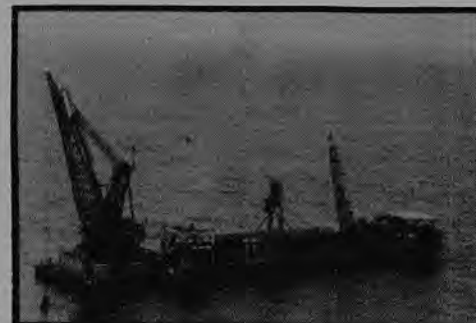


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# ENGINEERS NEWS

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Called  
Dues  
Meetings  
Schedule  
On Pg. 16**

VOL. 38, NO. 7      SAN FRANCISCO, CA      JULY 1986

## Transit tax option open to Bay Area

*By Martin Melendy*

Additional money for transportation projects in the San Francisco Bay Area is possible because of new legislation enabling voters to increase their sales tax.

The Legislature in June approved a bill that allows voters in bay area counties to add a half cent to their sales tax. The state sales tax is six percent, although some counties have a 6½ percent sales tax, with the extra half cent earmarked for transportation. These counties still will be able to add a half cent.

Money raised by the increase must be used for transportation projects such as road improvements and public transportation.

"It's not for the general fund, it's for predetermined transportation projects," Barry Brokaw, an aide to Sen. Dan Boatwright, said. Boatwright, D-Concord, sponsored the bill.

The bill is expected to become law in time for the November election, so some counties may have the issue on the ballot.

Gov. George Deukmejian allowed the bill to become law without signature. In California, if the governor doesn't sign a bill within a time limit it becomes law.

In late June, the bill passed the Assembly 56 to 15 and the Senate 28 to 0 and was sent to the governor. An amendment enables Fresno County voters to increase the sales tax in their county.

"It's a response to a real transportation crisis in growth counties," Brokaw said.

Counties to have the increase option are Contra Costa, Alameda, San Mateo, San Francisco, Marin, Sonoma, Napa and Solano.

Before voters face the question of an increase, Brokaw said, a transportation improvement plan must be agreed upon by a majority of cities in the county and approved by the board of supervisors. If placed on the county ballot, a simple majority is needed for passage.

Brokaw said transportation plans have been drawn up in Contra Costa and Alameda counties, and officials in those counties may put a half cent increase on the November ballot.

Contra Costa officials would put a \$596 million transit plan to voters, and Alameda officials are working on a \$996 million program. The projects, which include BART extensions and parking and highway improvements in both counties, would be partially funded by revenue from the sales tax increase.

## Dues proposal will go to members

**Unanimous support at semi-annual**



**A big honor** — Assemblyman Dick Floyd, Chairman of the Labor & Employment Committee paid a special tribute to Local 3 Business Manager Tom Stapleton by presenting him a huge plaque at the semi-annual meeting in recognition of his 'inspired leadership and dedication' to working people.

A proposal to make Local 3 dues more equitable for Nevada and Utah members working under addendum agreements gained unanimous support at the July 12 semi-annual membership meeting in San Francisco.

The proposed amendment would allow Local 3 members working under the Nevada or Utah master construction agreements, or under addendum agreements to have their dues rate based on wages earned under those agreements.

Currently, members working under those agreements have their dues based upon two hours of the wage-fringe package of the Northern California Master Construction Agreement.

The vote at the meeting enables the members to vote on the proposal in a round of specially called meetings in July and August (see back page for schedule). If adopted, the amendment would reduce dues for members who spend all or a substantial portion of their time working under these agreements.

Business Manager Tom Stapleton said the change will make dues fairer, and is part of a continuing effort by the officers and Bylaws Committee to ensure a fair dues structure.

"We're getting close," Stapleton said. "We are striving to get rid of inequities in the dues structure."

If the amendment passes, those working under a master agreement with a reduced wages addendum would pay dues equal to two hours a month of the average wage package of that agreement.

For those working under a master agreement, but working 25 percent or more hours under an addendum in a three-month period, the dues will equal two hours of work a month of a composite wage package.

The composite would be reached by adding the average wage package of the master agreement to the average package of the lowest addendum and dividing by two.

Eligibility for the composite dues structure depends on a member's certification prior to the payment of dues and whether the member worked 25 percent or more under an addendum. If a member certifies eligibility for the com-

## Local 3 scholarships

### College-bound students honored

College-bound Californians received the two first-place Operating Engineers Local Union No. 3 scholarships for 1986, Business Manager Tom Stapleton announced this month.

The two first place runners up were from Nevada and Utah.

First place winners were Michele Anberg, 18, San Andreas, Calif., the daughter of member William Anberg; and Roberto Fisher, 17, Rio Vista, Calif., the son of member Alvin Fisher.

Anberg and Fisher will each receive a \$1,000 scholarship for use at the school of their choice.

The first place runners up are Wendy Lawson, 17, Stagecoach, Nevada, the daughter of member Charles Lawson; and Lee Sawdey, 18, Heber City, Utah, the son of member Robert Sawdey. Each received a \$500 scholarship.

The scholarships were awarded after applications were evaluated by the Undergraduate Scholarship and Honors Com-

mittee at the University of California, Berkeley, and approved by Local 3's executive board June 22.

Michele Anberg's father joined the operating engineers in 1978. He has been a Local 3 member since 1983.

A graduate of Calaveras High School in San Andreas, Michele will attend University of California, Davis. She plans to study medicine and exercise physiology. Michele also hopes to attend medical school.

A career goal of Michele's is to become an exercise physiologist with an emphasis on sports medicine. "I am obsessed with the idea of being the best I can be, because I always feel there is room for improvement," she wrote in her application.

"This, I feel, will help me in my projected career as an exercise physiologist, because I will not only improve myself, but I will also help the athlete to

*(Continued on page 2)*

*(Continued on back page)*



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



# LOOKING AT LABOR

## ENGINEERS NEWS

WIPA



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

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ENGINEERS NEWS is published monthly by Local 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, CA 94103. Second class postage paid at San Francisco, CA. USPS Publication Number 176-560. Subscription price \$6.

OPEIU-3-AFL-CIO (3)

History offers many worthwhile lessons to those who are willing to learn from it. The fall of the Roman Empire, for example, shows us how one of the greatest empires that ever existed crumbled to barbarian hordes because the citizenry refused to take the threat from the north seriously.

The very armies that were supposed to protect the empire from the barbarians were in fact made up largely of barbarian mercenaries, because the Roman citizens were too spoiled and lazy to bother with protecting themselves. Little wonder that these armies eventually turned on their own empire and ushered in a thousand years of darkness.

The dark ages offer some interesting insights, as well. The feudal system was built upon the strength of the lords, whose power relied on their armies and their castles. With each passing century, barons built larger and more elaborate castles in order to defend against attacking forces.

Eventually, with the advent of gunpowder, castles became useless, because it was impossible to build one strong enough to resist the explosive power of this new weapon.

We can draw correlations from these examples of history and the labor movement today. Our members are quite aware by now that the labor movement is in the midst of a real shakedown. Union membership is declining across the nation. Employers have become more militant and aggressive in attacking workers' rights and in undermining union representation.

We can point an accusing finger at big business and at right wing politicians who want to destroy trade unions. We can cry out against the unfairness of foreign trade imbalances caused by cheap third world labor.

These enemies do exist, but we can't blame all our problems on them. We must also look to ourselves. There are union members who are guilty of the "Roman Empire" syndrome. They refuse to believe that times have changed, that the threat of non-union growth is very real.

They believe that non-union employers aren't going to grow too much more because "we have all the qualified workers." Or they accuse unions of "selling out" to the employer with "concession contracts that will take us back 50 years." They refuse to give up anything, because "if we give the employer an inch, he'll take a mile."

Then there are those unions who are guilty of trying to build bigger castles, when they really ought to be establishing a whole new system of warfare. The old ways are no longer good enough. We can't base our entire existence on laws that were passed 50 years ago.

Yes, the Davis-Bacon Act, the Labor Relations Act and other legislation are important fortresses to protect workers' rights. But we can't hide behind them for our existence. There are still building trades unions today who have forgotten how to organize because they have relied on prevailing wage laws to protect their collective bargaining agreements.

I am happy to report that Local 3 is

not guilty of these mistakes. We are truly "fighting the good fight."

Our members are to be commended for recognizing the need to work with our fair union employers to beat the non-union element. Although we are facing a very tough fight — particularly in Nevada, Utah and outlying areas — we are winning.

The competitive agreements we have negotiated have maintained excellent wages and benefits and are still providing the signatory contractors with the edge they need to beat out the open shop.

Our experience in San Jose on the Guadalupe Corridor is a good example (see page 11). Despite the fact that Local 3 was instrumental in getting this project on line, the first three contracts went non-union. We got together with the other basic crafts and negotiated competitive agreements that preserved Davis-Bacon wage rates and gave the employer flexibility on some work rules.

The result was that the next three contracts went to union firms. A non-union firm was low bidder on the seventh contract, but, due to our aggressive monitoring program, we succeeded in getting the job awarded to Granite Construction, a union firm.

That's the "new warfare" that will enable us to not only survive, but prosper.

I might also add that we haven't taken a back seat to anyone in contract negotiations this year. A recent report by the Construction Labor Research Council indicates that average first year increases in new agreements are 40 cents, or 2.2 percent. None of the contracts ratified to date among the basic crafts compare favorably to ours.

Yes, we now have to live with a few things that we would rather do without. But the best contract in the world isn't worth the paper it's printed on if no one can get work with it.

The bottom line is, our strategy — with the support of our membership — is working. We are taking the non-union employer head on and we are getting more jobs for our members.

## Scholarship winners receive awards

(Continued from page 1)

reach his or her outermost potential."

While Michele excelled in basketball, volleyball, track and music, she also was active in extra-curricular activities at school and in the community. She was class president her senior year.

The other first place winner, Roberto Fisher, the son of a 31-year member, is no stranger to the Local 3 scholarship. His older brother Eduardo won a first-place scholarship last year.

Roberto graduated from Rio Vista High School, Rio Vista. He has been accepted to Stanford University.

Although Roberto had not declared a major when he applied for the scholarship, he is convinced his quest for faith in knowledge and in people will aid his success in any field.

"I believe I can learn from everyone I meet," he wrote in his scholarship application. Others have had a chance to learn from Roberto's lead in such activities as the Science Club, Students Against Drunk Driving, Chorus Club and the tennis team.

First place runner up Wendy Lawson, a graduate of Fernley High School, Fernley, Nevada, plans to use her scholarship to pursue a bachelor's degree in journalism at Oberlin College, Oberlin, Ohio.

Wendy prides herself on her open-mindedness, and believes that will help

her in college and in her work.

"I am willing to listen to new ideas with the optimistic view that they will be informative and allow me to look at the subject being discussed with a new perspective," she wrote in her scholarship application.

An honors' student in high school, Wendy also was active on the yearbook and newspaper staff, the drama club, and the student legislative council.

The other first place runner up, Lee Sawdey, a graduate of Wasatch High School, Heber City, Utah, is the son of a

nine-year member of Local 3. Lee plans to use his scholarship to study computer science and robotics engineering. He has applied at Stanford, Boston University and University of Utah.

Lee is impressed by the challenges in a high-technology society, and he believes a college education will help him meet some of those challenges.

"The second reason why I wish to attend college is that from an early age I have developed a great desire, a passion, in fact, for learning," Lee wrote in his application.



Local 3 Business Manager Tom Stapleton presents scholarship awards to (left to right) first place winners Michele Anberg and Roberto Fisher. Second place winner Wendy Lawson (above) was also present to receive her prize.



## Courts OK verbal jabs at scabs

You can't use sticks and stones on strikebreakers, but a recent U.S. Supreme Court action upheld the right of strikers to toss epithets at workers crossing picket lines.

The court refused to hear an appeal by the National Right to Work Committee that stated strikebreakers in Virginia were defamed when picketers called them scabs and other choice words.

The case was from a 1977 steelworkers' strike of the Virginia Lime Co., Pearisburg, Va. The high court's refusal to hear the case let stand a Virginia Supreme Court ruling that the verbal shots were not cause for awarding

damages under the state's insulting words statute.

The Virginia high court had overturned a county decision awarding nine strikebreakers \$99,000 in damages on grounds the words were insults and could lead to violence.

The other case involved a 1980 machinists' strike of the F.E. Myers Pump Co. in Ohio. The state's high court ruled that union members who crossed the picket lines and were called scabs were not entitled to damages to compensate for emotional distress or invasion of privacy.

The court ruled the language by strikers was federally protected speech under provisions of the National Labor Relations Act.

## Woodworkers strike

About 8,000 lumber workers struck Weyerhaeuser Co. in mid-June, closing 32 sawmills and logging sites in Oregon and Washington.

Woodworkers and carpenters rejected Weyerhaeuser's demand for pay cuts and working condition changes. About 7,000 woodworkers and 1,000 carpenters struck after federal mediation efforts failed.

Talks with Weyerhaeuser collapsed when the company insisted on steep concessions and control of work schedules and overtime, say union representatives.

In seeking concession, the timber giant argued that lower labor costs are needed to compete with Canadian imports and wood products from small mills in the Northwest and lower-cost operations in the South.

The unions, however, contend that increased demand for wood products and industry profit gains, particularly by Weyerhaeuser, make concessions unnecessary.

The unions seek national contracts with major timber companies to prevent the industry from pitting lower-paid Southern workers and the better-paid Western workers.



## IAM's Indy performance

Machinists cars (No. 59 & 55) lead a pack of racers early in the Indianapolis 500. IAM entries placed 18th, 21st and 27th in the May 31 event and won more than \$248,000.

## Senate may deal with trade issue

The nation's trade deficit soared to \$14.2 billion in May, a sharp 18-percent rise from the preceding month. The jump spurred predictions that in July the Senate will buck the administration and vote on legislation to curb imports and increase exports.

The AFL-CIO pointed out that the \$71.9 billion deficit in the first five months of this year was a staggering 25.5 percent increase over the 1985 January to May deficit of \$57.3 billion.

The federation called this "compelling evidence that the trade problem won't go away by itself." Federation officials warned that if the trend continues, the deficit could reach \$168 billion this year, far eclipsing last year's record-busting \$148.5 billion trade loss.

Given the gravity of the situation, AFL-CIO Research Director Rudy Oswald said the Senate must move swiftly on trade legislation similar to that passed by the House earlier this year.

"The time for stalling is over," Oswald said. "The time for action is clearly here."

Oswald said: "The administration's policy of open markets and free trade is bankrupt. There is no way the president can continue to pretend that everything is going to come up roses."



New organizing strategies were discussed by international union representatives during the satellite broadcast last month.

## Union members link ideas via satellite

An electronic labor conference linking about 2,500 AFL-CIO members nationwide was held June 14 to discuss issues important to U.S. union members.

The seven-hour conference hooked up members at 20 union halls and other sites by transmitting speakers via satellite.

The "Union Meeting of Air" featured discussions on foreign trade, taxes, organizing labor's new benefits program and the perception of labor in the United States.

Those in attendance blitzed federation officials with more than 1,000 questions on various topics affecting labor. The satellite link enabled seven union presidents and officers of four unions to join in the discussions.

The conference gave members a chance to vote in straw polls about labor-related issues.

Workers polled supported a minimum tax on the wealthy and corporations and a tax system based on the ability to pay. There also was support for more federal money for education, health care and public works programs.

On the issue of foreign trade, unionists said U.S. trade laws should deal more effectively with international trading partners. Workers also made clear their disagreement with President Reagan's opposition to trade legislation.

## Unions aid farmers

Union members and leaders have joined with farm, church and consumer groups to lobby for the American farmer.

AFL-CIO Secretary-Treasurer Thomas Donahue has said the federation is committed to helping farmers. A key reason, he has said, is that fewer farms means a loss of American self-sufficiency and that is a risk to the country.

Federation presidents from farm states have joined the effort to show labor's support for farmers.

An official of the Auto Workers has pointed out that 65,000 jobs in the agricultural machinery field have been lost in the past five years.

Cy Carpenter, president of the National Farmers Union, has said labor's embrace can help farmers.

"In every societal accomplishment that we benefit from today, you'll find organized labor's thumbprint in the development and the hard work and fighting that caused it to come into being," Carpenter has said.

## Retirees urged to help Sen. Cranston

To prevent union-bashing and the destruction of workers' benefits and rights, retirees need to organize and act, Machinists International President William Winpisinger told retired workers in late June.

Winpisinger delivered his message in Oakland, Calif., to the second Northern California Political Action Conference, sponsored by the Alameda County Federation of Retired Union Members.

The labor leader told the crowd that senior citizens should gather behind Sen. Alan Cranston, D-Calif., in his reelection campaign against Rep. Ed Zschau, D-Calif.

Voter registration and door-to-door campaigning for Cranston should be aided by retired union members, Winpisinger said.



**Saving American jobs** — Save American Industry and Jobs Day on June 21, sponsored by the Steelworkers and five of their employers, was highlighted by a two-hour nationwide teleconference that was beamed to 55 cities. USWA President Lynn R. Williams issued the call for positive congressional action to reduce imports and save American jobs. More than 12,000 persons participated in the teleconference, including union and industry leaders, entertainers, legislators and community representatives.





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

Please don't let me ruin your day, but it takes until the end of April for the average working American to earn enough money to pay the 1986 tax bill, assuming every dollar in the paycheck was allocated for federal, state and local government taxes.

As we taxpayers relax in the months after April 15, it may be a good time to reflect on where our money goes.

The biggest chunk in the average household budget goes to pay taxes, says the Washington, D.C.-based Tax Foundation, a non-partisan, privately financed group founded in 1937. For every eight-hour workday, taxes will take two hours and 39 minutes from your earnings this year, the group says.

"The good news is that it's no larger than last year," the foundation stated in a report released recently.

Foundation economists declared May 1 Tax Freedom Day, a designation meant to show the size and weight of government in the economy. By their calculations, it would take the average American worker from Jan. 1 through April 30 to earn enough money to pay the tax bill this year.

The foundation, which designates a Tax Freedom Day every year, says Uncle Sam's tax take dropped slightly after the Economic Recovery Tax Act of 1981. But it rose again last year, when it took three more days of work to pay the bill than in 1984. Tax Freedom Day was moved from April 28 to May 1.

As in 1985, federal taxes will claim one hour and 44 minutes of a worker's daily earnings this year. State and local taxes will take 55 minutes worth, the foundation states. Housing and household operation costs require a worker to put in one hour and 26 minutes, a minute less than in 1985. Food and tobacco will consume an hour's worth of work, the same as last year.

The foundation said that earning money for clothes requires 18 minutes of daily work this year, a minute less than 1985. Medical expenses requires 37 minutes a day this year, also a minute less than in 1985. Transportation costs take 41 minutes, the same as last year, and recreation will take 21 minutes, also the same as last year.

Private economists say we may not have long to enjoy the falling prices that bolstered our buying power this year because inflation may rise. No one predicts that inflation will return to the double-digit levels that battered the U.S. economy at the end of the 1970s, but some experts forecast that prices soon will rise at an annual rate of 5 percent.

So far this year, consumers have basked in the biggest price decline in 37 years. From February through April, prices tumbled at a rate of 5 percent.

The credit for this three-month spell of deflation goes largely to a sharp plunge in energy prices. In that time, gasoline prices tumbled 26.5 percent to

levels last seen in mid-1979. But oil prices, which dipped as low as \$10 a barrel on the spot market, have stabilized at near \$16 a barrel. That is well below the \$28 a barrel that prevailed a short time ago, but many economists believe the slide in energy prices has ended.

Donald Ratajczak, director of economic forecasting at Georgia State University, predicted that gasoline at the pump will rise 5 to 7 cents a gallon as motorists take to the roads for summer vacations. Without the cushion of falling gasoline prices, consumer prices will start moving upward in the months ahead, analysts believe.

In April, if energy costs are excluded, prices rose at an annual rate of more than 4 percent because of increases in the costs of food, housing, clothing, entertainment and medical care. Some of the price increases were hefty. The cost of medical care has risen at an annual rate close to 10 percent in the past three months.

Some analysts surmise that people have heard about the overall decline in prices and been lulled into contentment, believing that inflation is in the past. These analysts point out that besides energy, prices have risen.

The price declines that have occurred are enough to keep inflation in the United States low for 1986. Some analysts predict inflation will remain at 2.5 percent or less — the best rate in more

than two decades. Consumer prices rose 3.8 percent in 1985. They were 4 percent or slightly lower the three previous years. In comparison, prices soared 13.3 percent in 1979 and 12.4 percent in 1980.

Many analysts believe prices will rise at a 5 percent annual rate the last half of this year. For 1987, Ben Laden, chief economist for T. Rowe Price Associates of Baltimore, forecasts a price rise of 5 percent, the sharpest gain since an 8.9 percent gain in 1981.

"Falling energy prices are dominant right now, but that passes through rather quickly," Laden says. "Then the big story will be the decline in the dollar."

June 24, 1986

Brother Harold:

*I'm writing to thank you for your effort and the interest you put forth on my insurance. My wife and I are both very appreciative of what you did for us, and the results you obtained.*

*It has certainly benefited us financially and given us a more secure feeling for the future.*

*It is good to know that you and our union are working for us in this way. Thank you again so very much.*

Sincerely,

Virgil L. Brady

## Marysville work load good

Work in the Marysville, Calif., area is steady and closing in on 1985 levels, District Representative George Morgan reports.

Morgan says the district office is within 74 dispatches of the 1985 total.

Work in the Feather River Canyon is far from complete, Morgan says. At \$3.7 million, Stimpel-Wiebelhaus was low bidder on the rip rap and paving. The job should take most of the summer.

The contractor has a difficult job because traffic is allowed on Highway 70. Repairing the power houses and Highway 70 was a tough job for members.

In July, Peterson Tractor was in full swing with all field mechanics busy and the shop full. Morgan says you can be almost anywhere in his district and see a Peterson truck. In early July, he was on Highway 395 near Doyle and ran into job steward Mike Pile working on a D-8 for Baldwin.

### East side view

Work is steady on the east side of the district, Business Representative Dan Mostats reports.

Babcock & Wilcox is in full swing and on schedule at a co-generation plant, despite the February rains and floods. Jaeger Construction, Yuba City, is doing the site work.

Stewart Construction, Lincoln, had a low bid of \$1,057,000 for three bridges on the Yuba and Butte counties line.

Baldwin Contracting will do the dirt work and Valley Crane will drive the piling.

G.E.B., Anderson, is working a bridge job at Dry Creek, south of Paradise. C.C. Meyers is working the Oro Dam Boulevard widening and bridge job. Robinson Construction, Oroville, is doing the dirt work and paving.

Robinson has begun a bridge job off Feather River Boulevard in Oroville, Mostats says. Peterson Tractor, Chico, and Tenco Tractor, Pleasant Grove, have had a fair amount of work this year, Mostats says.

### West side story

Pat O'Connell reports that work has begun to pick up on the west side of the district.

He says that W.M. Lyles is in the final stages of a pipeline project in Willows. In Hamilton City, Baldwin Contracting and MCM Construction have a good start on the \$5.2 million Gianella Bridge project.

In the Chico area, Hood Construction has begun a more than \$1 million pipeline job. In Colusa, Hard Rock Cox has started on a \$92,074 sewer main job.

Baldwin Construction has started two sub-projects in Yuba City: a \$760,863 job to improve Walton Avenue, and \$545,932 worth of work at the business park.



## Investment in IUOE pension project

Board of Trustees Chairman Dennis Walton of the IUOE Local 675 Pension Fund receives a check for \$4 million from the Union Labor Life Insurance Company. The insurance firm is wholly owned by AFL-CIO affiliated unions and has provided loan financing on the Regency Park Project in Florida.

"Built in 1981, Regency Park has provided ample returns to our fund and was an excellent investment," Walton stated. The income stream will meet debt service and the proceeds of the loan will be used to generate another project to be funded by the pension fund.





Local 3 tower crane operator Sam Timas (top right photo) demonstrates how the weight of each load is given on a digital readout. Ironworkers (above) ready a column for a lift on the 28-story Hilton Tower project in San Francisco. Below, the Liebherr crane's boom seems to converge on the existing Hilton tower in the wide angle photo.



## Operator high on new crane

by James Earp  
Managing Editor

You could say he's sitting on top of the world. Local 3 member Sam Timas is a tower crane operator who's running a state-of-the-art Liebherr Crane on a new Hilton Hotel tower in San Francisco.

Cahill Construction is the general contractor on the 28-story tower, with Herrick Construction subbing the iron work.

Made in Germany with a price tag of \$1.3 million, the Liebherr crane is the only one of its kind in operation in the United States.

"It's a sweetheart," Timas says from his air-conditioned, computerized cabin. I wish I could take it home with me. It would be hard to disagree with him. Although its oscillating boom removes it from the class of traditional tower cranes, the Liebherr is incredibly smooth in operation.

Job Superintendent Glenn Reed says the 325-ton crane will pick up 35 tons rigged out for capacity. It's equipped with 131 feet of movable boom, which makes it especially suited for work in close quarters, Reed explained.

Up in the cabin, you get a glimpse of a few other goodies. The cabin is completely insulated and air-conditioned. Next to the operator's seat is an electronic panel that provides a digital readout on the weight of every load that is picked up. The computerized controls adjust the pivoting coun-

terweight in back to match the capacity with each load automatically.

But, no matter how good the crane, it's not worth much unless you have a qualified operator at the controls. Timas definitely fits the bill. He started operating tower cranes in Hawaii 18 years ago and has been at it ever since.

"When I got into the union in Hawaii, the tower crane was known as Hawaii's state bird," Timas recalls. "The first tower crane I got into, I remember looking around and I could count 62 cranes from where I was sitting."

"When I first looked at the construction job site the only guy on the job who was clean and had a smile on his face was the tower crane operator," Timas says with a grin. "And I knew that's what I wanted to do."

"So I fibbed, told them I had experience—which I didn't—and I got a shot at one," Timas admits he did "a lot of practicing" by coming in on weekends when the job was down, or early before starting time to practice lifts.

Throughout his career, Timas has worked hard to be the best operator possible and has developed a reputation as one of the best in the business. It's no coincidence that he was selected to be the first operator in the states to run this prototype crane.

The union helps operators to develop their skills, Timas says. "The fact we have schools and a way of knowing the operator's history will tend to make the operator better, if they're in the union."

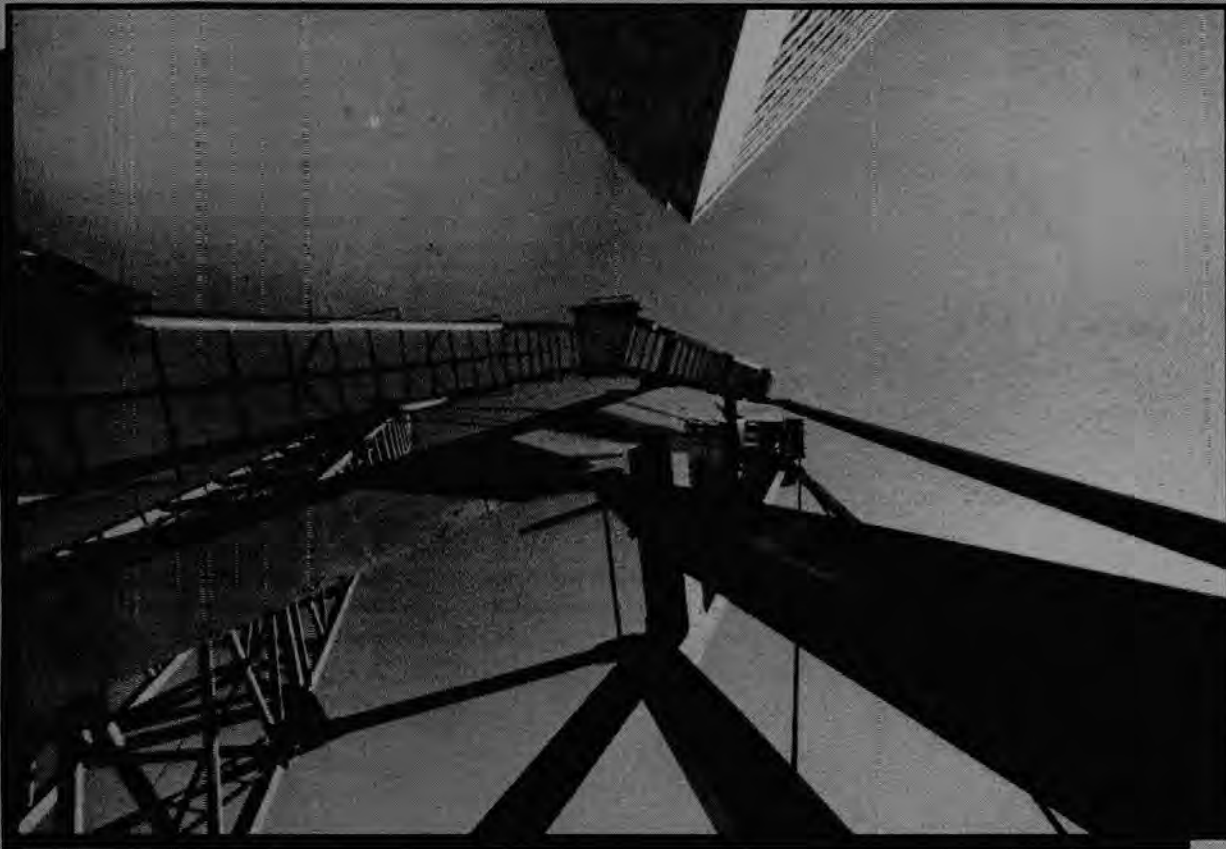
Timas is adamant about the need for qualified journeymen. Having the best operators is the only way the union can maintain wages and benefits, he points out. He admits he doesn't have a lot of patience for an unskilled operator who has no desire to learn and improve.

Working a tower crane really varies from job to job, Timas says. He usually manages to read several books when he works for a general contractor, because the pace is much slower. But that's definitely not the case when you're working with ironworkers, like on the Hilton Tower job.

"You make a lot more picks when you are working with ironworkers," Timas says. "Plus, you have to be more accurate because you have men standing on these columns by their toes waiting for the next 2-ton piece coming at them as fast as you can do it, and still be safe."

"There's no doubt about ironworkers," Timas admits. "They either like you or don't like you. If they don't like you and they're worried about you, they'll shut the job down until they get rid of the operator."

Working in steel erection is a big responsibility, because worker's lives depend upon the skill of the operator. "You have to be professional at what you're doing," Timas says. For him, the responsibility and the challenge of working quickly and proficiently are what make the job exciting.







## Outlook could improve

# Santa Rosa work picks up

Work in the Santa Rosa area has increased some but is slower than engineers would like to see, District Representative Chuck Smith reports.

The Highway 101 traffic from Santa Rosa to the Golden Gate Bridge gets more congested each day, but help may be on the way.

There is an attempt in Sonoma County to add a half cent increase to the state's 6 percent sales tax, Smith says.

A bill passed the Legislature that would allow Sonoma and other San Francisco Bay Area counties to raise the sales tax a half cent for transportation projects.

If the bill becomes law, and Sonoma county voters and the board of supervisors approve a transportation plan, the tax could raise \$25 million for projects in the county.

Representative Smith urges union brothers and sisters to contact members of the board of supervisors and ask them to support the increase. Smith believes the increase could provide a lot of work for our members and help the traffic problem.

Syar Industries is doing well since taking over Dillingham (Basalt). John Fay runs the Healdsburg operation for Syar and does a good job of increasing production, Smith said.

Business Agent Rob Wise reports that work in the Sonoma County area was slow in mid-June. All local companies had managed to keep their "regular hands" busy, and there was a fair amount of action at the job placement center. The list is getting low for graders, blade operators and backhoe operators.

Cherie Pike says her dispatch job would be easier if working members still on the job list ask their employers to send in a recall slip or telephone the hall about the change. That way jobs get filled quicker and members go out to work sooner than if Pike has to call numerous people who already have work.

Business Agent Stew Orchard reports that the Dan Caputo Co. at CCPA No. 1 had kept 10 operators busy at the Geysers through June, but cut back in early July.

Pete Barretta should be going strong on the Geysers Road job. The job is about two miles long.

In the Santa Rosa area, Argonaut has kept about 35 to 40 brothers busy at various locations, including Sea Ranch, which is a familiar spot for some Argonaut employees.

Don Dowd Co. does not have as many big dirt jobs going as it would

like, but it does have a number of operators working various jobs from Geyserville to Napa.

Representative Smith says as long as union brothers and sisters are interested in his office's grade checking class it will be offered. Knowing how to read grade stakes is an important part of our business. If all our members knew how to do it, they could better out-produce non-union workers. Please contact the Santa Rosa office about the class.

## Take your picnic!

**Nevada 'Labor' Picnic** will be held on Saturday, July 19 at the Community Park in Carlin, Nevada. Tickets are \$15 per family. There will be food, live music, door prizes, beer and soda. All crafts have been invited to this event. For more information, contact Derlin Proctor in the Reno office. Retirees living east of Lovelock are invited to attend a retiree meeting to be held at the Carlin Community Park prior to the picnic at 11 a.m. As in the past, there will be no charge for retirees and their spouses and we will begin serving at 12 noon.

**Stockton District Picnic** will be held Saturday, August 2 at Oak Grove Regional Park in Stockton, from 11 a.m. to 6 p.m. For more information, contact the Stockton office at (209) 943-2332.

**Dredgers Annual Picnic** will be held on Sunday, August 3 at Oak Grove Regional Park in Stockton. This is a family affair with lots of fun and games for the kids, as well as the "grown-ups." For more information, contact:

Cecil Wilson (415)223-9468  
Martin Wibbenhorst (707)429-5008

Retirees can contact Nick Carlson at (415)685-2589.

**Sacramento District Picnic** will be held Saturday, August 9 from 11 a.m. to 6 p.m. at Elk Grove Park. Steak, salad, beans and all the fixings, plus free beer and soft drinks are included in the \$6 per person price. Children under 15 are free and there is a \$2 per car entrance fee into the park.

**Reno District Picnic** will be held on Saturday, August 9 at Deer Park in Sparks (corner of Prater and Rock Blvd.) The retirees are invited to a retiree meeting at 11 a.m. after which they will be given free entrance into the picnic. Tickets for everyone else can be purchased from the Reno office at \$15 per family. There will be pit-roasted beef with all the trimmings and free soft drinks and beer. Festivities start at 1 p.m.

**Fresno District Picnic** will be held Saturday, August 16 from 1 p.m. to 5 p.m. at the Pistol Range off Herndon and Hwy. 99 (same place as last year). There'll be steak, beans, potato salad, rolls, beer, soft drinks and plenty of fun. Hot dogs served to the kids who don't like steak. Children under 12 free. Contact the Fresno office for ticket information.

## Santa Rosa picnic 'wet and wild'

Rosa's picnic on June 28 turned out to be wet and wild, even though there was no rain. A dunk tank rented for the event was a popular item among the picnic goers, especially when District Representative Chuck Smith finally got up on the seat and was downed twice by his grandson.

Picnic attenders also danced to country music (top photo) and got a chance at raffle prizes.

Vice President Bob Skidgel contemplates throwing the baseball he purchased for the dunk tank (left) and takes a moment with Assemblywoman candidate Johanna Willman, who also attended the picnic.



All kinds of prizes were raffled off at the picnic, including a grade checker's pole which was won by retiree Don Dillon. He promptly sold it to another member.



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## Weather cooperates for Redding picnic

The weather cooperated for the annual Redding Picnic held in June. With slight breezes and temperatures in the mid-eighties, over 350 members and families enjoyed roast beef, barbecue, beans and salad. Held at the Anderson City Park, on the banks of the Sacramento River, the annual picnic is always a highly anticipated event.

The picnic raised over \$300 for Local 3's political action committee from the sale of special hats, jackets and T-shirts. A raffle was also held, with prizes donated by members of the district. Included in the raffle was an assortment of flower displays and fresh pineapples, donated by Financial Secretary and Hawaii District Rep. Wally Lean.

A number of Local 3 endorsed candidates from the area addressed the crowd. Shown at right is Democratic nominee for Congress from District 2, Shasta County Supervisor Steve Swendiman. Looking on is Redding District Representative Dor Doser.

At left is Redding Grievance Committee member Bob Currie, doing his part by stirring the beans. In the final photo, on top a obviously satisfied crowd is shown making their way through the food line



# Supreme Court backs legal aid by unions

By David L. Perlman  
AFL-CIO News

The Supreme Court has rebuffed an attempt by the Justice Department to limit the ability of unions and other associations to represent their members in court.

In an important 5 to 4 decision, the court held that the United Auto Workers had legal standing to challenge a restrictive Labor Department interpretation of eligibility requirements for trade adjustment assistance.

If the decision had gone the way Justice Department attorneys had urged, organizations would have been seriously limited in their ability to protect the rights of their members.

In the case that reached the Supreme Court, a federal district judge agreed with the Auto Workers that the Labor Department had improperly instructed state unemployment insurance agencies not to count days off from work because of sick leave or vacation toward the length of employment needed to qualify for trade adjustment benefits.

But on appeal, a divided U.S. Court of Appeals for the District of Columbia Circuit ruled the union didn't have legal standing to bring the suit.

***In an important 5 to 4 decision, the Supreme Court supported the right of unions to provide legal support to workers to protect the rights of their members.***

It based its conclusion on the fact that many of the workers adversely affected were not union members, most Auto Workers were not directly involved, and the individuals directly affected were not listed as parties to the suit. The 2 to 1 appellate court decision was written by Judge Clement F. Faynsworth Jr., and supported by Judge Antonin Scalia, who has been nominated for the Supreme Court by President Reagan.

Justice Department attorneys representing the Labor Department argued for even more stringent restrictions on the right of associations to represent members.

The AFL-CIO, concerned at the implications of the administration's legal argument, filed a brief supporting the Auto Workers' position as part of a remarkably broad coalition of national organizations.

The coalition included the U.S. Chamber of Commerce, NAACP, National Association of Manufacturers, Chemical Manufacturers Association, Sierra Club and Alliance for Justice.

Justice Thurgood Marshall's majority opinion noted that the case involved a matter of law, not the separate claims of various individuals. An association can draw on a "reservoir of expertise" and financial resources to litigate such issues, Marshall wrote. "And there is no reason to doubt the ability of the UAW" to represent its members affected by the Labor Department's interpretation.

Marshall's decision sent the case back to the appellate court so the issues raised by the union can be considered on their merits.

The Supreme Court, clearing its caseload in preparation for a summer recess, also issued rulings on three civil rights cases of interest to labor. The three

decisions were written by Justice William J. Brennan Jr.

Two of the decisions upheld affirmative action plans that were ordered or approved by lower courts over the objections of two local unions.

The AFL-CIO did not participate in the two cases, but issued a statement welcoming the court's clarification of standards governing affirmative action.

"The labor movement supports affirmative action that is consistent with federal law," the federation noted. "Like other segments of society, we have been divided over what the law permits. Now that the court has spoken, we will redouble our efforts to assure both vigorous enforcement and complete compliance."

In one case, the high court upheld a federal court order that Local 28 of the Sheet Metal Workers in the New York City area increase its minority membership to 29 percent. The order also requires the local to take steps to remedy discrimination dating from a time when apprenticeship opportunities were largely limited to children or relatives of members.

(Continued on page 16)





Getting to work on the ocean outfall job was not the normal commute for Local 3 members. The 'Betty L' (top left) is equipped with a helicopter landing pad to carry workers on and off board. On deck of the 'Betty L' is the workhorse of the barge, a 500-ton Clyde Crane (above).



## Last section of outfall pipe laid on San Francisco's sewer project

By John McMahon

The end of the line is in sight for the San Francisco sewer outfall line being built by Morrison-Knudson off Ocean Beach. The \$158 million project began in early 1983.

Extending four and a half miles out to sea, the outfall line is part of the \$1.3 billion Clean Water Project under way in San Francisco.

Using a specially built, 430-foot long derrick barge, the Betty L, Morrison-Knudson has laid pipe ranging from 12 feet to 8 feet in diameter in water 110-feet deep.

With visibility at that depth less than 18 inches, most of the delicate work is done slowly by underwater radio and by hand. Divers, encased in underwater diving bells and connected to the barge by a lifeline and air hose, stay underwater about 70 minutes each dive.

The workhorse on the Betty L is a Model 42 Clyde crane, rated at 500 tons. It is equipped with a 198-foot boom and a 450-ton counterweight. It sits

Crane operator Louie Eidsmoe (left) is a picture of total concentration. With over 180 feet of boom and lifting pipe sections weighing over 275 tons — oftentimes in rough seas, Eidsmoe is very aware of the importance of skill and safe work practices. The center photo above shows the last section of pipe being hoisted into the water, where 100 feet below, divers working in the murky water send radio messages to the operator for final placement.

on a turntable 42-feet in diameter. There is more than a mile of 1 1/2-inch boom cable, and 4,000 feet of 1 1/2-inch cable for the main block. The hoist is powered by two, 1,200 horsepower, supercharged Cummings engines.

The sewer line got off to a bad start during the winter of 1983. In early March, severe storms caused the mooring cables to break, forcing the barge aground at Ocean Beach.

Swells up to 20 feet tossed the vessel about for more than two hours after some 2-inch cables connecting the barge to its anchors broke. Barge workers had to tie themselves to the deck to keep from being washed overboard.

The barge was beached for two weeks until freed by a salvage crew that worked between a steady barrage of Pacific storms using two helicopters, two tugboats and a 200-foot towship. The 6,300-ton barge was then towed to dry dock at the Triple A shipyard, where it underwent repairs for nearly a year.

For the 48 operating engineers who worked on the project at its peak, getting to work was not always easy. When the weather was clear, they were flown from the construction yard to the Betty L by helicopter. If the weather wasn't agreeable, they had to take a barge from a trestle on the beach to the site. This often made for a rough commute.

Now that the job is winding down, the trestle is being torn down and the Betty L will go into dry dock for maintenance and refurbishing.





## Is it a tower or crawler crane?

Peninsula Crane & Rigging is utilizing a first-of-its-kind 150C Grove crane on a \$100 million office development complex for Metropolitan Life Insurance Co. The job in downtown San Jose is being built by L.E. Wentz General Construction.

This rig was specially built for PCR. In addition to being a crawler, it can also serve as a tower crane, by removing the

end of the job and slipping the crane rigging over the end of the boom. The \$750,000 crane can also load itself onto a truck for transport to another location.

By extending the outriggers under the cab, the crane can jack itself up to a sufficient height to enable a truck to drive under it. After the tracks are removed, the crane is fully loaded and ready to move.

## The wrong right-to-work movement

By Karin Chenoweth  
California AFL-CIO News

The "right-to-work" movement. The name implies that it aims to secure for all competent people who wish to work the right to obtain a job — and that anyone opposed to a right-to-work law must be conniving to deprive somebody else of that right.

The professed goal of the movement's organization, the National Right to Work Committee, is to combat what it calls "compulsory unionism." Both the name and the professed goal appeal to characteristic American beliefs in fairness, individual rights, self-reliance, and sticking up for the "little guy" in uneven contests with entrenched powers.

But the work of the committee goes far beyond its supposedly single-minded fight against compulsory unionism. For 30 years it has battled unions on many different fronts — showing along the way its hostility to the idea of workers organizing to defend their interests.

The ideas that have inspired the modern labor movement are ironically reflected in the imagery of Right to Work Committee propaganda. American sympathies have been roused at different times by the image of workers braving the cruel tactics of employers.

Unions also appeal to the virtues of fairness and self-reliance — as well as a reluctance to involve government in labor disputes. For the collective bargaining system, protected by law, is essentially a mechanism of the free market — something that conservatives ought to favor.

**For 30 years, the right-to-work movement has battled unions on many different fronts — showing its hostility to the principle of worker's rights.**

Thoughtful conservatives do understand that autonomous unions are an inevitable outgrowth of a free society. Yet the brand of conservatism embodied in the right-to-work movement is so extreme as to deny the validity of this basic form of free association.

The committee and its tax-exempt Right to Work Legal Defense Foundation are most visible to the public in promotional advertisements featuring downtrodden workers (often black), exhausted and desperate in their struggles to be free of union violence and intimidation.

Those appeals for support are often highly deceptive. Insinuations that workers have no protection from violent and powerful unions, and the foundation's claims to work for workers in the public interest, mask the group's opposition to unions.

Once a union wins the right to represent the employees in a workplace — usually after an election, but sometimes after a petition drive — one of the union's first steps is usually to negotiate a union or agency shop agreement for union security.

This means that all employees must join the union within a specified period after being hired, usually 30 or 60 days,

or, in the case of the agency shop, that non-union members pay a fee to the union.

The reason union security is considered so important by trade unions is that they are required, by federal law, to represent all employees eligible to join the union, even those who do not join. Non-union employees have successfully sued unions for not representing them well enough in grievance procedures and other matters.

Maintaining grievance and collective bargaining structures is expensive, and unions argue that all who benefit should help pay for them. Those who dislike being represented by unions are free to try to elect different leaders or to vote out, or decertify, the union.

Union officials say, however, that as long as union representation is desired by the majority of employees, all should help pay for it.

In states with right-to-work laws, however, such union security arrangements are illegal. If a union is approved by a majority of workers in a plant, a substantial minority may refuse to join, even though they receive whatever benefits are won by the union through collective bargaining.

Generally that leads to weaker unions. Employers sometimes offer special deals to those who refuse to join the union, or hire anti-union workers in order to undermine it.

Weaker union representation usually means lower wages and fewer benefits for workers, which is why the AFL-CIO

(Continued on page 10)

## Honorary Members

It was reported at the May 18th Executive Board Meeting that the following retirees have 35 or more years of membership in the Local Union, as of May 1986, and have been determined eligible for Honorary Membership, effective July 1, 1986:

NAME	REG. NO.
Gosta M. Anderson	0679079
Jack E. Bateman	0603403
Willis Bennett	0516084
William J. Bettencourt	0668738
Roy A. Carpenter	0448480
Albert W. Felstead	0630689
Ed. H. Hart	0678990
Thomas Hinton	0679106
David H. Lopez	0636969
Arnold Maggetti	0531645
Marcus McDowell	0679011
Russell McGrew	0679012
Edward E. McPherson	0553064
Dewey L. Moore	0679019
Robert Newey	0595225
Alfred Noble	0674764
Donald Phillips	0572666
Emile P. Pierce	0509797
W.A. Ragsdale	0679125
Jack Silva	0342699
William F. Slagle	0640898
Donald K. Stratton	0638370
Walter Walley	0679063
Otis Wilbor	0679071



## Fringe Benefit Forum

By Don Jones,  
Director of  
Fringe Benefits



We have just concluded another round of pre-retirement counseling meetings. Many thanks to all engineers and spouses who attended.

A slide presentation describing the Operating Engineers Credit Union, pension plan and the retiree medical plan was shown at the meetings. The large turnouts indicate you believe the benefits have great value. They do.

It also showed that you believe, as we do, that retirement takes careful planning. Knowing how your benefits work is an important step in that planning. Benefits continue to provide retirees and spouses with financial security and medical coverage necessary in retirement years.

If you have questions about your programs and how they work, please get in touch with the Fringe Benefit Center.

### Your hour bank

Working engineers and their families have the added protection of continued coverage if they become unemployed. You can build an hour bank of up to 12 months to keep you covered under the plan if you are unable to work.

The hour bank is one of the most valuable features of your health and welfare plan. It protects you and your family with up to 12 months when work is slow and you are unemployed. Whenever you work 90 hours or more in a month, you have a month's coverage. Any of the hours over 90 go into your hour bank until you have built up a 12-month reserve.

Although the fund provides coverage for 90 hours of work, it takes 120 hours of contributions to pay for a month of coverage. The fund receives contributions for an average of 130 hours and it uses the contribution of hours 121 through 130 to maintain a reserve for

the hour banks. The extra hours are needed because the cost of coverage keeps going up.

When you use your hour bank in the future, the costs of benefits are higher than now. So the fund has to have a reserve to pay for your benefits then at costs similar to current prices. The surplus is also needed to pay for part of the costs for those who work between 90 and 120 hours.

California and Hawaii: Members in these states and the trust fund save if a contract hospital is used.

We have written often in this column about contract hospitals. Many engineers who have needed hospital care have saved themselves and the trust funds a lot of money by using a contract hospital along with a utilization review.

We are continually monitoring the Contract Hospital-Utilization Review Program to see that you receive quality care at reduced rates. And remember, your doctor has admitting privileges at a contract hospital. Have your doctor check with the hospital near you.

### Pension plan

Last year, the trustees amended the pension plan to allow engineers to earn credited service and benefits in any plan year, starting with plan year 1981, in which a member worked at least 350 hours in covered employment. The previous requirement was a minimum of 500 hours in a plan year.

Effective Sept. 1, 1985, pension plan provisions were expanded to include two new payment options for married engineers. These options permit a member, upon retirement, to choose a reduced monthly benefit payment to ensure a spouse gets 75 percent or 100 percent of the monthly benefit amount if the spouse lives longer than the member.

If these provisions of the health plan and the pension plan have put you in one of those rare moods to search your home to find benefit booklets, relax. New, updated booklets will be mailed to you. When you receive them, read them carefully to determine how the plans work.

As always, if you have questions about any plan provision, get in touch with the trust fund office, the Fringe Benefit Center or your local district office.

## Right-to-work movement

(Continued from page 9)

has called the right-to-work movement the "right-to-work-for-less movement." Most right-to-work states are in the South, Southwest and Midwest, where wages are lower and industrialization not as prevalent as in the East.

States have been permitted to enact right-to-work laws since 1947, when Congress passed the Taft-Hartley amendments to the Wagner Act. But even earlier, a few states had passed such laws. Most notably Florida, where in 1943 a right-to-work law was passed after intense lobbying by such organizations as the Florida Citrus Canners Cooperative, the United Growers & Shippers Association and the Florida Citrus Producers Trade Association.

When business interest in right-to-work laws was aroused by the growth of unions after World War II, it was following a well-worn pattern. Earlier in the century, when the American Federation of Labor was growing dramatically, industrialists organized by the National Association of Manufacturers, the National Erectors Association and the National Trades Federation, initiated an "open shop" campaign similar to the right-to-work movement.

The term "open shop" was intended to convey that such shops or factories were open to all workers, union or non-union, whereas the "closed shop" was closed to all but union members.

The closed shop, since outlawed by federal law, was a form of union security where any new employee had to be a union member in good standing to be hired.

In reality, the open-shop was open only to non-union workers. The erectors trade group, for example, allowed membership to businesses that "pledge themselves to the open shop." Meaning, "not only no dealings with the union, but no employment of union members. The featured speaker at the 1905 manufacturer's association convention told delegates they should "discharge union men promptly."

Blacklisting of union members was widespread. Companies such as Bethlehem Steel refused to sell their products to contractors who employed union

members.

The campaign for the open-shop was considered quite successful. The AFL lost more than 114,000 members from 1904 to 1906.

The next surge in union growth, during World War I, triggered a new anti-union campaign, this time called the "American Plan." Similar to the open-shop campaign, and supported by many of the same organizations, its supposed tenet was that "voluntary unionism" was acceptable, while the union shop was "un-American."

The American Plan, like the earlier open-shop campaign, was a success. Union membership dropped from more than 5 million in 1920 to 3.6 million in 1923.

Given this pattern of employer resistance to unionization, it is hardly surprising that the post-World War II surge of union membership would provoke a new anti-union drive. But this time, instead of leaving the anti-union campaign to the manufacturer's association and chambers of commerce, a group of impatient Southern business owners began their own, more radical organization — the National Right to Work Committee.

## Retiree Meetings

**Ignacio** August 5, 10 a.m.

Alvarado Inn  
6045 Redwood Highway

**Fairfield** August 5, 2 p.m.

Holiday Inn  
1350 Holiday Lane

**San Mateo** August 6, 10 a.m.

IAM Air Transport Employees  
1151 Rollins Road, Burlingame

**Reno** August 9, 11 a.m.

Deer Park in Sparks  
Rock Blvd. & Prater Way

**Sacramento** August 20, 2 p.m.

Laborers Hall  
6545 Stockton Blvd.

**Oakland** August 26, 10 a.m.

Oakland Zoo, Snow Bldg.  
9777 Golf Links Road

**Concord** August 28, 10 a.m.

Elks Lodge #1994  
3994 Willow Pass Road

**Auburn** Sep. 10, 10 a.m.

Auburn Recreation Center  
123 Recreation Drive

**Lake County** Sep. 18, 10 a.m.

Senior Citizen Building  
4750 Golf St., Clear lake

**Santa Rosa** Sep. 18, 2 p.m.

Veterans Memorial Bldg.  
1351 Maple Street

**Watsonville** Sep. 25, 10 a.m.

V.F.W. Post 1716  
1960 Freedom Blvd., Freedom

**San Jose** Sep. 25, 2 p.m.

Holiday Inn  
282 Almaden Road

## Hawaii's H-1 freeway nearly done

After more than 30 years and more than \$506 million, the H-1 interchange freeway is being completed, Financial Secretary Wallace Lean reports from Hawaii.

H-1 enables Oahu motorists to travel

about 27 miles from Kahala to Palailai. The freeway also connects Pearl Harbor, Hickam Air Force Base and Barber's Point Naval Air Station.

A nine-mile section called H-2 was completed in 1977 for about \$44 million,

Lean reports. It also links military installations. The H-3 section has not been completed.

Some of the contractors that worked on H-1 include Hawaiian Dredging, which is finishing the project, C.K. Moseman, Associated Steel, Royal Contracting, Gordon Ball, E.E. Black and Moses Akiona.

### Work rolls along

Healey Tibbets Construction, 100 years old this year, won the Kewalo Basin redevelopment contract with a \$2.3 million bid. The San Francisco-based company has worked in Hawaii for more than 20 years. It has worked on land, in the water and on top of the water for civilian and Navy jobs.

The Kewalo Basin job includes new piers, more berths for fishing boats, more wharfs, and a dock for boat refueling. Some piers were removed from the Ala Moana side of the harbor for the job.

Healey Tibbets will drive 125 concrete

(Continued on page 14)



Pictured left to right are Kealii Colburn, Mike Nakanishi and John Augustus working for Hawaiian Dredging.



# Experience in San Jose shows project agreements save jobs

By Don Luba

San Jose District Representative

It has come to our attention that in recent weeks there exists a certain amount of unrest and dissatisfaction among some operating engineers employed on Guadalupe Corridor projects and working under project agreements in the San Jose area.

Engineers working under these project agreements have not received wage and fringe increases effective June 16, 1986, as spelled out in the new AGC Master Agreement for Northern California.

It is necessary to explain which wage increases of June 16 are not in effect, and why the wage and fringe rates in effect prior to June 16 will apply to the Guadalupe project until completion.

Complete explanations of the project agreements were given to the membership at every District 90 quarterly meeting since mid-1985. For those not at the meetings, the Santa Clara County Guadalupe Corridor project represents about \$400 million in construction. The corridor is 20 miles long and work is to be bid in 22 segments.

It must be understood that Local 3 and the Santa Clara County Building and Construction Trades spent many hours and dollars lobbying in the political arena to make this project a reality, only to see work on the first three segments awarded to non-union, out-of-state contractors.

The first, the Downtown Transit Mall, went to Weiss Bros. (now known as Weiss Cal) of McKeesport, Pa., for \$30 million. The second and third segments went to Rail Roadway of Oregon, for \$3 million and \$7 million respectively.

By mid-1985 it was apparent to Business Manager Tom Stapleton, the officers of Local 3 and myself that something had to be done, and quickly, or we could end up with no work in the corridor.

Stapleton, the chairman of the Northern California Heavy and Highway Committee, formed a San Jose subcommittee to study the serious problem of losing work to non-union, out-of-state contractors.

We analyzed and studied the major disadvantages. The major one being that the basic crafts' master agreements expired in mid-1986 and prevailing wage laws only require the successful low bidder to pay the prevailing wages and fringes posted on the day of the bid award. Those wages and fringes would remain in effect for the duration of the job because there were no wage and fringe rates posted beyond mid-1986 by the state of California.

This placed the union contractor at a serious disadvantage. It was clear what had to be done to keep from losing anymore projects on the Guadalupe Corridor.

Representatives of the basic crafts — operating engineers, laborers, cement masons, teamsters, carpenters and iron workers — from 46 counties in Northern California, decided individual project agreements were the best way to attack the problem of job losses.

We opted for these agreements because we understood that our union contractors were at an economic disadvantage in the bid process.

We had to give the union contractors a vehicle to become competitive with the non-union contractors. The vehicle was project agreements. They allow union contractors to pay the same prevailing

wages and fringes the nonunion contractor is required by law to pay — those posted on the day the job is awarded and for the duration of the job.

We also worked out some flexibility in the work rules to allow for more competitiveness, as the non-union contractors have no work rules.

Because of the project agreements, the next contract went to one of our union contractors, Raisch Construction, San Jose, for about \$32 million. The next six segments bid were awarded to union contractors, despite many non-union bidders. Two went to Piazza, one to O'Grady, one to Grade-Way, and one to California Engineering Contractors.

The seventh segment to date had non-union Rail Roadway as the apparent low bidder. Union contractor Granite had the second lowest bid. We successfully protested awarding the bid to Rail Roadway, and Granite got the job. This was because the Foundation for Fair Contracting monitored Rail Roadway's work on Guadalupe projects and found violations of state labor laws.

It is important that Local 3 members understand that it's been a difficult struggle in recent times.

Because the basic crafts had to enter into project agreements in 1985 — the third year of the 1983 through '86 Master Agreement — to capture construction work being lost to non-union contractors, Stapleton entered negotiations on the 1986 through '89 Master Agreement as early as permissible in the spring of 1986.

Stapleton did this so our new wage and fringe rates would be posted as prevailing wages as soon as possible in mid-1986, thereby eliminating the need for project agreements until the third year of the 1986 through '89 agreement.

I believe that in the explanation of the Guadalupe Corridor and the project agreements there, it is understandable and reasonable to see that it is better to respond to changing conditions than to do nothing and risk losing all the work to non-union contractors.

Project agreements are a change from what we have been accustomed to in the past. Change for some is difficult to accept, but the trade union movement has a long history of adjusting to changes.

Engineers working for any of the contractors in the Guadalupe Corridor, and those who may work there in the future, should keep an accurate daily time log. This is a must if your employer works you part time on the corridor and part time on other projects covered by the wage and fringe rates of the master agreement.

Any employer signed to a corridor project agreement receives dual monthly fringe billing sheets from our trust fund office. The corridor work fringe rate is \$9.60 an hour. The master agreement fringe rate is \$9.78 an hour, effective June 30, 1986.

In recent days it has come to our attention that two contractors working the corridor are capable of paying master agreement fringe rates because the flexible work rules (which were incorporated into the master agreement, effective June 16, 1986) kept them competitive with non-union contractors. This is proof that fair contractors will share success with Local 3 when we put them in a position to succeed as competitors in the marketplace.

## TECH ENGINEERS

### Teaching Techs

By Gene Machado,  
Administrator, Surveyors JAC

Many members of Local 3 may look down on apprenticeship for various reasons, yet apprenticeship is the most important link in the skilled craft work chain.

Apprenticeship is new hope for young people just out of school and looking for a career that will last the rest of their lives. Not many young people who have gone to school for the past 13 to 15 years — an average of 75 percent of their lives up until then — want to start their working life going back to school for another three to five years. Going to school should be in the past, as they see it.

For the new person, apprenticeship offers a chance at a job. To the journeyman, an apprentice is a "green weenie" with no experience who is going to slow down the crew. Many of these young people do not have good work habits and are phased out because of this.

The journeyman has no tolerance for those who take their work lightly or don't show up for work on time. Those who apply themselves are more than welcome in the work force and are helped along the way by everyone.

Through apprenticeship comes a much needed, trained worker who will make our industry even stronger. Worker excellence is the only way we can survive against the influx of non-union workers in the workplace who take jobs that are rightfully ours.

Apprenticeship has made our union stronger than it would be without the skilled work force we have. Without apprenticeship, the union might not have survived the past five years of Reaganomics.

For the journeyman surveyor, apprenticeship is an important tool for advancement to party chief and certified party chief. A person can become qualified much faster through apprenticeship than through the old trial-and-error method. Even if apprenticeship is

looked down upon, it is an important tool for use by everyone.

Many party chiefs may qualify for certification in one or more of the following six categories: boundary, topographic, light construction, heavy construction, hydrographic, and agriculture. The Northern California Surveyors Joint Apprenticeship Committee has the necessary certification forms.

Certification requires the following:

- Qualification as a chief of party by the joint apprenticeship committee.
- Verified employment of 4,500 hours as a chief of party for an employer approved by the apprenticeship committee.

- Verified employment with an apprenticeship committee-approved company for 1,000 hours as a chief of party in the certification category applied for.

- Passing any apprenticeship committee tests about the category applied for.

If this is important to you, write or telephone and we will gladly guide you toward certification you may already be entitled to. The address of the apprenticeship committee is 401 Roland Way, Suite 202, Oakland, Calif. 94621. The telephone number is (415) 635-3255.

#### Notes and Ideas

To all first through fourth period apprentices. A few jobs will open up in remote areas. These jobs are hard to fill because a mobile home or trailer is usually necessary. If you have mobile living quarters and want a chance at a remote job, please let our office know. There are no remote jobs on file, but if we know you are interested we can help when one opens up.

A reminder to all apprentices. Before you can advance to the next step and higher pay, you must have a Red Cross First Aid card. It takes time to get one, so start now. When you complete your course material and accumulate enough on-the-job training hours you can advance.

It takes a lot of cents to make a dollar. Apprenticeship offers you sense to make plenty of dollars, so apply yourselves and you will benefit from your efforts.



San Jose Business Agent Max Spurgeon is pictured above with gradechecker Joe Koehler on the San Jose convention center project.



# Credit Union

Effective July 1, 1986, the Credit Union board of directors announced new rates for savings programs. Share savings accounts will earn 7.5 percent annually, compounded quarterly. Individual Retirement Accounts will earn 9 percent annually, compounded daily. The Golden Three accounts, for retired members only, will earn 7.5 percent annually, compounded monthly.

## Loan rates change

Many of the loan rates at the Credit Union were adjusted July 1. If you are in the market for a car, truck, 4 x 4 or van, the Credit Union offers annual percentage rates of 11.5 percent Saver's Rate and 13.5 percent Regular Rate for new vehicles, and a 13 percent Saver's Rate and 15 percent Regular Rate for used vehicles.

Other loan rates include a Saver's Rate of 14 percent for travel trailers, boats, motor homes or fifth wheels, and a 16 percent Regular Rate for the same items. Airplanes are available at a rate of 13 percent.

Share Secured loans are offered at a rate of 10 percent, and unsecured lines of credit are available at 18 percent. The Credit Union has programs available to meet your borrowing needs at rates and terms you can afford.

## Mechanical Breakdown Insurance

If you are in the market to buy a new or used vehicle, make sure you check with the Credit Union about Mechanical Breakdown Insurance. This package, offered to Credit Union members only, provides up to five years and unlimited mileage coverage on new cars, or three years and 36,000 miles for used cars. This compares with the service contracts available through most new car dealers. The difference is that with the Credit Union's programs you save money.

Dealers offer extended service contracts for \$200 to \$800, while the Credit Union offers the program for \$165 to \$395, depending on the make and model of the vehicle. In addition, under this program you can have the vehicle repaired at any authorized repair shop in the continental United States.

If you have recently purchased a new car and bought the dealer's service contract but want to save money, call the Credit Union and ask about transferring you coverage to the Mechanical Breakdown Insurance program.

## IRAs and tax reform

For those members who participate in an IRA at the Credit Union or any other financial institution, the word on the tax reform issue is not promising. The Senate Finance Committee approved its portion of the tax bill without reinstating the tax deduction on IRA deposits.

The Senate and House bills on tax reform are being debated by a conference committee of senators and representatives. However, the chance of IRAs maintaining a tax deductible status does not look good.

If you have an opinion on this issue, we urge you to write or call your senators and representatives in Washington, D.C., and voice your feelings. An IRA account is one of the few programs available that allows each person to have some control over their savings for retirement.

With an IRA you are not dependent on Social Security benefits or pension plans that may not generate enough income to allow you to maintain your standard of living upon retirement.

# Local 3 battles non-union in Utah

Local 3 members in Utah have uncovered some interesting schemes practiced by non-union companies, District Representative Don Strate reports.

The most recent one is by contractor Steven L. Weaver Inc. working at Hill Field Air Force Base in northern Utah. Three Weaver employees were fired for refusing to participate in an illegal kickback scheme denying employees prevailing wages and benefits outlined in the Davis-Bacon Act, which applies to government projects.

Because of the dismissals, Local 3 has filed a lawsuit against the Army Corps of Engineers, Secretary of Defense Caspar Weinberger and Weaver Inc. and Steven L. Weaver, its chief executive officer.

The suit claims Weaver Inc. officials told the three workers they could not receive their wages unless each signed an affidavit to kick back some money from their checks. First the workers refused to sign and asked to talk to Weaver. But because of intimidation, the three workers signed the affidavits. Four days later they were fired because of their initial refusal to go along with the scheme.

Local 3's suit claims the Corps of Engineers and Defense Department failed to adequately enforce provisions of the Davis-Bacon Act. On behalf of the three workers, the union seeks compensatory and punitive damages of \$55,000 from Weaver.

## Labor Praised

On June 16, management of the Intermountain Power Project paid tribute to organized labor at a ceremony at the Sheraton Hotel in Salt Lake City. Crafts workers were honored for excellent work at the plant site and for keeping the project under budget and ahead of schedule.

At the ceremony, Operating Engineers Union members who worked on the project were represented by the following people: Larry Dugan, international general president, Tom Stapleton, business manager, Norris Casey, treasurer, Bill Markus, recording-corresponding secretary, Don Strate, Utah district representative, Nyle Reese, business representative, Ricki Bryan, apprenticeship coordinator, and Gordon McDonald, international representative.

The ceremony was part of a June tribute to labor and followed a June 12 picnic for 2,000 workers at the power project worksite.

Despite devious maneuvers by Sen. Orrin Hatch, R-Utah, and his then-hatchet man Mac Haddow, to force the Intermountain Power Agency to use non-union labor, 90 percent of the workers were union. The project includes some of the finest work done by skilled union workers.

Over the duration of the project, 10,000 crafts workers were employed for 13 million hours without work delays. District Representative Strate calls union people in Utah the best in the world and tips his hat to the fine union workers in that state.

## Non-union lake work

The Utah Department of Natural Resources is contracting with the Reno, Nevada-based Lost Dutchman Construction Co. for \$25 million in diking and canal excavation on the Great Salt Lake pumping project.

Representative Strate says Utah contractors were not considered for the job, and it probably will go to Dutchman, the non-union subsidiary of Helms Construction, Reno. Strate says natural resources department officials claim they can do what they want because emergency work is needed.

Strate is not sure about the emergency. He says pumping water from the lake to the west desert will not lower the water level for at least two years. Still, natural resource department representatives insist this can't be postponed.

The design and engineering work for the project is done. The state advertised in Contractor magazine that the bid's specifications would be ready in mid-June. There isn't a contractor in Utah who could not have had a bid to the

(Continued on page 13)

## Alcohol, drugs: fact vs. fiction

**Fiction:** Chemical abusers are "skid row alcoholics" or "drug addicts" who cannot hold a job or function in society.

**Fact:** Chemical abusers can be found anywhere. They can be professionals, blue collar workers, retirees, housewives or students.

**Fiction:** People who are chemically dependent get drunk or "high" every day.

**Fact:** Many people who are chemically dependent do not drink or take drugs every day. However, chemical abusers develop a pattern over time of increasing reliance on drugs and/or alcohol to help cope with pressure, avoid problems or just to have a good time.

**Fiction:** Chemical dependency is caused by a lack of "willpower."

**Fact:** Chemical dependency is a progressive fatal disease. People who are chemically dependent need professional treatment for their disease, and professional treatment to help them develop the skills to lead lives free of alcohol and drugs.

**Fiction:** Chemical abusers have to want to stop drinking and taking drugs before they can be cured.

**Fact:** Most chemical abusers do not really believe they even have a problem with drugs and alcohol. The key is to get them into treatment right away.

**Fiction:** If I am a recovering alcoholic I can still smoke grass or use other drugs, and conversely, If I am recovering from drug dependency, I can still drink alcohol.

**Fact:** A recovering alcoholic can never return to "social" drinking nor use any kind of mood altering drugs, nor can a recovering drug user return to "recreational" drug use, or to "social"

## Is alcohol or drug use causing you or your family embarrassment or guilt?

Alcohol or drugs most commonly used or abused: Beer, Wine, hard liquor, prescription drugs, street drugs and recreational drugs.

Does the use of any of the above help you to cope with life problems?

Does it really help or does it create greater problems?

There are those of us who found this to be true. We are willing to help you or your family.

If you have a question please call.

All inquiries are handled with strict confidentiality.

Operating Engineers Local Union No. 3

**A.R.P.**

**ADDICTION RECOVERY PROGRAM**

Call our toll free numbers in California call:

800/562-3277

Outside of California call:

800/562-2773



consumption of alcoholic beverages. You see, alcohol is a drug, too, and you are really "chemically dependent."

**Fiction:** Chemical dependency only affects the individual who uses.

**Fact:** Chemical dependency affects many other people: family, friends, co-workers, etc. In many ways these co-

dependents are affected in a much deeper sense.

Chemical abuse or dependency is a growing problem. The cost of chemical abuse or dependency is staggering: lost productivity, lost jobs, broken homes, emotional suffering and lost lives can be the result of problems with drugs and alcohol.



# Utah workers plagued by anti-union schemes

(Continued from page 12)

natural resources department in a week, Strate says.

Local 3, the Associated General Contractors of America and individual contractors are protesting the handling of this affair.

Representative Strate is not sure this will help.

"We must not forget that in a one political party state like Utah, these untouchable and above reproach politicians can do anything they want because there is nobody to whom they have to answer," he says.

"I don't like to sound like a broken record, but politics is now the name of the game. I must add, it seems strange that state Sen. Fred Finlinson, the legislator sponsoring the bill to make it legal to bypass the state procurement code that protects competitive bidding, also is a partner in the law firm that represents Southern Pacific Railroad." Southern Pacific tracks are threatened by the rising level of the Great Salt Lake.

Strate believes this smells funny because the state is allocating the money to Southern Pacific and having the

railroad give the work to Lost Dutchman.

## Work watch

G.P. Construction and Acme Concrete were on the last leg of work on Highway 84 west of Tremonton. In July the job should be done in early or mid-August, Business Representative Virgil Blair reports.

Blair says Utah union members hate to see the work end because the contractors have been good to work with. He said members hope the two companies get more work in the state.

G & R Contractors, Ogden, is picking up a little work, but things are slow. Miya Brothers has the contract for the topsoil on the Tremonton job, and five Local 3 members were there. Miya was low bidder on a good job in Ogden and should start there soon.

Gibbons & Reed's work in Salt Lake City is going well in the north shop, with two shifts of mechanics working. Its job at the dam at Smith-Morehouse still has water problems from late snows and rain in the spring.

Gibbons & Reed has about 50 pumps working 24 hours a day to keep

runoff contained and out of the work. The contractor planned on having the rolling 4-10s going by mid-June but was unable to. The work should be going strong by mid-July.

Kiewit Western low bid at \$1,594,651 for slide repair work on Interstate 80 in Salt Lake and Summit counties. Kiewit was expected to start in late June, which should have put a few more hands to work, Blair reports.

In early June, W.W. Clyde & Co. submitted the low bid of \$2.8 million for canal rehabilitation work north of Duchesne. Crane rental work with Acme Crane and Shurtleff & Andrews has been up and down this year, Blair says.

"Here's hoping their work will pick up the second half of the year," he said.

## More work watch

Business Representative Nyle Reese reports that Kiewit Western's job on I-80 and I-215 was going well in mid-June. Kiewit has an excellent crew, he says. The paving crew was working two shifts.

Shurtleff & Andrews and Stott Erection finished their I-80 bridge jobs in June. Idaho State was still working on structures.

Gibbons & Reed got into high gear during mid-June on their I-215 job in Murray. The job featured rolling four, 10-hour shifts, every day. Gibbons & Reed has a capable superintendent, Glen Mills, and crew at the job.

Reese reports that the first of two generators at the Intermountain Power Project site started commercial generation in early June, sending electricity about 500 miles to the Los Angeles area.

The power project is a joint effort involving 36 utilities in Utah and California that make up the Intermountain Power Agency. Most of the electricity will go to Southern California.

Reese says the project is a model for future large construction projects. In 1981, Bechtel and construction unions formulated a site stabilization agreement that provided work in a merit shop setting, bidding opportunities for union and non-union contractors, uniform working conditions and training.

Under the agreement, more than 10,000 crafts workers representing 15 crafts worked on the job. The workforce peaked in 1985 at 4,500. Two thousand work there now. About 60 main contractors and several hundred sub-contractors worked the job.

"It's obvious that agreements are only paper," Reese said. "It's people who make great projects, working toward common goals and objectives."

A union contractor out bid a non-union company for work on state highways 10 and 29, Business Representative Jasper Delray reports.

Elbert Lowdermilk bid \$595,399 for the work to Cottonwood Creek, Emery County, and received the contract instead of Cox Rock Products, a non-union company that bid \$635,144.

Delray reports that four or five Local 3 members working for Lowdermilk will help lay a three-mile waterline from the Huntington Power Plant to the Deer Creek Mine in Carbon County. The line will provide water in case of coal fires at the nearby Utah Power & Light plant.

Early July is when Lowdermilk was to complete improvements on about three miles of U.S. Highway 6 from the Utah railway to Helper in Carbon County. The job involves widening, grading and surfacing. Lowdermilk has finished about three miles of asphalt overlay at the Price Airport, but still has crews on the Spring Glen railroad overpass in Helper.

George W. Johansen was awarded an \$895,000 waterline job about a mile southwest of Monticello, San Juan County, near the Colorado-Utah border. About 80,000 feet of 24-by 15-inch plastic pipe will be laid. Several members should be employed at the start.

Delray also reported that W.W. Clyde was close to completing the Hogan Pass Road between I-70 and Loa in Wayne and Sevier counties. He says diligent workers helped the project toward completion.

In Grand County, about 30 miles from Moab, W.W. Clyde workers were almost done with the Dewey Bridge over the Colorado River. Delray says the workers faced high water and other obstacles but should finish the bridge on schedule in early August.

In July, Clyde was to complete an I-15 overlay north of Beaver, Midland County. The contractor has completed work at the Canyonlands Airport in southwest Utah, Delray says.

## Departed Members

Business Manager Tom Stapleton and the officers of Local 3 extend their condolences to the families and friends of the following deceased.

### JANUARY

Eric W. Adams of Clear Lake, CA. Jan. 8, 1986; George Archer of Rucha, Okla. Jan. 8, 1986; Carl B. Baer of Castro Vly, CA. Jan. 1, 1986; Guy Basile of Pittsburg, CA. Jan. 10, 1986; Felix J. Basye of San Diego, CA. Dec. 25, 1985; Andrew Bevans of Krebs, Okla. Jan. 3, 1986; John Brannon of Salyer, CA. Dec. 24, 1985; S. Castillo of San Jose, CA. Jan. 13, 1986; E.W. Chronister of Plymouth, CA. Dec. 27, 1985; Howard Clemons of Fresno, CA. Jan. 9, 1986; Sam Coburn of Ceres, CA. Jan. 11, 1986; Lee Cooper of Colusa, CA. Jan. 12, 1986; Leo L. Cox of Eugene, Oregon Jan. 3, 1986; Farris Cummings of Sacramento, CA. Jan. 8, 1986; James M. Deveraux of Salt Lake City, Ut. Jan. 10, 1986; Roy Ellis of Roseville, CA. Dec. 9, 1985; Sam C. Fratto of American Fork, Ut. Dec. 19, 1985; Willie Gilmore of Lathrop, CA. Jan. 20, 1986; S.J. Hamby of Balch Spring, Tex. Jan. 24, 1986; Chas E. Hansen of Concord, CA. Jan. 4, 1986; Ted Harris of Fremont, CA. Jan. 4, 1986; Chester Hayden of Salinas, CA. Jan. 10, 1986; Clarence Henry of Sunnyvale, CA. Jan. 5, 1986; Earl Herber of Pacheco, CA. Dec. 10, 1985; W.G. Holman of Santa Clara, CA. Jan. 23, 1986; C.M. Jensen of Reno, Nev. Jan. 10, 1986; Lloyd D. Miller of Buena Park, CA. Dec. 17, 1985; Wm. C. Mixon of Hayward, CA. Jan. 14, 1986; Leo Paulson of Olivia, Minn. Dec. 5, 1985; Luis Rabut of Stockton, CA. Jan. 22, 1986; M.O. Rodriguez of Brentwood, CA. Jan. 1, 1986; Frank Rose of San Pablo, CA. Jan. 11, 1986; H.V. Rowland of Oroville, CA. Jan. 16, 1986; Leonard Royce of Redding, CA. Jan. 5, 1986; Ronald Saewert of Redding, CA. Dec. 26, 1985; Dana Taylor of Fresno, CA. Dec. 24, 1985; Frank Tido of Paradise, CA. Dec. 28, 1985; Richard Ulrich of Petaluma, CA. Dec. 26, 1985; Floyd E. Welch of Merced, CA. Dec. 20, 1985; James Young of Marshall Mo. Jan. 7, 1986; Richard Zimmerman of Gerber, CA. Jan. 13, 1986

### DECEASED DEPENDENTS

Nancy Lawson wife of James Lawson Jan. 11, 1986; Wanda Snyder wife of Owen Snyder Jan. 10, 1986; Bonnie Phelps wife of Leroy Phelps Dec. 24, 1985; Theresa Clarke daughter of Hugh Clarke Sept. 29, 1985; Alberta McClish wife of Leonard McClish Jan. 12, 1986; Viola Mae Graham wife of Ray L. Graham Dec. 30, 1985.

### FEBRUARY

Evan Ashby W. Bountiful, Ut. Jan. 26, 1986; Lester Ball of San Juan Bau. CA. Feb. 14, 1986; Fred E. Burger of Santa Rosa, CA. Feb.

2, 1986; Buster Burke of Healdsburg, CA. Feb. 22, 1986; F.L. Campbell of Capitola, CA. Feb. 5, 1986; Phillip Carvalho of Tulare CA. Jan. 23, 1986; Phil Chamberlain of Piedmont, CA. Jan. 31, 1986; William Dickinson of Webbers Fall, Okla. Jan. 28, 1986; Milo Draper of Fallon Nev. Jan. 25, 1986; Andrew Foote of Corvallis, Mont. Jan. 29, 1986; John M. Hair of Midway Ut. Feb. 13, 1986; Merle W. Isbell of Fresno, CA. Feb. 3, 1986; Forrest Kleinman of Ogden, Ut. Jan. 26, 1986; Herbert Loying of Placerville, CA. Feb. 25, 1986; John McKeague of Kamuela, Hawaii Jan. 30, 1986; Joseph Miller of Scipio, Ut. Jan. 30, 1986; Clifford Morse of Winnemucca, Nev. Feb. 7, 1986; Mervin Murray of Pleasanton CA. Feb. 13, 1986; Earl Neumeyer of Tooele, Ut. Feb. 13, 1986; Lloyd Olen of Yuba City, CA. Jan. 23, 1986; Paul Orville of Yakima, Wash. Jan. 9, 1986; Carl W. Reynen of Lacey, Wash. Feb. 24, 1986; Vernon Ruckman of Citrus Heights, CA. Jan. 1, 1986; Leonard Smith of Antioch, CA. Feb. 4, 1986; W.A. Stone of Chico CA. Feb. 19, 1986; H.V. Taylor of Lucerne, CA. Feb. 7, 1986; J.C. Thomas of Ogden Ut. Feb. 20, 1986; Joseph Van Manen of San Francisco, CA. Feb. 7, 1986; Earl E. Wallace of Oroville, CA. Jan. 29, 1986; Andrew Watson of Kailua, Hawaii Jan. 21, 1986.

### DECEASED DEPENDENTS FEBRUARY 1986

Charlotte L. Dudoit wife of Peter C. Dudoit Dec. 23, 1985; Leah Green wife of Douglas Green Jan. 9, 1986; Juanita G. Proffitt wife of William F. Proffitt Feb. 3, 1986; Eva Paiva wife of John Paiva Feb. 20, 1986; Florita Thurston wife of Theodore Thurston Feb. 11, 1986

### MARCH

Dwain Atherton of Walnut Creek, CA. Mar. 1, 1986; T.A. Bingham of Fresno, CA. Mar. 10, 1986; Richard Blancher of San Leandro, CA. Feb. 23, 1986; T.C. Bottoms of Lovelock, Nev. Mar. 8, 1986; Joseph Britt of Penn Valley, CA. Mar. 10, 1986; P.M. Coburn of Willard, Ut. Mar. 13, 1986; R.R. Corral of Union City, CA. Feb. 23, 1986; Edgar Ellis of Santa Rosa, CA. Mar. 14, 1986; Hershel Fouts of Sonora, CA. Mar. 9, 1986; W.L. Freylach of Glen Ellen, CA. Mar. 14, 1986; L.G. Harris of Lamoncove, CA. Mar. 9, 1986; Thomas Hathman of Paradise, CA. Mar. 6, 1986; Albert Jones of Salt Lake City, Ut. Mar. 10, 1986; Harvey Jones of Olivehurst, CA. Mar. 3, 1986; William Kellhoomalua of Hauula, Hawaii. Feb. 23, 1986; Harold Mowrey of Astoria Oregon Mar. 17, 1986; Gunnar Norberg of Sebastopol, CA. Mar. 20, 1986; Alfred Pehrson of Salt Lake City, Ut. Mar. 10, 1986; Del Pergrossi of Pleasanton, CA. Feb. 1, 1986; Millard Peterson of Redding, CA. Feb. 27, 1986; Milton Reid of Applegate, CA. Mar. 27, 1986; Pete Riolo of Roseville, CA. Mar. 8, 1986; Willie Tarpley of Modesto, CA. Mar. 1, 1986; Joe Tenbrink of Turlock, CA. Mar. 5, 1986; C. Vroman of Antioch, CA. Mar. 16, 1986; Guy D. Walgraave of Rio Vista, CA. Mar. 4, 1986; Quentin Watson of Cushing, Okla.

Mar. 13, 1986; L. Wentworth of Sacramento, CA. Mar. 17, 1986; Jess Williams of Jamestown, CA. Feb. 25, 1986; L.T. Williams of Sacramento, CA. Mar. 18, 1986; William Wilson of Fresno, CA. Mar. 13, 1986; L. Wood of Capitola, CA. Mar. 9, 1986; Allen Wright of Stockton, CA. Feb. 26, 1986

### DECEASED DEPENDENTS MARCH 1986

Virginia Buchanan wife of Eris (Gene) Buchanan Jan. 16, 1986; Bernice Hayes wife of Jerry Hayes Mar. 21, 1986; Dorothy Keanini wife of Alexander Keanini Feb. 16, 1986; Linh Tran wife of Tu Tran Mar. 16, 1986; Nellie Alessi wife of Gasper Alessi Feb. 15, 1986; Margaret Keawe wife of Henry O. Keawe Sr., Mar. 1, 1986; Irene Petrie wife of Alvin B. Petrie Mar. 2, 1986; Mable E. Roberts wife of George W. Roberts Mar. 5, 1986; Bernette Steele wife of Delmar Steele Feb. 19, 1986

### APRIL

Grady Aldridge of Schertz, Tex. Mar. 20, 1986; Walter Bandy of Fresno, CA. Mar. 23, 1986; Dennis Blair of San Jose, CA. Apr. 5, 1986; Joe T. Breshears of Visalia, CA. Apr. 15, 1986; Tom Crawford of Santa Rosa, CA. Apr. 7, 1986; William Davidson of Roseburg, Ore. Apr. 6, 1986; Gloyd Davis of Grants Pass, Ore. Apr. 7, 1986; Ree David of Elk Ridge, Ut. Apr. 14, 1986; E. Evenson of Carson City, Nev. Apr. 23, 1986; Sante Galzignato of Hayward, CA. Apr. 9, 1986; Jess Hass of Merced, CA. Apr. 14, 1986; Jessie Hughes of Keyes, CA. Apr. 3, 1986; Richard Kaneshige of Waiialua, Hawaii Mar. 31, 1986; Martin Keeble of San Jose, CA. Mar. 9, 1986; H.M. Kuppenbender of Carmichael, CA. Mar. 23, 1986; William Madsen of Vallejo, CA. Mar. 26, 1986; Otis McCartney of San Jose, CA. Mar. 26, 1986; Tom Meredith of Oakley, CA. Mar. 29, 1986; Andrew Nakila Waianae, Hawaii Apr. 26, 1986; Ralph Newsom of San Pablo, CA. Mar. 30, 1986; Victor Ohelo of Honolulu, Hawaii Apr. 4, 1986; Daniel Parker of Esparto, CA. Feb. 21, 1986; Joseph Poal of Hilo, Hawaii Mar. 29, 1986; M.D. Pond of Danville, CA. Mar. 30, 1986; George Potts of Lebanon, Mo. Apr. 4, 1986; Antone Providenti of San Francisco Apr. 10, 1986; Harold Scherbarth of Cottonwood, CA. Mar. 28, 1986; Woodrow Schmidt of El Sobrante, CA. Apr. 28, 1986; N.H. Walker of Globe, Arizona Apr. 28, 1986; Kenneth Wells of Palermo, CA. Apr. 9, 1986; Lynn Woodward of Yuba City, CA. Apr. 19, 1986; C.E. Jones of Sonoma, CA. Apr. 27, 1986

### DECEASED DEPENDENTS APRIL 1986

Beverly Carmichael wife of John Carmichael Apr. 9, 1986; Addie K. Maston wife of William Maston Apr. 5, 1986; Rebecca Andrade wife of Walter Andrade Jan. 7, 1986; Anne S. Gibeson wife of Wallace Gibeson Mar. 6, 1986; Jessica Henson wife of Stanley Henson Apr. 5, 1986; Marilyn Marr wife of Owner/Operator: Preston Marr Jan. 3, 1986



# Hawaii report continued

(Continued from page 10)

piles for the pier structure and 60 steel piles for the boat berths.

Representative Lean says Healey Tibbets ran into some problems with the cost, which went up from the \$2.3 million bid to \$2.5 million. The work should be done by October. The work was helped along by a traditional Hawaiian blessing, Lean said.

Albert Kobayashi Inc. is doing the \$60 million Hilton Lagoon job. Restaurants, bars, hotel rooms and conference rooms constitute most of the development. A lagoon is also being constructed. Sub-contractors are Koga Engineering and Mutual Welding.

Kobayashi Inc. plans a housing subdivision and golf course in Hawaii Kai across from Sandy Beach. Kaiser Development Co. is the developer.

## Malls mean work

Construction began in June on a parking deck at Kahala Mall. The deck should be done sometime this summer. It will add 160 stalls, improve traffic flow and provide access to existing rooftop parking.

The new deck is part of \$9 million Kahala Mall renovation that includes construction of 20 shops, some restaurants, and a five-screen movie theater in 75,000-square-feet of space formerly occupied by J.C. Penney.

Construction is expected to begin in early 1987 on Mililani Mall, a long-planned pedestrian mall to run the length of Mililani Street in downtown Honolulu. A contract for the \$900,000 job was to be awarded in late June.

## Going up, coming down

A 2,400-unit housing project in Hawaii Kai has won preliminary city approval, Lean says. Kaiser wants to build apartments on a 97-acre parcel between Lunalino Home Road and Kealahou Street.

To build, Kaiser needs the zoning changed. The 10-year project would require about \$4 million in modifications to Kalaniana'ole Highway, including pedestrian overpasses and bus bays.

Kaiser proposes to hire a traffic manager to coordinate car pooling and pay for modifications to keep traffic moving on the area's lone highway.

In early June, Shamrock Holding Inc. received the OK to demolish four old buildings in preparation for its planned 11-story industrial and commercial complex fronting Kapiolani Boulevard. The demolition contractor was Pacific Construction Co. Ltd.

## Education update

Summer's here, and everyone is gearing up for those long days of blue skies and clear ocean water. Apprenticeship school has ended for this year, but will start again in late August.

The apprentice supplemental training has ended for the summer, as has Rannie Henderson's plan reading-oiler classes. These classes, part of the apprentice class, were also open to journeymen who wanted to better read the engineers' rule and improve on plan reading to become more productive.

With the closing of the plan reading and oiler classes for the semester, the new Instruct the Instructors Class began. A person was selected for Kauai, Maui and Hawaii to be taught about the plan reading-oiler classes.

Upon completing the class, these "instructors" can hold classes for apprentices and journeymen in their home-

towns. The classes will be on a yearly basis, depending on demand.

Instructors selected were Walter Kan Hai, Maui, Alfred Isabel, Hawaii, Francis Poai, Kauai, and Rannie Henderson, Honolulu.

## Island work outlook

The work situation looks promising on the island of Hawaii. With more than \$350 million in projects planned, including the Hyatt Regency Waikoloa and several other large jobs, construction will boom if they gain approval.

On jobs such as these, journeymen and apprentices benefit from job security and training.

Oahu work has been steady. Apprentices in the CEO and HDR categories are training at various job sites. Because of slack in building, there were few graduating apprentices. Another semester of supplemental classroom training starts in August.

On Kauai, work continues slowly. The only major project under way is the Kauai Surf renovation being done by Koga Engineering. There are two apprentices employed by Koga for the job, which should take about two years to complete.

## Driver improvement

Representative Lean says members in Hawaii should know that the Operating Engineers Joint Apprenticeship Committee for the State of Hawaii will continue to provide a driver improvement program for all employers covered by the Affirmative Action Training Fund. Services provided include:

- A two-hour combination of pretrip and road test performance evaluation.
- Maintenance of drivers' records of accidents and violations.



Pictured above is a completed section of the H-1 freeway, the Keehi Middle Street interchange. To the right are Local 3 members William Adolpho, operator and Vernon Yong, oiler on the Ewa Beach job for E.E. Black, LTD.



■ Review briefings with drivers and clients after accidents or violations.

■ An annual eight-hour defensive driving course or alternatives such as the eight-hour tailgating session.

■ Advice and assistance to clients when completing requirements of the state's driver training program. There is also participation in a safety awards program, fleet safety contest and membership available in the Oahu Fleet Safety Organization.

# Work looking up in Contra Costa

Work in east Contra Costa County is better than last year, if that's possible, Business Agent Tom Butterfield says.

Butterfield says Walnut Creek has a lot of commercial work going, but with the passage of Measure H, a building moratorium, we'll be lucky to see a 7-11 convenience store going up next year.

In Concord, the Bank of America building will be complete in September. The second Tishman Tower is just coming out of the ground, as is the twin to the two tall Seeno Towers.

In August, U.S. Steel and its Korean partner, Pohany Steel, plan to let a \$300 million bid for new construction and modernization work at their Pittsburg plant. They have threatened to use non-union labor if the building trades don't give large wage concessions.

The dirt is flying in the housing tracts and at commercial sites. Most of the work is by Coggin & Schuette, formerly William G. McCullough Co. Its more than 50 jobs are worth more than \$20 million, and at last count, 84 operating engineers were on the payroll.

Coggin & Schuette is an aggressive company that likes to do a project from the storm sewers to the street lights, Butterfield says. He says the hands are as good as they come, and most stay busy all year.

Butterfield says the hands really put in a day's work. It's the kind of atmosphere the non-union contractor has no chance in, he says.



Two of the shop crews that are helping to keep the iron moving in the East Bay are (top) McGuire & Hester's "Hairtrigger" crew. Left to right are: Jim Walker, Jim Madsen, Chuck Perry, Butch Gray and Charlie Morris. Pictured immediately above is Lone Star's "Sapsucker" crew: Danny Miller, Miguel Ruiz, Ernie Theadore, Billie Gillespie and Rickey Banducea.



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: 24' Commerical Salmon fishing boat.** 2 spool gurdys, auto., radio's, depth finder, etc., 352 Ford inboard outboard. Econ. Exc. Cond. \$13,500. Ray Strickland, 4247 Bidwell Dr., Fremont, CA 94538. Reg. # 0659385. 5/86

**FOR SALE: AKC Standard poodle puppies.** blk, male & female. Show & pet quality, shots, health guarantee. Terms avail. \$200-\$400. Albert G. Drake, 3132 Wendell Ave. Stockton, CA 95204; (209) 464-5393. Reg. #1414014. 5/86

**FOR SALE: 1980 Ford 1-ton pkup.** w/30', 5th wheel. Nice, roomie. \$12,500. 1980 Chevy diesel, 3/4-ton pkup, \$4,500. Camper shell, long-bed, veneer lined, \$375. 25-26' Traveleze trailer. Clean; good cond. self-cont., \$6,000 Sharp elect. cash register, very good cond., \$375. Jas Basham, 223 MacArthur Ave., Pittsburg, CA 94565; (209) 786-2242. Reg. # 0413422. 5/86

**FOR SALE: 12' Motor grader.** 1970 rebuilt motor in good cond. E. E. Hargaray, 1705 Sishey Rd., Penryn CA 95663, (916) 663-2975. Reg. #0533807. 5/86

**FOR SALE: 2 acres.** Irr., 4 bdrm, 2 bath. Ing. pool, New C/A & App. Screen patio, auto S.S., Gar. door, 2 st. barn, hay tack & corl. Hunting, fishing. Health forces sale. Joseph Winningham, 854 Dewsnup Ave., Gridley, CA 95948, (916) 846-4374. Reg. #0711891. 5/86

**FOR SALE: Tractors;** David Brown w/front loader \$2,595! WD45 Allis Chalmers w/3 point, \$1,695; 8N Ford w/disc & scraper \$2,495. W. L. Maddox, 17311 S. Mercy Springs Rd., Los Banos, CA 93935, (209) 826-0684. Reg. # 1043556. 5/86

**FOR SALE: 2 bdrm, 1 ba.,** large deck, pvt. dock, on the water. Clear Lake Oak Keyes, \$67,500. Robert Mathews, 2435 Felt St., Sp. 71, Santa Cruz, CA 95062, (408) 479-9732. Reg. #1157816. 5/86

**FOR SALE: Two bedroom home** in small quiet town close to hunting & fishing. \$27,000. Scott Allen, Box 89, Fillmore UT 84631, (801) 743-6960. Reg. # 1519691. 5/86

**FOR SALE: 3 houses on 1/3 acre** in country. Lots of fruit & nut trees. \$110,000. W. L. Maddox, 17311 S. Mercy Springs Rd., Los Banos, CA 93635; (209) 826-0684. Reg. #1043556. 5/86

**FOR SALE: Cummings V555 late model truck,** block and all parts for shortblock except crankshaft. Pump for 580 Case Backhoe, 1/2 price. Front end bucket for 933 Catloader, \$100 or b.o. 1974 Walking Beam for Eaton Hendrickson, \$25 ea. International 13" Pressure plate and disk, new, \$25. WWII collectors items. 1944 International trucks. Leslie E. Mulhair, 97 Southridge Way, Daly City, CA 94014; (415) 333-9006. Reg. #154371. 5/86

**FOR SALE: Used tires 14",** some half down \$5 to \$10 ea. Truck tires 8.25x20, 9.00x20, 10.00x20, \$10 and up. Electric motors \$12.50 and up. 1/8, 1/4 h.p. Phone Mate Answering Machine, \$20; lawnmower, \$10; General Electric Auto. Dishwasher, under counter model, \$45, in working cond. Leslie E. Mulhair, 97 Southridge Way, Daly City, CA 94014; (415) 333-9006. Reg. #154371. 5/86

**FOR SALE: 79 White water truck.** New 3800 Gal. tank. Five hyp. spray heads. \$15,000 t/o payments. Also three diesel truck fuel tanks two with brackets. Harold Trinklein, 7660 Crews Rd., Gilroy, CA 95020, (408) 842-2947. Reg. # 1144839. 5/86

**FOR SALE: 1975 International 11 yard paddle scraper.** Good rubber. \$17,500 firm. Terry Farris, 1150 S. Bishop, Kerman, CA 93630; (209) 846-6215. Reg. #1157899. 5/86

**FOR SALE: 9N Ford Tractor.** \$2,500. Yan Mar Diesel 4" Berkeley, \$3,000. 1949 - 51 Auto., \$1,750. 1956 "Pete" dump truck, \$8,000. Duel drop ends, \$1,350. Marvin Statler, 8 South Doree, Porterville, CA 93257, (209) 781-9578. Reg. #1277095. 5/86

**FOR SALE: Case 580 B Loader-Scraper** Excellent cond \$15,000.00 Ewell Paxton 1169 Sonuca Ave. Campbell CA 95008 (408) 378-0856. Reg #1043707. 7/86

**FOR SALE: 1975 Coachman 5th wheel 31 ft. trailer.** new carpet \$5,500.00 (707) 279-2164 7/86

**FOR SALE: 18' 1973 Cadet Trailer** Dual Propane tanks; Battery Charger; Converter; Fully self contained; New Tires; 3-Way refrig; also incl. Air; Stereo; T.V. Antenna. Excellent cond. \$2,650.00. Herb Maunder 21831 Donner Pass Rd. Soda Springs, CA 95728 (916) 426-3175. Reg. #334550 7/86

**FOR SALE: Mobile home lot** in Rancho Murieta Village. Price \$21,000.00. B.W. Sims 7338 Bella Union Ct. Box 103 Rancho Murieta, CA. 95683 (916) 354-9782. Reg #0581524 7/86

**FOR SALE: 10 Acres** near Georgetown, CA. 2 bdrm, 2 bath dblwide mobile home. 80 young Walnut trees numerous fruit trees, garden, strawberries, irrigation. chain-link fence. Walter Karr P.O. Box 928 Georgetown, CA. 95637 (916) 333-1105 after 5p.m. Reg #0868637 7/86

**FOR SALE: Minutes to Lake Oroville.** 2 bdrm, 2 bath mobile, all elec. 12 X 60. 3 bdrm 1 1/2 bath, house. Unfinished 2 rm cabin all on 9.6 acres. All fenced, with yr around creek running thru property. \$85,000.00. small down payment Owner will finance balance at 8% int. Eugene Wayman 205 Chapman Avenue. So. San Francisco, CA 94080 (415) 589-7343 Reg #0899497 7/86

**FOR SALE: 2 bdrm, 1 bath home** on 4 lots 100 X 200 ft. Armstrong, Missouri. \$7,500.00 cash. Eugene Wayman 205 Chapman Ave. So. San Francisco, CA. 94080 (415) 589-7343 Reg #0899497 7/86

**FOR SALE: 1969 International 175 B Front End Loader** Excellent cond., low hours \$1500.00 Charles Phillips 6752 S. Cherry, Fresno, CA 93725 (209) 485-1692 Reg #0994094 SS #554-48-4335 7/86

**FOR SALE: Hill Property** Overlooking Santa Clara Valley. Loc. on Piedmont & Calaveras. Excellent home site 3.9 acres \$125,000.00. Bonnie Ray Everson 1578 Sierraville Avenue San Jose. CA 95132 (408) 292-3617 SS# 240-54-2260 7/86

**FOR SALE: Large pieces of iron.** Can be used to repair Truck Beds, because of its shape. 3/8 thick, 8-sheets 11'x 24' 8-sheets 11'x 16' \$400.00 per sheet. Bonnie Ray Everson 1578 Sierraville Avenue San Jose, CA 95132 (408) 292-3617 SS# 240-54-2260 7/86

**FOR SALE: 2 - 10,000 gal. tanks.** Can be used for storage of non-drinkable water. Good for watering landscape or in case of fire. \$750.00 each. Bonnie Ray Everson 1578 Sierraville Avenue San Jose, CA 95132 (408) 292-3617 SS# 240-54-2260 7/86

**FOR SALE: 1979 White Truck** with 400 cat engine. includes 85 Zeber 40 ton transport trailer, 67 Diamond 20 yd. dump trailer with P.U.C. Permitt and 1-Hwy. Carrier Permitt. \$68,500.00 Bonnie Ray Everson 1578 Sierraville Avenue San Jose, CA 95132 (408) 292-3617 SS# 240-54-2260 7/86

**FOR SALE: 1-1965, 8600 Gradall** good cond. with 5' ext. and 2'-3'-85' Bkts. \$18,500.00 Bonnie Ray Everson 1578 Sierraville Avenue San Jose, CA 95132 (408) 292-3617 SS# 240-54-2260 7/86

**FOR SALE: Brand new Laser.** Spectra Physics EL-1. Still on warranty. Including tripod. \$3,000.00 or best offer. Mike Smookler 1345 Birch St. Montara, CA 94037-0716 (415) 728-5819 after 5p.m. SS# 556-70-4401 7/86

**FOR SALE: 2 bdrm 1 bath home,** chicken coop, garage, \$29,000.00 1 mile to golf, fishing, & hunting. Jack Edwards Sterling, Utah 84665 (801) 835-4844 Reg #1270837 7/86

**FOR SALE: 1968 Peterbilt,** 335 Cummings, 4x4 transmission-SQHD 5.29 rear end, wet kit, dirt permit, \$15,000.00. Steve Lyles (415) 583-1960 Reg. #1808673 7/86

**FOR SALE: 12x40 One bdrm Mobile Home** in 3 Star Park on Clear Lk. Completely furn. Excellent Cond. \$10,000. Otis Wilber, 5644 Lone Pine Rd. Sebastopol, CA. 95472 (707) 274-2528. Reg #0679071. 6/86

**FOR SALE: House,** for sale by owner. San Jose foothill area. 3 bdrms, nice view, shady backyard, easy access to freeways, walking distance to shopping centers, schools, bus-stops. \$108,000. Manuel E. Flores. 2914 Glen Alden San Jose, CA. 95148 (707) 270-5147 Reg. #0848239. 6/86

**FOR SALE: Bi-level home** 2,400 sq. ft. energy efficient on 27A 44' x 48' diesel shop \$98,500. or just home on 10 acres \$75,000. 32 miles east of Redding, close in sm. comn. Ken Brockman. King Mill Rd., Round Mountain, CA. (916) 337-6667 SS# 555-52-3621. 6/86

**FOR SALE: D-8H 46A 27,632 Ser # U Blade,** rippers, safety top, slopeboard, winch, all maintenance records. Asking \$62,000. Lee Green, 31800 Highway 20, Fort Bragg, CA. 95437. (707) 964-3622 or (707) 964-4667. Reg. #1353438 6/86

**FOR SALE: Home \$125,000;** 69 GMC pick-up st. side classic \$2,500; 77 Mercury Cougar only 70 K miles. Needs little body work \$900.00; 78 Van fully cont. \$6,000; Dodge 60,000 K miles terry trailer 25' full self cont. \$5,500. Ismal Gonzalez. 1141 Arthur Pl. San Jose, CA. 95127 (408) 272-6907 SS# 549-98-7219 6/86

**FOR SALE: 3208 Ct Eng. with Allison Auto Trans.** Can see and hear run, also has muffler & rear motor mounts shifting cables for trans. Etc. Henry Sand, Jr. 6643 Woodward, Manteca CA. 95336 (209) 239-2242 before 7a.m. or after 6p.m. Reg. #1101983 6/86

**FOR SALE: Hial 13' dump body** with telescope hoist & cab shield \$900. Henry Sand, Jr. 6643 Woodward, Manteca, CA. 95336 (209) 239-2242 Call before 7a.m. or after 6p.m. Reg. #1101983 6/86

**FOR SALE: 1969 12 X 60 Silvercrest mobile home.** 1 owner very clean, two 50 ft. awnings, full skirting \$9,500. Reece D. Corwen 6594 No. Tollhouse Rd. Clovis, CA. 93612 (209) 297-0611 Reg. #488584 6/86

**FOR SALE: '64 Starcraft "Islander"** 20 ft. 115 HP Johnson VRO, Cuddy Cabin, fully equipped, \$12,250. Roger H. Soule 1933 Limewood Dr. San Jose, CA. 95132 (408) 262-8632 after 5p.m. SS# 107-22-3148 6/86

**FOR SALE: Florance, Dr. Large lot** near N. Jetty 150' X 200'. septic in, water, electricity to property line, short walk to ocean \$20,700. Roger H. Soule 1933 Limewood Dr. San Jose CA. 95132 (408) 262-8632 after 5p.m. SS# 107-22-31 6/86

**FOR SALE: Case 350B tilt-angle dozer** \$20,000; Case 350 Tilt-angle dozer \$10,000; Allis HD5 loader & 4 in 1 bucket \$10,000. All with rippers, rops, good engines and good undercarriages, GMC flatbed \$3,000. Russ Davis P.O. Box 6033 Fremont, CA. 94538 (415) 656-4070 Reg. #1528211. 6/86

**FOR SALE: 1955 Chevy 1 ton truck** in excellent cond. with 200 amp. Lincoln Welder, set up with torch rack, tool boxes, vices and boom, ready to go. \$4,000 Garry Petts Box 132 Hathaway Pines, CA. 95233 (209) 795-3266. SS# 541-42-3521 6/86

**FOR SALE: 1963 Fleming mobile home.** 55 X 10, 2 bdrm, all new flooring and drapes. Very good cond. \$5,500 or trade for 5th wheel between 30' to 40' preferably with bunks in back for kids. Garry Petts. Box 132 Hathaway Pines, CA. 95233 (209) 795-3266. SS# 541-42-3521 6/86

**FOR SALE: 30 Ft. Sports Coach 78 motor home,** 2 roof air cond. C-B w/extra 17" antenna (manual up-down), 8 track stereo, 2 heaters, new engine, trans. run 6,800 mi. other amenities. \$25,000. Joe E. Correia 3065 Adler Ave. Clovis, CA. 93612 (209) 292-8392. Reg. #0592866. 6/86

**FOR SALE: 1979-126 motor grader** good cond. Vernon Buck 625 California St. Ripon, CA. 95366 (209) 599-4633. Reg #0766413. 6/86

**FOR SALE: Because of illness in family** membership in Yosemite South and the Coast to Coast parks and still growing \$3,500 Adrian Thomas. 722 S. Drake, Perryton, TX. 79070 (806) 435-5060 Reg #1492893. 6/86

**FOR SALE: 1981 28 X 48 Mobile Home** 3 bdrm. 2 bath, dishwasher, disposal, range, refrig, washer, dryer, carousel (fireplace) deck. Has great room. 6 lots that face the Payette River. Fronts on Highway, snowmobiling, hunting, fishing (305 ft.) Leon C. Zack Box 29 Smiths Ferry, ID. 83668 6/86

## Report focuses on freeway belt routes

A preliminary document targeting possible beltway corridors linking Interstates 80 and 5 and Highway 50 shows three possible routes passing through Folsom.

The report, drafted by consultant DKS Associates for the Sacramento Area Council of Government, is being used for information only by both the technical advisory committee and the policy committee studying the beltway issue.

One of the proposed corridors is the Oak Avenue Parkway bridge, which stretches to Scott Road. According to the consultant report, the route is lacking in right of way and would only be feasible as a narrow expressway.

Another corridor is proposed near Folsom Dam, running through the newly annexed Dan Russell Ranch on its way to Highway 50. The third route runs south of Central Avenue through Scenic Oaks development, crossing the river on the western corner of Negro Bar, and then would either follow Folsom Boulevard or run southeast through a portion of the Intel property and connect with Highway 50 near Prairie City Road.

In the north area, the three Folsom routes were the only ones proposed by the consultant after taking into account existing and proposed land use in the area. All of the routes bypass Orangevale and Citrus Heights and cut along the Sacramento and Placer county lines in the area of Barton Road.

According to the document, the consultant did not consider any river crossings west of Hazel Avenue because the area is already heavily developed and the cost of a freeway route would be high. The document states that precise alignments of the beltway proposals are not being considered in this

phase of the study, but will be identified in the second phase.

The next step in the study is that each corridor will be placed in order of technical preference. Public hearings will then be held to gather public opinion regarding the beltway idea.

A beltway could provide a direct link between communities such as Folsom,

Rocklin, Ranch Cordova, Roseville and South Sacramento. It would also provide another much-needed river crossing. The consultant also states that such a route would help deter traffic congestion near downtown Sacramento providing a more direct travel access to the Sierra Nevada from the San Joaquin Valley.

## Return of gold mining possible in Amador County

Recent action by the Amador County Board of Supervisors may signal the return of gold mining to the county near Sutter Creek. The area effected is near the legendary Lincoln, or Union Mine that made Leland Stanford a wealthy man and launched him as a railroad tycoon, U.S. Senator, Governor of California and founder of Stanford University

The last mine to produce gold in the area was the Central Eureka, which shut down in 1958.

The supervisors recently gave unanimous approval to zoning 44 acres on the northern boundary of Sutter Creek as a Mineral Resources District. In doing so, they completed a process that began last year with approval of Mineral Resources Zone 2 under the county general plan.

Board action was prompted by requests from the Reno-based Callahan Mining Corp. Callahan and PanCana Minerals Inc. have conducted drilling and exploration activity in the areas since 1983 at a cost of \$350,000.

Tom Thomas, geologist on the job, said he was "pleased and surprised" at the board's action. He said the additional 5,000 feet of drilling planned in 1986 would cost \$240,000 and

would determine "whether we pursue or curtail the project."

D.E. Deem of Murphys prepared a report on the potential for successful mining on the 44 acres. His study indicates reserves of .27 ounces of gold per ton in the area. The report also says that 89 "bona fide underground gold mines worldwide operate at gold values below that level."

Drilling and exploration in other areas of the county are being financed by Tundra Gold Mines Ltd. of Vancouver, B.C. and San Francisco based Mother Lode Gold Mines. Test locations are in and near Plymouth and outside of Amador County

## Attend Your Union Meetings



# Official Meeting Notice

## Specially Called District Meetings

### Regarding Amendment of Article VI of the Local Union Bylaws

Recording-Corresponding Secretary William M. Markus has announced that at its June 22 meeting, the Local 3 Executive Board approved a round of specially called meetings for the purpose of voting on a proposed amendment to Article VI (Dues) of the Local Union Bylaws. The meetings will be held as scheduled below, pending approval of the proposed amendment at the July 12 semi-annual membership meeting. The proposed amendment will be presented as a special order of business at those district meetings which are being held at their regularly scheduled time (see asterisk). It should be noted that some regularly scheduled district meetings as published in previous issues of *Engineers News* have been changed, therefore, this schedule supercedes any previous notice of district meetings. Members are encouraged to take careful note of the schedule and to attend one of the meetings.

- |  |                           |
|--|---------------------------|
| July 15, 1986  | 3:00 p.m. and 8:00 p.m.   |
| <b>San Mateo:</b> Laborers Hall, 300 7th Ave.                      |                           |
| July 16, 1986  | 10:00 a.m. and 8:00 p.m.* |
| <b>Fairfield:</b> Holiday Inn, 1350 Holiday Lane                   |                           |
| July 17, 1986  | 10:00 a.m. and 8:00 p.m.* |
| <b>Sacramento:</b> Laborers Hall, 6545 Stockton Blvd.              |                           |
| July 21, 1986  | 7:00 p.m.                 |
| <b>Kona:</b> Kona Waena School, Kealahou, HA                       |                           |
| July 22, 1986  | 7:00 p.m.*                |
| <b>Hilo:</b> Kapiolani School, 966 Kilauea Ave.                    |                           |
| July 23, 1986  | 7:00 p.m.*                |
| <b>Maui:</b> Kahului Elementary School, 410 S. Hina Ave., Kahului  |                           |
| July 24, 1986  | 2:00 p.m. and 7:00 p.m.*  |
| <b>Honolulu:</b> Kalihi Waena School, 12440 Gulick Ave.            |                           |
| July 25, 1986  | 7:00 p.m.                 |
| <b>Kauai:</b> Wilcox Elementary School, 4319 Hardy St., Lihue      |                           |
| July 26, 1986  | 9:00 a.m.                 |
| <b>Molokai:</b> Mitchell Pauole Center, Kuanakakai                 |                           |
| July 29, 1986  | 3:00 p.m. and 8:00 p.m.*  |
| <b>Eureka:</b> Engineers Building, 2806 Broadway                   |                           |
| July 30, 1986  | 3:00 p.m. and 8:00 p.m.*  |
| <b>Redding:</b> Engineers Building, 100 Lake Blvd.                 |                           |
| July 31, 1986  | 2:00 p.m.                 |
| <b>Gridley:</b> Veterans Memorial Hall, 249 Sycamore St.           |                           |
| July 31, 1986  | 8:00 p.m.*                |
| <b>Marysville:</b> Engineers Building, 1010 "I" Street             |                           |
| August 4, 1986   | 3:00 p.m. and 8:00 p.m.*  |
| <b>Stockton:</b> Engineers Building, 1916 North Broadway           |                           |
| August 5, 1986   | 3:00 p.m. and 8:00 p.m.   |
| <b>Concord:</b> Sheraton Inn, 45 John Glenn Drive                  |                           |
| August 6, 1986   | 10:00 a.m. and 8:00 p.m.* |
| <b>Sunol:</b> Sunol Valley Country Club, Hwy. 680 & Andrade Rd.    |                           |
| August 7, 1986   | 10:00 a.m. and 8:00 p.m.* |
| <b>Santa Rosa:</b> Veterans Building Auditorium, 1351 Maple Street |                           |
| August 12, 1986  | 3:00 p.m. and 8:00 p.m.*  |
| <b>Fresno:</b> Laborers Hall, 5431 E. Hedges                       |                           |
| August 13  | 3:00 p.m. and 8:00 p.m.   |
| <b>Freedom:</b> VFW Hall, 1960 Freedom Blvd.                       |                           |
| August 14, 1986  | 10:00 a.m. and 8:00 p.m.* |
| <b>San Jose:</b> Labor Temple, 2102 Almaden Road, Room BC          |                           |
| August 19, 1986  | 1:00 p.m. and 8:00 p.m.   |
| <b>Orem:</b> Steel Workers Hall, 1847 S. Columbia Lane             |                           |
| August 20, 1986  | 10:00 a.m. and 8:00 p.m.* |
| <b>Salt Lake City:</b> Engineers Building, 1958 W. N. Temple       |                           |
| August 21, 1986  | 3:00 p.m. and 8:00 p.m.   |
| <b>Reno:</b> Musicians Hall, 124 West Taylor                       |                           |
| August 22, 1986  | 3:00 p.m. and 8:00 p.m.   |
| <b>Elko:</b> Stockman's Hotel, 340 Commercial St.                  |                           |

\* Denotes regularly scheduled district meeting.



**Fifty-year members honored** — Pictured above are eleven of the 25 retirees who were awarded their 50-year Local 3 watches at the semi-annual meeting. Fifty-year honorees listed in alphabetical order are: Richard Beebe, Robert Brogden, Sterling Carrigan, Jack Carwin, D. Cherrington, H.R. Courroyer, James Croon, Henry Faber, Henry Fernandez, Elmer Ferrari, W.L. Freylach, Robert Hall, Calvin Hogg, Alfred "Buck" Hope, Norman Houge, Guy Jones, Ira Jones, John Keating, Martin Kenoyer, Arthur Klitzke, Clarence Mort, Peter O'Neil, E.P. Squarzano, Robert Trask and Virgil Wimmer.

## Semi-annual meeting

(Continued from page 1)

posite structure but is found ineligible, he cannot apply for the reduced rate for one year.

The average pay rate in the amendment is derived by calculating the average of all wage classifications of Area One base hourly rates for the applicable master agreement, with the exception of the highest wage classification.

Stapleton praised the membership for their unity and the quality of their skills

at the meeting, which lasted about 90 minutes. He touched on the negotiations and solidarity that avoided a strike in Nevada in mid-June.

"That really shows you, that when members stick together you can get something," Stapleton said of the contract Nevada members ratified.

Stapleton compared what Local 3 members have received under the new agreements with other building trades unions, and concluded that "We don't have to apologize to anybody for the agreements we've been negotiating for our members."

Stapleton said Local 3 has the best workers because it stresses testing the skills of its members. The skillful, well-tested members of the local help stop the hiring of non-union workers, he said.

"You're what we have to beat the non-union workers, because I'm very confident that we have the best skills," Stapleton told the crowd.

In other business, Stapleton was honored by the international for his dedicated efforts, particularly in the area of occupational safety. The surprise presentation was made by international representative Ben Hill.

The business manager also received a plaque from Assemblyman Dick Floyd, D-Gardena, who praised Stapleton as "the best labor leader we've ever had in this state."

## High court

(Continued from page 7)

The other case approved, over objections by members of Cleveland's firefighters union, involved an agreement on promotions between the city and minority firefighters that settled a suit against the city. It reserved about half of future promotions for qualified minority candidates.

The court majority found that such a voluntary agreement — which is not binding on a union that does not agree and which a union can challenge in court — meets the guidelines of federal law, even though those benefiting may not have been victims of past race discrimination.

In the third case, the court ruled unanimously that an employer must remedy pay discrimination that existed before the Civil Rights Act became law. That's the position the AFL-CIO advocated in its brief to the Supreme Court.

The case involved pay disparities for employees of the North Carolina Agricultural Extension Service. These dated from a time when there were separate black and white divisions serving farmers and homeowners. After the passage of the Civil Rights Act, the divisions were merged and newly hired workers were paid the same rate. But blacks hired before 1965 never had their pay raised to offset the discriminatory difference.

Brennan's decision found the 4th Circuit Court of Appeals was wrong to rule that the employer did not have an obligation to remedy discrimination that had its origins before the law was enacted.



Retiree and former officer Buck Hope takes the floor mike.