Local 3 to begin I-9 verification program

By James Earp
Managing Editor

A comprehensive Local 3 program aimed at reducing red tape and paperwork generated by the Immigration Reform and Control Act of 1986 (IRCA) will be implemented on September 1 of this year, Business Manager Tom Stapleton has announced. The program will affect all individuals who sign up on the out-of-work list or are dispatched to a job from a Local 3 hiring hall.

"We realized early on that this new law would have a significant impact on our members because of the number of people who are dispatched to jobsites from our hiring halls," Stapleton explained. "For the past several months we have been working on a program that should make it easier for our members and signatory employers to comply with the requirements of the new law."

IRCA was signed by President Reagan on November 6, 1986 to stem the flow of illegal immigration into the United States by requiring employers to verify U.S. citizenship or eligibility to work in the United States when being hired for a new job.

The law mandates that, as of June 1, all employers must verify employment eligibility of new employees by having "verification of documentation" that establishes their identity and eligibility to work in the United States.

Verification at hiring hall

Under Local 3's program, the verification procedure will take place at a union hiring hall, rather than with the employer. The government I-9 form will be kept on file by the union and the individual's computerized membership record will indicate that the member has a valid I-9 form on file.

This information will be printed out on the member's dispatch so that when he or she goes out to the jobsite, the employer will not have to conduct the verification procedure over again. Employers will have the option of signing an agreement which designates the union as the official custodian of the I-9 records, thereby making the union liable for fulfilling the verification requirements of IRCA.

Stapleton observed that employers will benefit greatly by participating in the program.

The union hiring hall is the most logical place to conduct the verification program, because it only has to be done one time for each member.

"Our computerized dispatch system will enable any hiring hall to immediately verify whether or not an individual has an I-9 form on file," he added. "Once an employee is on the file, it will save a lot of time and effort for both employer and member."

Stapleton noted that many employers are not yet aware of Local 3's program and have already begun to require employment verification because of the June 1 enforcement date.

"Until we're able to get employers fully informed about our new program, it will take a while for the system to work as smoothly as we want it to," he said.

Local 3 announces winners of 1987 scholarship contest

Winners of the annual Operating Engineers Local 3 Scholarship contest were announced this month by Business Manager Tom Stapleton.

First place winners were Virginia Matzek of Modesto, CA, daughter of Robert Beall and John Richardson of Santa Rosa, the son of John Richardson. Both will receive $5,000 scholarships.

The first runner up in the scholarship contest was Shannan Beall of Modesto, CA, daughter of Robert Beall and John Richardson of Santa Rosa. She will receive a $1,000 scholarship to the school of her choice.

The scholarships were awarded after applications were evaluated by the Undergraduate Scholarship and Honors Committee at the University of California, Berkeley and approved by Local 3's Executive Board on June 21.

Virginia Matzek, daughter of George Matzek, is a graduate of Bret Harte Union High School in Alta-ville. A recent winner of a $2,000 National Merit Scholarship (see related story) Virginia plans on attending the University of California at Berkeley. Her educational goal is to become a scientist and attorney.

Virginia plans on completing her postgraduate work at the Massachusetts Institute of Technology.

Virginia says there has "never been any question in my mind as to whether or not I would go to college. I've been sure of that for some time. I look forward to the exciting world of study and opportunities that lie ahead."

Richard Mozier, son of Richard Mozier Sr., a graduate of Atwater High School in Atwater, CA. His father has been a Local 3 member since 1977. A straight "A" student throughout high school, Richard has applied, and has been accepted at both UC Berkeley and UC Davis. He plans on obtaining a bachelor's degree, and a master's degree in electrical engineering. In addition to being a dedicated student, Richard has been active in sports and other extracurricular activities.

The first runner up in the girls division was Shannon Beall. A graduate of Free C. Beyer High School in Modesto, Shannon has applied to attend UC Davis, UC Santa Cruz and Mount St. Mary's College. Her goal is to become a pediatrician.

Shannon has been a dedicated student both at school and in her community. She has been a member of the Debate Team, the Marching Band, the French Club and the Science Club. She has also shown interest in the political affairs of her community.

As a volunteer in several political campaigns in Modesto, Shannon saw a need for student activity in politics. She was the founder of the Young (Continued on page 2)
Trouble still follows Weisscal

Construction of San Jose's light-rail system and downtown transit mall is continuing to raise the interest of investigative agencies throughout the state. The construction investigation revolves around the contract performance of Weisscal, and its parent company, Weiss Construction of McKernet, PA.

Weisscal is being investigated by a task force of government agencies to determine whether the contractor illegally used workers' health and welfare funds to pay off company debts on the East Coast.

There is also an investigation by the County District Attorney concerning the underpayment of $400,000 in wages to Weisscal's employees.

In addition to these investigations, Operating Engineers Local 3 filed a complaint for willful non-compliance of the State's apprenticeship guidelines. A hearing on the complaint, which was filed over 18 months ago, is set for the middle of July.

There is also a San Jose Police and Santa Clara District Attorney investigation of city inspectors making improper gifts of real estate to men under investigation with its pension and health plans, and enforcement of its pension and health plans, and enforcement of its pension and health plans.

Fortunately, our pension plan is not subject to such obligations if they were terminated today.

In the past six years, over a thousand companies have been bought out, not for their current contribution level, an operator who begins with that 15 years and no more.

Current law allows corporations to use any money in surplus cash is now the major factor in many corporate takeovers. It makes our program much safer than a corporate pension plan.

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How Local 3’s I-9 verification plan will work

Passage of the Immigration Reform and Control Act of 1986 will affect every Local 3 member. Please read this information carefully and make sure you have the documents needed to complete an I-9 Form. If you don’t, you should take steps immediately to obtain the document(s) you lack.

Effective June 1, 1987 the federal government began enforcement of the Immigration Reform and Control Act of 1986 (IRCA). Signed by President Reagan last November, this law prohibits the hiring of illegal aliens and for the first time requires all individuals applying for a job to present proof of American citizenship or eligibility to work in the United States. Basically, the statute places employers under the legal obligation to require all job applicants to fill out and sign a government “I-9” form (Exhibit #1) which is designed to provide proof of the individual’s eligibility to work in the United States.

Local 3 is finalizing plans with employers to implement a program whereby the union will be the custodian of the INS employment authorization documents. This is being done to streamline the verification process for our members. A member will have to fill out the necessary I-9 form only once at the hiring hall, where it and a copy of the supporting documents will be kept on file as long as he remains a member of the union. Members who have completed the I-9 form and presented the required documents will have this information indicated on their computerized record and on all subsequent dispatches.

Verification Procedures

Commencing September 1, 1987, the union will conduct the verification process for every individual who comes into a hiring hall to obtain a dispatch or to register on the out-of-list verification form. Verification should take place at the time of registration. The dispatcher will check the member’s record on the CRT to determine if he or she has an Employment Eligibility Verification (Form I-9) on file.

Government I-9 forms will be available at all Local 3 hiring halls. If the individual has no I-9 Form on file, the dispatcher will have the member fill out the first section of the form completely.

The member must produce a document or documents that establish the member’s identity and eligibility to work in the United States. The list of acceptable documents is printed on this page. List A contains documents that establish both identity and employment eligibility. A document from list A is sufficient for completion of the form.

If the member does not have a document from List A, then he must have a document from List B (which establishes identity) and a document from List C (which establishes employment eligibility).

The dispatcher will inspect the necessary documentation, entering the document I.D. numbers, expiration date (if any) and certify on the form that the documents have been examined and appear to be genuine and to relate to the individual named. All documents must be current at the time of registration. However, expiration dates on a document will not affect the validity of the I-9 Form unless it relates to employment authorization.

For example, an individual uses his driver’s license and a valid Social Security Card for the I-9 Form. The fact that his driver’s license might expire six months later will have no bearing on his I-9 form. The dispatcher would indicate that the individual has a valid I-9 form. However, suppose the individual uses a driver’s license and an INS Employment Authorization card that expires on January 30, 1988. In this case, the individual’s I-9 form would expire on that date.

Once the I-9 Form has been completed and the individual’s record has been updated to reflect this information, he or she is now eligible to receive a job dispatch. After September 1, 1987, no individual may be dispatched until the Form I-9 has been completed.

Insufficient Documentation

Individuals who have not filled out an I-9 form or who do not have the required documentation may be registered but are not eligible for dispatch until the I-9 has been completed. If the individual will not or cannot complete the I-9 Form when called for a dispatch, the dispatcher will go to the next person on the list.

Lost Social Security Card: In the event an individual has not completed his I-9 Form because he has lost or destroyed his Social Security card, the dispatcher may enter “VALID I-9” and dispatch the individual if the following conditions are met:

• The individual is already registered in the system with a Social Security number.
• The individual presents a receipt showing he has made application to the Social Security office for a replacement card.
• The individual has all other required documentation from List B.

If these conditions are not met, the individual must either present another valid document from list C (such as a birth certificate), or he cannot be dispatched.

Illegal Aliens

The law permits legalization of aliens who have continuously resided in the U.S. in an unlawful status since before January 1, 1982, and who meet certain other requirements. Individuals who may be eligible for legalization had one year to make application, beginning May 5, 1987. However, the law also requires individuals to obtain documentation that establishes work authorization by September 1, 1987. Since Local 3’s program becomes effective on the same date, an individual who attests to the union that he or she is an alien who intends to apply or has applied for legalization, must have an Alien Registration Card or unexpired INS Employment Authorization card.

Employer Cooperation

Although there are significant advantages for an employer to sign an agreement authorizing the union to assume the responsibilities of the verification process, there may be some employers who choose not to participate in the union program or who have not been made aware of it. In such cases, the employer would then be required to complete his own verification process to comply with the law. Local 3 members dispatched to employers who have not agreed to the union’s program will have to produce the necessary documents to the employer upon being dispatched to the job.

The union will make every effort to give members adequate notice that they must take the necessary documents with them if they are to be dispatched to a nonparticipating employer. However, the individual must still complete the I-9 form at the hiring hall before being dispatched. This will eliminate the necessity of having to do it later when being dispatched to another job.

Non-discrimination

IRCA prohibits discrimination against a citizen or legal resident alien “with respect to the hiring, or recruitment or referral for a fee,” or discharging a person because of his or her national origin or because of the person’s citizenship status. The union will continue to dispatch in a non-discriminatory manner as required by Section 04.09.01 of the Job Placement Regulations.

Documents You Will Need

To complete an I-9 Form, you must have either one document from List A or one document from List B and one document from List C.

List A

☐ United States Passport
☐ Certificate of U.S. Citizenship
☐ Unexpired foreign passport with attached employment authorization.
☐ Alien Registration Card with photo.

List B

☐ State-issued driver’s license or state-issued I.D. card with photo or information, including name, sex, date of birth, height, weight and color of eyes.
☐ U.S. Military Card
☐ Other official I.D.

List C

☐ Original Social Security Card (other than a card that states it is not valid for employment).
☐ Birth Certificate issued by state, county or municipal authority bearing a seal or other certification.

Lost Social Security Card: For most individuals, a state driver’s license and an original Social Security Card will be the most convenient documents to use. If your Social Security Card has been lost or destroyed, you should obtain a replacement as soon as possible by applying in person at the nearest Social Security office. You must provide positive I.D. at the time of application.
Market area contract makes shopping center project a union job

A Local 3 market area agreement for private work enabled Kiewit Pacific to beat out the number two bidder — a nonunion contractor — by a mere $48000 on a $4 million dirt spread for a Grass Valley shopping center. Says gradechecker Pat Day about the 85 percent agreement, "Working under the special terms of the contract is better than sitting outside watching a bunch of scabs doing our work."

Kiewit began land clearing in mid-May and dirt started flying the first week of June. Project manager Gary Chapman expects to move the 540,000 yards of dirt by October 1 of this year. The project will eventually be the Pine Creek Shopping Center and will consist of eight separate buildings, including a J.C. Pennys, Railyes Supermarket and a hotel. The 25-acre site also includes an outdoor amphitheater for community events.

Left to right are gradechecker Pat Day, Business Agent Bill Marshall and District Representative Ken Bowersmith.

Tollifero Smith
Keith Jorgenson
Foreman Dale Barker and D-9 operator Ras Stark, Jr.

Engineers News photos by John McMahon
Plans for Hawaii development

The Lusk Co. has announced plans for a new project in Hawaii called "The Crest at Wailuna," a $27 million single-family residential home project at Pearl City. The Development Corporation said the new project will include 170 homes. New models are under construction.

This well-planned large-scale development demonstrates the Lusk Company's continuing involvement in Hawaii as an extension of its operation in California since its founding in 1946. In that time, the privately held corporation has delivered more than 35,000 homes and developed 2.1 million square feet of Commercial-Industrial space. The Lusk Co. projects have totalled $350 million in gross revenues for 1987.

The Crest at Wailuna is the company's fourth project in the Pearl City-Aina area. Other projects include Wailuna Lake, at original $42 million project of 328 townhouses. The Heights at Wailuna 128 single-family homes with an average price of $185,000 and Kumu- lanu 128 single-family homes in an area near the Wailuna project which includes 125 detached homes, prices between $135,000 to $172,000.

Construction has begun on the first phase of the windward Town & Country Plaza shopping complex adjacent to Holiday Mart in Kailua. The $8 million project will be completed in two phases and is expected to include about 78,000 square feet of leasable space. The developer is James Wong. The first phase will contain two buildings on the makai side of Hanakau Drive, including a 42,000 square ft. Safeway Store, retail shops, an existing 3,300 sq. ft. drive-through restaurant, and 173 parking spaces. Completion of Phase I is estimated by Spring 1988. The second phase of the project will begin late next year.

Barber's Point in Ewa will move closer to becoming a busy industrial area if an Alaska-based company wins Honolulu Planning Commission approval to rezone 53 acres to a water-parks, shopping centers, an 18-hole golf course and other amenities. The cat for proposals by July 22 encompasses a wide range of possible uses including power and other infrastructures. The military zoned vacant land near the Barber's Point Deep Draft Harbor entrance wants the rezoning so it can develop a 27-ton industrial sub-

Honorary Members

At the Executive Board meeting on May 17, 1987, it was reported that the following retirees have 35 or more years of membership in the Local Union as of May 1, 1987 and have been determined eligible for Honorary Membership, effective July 1, 1987 (except where noted):

Howard Anderson 07114893
Elmer B. Carter 07002330
Oscar G. Andrews 0711780
Roy Bell 0335471
Preston Christy 0519651
G. L. Eastwood 0272560
Milt Faught 0723753
Roy Bell 0335471
Don Gordon 0583850
Warren Honeys 0456567
Wilton Jacobs 0267887
T. J. Witt 0726722
Dale Yesland 0723822

Waikoloa Hyatt

Pictured on this page is the Waikoloa Hyatt project, under construction in Kona by general contractor Hawaiian Dredging. Sub-contractor on the job is Goodfellow Bros.

Waikoloa Hyatt

Pictured on this page is the Waikoloa Hyatt project, under construction in Kona by general contractor Hawaiian Dredging. Sub-contractor on the job is Goodfellow Bros.
Increased water needs and an aging canal near La Grange, CA owned by the Modesto Irrigation District has caused the agency to build a $14 million tunnel. Torno America, Inc., whose parent company hails from Italy, was awarded the contract for the project, which will divert water from the La Grange Dam reservoir, circumvent an old section of canal that was built at the turn of the century and dump it into an improved section of canal.

Torno began work on April 10 and about 25 operating engineers are currently working around the clock with other crafts to meet a March 14, 1988 completion deadline. When finished, the tunnel will measure 5,734 linear feet with a 15-1/2 foot circular diameter. The entire tunnel will be concrete lined.

Located about four miles downstream from Don Pedro Reservoir, La Grange Dam is a beautiful rock structure built in 1893. An additional turbine, jointly financed by the Modesto and Turlock irrigation districts at Don Pedro...
the clock on tunnel

Dam will provide the additional water flow for the tunnel. That $6 million project is being constructed by Morrison-Knudsen.

According to project engineer Roger Rothenberger, workers are encountering a wide range of rock formations, including shale, sand and gravel, clay and a volcanic based conglomerate. Much of the tunnel is being supported by steel rings placed on four-foot centers.

The mile-long project actually consists of several shorter tunnels connected by sections of cut and cover. The east end of the project is a 934-foot section of tunnel that was begun on June 1. Workers will bore to within ten feet of the end and leave a rock "plug" in place until they are ready to blast through and let water flow through.

The next section of tunnel is about 3,700 feet long and is being drilled from both ends. There is a 404-foot section of cut and cover that will connect to a 1,000-foot section of tunnel that holed through on July 3.
The current round of Pre-Retirement counseling meetings has ended. Many thanks to all who participated. Engineers and their wives heard the latest information available regarding the Credit Union, the Pension Plan, the Retiree Medical Plan and other items relating to financial security in retirement years. We answered as many questions as we could. If you still have questions about the plans, please contact the Fringe Benefit Center and we will be happy to answer them for you.

Retiree meetings
The Retiree Association round of meetings has begun. Please check the schedule on this page and come on out to the meetings in your area. And a special invitation to all the new Retirees—come on and join us. Renew acquaintances, make some new friends and keep up on all the latest concerning the union. See you there.

Withholding from pension checks
Effective July 1, 1987, California State law requires that State income tax be withheld from the portion of periodic pension payments and non-periodic distributions subject to state income tax. California Retirees who have not elected federal income tax withholding from their pension checks will have no California withholding. Those who have federal withholding will also have State withholding (at 10 percent of the amount withheld for federal), unless they notify New York Life in writing that they do not wish to have State withholding. New York Life has contacted retired engineers living in California with information on the new California State tax withholding law.

Don't be fooled
A warning to all engineers and their families, especially to all Retirees—don't be "doped" into purchasing health insurance that does not fit your needs. Slick marketing techniques tempt us to buy for just "pennies per day". Use the same good judgment you use when you shop for any product. Shop around a little and compare. Read the fine print! And feel free to call on us to help you examine whether any health care package (especially Medicare supplemental coverage) might be worth your further investigation.

Quality care at a savings
Contract hospitals: Are they working?
Is the program working, you ask?
Many engineers have saved themselves and the Trust Fund money by taking advantage of the Contract Hospital/Utilization Review Program.
Let's take a look at a few examples:
Example 1: A 52 year old engineer is hospitalized and has surgery for a heart attack. The hospital is a Contract Hospital. Of the $10,500 charges, the member pays $0.00 for the hospital, and the total bill for the member is only $331.00!

Here's a breakdown of charges and payments:

<table>
<thead>
<tr>
<th>Charges</th>
<th>Plan</th>
<th>Pays</th>
<th>Member</th>
<th>Pays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital</td>
<td>$6,669.68</td>
<td>$2,100.00</td>
<td>$4,569.68</td>
<td></td>
</tr>
<tr>
<td>Surgeon</td>
<td>$2,475.00</td>
<td>$2,277.50</td>
<td>$197.50</td>
<td></td>
</tr>
<tr>
<td>Assist. Surgeon</td>
<td>$495.00</td>
<td>$445.50</td>
<td>$49.50</td>
<td></td>
</tr>
<tr>
<td>Anesthesiologist</td>
<td>$840.00</td>
<td>$756.00</td>
<td>$84.00</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$10,479.68</td>
<td>$5,579.00</td>
<td>$331.00</td>
<td></td>
</tr>
</tbody>
</table>

Example 2: A 38 year old insured member is hospitalized for a lacerated hand. Of $6,900 total charges, the member pays $232.40 for hospital and the total bill for the member is only $217.50.

Here's a breakdown of charges and payments:

<table>
<thead>
<tr>
<th>Charges</th>
<th>Plan</th>
<th>Pays</th>
<th>Member</th>
<th>Pays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital</td>
<td>$3,986.25</td>
<td>$820.00</td>
<td>$3,166.25</td>
<td></td>
</tr>
<tr>
<td>Surgeon</td>
<td>$2,334.00</td>
<td>$2,091.60</td>
<td>$242.40</td>
<td></td>
</tr>
<tr>
<td>Anesthesiologist</td>
<td>$680.00</td>
<td>$547.20</td>
<td>$132.80</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$6,901.25</td>
<td>$3,458.80</td>
<td>$2,442.40</td>
<td></td>
</tr>
</tbody>
</table>

** Payment to the hospital facility based on affordable Health Care Contract Rate. Although the total charges and amount paid by the Trust Fund differ, hospital accepts the Trust Fund payment as payment in full and the member's payment is $0.00.

Please note—for the above savings, members had to have had their physician contact Utilization Review prior to hospital admission. And retirees can also save (even though their hospital bill will not be paid 100 percent) by using the Contract Hospital/Utilization Review Program.

Senate committee gives OK Catastrophic health insurance
The U.S. Senate Finance Committee unanimously approved a labor-supported catastrophic health insurance plan for Medicare beneficiaries. The congressional outlook is good. A similar measure cleared the House Ways & Means Committee last month, also with bipartisan support.
While there are differences, both the House and Senate versions would provide unlimited hospitalization and make other improvements in Medicare coverage.
Both would, for the first time, set a ceiling on the amounts that the elderly would have to pay in deductibles and co-insurance for health care services. And both would finance the added coverage through a two-tier premium increase in Part B of Medicare. Part B insurance, which is optional but taken by nearly every eligible retiree, is funded by a premium paid by the retiree, currently $179.50 a month. It covers most doctor bills and outpatient care. The Senate committee bill would pay for part of the cost of the new catastrophic insurance by increasing the Part B Premium by $4 a month for many more affluent Medicare beneficiaries— an estimated 35 to 40 percent of the total—would have to pay a supplemental premium based on their taxable income. The maximum of $800 a year would be the cost to persons with taxable incomes of over $52,200.
AFL-CIO Legislative Director Robert M. McGlotten expressed support for the two-tier system in a letter to Senate Finance Committee Chairman Larry Bentsen (D-Texas), the chief sponsor of the bill. He termed it a "fair and progressive financing mechanism."
The AFL-CIO had successfully pressed the House Ways & Means Committee to adopt the two-tier premium plan over a subcommittee bill that would have taxed Medicare recipients—including some 1.6 million low-income persons who otherwise would owe no taxes—for the value of Medicare benefits.
Both the House and Senate committees also rejected the Administration proposal that would have provided fewer additional benefits while increasing the Part B insurance by the same amount for every beneficiary to pay for the catastrophic program.

Retiree Meeting Schedule

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairfield</td>
<td>July 15, 200 p.m.</td>
<td>Party Palace, 2601 Clay Bank Rd.</td>
</tr>
<tr>
<td>Independence</td>
<td>July 15, 10:00 a.m.</td>
<td>Alvarado Inn, 6045 Redwood Hwy. Novato, CA.</td>
</tr>
<tr>
<td>Hawaii</td>
<td>July 20, 10:00 a.m.</td>
<td>Dole Intermediate School, 1803 Kam IV Rd. Honolulu, Hawaii</td>
</tr>
<tr>
<td>Reno</td>
<td>July 25, 11:00 a.m.</td>
<td>Deer Park, Rock Blvd. &amp; Prater Way Sparks, NV.</td>
</tr>
<tr>
<td>Ceres</td>
<td>Aug 4, 10:00 a.m.</td>
<td>Teamsters Hall, 1225 13th St. Modesto, CA.</td>
</tr>
<tr>
<td>Stockton</td>
<td>Aug 4, 2:00 p.m.</td>
<td>Operating Engineers Bldg. 1916 N. Broadway Concord, CA.</td>
</tr>
</tbody>
</table>
| Oakland       | Aug 5, 10:00 a.m. | Oakland Zoo Snow Bldg. 9777 Gold Links Concord, CA. 9645 Stockton Blvd. Sacramento, CA. 9584 Willow Pass Rd. Fresno, CA. Aug 12, 2:00 p.m. Laborers Hall, 5431 E. Hedges Oakland, CA. 9577 Golf Links Concord, CA. 9194 Elk Lodge #1994. 1803 Willow Pass Rd. Sacramento, CA. 9262 Park, 5100 S. State St. Murray, UT. 1331 Franklin St. Auburn, CA. 3900 July 20, 10:00 a.m. Auburn Rec. Center, 123 Recreation Dr. Watsonville, CA. Sept 23, 10:00 a.m. UFV Post 1710, 1060 Freedom Blvd. Freedom, CA. Sun Jose, CA. Sept 23, 2:00 p.m. American Legion 14770 Austin Clearlake, CA. Santa Rosa, CA. Sept 24, 2:00 p.m. Veterans Memorial Bldg. 1531 Maple St. Lake County, CA. Sept 24, 10:00 a.m. American Legion 14770 Austin Clearlake, CA. Santa Rosa, CA. Sept 24, 2:00 p.m. Veterans Memorial Bldg. 1531 Maple St.
Work still slow in Santa Rosa

We've probably had the slowest start as we've ever had, reports District Representative Chuck Smith. All the work is a bit behind late and the work already bid is late getting geared up. Sandy Murdoch, super for Guy F. Atkinson reports the clearing is keeping them from getting into high gear on the Cloverdale By-Pass. He is hoping to be geared up for two shifts very soon.

Jerry Orme, foreman for Pete Barretta, reports that property line fences were one of several reasons for the late start on Rock Pile Road. He is hoping for late rains so the brothers can get a half-way decent year. Next year this project should make for some good hours.

Chillone Bros. was low on the Caltrans Hwy 101 north of Cloverdale in Mendocino County and is just over 4 miles. Their bid was over $11 million. It will probably be late summer before they get started. They are not expected to use a lot of engineers but they will need some. This is Area 2 Dispatch with Area 1 pay.

Business Agent Bob Wise reports that as agreement for maintenance work in the Geysers was signed this spring. The work had been by PG & E forces and open shop contractors up to this point, so our Building Trades thought it was worth our time to sign an 80 percent agreement.

Wise is pleased to report that this "maintenance" agreement has now produced over four million dollars worth of work that District 10 would not have had. *Pombo and Dillingham have each started jobs and we definitely need the work. Let's hope that this is just the start and that this new Geysers Project Maintenance Agreement will continue to produce jobs for our Local No. 3 members," Wise said.

More from Hawaii district

(Continued from page 5)

with brush and vegetation. Today, three weeks later, it's cleared. It's miles away from any residential and major highway.

The first pilot program will be the Grader Retraining program, of which Journeymen will be taught to operate the grader more efficiently. The training site will be for both apprentices and journeymen alike.

The apprenticeship program in the State of Hawaii has graduated 12 female apprentices, all of which are still currently members of the Operating Engineers and are working. The island of Kauai has three apprentices working, one, a female. This is the largest number of apprentices employed on Kauai in a long time. Maui and the Big Island, have much more work with a lot more planned for the near future which means more jobs for both apprentices and journeymen. The small isolated island of Lanai will also be seeing work for at least a year, with an exclusive resort to be developed.

Anticipated is a contractual arrangement between a private operator and the state for rush-hour service off the coast and around Diamond Head. Given the stipulation that the ferry service should charge no more than $1.00 to travel with express buses, the Department of Transportation may have to consider a subsidy for the service.

Commuters along Kalanianaole Hwy., the sole artery linking the Kaiser Development Co. built suburb and the heart of Honolulu, face nightmarch traffic jams now. Widening of the highway is expected next year, but during construction will require blocking off two lanes.

Currently, commuters unlucky enough to hit a bad time like rush hour, say it can take more than an hour to drive from Hawaii Kai to downtown.

Gentry homes will build a major residential development on the Camp- bell estate land in Ewa. The development will supply between 8,000 and 8,000 new housing units.

The project includes 763 acres of land in Fort Weaver and Geiger road area being accessed by Hirano Brothers, Ltd. and Campbell Estates. Gentry's agreement with Campbell also includes 120 acres in the Hauula area next to Waipahu. The first phase calls for 413 single-family lots and 250 multi-family units.

Other projects around the area include the $200 million Ko'Olina (West Beach) resort now underway. Oahu Const. and Koa Const. are working on that project.

A 4,000 unit housing project on 800 acres, sponsored by the City and the Hawaii Housing Authority will break ground next year. The 6,000 unit building project called Pearl Meadows, with the first models to be finished by the end of the year.

Credit Union

(Continued from page 4)

ing a Golden Three account. And there are even more advantages planned for the future. Starting August 15, 1987, your Credit Union will offer checking accounts to members. A checking account will add more convenience to your Golden Three account—you'll be able to have your pension and social security checks deposited directly to this account. Then you can access those funds almost immediately by simply writing a check.

Please call your Credit Union at (415) 829-4400 and we'll be glad to send you a Golden Three application. Individual members should call (801) 286-2222.

New car loan rates: Our new car loan rates allow you to choose the rate and term that is best for you. Rates range from 7.75 percent to 12 percent APR, depending on the length of the term. On new cars you can borrow up to 100 percent of the purchase price, plus tax and license. And you're thinking of buying a used car? Our used car rates are very competitive: 9.5 percent for 24 month terms, 10 percent for 25-36 month terms and 11 percent for 37-48 month terms. All our car loans are fixed rate terms, so you are guaranteed this low interest rate for the life of the loan. Stop by or call your Credit Union and we'll arrange a PRE-APPROVED car loan. With a pre-approved loan you have the extra bargaining power of a cash rebate for your dealer. Call your Credit Union today to take advantage of our low rates.

Stockton Picnic

The annual Stockton picnic on June 7 was a rousing success. Over 300 members, wives and retirees were served a meal of char broiled steak, pasta, salad, ice cream and lots of beer and soft drinks.

Special thanks go to the wives of the Stockton area business agents who worked hard to put it all together. Extra special thanks to retired dispatcher Harvey Edwards and his wife, Marian for their help in making the day a pleasant one for all.
Not exactly a ‘high tech’ operation

Talking to Techs
By Frank Morales

Editor's note: The following is excerpted from a recent article in the Wall Street Journal.

DIBOLL, Texas—Michael Cook is one of four fellow surveyors who have climbed over barbed-wire fences, slashed through mesquite and used machetes to cut a path through bamboo thickets. All this is in hopes of trying to resurrect correct property lines for a 76-acre chunk of land. Their only guide is a 100-year-old deed that relies on black-gum and hickory trees to stake out the land. But not all the trees have vanished.

"It can be frustrating sometimes," says Mr. Cook, who digs through the thick pine needles with his machete. "Months later, he locates the tap root of a long-gone hickory tree. With this landmark accounted for, the men stalk the tangled forest until they find remnants of other missing trees in their fitful fight against time.

Vanishing Landmarks

Surveying the Texas outback has never been easy. The terrain alone is tricky enough, but the frontiersmen who first settled there used wagon wheels, chains and rocks to corden off the land. Many old deeds were penned by frontier land men who charted millions of acres using landmarks even less enduring than black-gum and hickory trees.

"From a pile of rocks to a steel post to the bank of Mukewater Creek and north to the open prairie" reads an 1867 survey of a 755-acre farm near Brownwood. Another surveyor apparently floated down a river marking distances by how much time it took. Still another crew used "Simon Jones' fish trap on the Neches River" as a starting point. The original crew measured part of the acreage, owned originally Texas & Pacific Railroad Co., by using a chain of roughly 10 yards. Dragging the device across 1.500 acres of land for one year, the crew somehow chopped off some 600,000 acres that should have been included. A bewildered Mr. Wilson says he can only guess that the crewmen lost track of their distance or were driven off course by Indian raids.

Gary Gilley, a Fort Worth surveyor, recalls that when he attempted to retrace property lines for a sprawling West Texas ranch two years ago, the landscape didn't match descriptions in the deed. Mr. Gilley discovered that the deed had become the subject of a lawsuit. At the trial, court records show, a member of the survey crew testified that the land had been charted from an office because of nettlesome Indian raids. The crew member noted that the surveyor "was not a man of great courage." Mr. Gilley ultimately used deeds of surrounding land to pinpoint the property lines.

In another instance, a survey said one corner of a property was marked by an outhouse standing over a steel pole buried by the original surveyor. But the crew found two outhouses instead of one. "We drew straws to see who would dig it out," Mr. Shink said. "We went through several crews on that job," Mr. Shink said, before finding the pole under the second outhouse.

Tornado America gets first leg of Jordanelle Dam

The work in Utah is a little better this month with a few new jobs being picked up by the union's four contractors, Business Agent Virgil Blair reports.

The Jordanelle Dam was awarded to Tornado America, a contractor out of San Francisco, but no starting date has been published. The Operating Engineers Local Union No. 5 has been in contact with Tornado America and the union assured us they will sign with Local No. 3 for this project. After the years of waiting for this project to start, it looks like it's going our way.

The first section of Highway 40 bypassing the dam will be bid on July 14, and that work phase constitutes about 32 millions. Let's hope we get a good contractor on this work, also.

Quite a few records were broken why Local No. 3 had to take in new members from the railroad project at Lakeview where Helms Construction is working. As many members know, Lost Dutchman Mining was doing the work, and Lost Dutchman was the union division of Helms Construction Company. Local No. 3 tried to get an agreement with Lost Dutchman for some time but couldn't. Yet, when a company is being organized, the union has to be sold to employees on the job, and organizers have to explain to the men working the job the necessity of the union, to better working conditions and wages. People organizing have to make friends with the hands on a project, and convince them the union's a positive step. No agreement was obtained with Lost Dutchman, but Local No. 3 was able to influence Robert L. Helms, the union arm, to come in and complete the job.

Naturally, the company wanted to keep as many of their established hands as possible, and Local No. 3 told Helms the only way employees could be retained was through proving "A" hiring status.

Through proper procedures, many hands provided proper records for "A" status, and were able to win the brotherhood of our union and stay on the job.

I know it's difficult for members, considering the times we are in, to understand why Lost Dutchman's hands deserve consideration. It's not possible to convince people of the (Continued on page 12)

Pictured in top photo are Duke Whaler and Terrance Whaler. Working on the Alvarado sewage treatment plant (bottom photo) are rodman Mark Cheley and party Chief Joe Duffner.

Army Corps delays highway job

As if things weren't bad enough in Nevada, they were dealt yet another. The U.S. Army Corps of Engineers delayed construction bids on the 1.64-mile extension of U.S. Highway 93 in Reno.

The Corps is currently reviewing the DOT's application to drain and fill 3.7 acres of wetlands in the path of the $17 million extension. However, Garth Dull, DOT director, contends that "the department will protect the route in court, if necessary. There were no wetlands concerns at the time we went through the environmental impact statement process." This delay has now set the bid date back to September of this year at the very earliest.

Frehner Construction is expected to begin work on the Fallon cutoff sometime in mid-July. The $4.6 million grading and overlay job extends approximately 30 miles on U.S. 95 from two miles north of U. S. 50 in Fallon to the junction with I-80. An agreement was obtained with Granite Construction of Spokane, on June 26 was officially awarded 12.8 miles of white paving in Eureka County on I-80, after some question over who the low bidder was Granite came in second.

The job is described as being in Eureka County on I-80 from 6.8 miles north of U. S. 50 to the junction of the project. The job is slated to begin sometime this month. But the project is being pushed to resume approximately 22.5 miles in Churchill County on S.R. 361, Gabb's Road, from the junction with U. S. 93 to the junction with U. S. 50 from 6.8 miles west to Churchill-Lander County line.

(Continued on page 13)

End of Page
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$7 million paving job for Utah

(Continued from page 10)
equity of union membership and deny it in the next breath. That’s the simplest explanation.

Many of the members of Local No. 3 came into the ranks through organizing drives, such as the ones at 1st Dutchman. Unionism is something which has to be good for everyone or for no one. “If any of you members have questions regarding this, I would appreciate it if you would call me and talk to me about it, instead of talking to just anyone who happens to listen,” Blair said.

All of us at the Operating Engineers appreciate every one of our members and want to do the best for each of you. Business Representative Jasper Del ray reported Western Construction of Boise, Idaho, was low bidder on a section of Interstate 70 in Sevier County. The project involves paving the six-mile section from Elsinore to South Richfield, Utah. Western Construction’s bid was in the amount of $6,932,869.90. The project involves paving the four-lane section of Interstate 70 with a ten-foot layer of concrete pavement.

Ball, Ball & Brosamer, Inc. plans to begin work on the section of I-70 in Sevier County. The site is three miles east of the Bunk Interchange to Elsinore. At present, the project has several Local No. 3 hands on it who are setting up the concrete batch plant and putting together the concrete paving equipment, which is being moved in to work on the job. When the equipment is all assembled and operating, there will be about 25 operating engineers on the job.

Elbert Lowdermilk has submitted the low bid on a section of road from Carbonville South West Road in Carbondale to Lowdermilk’s bid was in the amount of $728,378 with the next closest bid being $749,001.80 by a non-union company, Rasmussen Concrete Co., Inc.

Elbert Lowdermilk has also landed a job in Emery County on sections of state highways SR-10 and SR-29. SR-31 and SR-70 and SR-155 for 15-1/2 miles. Lowdermilk’s bid was $132,840 with the next closest bid being $145,254.80 from a non-union company, Hales Sand & Gravel.

Delay reported on future work coming up in Southern Utah: a new airport site suggested for three miles east of Hall’s Crossing. On February 27, 1987, Creamer & Nobel, consulting engineers, notified San Juan County commissioners that the preliminary site selection study for the proposed Hall’s Crossing Airport was finished. The proposed site is three miles east of the marina. This site was chosen because of favorable wind conditions in its vicinity.