Caltrans tells firm to get back to work

Rail Roadway/Hatch runs into hot water

By James Earp
Managing Editor

Caltrans officials may be wishing they had heeded labor's warnings on the non-union joint venture of Rail-Roadway/Hatch after new developments this month which indicate that the 1-580 project in Hayward may be in serious trouble.

State legislators have joined with labor to demand that the Oregon based anti-union joint venture of Rail-Roadway/Hatch be dismissed from the $44 million 1-580 project in Hayward, after it was learned the company had received over $600,000 in overpayments from Caltrans and has been operating since last April without a contractor's license.

Work on the project has also come to a virtual standstill and an announcement by a company spokesman that Rail Roadway/Hatch won't resume construction for at least a month and a half has fueled speculation that the joint venture is in financial straits.

Caltrans spokesman Dan Parker told Engineers News at press time that William Schaefer, chief engineer over project development sent a letter to Rail Roadway/Hatch informing them that if an "appropriate level of construction" is not resumed within 10 days, their bonding company would be notified that the contract with the joint venture is no longer in effect.

A Caltrans official told Engineers News that the agency had overpaid the joint venture by $640,000 and that about the same time this information ran into hot water.

IUOE General President Larry Dugan, Jr. addresses delegates at Western Conference.

Labor needs new agenda to help organizing efforts

"If the labor movement wishes to breathe new life into itself, it needs to stop belly-aching about employers being anti-union. They always have been and they always will be."

That was the message given by General President Larry Dugan, Jr. to IUOE delegates who came to San Francisco this month from the 15 western states for the annual Western Conference of Operating Engineers.

The American workforce has undergone incredible changes in the past 40 to 50 years that have left a tremendous impact on the labor movement, Dugan explained. But the adversarial role that most employers choose to take against (Continued on back page)

Semi-annual Meeting

Recording- Corresponding Secretary William M. Markus has announced that the next semi-annual meeting of the membership will be held on Saturday, January 10, 1987 at 1:00 p.m. at the Seafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA.

Murder attempts over Davis-Bacon hassle

Efforts by the Operating Engineers Local 3 to enforce Davis-Bacon prevailing wage laws in Utah have been met with delays, red tape and even attempted murder of a Local 3 business agent.

Although government agencies in Utah have historically been uncooperative with the union in the enforcement of prevailing wages on public works jobs, the campaign took an ugly turn recently when two separate attempts were made on the life of Business Agent Jasper Delray while he was conducting an investigation on suspected prevailing wage violations.

In September, Delray was investigating complaints he had received that prevailing wages were not being paid on a Forest Service road improvement project in Sanpete County. Several employees had complained that they were only receiving $10 an hour on the project and that they were having to give their fringe benefit money back to discussing the case with several employees on the project. Delray was on his way back down the canyon road when "all of a sudden something hit my windshield," Delray recounted.

"At first I thought it was just a rock that had flipped up and hit my car. When I realized that someone was shooting a gun at me, I hit the brakes, opened the door and rolled out of the car and laid down in the ditch next to the car."

Four shots hit Delray's vehicle before he could get out of the car. One shot went through the windshield, lodging in the door on the opposite side of the car. The second shot hit the windshield wiper on the left side and glanced off. The third hit the quarter panel behind the left front wheel. The fourth shot hit the driver's door approximately waist high and would have hit Delray had it not been deflected by the door brace.

After about 10 minutes, Delray got out of the ditch and drove the car back up the hill to the trailer of one of the contractors after eashing their checks. On September 16, Delray drove up to the jobsite, which was located in a remote canyon in Sanpete County. After (Continued on page 2)
Last month I made a trip back to Washington, D.C. to testify before a congressional committee on the need to strengthen enforcement of the Davis-Bacon prevailing wage law. As we were testifying before a distinguished committee of congressmen sitting comfortably in their leather chairs, one of our business agents in Utah was getting shot at and run off the road by thugs who would commit murder in order to avoid facing prevailing wage violations (see front page story). I couldn't help but think that if we could put these congressmen in our shoes for a couple of weeks and let them experience first hand the problems we are dealing with on the front lines, we would never have to worry about attempts to repeal the Davis-Bacon Act again. They would become true believers.

If we could take the sheriffs and the district attorneys who have dragged their feet and basically refused to conduct an investigation of these criminal acts and put them in the car that was riddled with slugs from a high powered rifle and run off the road into a ravine, I'm very confident they would be beating the bushes to apprehend the assailant. Let there be no mistake about it. The Davis-Bacon prevailing wage law is serious business. It is the single most effective tool for protecting construction workers and wages projects. That's what the government does when it is not enforced - and put them in the car that was turned to be coming around the curve. Delray increased his speed but the other vehicle forced him off the road and into a 25-foot ravine.

Delray increased his speed but the pickup came up from behind and began to slow down for an approaching blind curve. As Delray glanced to the left, he saw a shotgun pointed at him from the other car's window and the assailant was motioning for him to pull over. Realizing there would be a head-on collision if an oncoming car happened to be coming around the curve, Delray began to pull over to the shoulder when the other vehicle forced him off the road and into a 25-foot ravine. The two vehicles then sped off into the dark. Utah District Representative Don Strate reports that both incidents are under investigation. However, in the case of the September 16 shooting, "we are not getting nearly the cooperation we should from the Sanpete County Sheriff's Department." Strate said tire prints found in a grove of trees near the scene of the shooting were cast in plaster, as possible evidence for the case by the sheriff's department, nor has the county district attorney been asked to search warrants of possible suspects.

"If the victim didn't happen to be a union representative, I'm sure there would've been a lot better response," he said.

Strate said there was no question in his mind that both incidents were directly connected with the prevailing wage violations that Delray had been investigating.

"Our business agents spend countless hours checking non-union jobs which fall under the Davis-Bacon Act to determine if the contractors are paying the correct wage rates," Strate said. "Although the incidents involving Jasper (Delray) are extreme, they demonstrate the anti-union sentiment we encounter on a daily basis as we try to get contracting agencies to enforce the law."

Local 3 currently has lawsuits filed against the Army Corps of Engineers and Hill Air Force Base in Utah for failure to enforce Davis-Bacon provisions against contractors who were awarded projects and who were found in violation of the prevailing wage laws. "If it is a sad commentary that our laws can be openly and blatantly ignored by contractors and government agencies alike," Strate said. "This makes competitive bidding impossible for legitimate contractors."

Then we have organizations like the Associated General Contractors who regularly troop up to Capitol Hill to take another shot at repealing or weakening Davis-Bacon. Their litany is the same every time. "The Davis-Bacon Act should be repealed because it is unnecessary. Detailed weekly payroll reports should be eliminated. The Davis-Bacon Act places an unnecessary burden of paperwork on contractors and a wording accounts."

Employer groups will never give up in their attempts to destroy this law, either through repeal or through administrative changes that would render it useless. It is any wonder then that we have expended considerable time, effort and money to establish organizations like the Foundation for Fair Contracting and the Heavy and Highway Committee to watchdog public works projects and spot wage and hour violations.

The work that is being accomplished is commendable. But the fact remains, it really isn't our job to monitor public works projects. That's what the government is supposed to do. We're not operating under any illusions. We know that as long as we have people like Deskmajekan and Reagan running the executive branches of our government, we can kiss off any program or law that is beneficial to union workers. We'll take the time. We'll spend the money. We'll cram the evidence down their throats if we have to get them to enforce the law. We have no alternative.
Workers file suit against Peterbilt

Four unions representing workers who produced high trucks at Newark until this month are suing Peterbilt Motors Co. and its parent PACCAR Corp. for $57 million, charging they were defrauded in the plant closure.

The unions agreed to cut $5.35 an hour out of labor costs by surrendering vacation, benefits and wages after the company told them it would close one of its three truck production plants and asked what they could do to make the Newark plant more profitable.

The complaint alleges that PACCAR already had decided to close the Newark plant and used the California workers’ concessions to lever concessions out of workers at the Peterbilt plant in Nashville, Tenn., who are represented by the United Auto Workers. The third Peterbilt plant at Denton, Texas, is non-union.

“Ours was the best package management got from workers at any of the three plants, but they still closed us down,” said Mike Day of Eastbay Automotive Machinists Local 1546.

The machinists represent about half the workforce at the Newark Peterbilt plant. About 20 percent belong to Sheetmetal Local 555, 20 percent to Teamsters Local 78 and 10 percent to Painters Local 1176.

“All four unions cooperated in meeting an economist’s state report to suggest the concession package after the company announced one plant would be closed,” Day said. In addition to the $5.35 an hour givebacks, the unions offered to extend their contracts into 1990, Day said.

The lawsuit was announced at a press conference at Newark with the Oakland-based Plant Closures Project participating. The unions are represented by Jonathan Siegel of the Oakland firm of Bouluch and Siegel.

Siegel called the company’s behavior outrageous and fraudulent.

“They ran a game on our members which put them through a lot of emotional distress,” the attorney declared.

“We also do not believe it is in California’s interest to totally lose its manufacturing base, and Peterbilt is just the latest.

“I don’t think you can have a state where everybody works in service industries. You’ve also got to make something. This plant was profitable. It should have stayed open.”

Kaiser strike continues in California

Notice was served on Kaiser Health Plan this month that organized labor will not idly stand on the sidelines and watch while institutions that profit from their fees paid by union health plans, won’t idly stand on the sidelines and watch while institutions that profit from their fees paid by union health plans.

Kaiser was warned that unions will urge members and their families to take their medical benefit dollars to other institutions that offer health care services.

The warning was sounded by the Bay Area Strike Defense Council, representing more than 600,000 union members in 13 counties around San Francisco Bay.

Members of Service Employee Locals 250 and 505 went on strike in October after management failed to budge from its demand for a two-tier wage structure.

USX bid to cut off benefits rejected

On track — More than 800 locked out steelworkers cover the tracks at USX Fairless Hills plant outside Philadelphia, protesting the firm’s attempt to move 30,000 tons of unfinished steel to a processing plant in California.

A federal court judge in Harrisburg, Pa., rejected a petition by USX Corp. to cut off unemployment benefits for former Pennsylvania Steelworkers locked out by the steelmaker since Aug. 1.

USX sought an injunction in the U.S. District Court for Middle Pennsylvania to halt the jobless benefits—averaging $192 a week—awarded to 6,200 Steelworkers by the state Dept. of Labor & Industry. The agency had ruled that the USWA members were eligible for benefits because they had been locked out by USX.

In its petition, the giant steelmaker contended that its constitutional right to due process was violated because benefits are being paid to the locked-out workers while the steelmaker appeals the ruling.

“USX also charged that because the state has no provision for recovering the payments if the award is overturned, the company could face higher premium payments to the state unemployment compensation fund. But Judge William W. Caldwell rejected that argument, finding that USX will not suffer ‘irreparable harm’ if a state court overturns the jobless benefit award.

“The public has an interest in seeing that unemployment payments are made so that the locked-out workers would not have to rely upon public assistance through the state system,” he added.

Meanwhile, corporate raider Carl Icahn made USX an offer of $31 a share, or $7.2 billion for its entire operation. Icahn called his bid a “friendly one” that would be withdrawn if USX could increase the value of its stock above the $31 mark. Icahn owns about 11.4 percent of USX stock.

Earlier, USX announced it was considering a possible “restructuring” of its operation, with the results of that analysis due Oct. 22.

USWA President Lynn Williams said the union is neither endorsing nor opposing Icahn’s takeover bid. “We’re not in the business of picking among corporate raiders, encouraging raiders or anything like that,” he said.

Williams noted that Icahn has said a USX under his control would consider anything like that. But he added that these scenarios were merely “speculation.”

No new negotiations have been scheduled as the lockout continues into its third month.
Highway projects are rolling in Nevada

The summer of 1986 saw the beginning of four major reconstruction and overlay jobs on eastern Nevada highways. Covering close to 41 miles, over 70 operators have been busy most of the summer on $13.5 million worth of road work.

The longest job is being done by Las Vegas Paving Company on Interstate 80 at the Emigrant Pass. Covering 11.82 miles, 24 operators are still at work constructing and applying a new asphalt overlay. The cost of the job is $3.7 million.

Further to the east on Interstate 80, G-P Construction has a 3.5 mile overlay job at the Pequop Summit. At a cost of just under $2.5 million, G-P has had seven members working.

Frehner Construction of Las Vegas has a $2.35 million overlay job on Alternate Highway 50, south of Wendover at the Nevada/Utah state line. The job, which extends slightly over 14 miles has had up to 18 operators working at one time.

G-P Construction has another job outside Carlin. Covering 11.5 miles, the job includes two miles of new alignment on the Carlin Gold Mine Road, north of Carlin. At a cost of $2.5 million, G-P had close to 150,000 yards of dirt to move on the new alignment and overlay of the remaining 9.5 miles. Seven operators were working when the dirt started to fly in mid-July.

Engineers News Photos by John McMahon

Pictured left is Las Vegas Paving crew working on an overlay job on Emigrant Pass. Starting with far left photo and moving counter clockwise are: Glen Jones taking short brake on his new Cat paving machine; Dave Capron on a Roto-Mill grinder; screedman Pete Alazzi; Hyster Roller operator Bruce Whalen and blade operator Bernie Hicks (right) with loader operator Brett Larson at her side.
Brin gle in the ringer — It took a specially designed roof-mount crane to make the heavy lifts on Dwmdale Construction's First and Market Street project in downtown San Francisco. Made by Sheedy Crane, the crane is mounted on top of the 28-story building. Because the weight of the stone panels were heavier than the normal lifting capacity of tower cranes, Sheedy had to design this special rig. The crane is equipped with a 46,200 lb. counterweight, 100-foot boom and 30-foot mast. It is capable of lifting 52,700 pounds at a 20-foot radius. Crane operator Bruce Maes is pictured at the controls.

Engineers finish up 1-15 project in Utah


DECEASED DEPENDENTS

A report on Congress

By Lane Kirkland

The second session of the 99th Congress was near a carbon copy of 1985. Again the policies—the federal budget deficit, tax reform and the foreign trade crisis. As Congress moved toward adjournment, sectional scholars announced an accomplishment remained decidedly mixed in each of required to pass a constitutional amendment.

Major issues in the Senate

1. Union-Busting by Federal Law

In 1986 the National Right to Work Committee renewed its attack on labor law by pushing legislation to return to the days when the federal government had banned union shop benefit of employers. This was the intent of legislation introduced by Sen. Charles Grassley (R-Iowa) that would have given a Supreme Court decision relating to the federal anti-extortion law—the Hobbs Act—and apply its penalties of up to $10,000 in fines and a maximum sentence of 20 years to prison to incidents of picketing-line violence. In contrast to its harsh treatment of people on strike to protect or improve working conditions, the Grassley bill would not have subjected to federal prosecution an employer or any of its agents who committed the same offenses during the same labor dispute. By imposing intimidating sanctions on the side of employers, the Grassley bill would have undermined the collective bargaining process and jeopardized the basic right to strike. The AFL-CIO strongly opposed the Grassley bill, calling it unnecessary since strikes are few and picket-line violence is even rarer. Furthermore, such incidents are covered by state or local laws and their enforcement agencies. Therefore, no union member or official is immune if he or she commits illegal acts during a labor dispute.

Although Grassley had failed in 1985 to get the approval of the Republican-controlled Senate Judiciary Committee for his Hobbs Act legislation, an "end run" was devised in 1986 with the cooperation of Senate Republican Majority Leader Robert Dole (R-Kan.). After Grassley had introduced his new Hobbs Act proposal, the bill was referred to the Democratic chairman and referred to a committee for hearings. In April, Dole tried to move the bill directly before the Senate for its consideration. However, labor's allies succeeded in defeating Dole's strategy by initiating a filibuster (unlimited debate) against the Grassley bill. A motion by Dole on Apr. 14 to invoke cloture (and thus end the filibuster) failed 44-54—16 votes short of the 60 votes needed.

2. Protecting Fair Wages for Construction Workers

The 1931 Davis-Bacon Act insures that workers on federally financed construction projects will be paid at wage rates that prevail in their area of the country. By paying wages too low to attract competent craftsmen, the difference. The AFL-CIO network of Legislative Action Committees combined with the back-home lobbying by state and local federal officers share much of the credit for labor's successes. From using its taxing and spending authority to cope with depression, natural disaster or other emergencies; the three-fifths majority required by the amendment to allow a deficit would undermine the principle of majority rule by handing over the congressional power of the purse to a two-fifths minority, and finally, the budgetary fallout of the amendment would wipe out most federal programs that help working Americans.

Although the Senate had passed the amendment in 1982, an intensive AFL-CIO lobbying campaign added to the amendment to finance tax rebates, job training, and a proposed constitutional amendment that would add a balanced budget amendment to the Constitution.

Tax Reform

Tax legislation passed by Congress over the last two decades has seriously eroded the fairness of the federal tax code. For example, the corporate share of tax revenues which operate our federal government has dropped from 25 percent in 1960 to around 6.5 percent by 1985. As a result, individuals—mostly working families—have been forced to make up the difference.

Keeping Radical Economics Out of the Constitution

After his budget policies had produced the largest deficits in U.S. history, President Reagan demanded that Congress pass a constitutional amendment to make him do what his policies had not accomplished—namely, balance the federal budget. The Reagan-backed amendment would have required the federal government to balance its books annually, regardless of economic conditions. Furthermore, this constitutional restraint could be waived only for a national emergency or by a three-fifths vote. The AFL-CIO again led a broad-based coalition effort against the amendment, more than 500 nationally known economists and constitutional scholars denounced its principle, and a majority supported constitutional amendments that would prevent Congress from using its taxing and spending authority to cope with depression, natural disaster or other emergencies; the three-fifths majority required by the amendment to allow a deficit would undermine the principle of majority rule by handing over the congressional power of the purse to a two-fifths minority, and finally, the budgetary fallout of the amendment would wipe out most federal programs that help working Americans.

Revenue sharing, first enacted in 1972, provides federal grants to local governments for use on locally conceived programs based on local priorities. These grants have been used in a wide variety of projects ranging from pothole repair on local streets to health screening and immunization and emergency medical and fire services. Revenue sharing has provided jobs and helped soften the blow of the economic recession which continued to batter more than 30 states and hundreds of communities throughout 1986. In 1984, Reagan budget cutters had succeeded in convincing the Congress to phase out revenue sharing by the end of fiscal year 1986. During debate on the federal budget bill, Sen. Daniel Moynihan (D-N.Y.) offered an amendment to restore $4.2 billion to keep the program alive. However, on Apr. 24 the Senate by a 54-41 vote approved a tabling motion offered by Budget Committee Chairman Peter Domini (R-N.M.) to kill the amendment.

7. Education

President Reagan’s five-year crusade to slash federal aid to public schools has worsened education problems at the same time that schools have sought to resolve serious deficiencies in their educational systems. Although federal funding for education has increased in dollar amount to wipe out being underbid by firms using cut-rate labor. It has also provided the government and taxpayers from fly-by-night operation seeking to win federal contracts (Continued on page 7)
cution by some $800 million below 1986 levels. During
floor debate Sen. Ernest Hollings (D-S.C.) teamed
up with Sen. Mark Andrews (R-N.D.) to offer an
amendment to put $1.2 billion back into the budget
for education. This, in effect, would keep the educa-
tion budget for fiscal year 1987 at 1986 levels (ad-
justed for inflation). By a 60-38 vote on Apr. 23 the
Senate agreed to the Hollings-Andrews amendment.

Major issues
in the House

1. Textile and Apparel
Import Limits

During the 99th Congress the public outcry over
record-setting imports of textiles and apparel
from the Third World continued to skyrocket. Un-
counted numbers of workers in the textile and apparel
industry were being placed in the health and eco-

dicnicuous situation of the late 1980s. Congress
responded by passing legislation in 1985 to deal with the
situation. A $2 billion bill, which was estimated to
provide relief for the import-stricken shoe and
apparel industry, was signed by President Reagan.

The textile trade bill would have forced compliance
with existing trade agreements for textiles, while also
providing the same kind of protection enjoyed by
the tobacco and copper industries. President Reagan vetoed
the bill late in 1985. An override vote was scheduled for
1986. During the five months of 1986, the textile
and apparel business was in a state of panic as
imports mushroomed from 12 percent of the U.S. market
in the early 1970s to 43 percent by 1985. The result:
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By Nate Davidson

Uh-oh. They're starting to deck the halls already. Stores across the nation are loading their shelves with the tinsel and glitter of the upcoming season. Families are starting to plan holiday gatherings. There's something in the air. And for the alcoholic who's still drinking, it really is the season to be jolly.

From just before Thanksgiving, all the way through Christmas, up right to the Super Bowl, society throws all its rules about acceptable drinking behavior to the wind. And for the alcoholic family, this season usually means one disaster after another.

We invent more and more occupations to drink and set virtually no limits. For the alcoholic this means more experiences of out-of-control drinking and more incidents of inappropriate or unacceptable behavior.

For an Engineer who is retired and on pension, whether any increases are required.

This is a special reminder regarding a benefit that has been in place for you since April 1, 1985. The Surviving Spouse Benefit is available to the spouse of a deceased Retiree who was eligible for benefits from the Pensions Operating Engineers Health and Welfare Trust Fund.

The spouse may purchase the same hospital, medical and surgical benefits that the spouse had when covered under the Pensions Operating Engineers Health and Welfare Trust Fund. There are no prescription drug, vision care or hearing aid benefits under the Plan. The Plan will pay 80% of covered charges under Schedule I and 75% of covered charges under Schedule II.

At the time of the retiree's death the spouse will receive notice from the Trust Fund Office describing the benefits available under the Retiree Medical Plan eligibility criteria. The monthly cost at the present time is: Schedule I—$120 (spouse under age 65), $70 (spouse age 65 or older); Schedule II—$70 (spouse under age 65), $40 (spouse age 65 or older).

The Board of Trustees will review these rates each year and will determine whether any increases are required.

Surviving spouses who have Kaiser coverage may convert to an individual plan with Kaiser. The rates are reasonable, the coverage excellent. Please contact the Kaiser office for information about the monthly rates. If you have any questions, please call the Fringe Benefit Center.

Holiday season difficult time for alcoholics

By Nate Davidson

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Threats, please and anger can't control drinking anymore than they can control cancer. And attempting to limit the occasion where liquor is present isn't going to work either.

If there's concern that a drinking problem might exist, then a drinking problem does exist. It won't go away by itself and it will continue to get worse. That's the nature of this disease.

During the holiday season when there are bound to be more problems associated with alcoholic drinking, urge people to get all the information they can. It could save them heartache, pain and suffering. And, it might even save a life.

Information about alcoholism and drug abuse, and HELP is available through the Addiction Recovery Program (ARP). Please call us at the toll free numbers listed below. WE CARE!
People in Hawaii are nesting more parking areas in Honolulu, so the State Department of Transportation has decided to build a five-story parking structure which is being constructed to meet the demand for public parking in that area, reports Financial Secretary Wallace Lean.

The start of construction was timed to coincide with the September opening of the new parking structure at Hale-

kauaui and South Street, State Courthouse. Half of the 429 stalls for public use. A certain number of public parking stalls will be provided for those buildings, not the new parking structure is completed.

Another project in the Honolulu area for our Brother Engineers is renovation of the Reef Hotel at the Outrigger. Hawaii plans to begin a $5 million exterior renovation of the 31-year old Reef Hotel on October 1, 1986. Work on the 18-story hotel's main entrance lobbies and surrounding grounds will include construction of a complete area, landscaping and complete refurbishment of the lobby, shop and restaurant.

On the Leeward side of Oahu, a few more union contractors have been awarded projects to create work for members. The NCSJAC has made arrangements prentice program who now hold an L.S. PRICE WOULD HAVE TO BE

The bottom line is that anyone you are offered an unusually low interest rate, someone is paying for it. More than likely, that someone is going to be you. This higher price the dealer charges you also means you pay more in taxes, which can be quite a substantial when dealers increase the price by $1,000 or more. And about the cash rebate? If you take the rebate and apply it to a Credit Union loan you win both ways. With the rebate subtracted from the purchase price, after you have negotiated your best price, you probably will come out with your best deal on the auto without

In Pearl Harbor, a project will go to bid for a $1 million dollar dredging job on Wharf S-21 at the sub-base to accommodate new submarines. Another $5 million dollar project in Pearl Harbor to be built is a single story missile maintenance facility of reinforced concrete. The facility will include electronic interference, shielding and emergency power generator. This project will include access roads, parking area, water and sewage system. It will go to bid by October 14, 1986.

The construction industry has helped edge the state's jobless rate to its lowest level in about six years. Unemployment fell from 4.9 percent in July to 4.7 percent in August, it has been since 1980. Construction led job gains, adding 800 more positions to its payroll, to bring the industry job count to about 18,300.

Here, on the island of Oahu, the Operating Engineers' bench has about 45 men out of work. While on the outside islands, Hawaii has about 19 A-Engs., Maui has 2 A-Engs., Kauai has 5 A-Engs., Molokai has 4 A-Engs. out of work.

(Continued on page 10)

Major parking lots being built on ‘Big Island’

We have LOWERED CAR LOAN RATES to 8.9% APR and extended the terms up to 72 months. This makes your Savings with us MUS2 WANT and, we will help you get the best price by supplying you with the best deals.

Second, if you opt for the dealer's low rate, you generally find the overall cost of the car is higher than if you financed through your Credit Union. It is very important that you negotiate a deal before talking about financing. If you show an interest in the 2.9% financing, you will PAY MORE FOR THE AUTO. Make your offer based on the 2.9% and have it accepted by the sales manager.

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By Bill Markus
Secretary-Treasurer

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Your Credit Union can PREAPPROVE your loan and offer the convenience of schedulling the auto to the time you desire. We also provide mechanical breakdown insurance at a greatly reduced cost. Call or come by

...NOVEMBER 1986

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Work in Sacramento area going full bore

Granite and Teichert have the greatest volume of work with large subdivisions in Sacramento and the Elk Grove areas with their manpower needs at an all-time high. CFB has started a new industrial subdivision on Stockton Blvd., in Elk Grove near Hwy. 99 and Grant Line Road with DSS as a subcontractor. Granite Construction has a full excavating crew at their Bradshaw pit preparing to move their plant there from Power Inn Road.

The District office has filed several consumer complaints regarding payment of wages and apprentice training against several union employers such as, Environmental, Dirt Movers, Kevaia, Valley Ranches, Docketer-Santana, and others resulting in monies being collected in behalf of the apprentice training and correct wages being paid and fines imposed. Any help the brothers and sisters can give to us in these areas will be greatly appreciated.

The Folsom Prison job is nearing completion, according to Frank Fowling, Ford Construction, Teichert, Owl Crane, Zapora, Tifford Bros., and several others have provided many hours of employment for our membership.

Business Representative Gary Waggon reports that the Sacramento and Stockton offices are in the process of signing a 3-year Agreement with the Eval Metals scrap yard in Sacramento and Stockton.

The contract with Morgan Equipment in West Sacramento has just been ratified by the membership for three years. Teichert, under the supervision of Les Duffy, has completed the paving of the runways at Metro Airport. R. P. Collet is deepening the Cache Creek Water Channel in Capay Valley and hopes to have the permits to set up their Cache Creek pit on the new site in Esparto.

Ken Walters from Santa Rosa has completed one portion of levee repair at the Yolo weir for the Army Corps of Engineers.

Jim Ferry has resigned a contract with local 3 and is breaking ground on his portion of levee repair on the west end of Elk horn bridge.

Many of the members are working more hours than they want and expect to until the rains arrive. The Sacramento area is expecting another good year in 1987 and are hoping for an early spring

Future work looks good for Hawaii

Work on the Big Island looks very good for the next 10 years. August contracts for future construction in Hawaii mean the Big Island by a year earlier, to $140.1 million.

Three categories—residential, non-residential and non-building showed increases. The total for eight months through August was $826 million, up 57 percent from a year earlier.

E. E. Black has work soon in Mililani Town on a $17 million regional shopping center to be built in Central Oahu. The shopping center will be built on a 45 acre site across from Mililani High School. The first phase, which should be completed next October, will have a drugstore, a market, retail shops, restaurants, and office space.

E. E. Black is also working on a $2.5 million renovation project downtown Honolulu. The project, when finished, will be for the city’s property-tax office and employment department. The building was the old District Courthouse at Merchant and Bethel Streets.

Waikiki is to get an 18 months, $10.6 million facelift, which will be done by Royal Contracting. Widened sidewalks taking over the median, or one lane of cars on the side of the road, covered with non-slip tiles. Eye-level landscaping to screen structures under construction, and some planting are some of the things to be done.

Big Island assets are size and diversity. Pineapples, coffee, macadamia nuts, sheep, avocado, lettuce, citrus, and fresh fish are a small sampling of what has been produced in Kohala and Kona on the Big Island. But all of them, combined can’t compete with the real cash crop—tourists. Most of them are staying in the high priced resort hotels or condos. They’re growing in numbers at a healthy clip and may soon lift the Big Island out of its low winter slump. The Hawaiian pavilion in Disneyland was built to accommodate the tourist traffic, and the increase is expected to be twice what it was last year.

New benefits for Magic Kingdom Club members

The Magic Kingdom Club is pleased to announce several exciting new Magic Kingdom Club benefits for 1987.


Pacific Southwest Airlines: PSA, the Official Airline of Disneyland and the Magic Kingdom Club now offers Club members an exclusive 10% discount on advance purchase round-trip airfares between the more than 30 cities PSA serves. This discount is so great to catch PSA’s smile—and save additional money on your next vacation at Disneyland or any other exciting destination.

National Car Rental: We have simplified the Club benefit at National Car Rental locations nationwide. Club members now receive a 15% discount on daily rates and a 10% discount on already low weekly, weekend and holiday rates. These discounts are available on most car sizes and only certain promotion rates are excluded.

Vail, Colorado is now the “Official Ski Resort” of the Magic Kingdom Club, providing reduced rates on accommodations, skiing and other activities year-round. A brochure listing all the particulars of this new benefit will be mailed to you.

SOFAR will get started, “Bowersmith said.” We are still waiting to hear when SOFAR will get started,” Bowersmith added. “They are putting the final touches on the property, but we are still waiting to hear when it will be completed. We have several of the workers working up in the Alta area.

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October 4 at the Elk Grange Hall to make up for the picnic that was cancelled in September because of rain.

The gourmet cooks did an outstanding job of serving a wide assortment of hot dishes, salads and desserts. Not only was it good, there was plenty of it! We also made it very interesting to all the people.

Many of the members are working more hours than they want and expect to until the rains arrive. The Sacramento area is expecting another good year in 1987 and are hoping for an early spring.

Real life tipping the scales

Some of the finest welders in the industry are Local 3 members at Cardinal Scales. This firm builds uplands of Waimea and Kohala.

Business Representative Dave Young reports that work in the south area has recently been completed by the company. The photo of a Cat tandem was taken in Waimea because of rain.

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Free Want Ads for Engineers

R.A. Hatch may have been the ropes

(Continued from page 1)
came to light, Rail Roadway/Hatch had submitted a request to shut the project down for 90 days. The project was shut down, even though the request was denied.

Caltrans spokesman Dan Parker told Engineers News that the contractors had been paid for working about 100,000 more yards of dirt than they had actually moved. The work, they said, was being barred because they refused to either refund the overpayment or produce an equivalent amount of work without pay.

According to the Hayward Daily Review, employees recently laid off from the project say the joint venture is broke, has violated numerous labor practices and is under the project by so much than they stand to lose money on it.

They can take umbril if they are ahead of schedule, Caltrans Regional Director Bob Halligan told the Oakland Tribune. "But they are not. They are just keeping平静.

"We want to make the air," Halligan stated. "If they aren't going to work, let the contractor company bring in one who can."

The Fireman's Fund insurance company has agreed to bind insurance which means they are obligated to see that the project is completed.

There are rumors that Fireman's Fund may be considering giving the

Project to Bear River Construction.

Local Business Manager Tom Stapleton declared. "If this is true, it will be very apparent by now that there are plenty of locally based contractors who are qualified to complete this project.

Rail Roadway/Hatch officials deny there is any problem with either the project or the joint venture and that they are shutting down during some of the best weather of the year merely to "keep up with the work, freeway extension, prisons, dinkey Creek project approaching, and friends of departed Brothers...

"There are rumors that Fireman's Fund may be considering giving the project to Bear River Construction, a large general contractor," Local Business Manager Tom Stapleton declared. "If this is true, it will be very apparent by now that there are plenty of locally based contractors who are qualified to complete this project.

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November 1986
Local 3 endorsed candidates do well in election

By John McMahon

With one of the lowest turnouts in recent election history, voters in the State of California had a chance to vote for or against Proposition 13 and for or against Proposition 37.

Proposition 13, which would have lowered the state's property tax rate by 50%, was approved by a resounding 68% of voters. This result was especially surprising given the fact that the majority of voters were working more hours than ever before. The average working hour in California was approximately 45 hours per week, with some workers putting in as many as 60 hours per week.

Proposition 37, which would have required local governments to provide more funding for schools, did not fare as well. Only 32% of voters supported the proposition, indicating a lack of support for increased taxes on corporations.

Despite the low voter turnout, the election results were clear. The state of California had moved closer to a more conservative political landscape, with Republicans holding a majority in both the State Senate and the State Assembly.

It is important to note that the election was held in the midst of a major economic downturn, and many voters expressed frustration with the state's financial situation. However, the election results also reflected a growing sense of dissatisfaction with the current political system, and a desire for more accountability and transparency in government.

Overall, the election results in California were a significant turning point in the state's political history, and set the stage for a new chapter of reform and change in the years to come.