans Bldg, 1351 Maple St.
18th District 9: San Jose Labor Temple, 2102 Almaden Rd.

March
6th District 2: Oakland Warehousemen Local 6
25th District 8: Sacramento Laborer's Hall, 6854 Stockton Blvd.
2102 Almaden Rd.

Highway funding to take front row seat

By John McMahon

The issue of financing California's deteriorating transportation 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. Dick Floyd and Senate 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.

Senate Transportation Committee Chairman Richard Katz. He recently proposed a "prudent reserve" in the state's budget. "No one's talked to the workers and employers. Floyd said. "Workers'safety is every bit as important as the governor's so-called prudent reserve."

Dick Floyd and Senator Bill Greene 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, Assemblmen 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.

Assemblmen 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 workers and employers. Floyd said. "Workers'safety is every bit as important as the governor's so-called prudent reserve."

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