Case against Star reveals widespread trend

On June 7 of this year, the San Mateo County District Attorney’s office filed a criminal complaint against Star Excavation, Inc., a major non-union contractor working in the Bay Area (see June Engineers News).

The complaint contained an unprecedented 47 felony counts of labor code violations, most of them involving “willful and unlawful” conspiracy to take kickbacks from employees for wages they received on public works projects.

Much of the investigation, which was carried out jointly with the Labor Commissioner’s office, was initiated by the Operating Engineers Local 3’s part of the union’s campaign to curb the abuses and spread of the open shop contractors.

“It has been our experience that the vast majority of kickbacks and other illegal activities in the construction industry take place in the non-union sector,” Local 3 Business Manager Tom Stapleton declared.

“The scab contractors don’t have anyone to keep an eye on them unless we do it ourselves. State and federal agencies won’t do it unless we do a lot of the footwork first and provide them with a case,” Stapleton added.

“The primary reason we are expending so much effort in this area against the non-union sector is to keep them honest and force them to bid fairly. Many scab firms are going to think twice before they start playing games.”

The Star Excavation case reveals a common trend in the “underground economy” of the construction industry. An investigative report filed by deputy labor commissioners with the District Attorney’s complaint against Star Excavation, contained many details of the firm’s alleged violations.

According to the report, various former employees of Star Excavation charged that illegal kickbacks “were an ongoing required procedure” as a condition of employment at Star.

Employees working on public works projects were allegedly given two payments in their pensions. They are guaranteed lifetime increases. Total in February, 1981 and agreed to by Centric in June, 1981, field work to be performed by members of Local 3.

According to Centric’s interpretation of the contract surveying was assigned to “its field and office engineers” whose work is “specifically excluded from the terms of that Agreement.” Local 3 claimed, and the Arbitrator agreed, that only “non-manual employees” were excluded from the agreement.


Following three years of arbitration and literally hundreds of hours of research by Local 3 agents and staff in Salt Lake City, 33 surveyors from Utah will soon be receiving back pay and interest checks as a result of a manning violation at the Moon Lake Power Project.

Centric Corporation, a subcontractor was found to be in violation of the Project Agreement covering the construction of the Moon Lake Power Project, Unit #1 located near Bonanza, Utah. The checks, ranging from $28 to over $15,000, will be mailed to members within two weeks.

The issue concerned who should perform field survey work at the huge power project. According to the agreement which was signed in February, 1981 and agreed to by Centric in June, 1981, field work to be performed by members of Local 3.

$12 billion highway plan to bring major projects

Business Manager Tom Stapleton announced this month that many long awaited highway construction projects will receive the green light, now that the California Transportation Commission has approved a $12.5 billion five-year spending plan. The program contains $5 billion for capital outlay on state highway projects with the remainder going for maintenance and program administration.

The program includes money to complete many major construction projects in Northern California, including the Auburn Freeway (Route 80), the Res- ville Bypass (Routes 65 and 80), the John T. Knox Freeway (Route 50) in Richmond, and nearly all of the Stockton Crosstown Freeway (Route 4). The plan, which is a blueprint for all transportation spending over the coming five years and contains the State Transportation Improvement Program, will finance about 1,400 major transportation projects resulting in construction of about 1,000 miles of highway and creating about 400,000 jobs.

The five-year plan will be approximately $60 million smaller than had been previously anticipated because of uncertainty about federal funding for a number of projects. To identify the projects which could be delayed because of the shortfall, the Commission has called for a two-month procedure to involve all affected parties, including the Department of Transportation and regional transportation agencies.

A major element of the plan includes $4.4 billion for new highway construction, $2.6 billion for maintenance and operations, $1.6 billion for rehabilitation and safety, $1.2 billion for assistance to local governments for streets and roads, $9 billion for operational improvements, $470 million for mass transportation, $40 million for Aerocarinaus, $450 million for toll bridges, and about $500 million for other costs.

As part of the above, the state also proposes to spend about $500 million to reduce pollution in the 16,000-mile state highway system and $170 million to improve highway safety.

Caltrans Director Leo Trombato noted that 99% of the highway program for 1984-85 would be successfully delivered and that approximately $1 billion in highway projects would go to construction during the 1985-86 year. This effort is three times the size of the program of four years ago,” Trombato said.

Retirees get major increases in their pensions

Local 3 Business Manager Tom Stapleton announced that on July 29, the Board of Trustees of the Local 3 Pension Trust Fund approved amendments to a benefits package that will result in major increases in the monthly benefit for all retirees whose retirement became effective prior to January 1, 1985.

Effective September 1st, all Local 3 retirees whose retirement became effective prior to 1976 will receive a 25 percent increase in their monthly benefit.

Retirees whose retirement became effective from 1976 through 1979 will receive a 10 percent increase in their monthly benefit, and those who retired from 1980 through 1984 will receive a 5 percent increase.

“Since we don’t know where President Reagan is going to go with the economy, it was our feeling that we needed to take some positive steps to protect the financial security of our retirees,” Tom Stapleton explained.

“Fortunately, due to wise investments and high interest rates, the Trust Fund was able to make these improvements available.

“The 13th check that has customarily been issued to the retirees was a nice feature, but it wasn’t guaranteed,” Stapleton added. “These increases in the benefits are significantly greater than what the 13th check provided, and they are guaranteed lifetime increases.”

The new payment schedule will take the place of the 13th check.

According to the Trust Fund manager,
What it means to ‘Buy American’

ENGINEERS NEWS

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

LOOKING AHEAD

Recently, I received a letter from George Jenkins of Salt Lake City, Utah, who wrote in part:

Dear Tom:
I am writing to you on account of my concern for our country and American industry. The closing of industrial plants across our nation is of great concern to me. Not only that, but the family farmer is being destroyed on account of high interest rates brought about by the Federal Reserve.

I do not know what the answer is, but I think we as Americans should insist on American goods every time we go to the store. Is it possible to get the Engineers News involved in bringing the truth about this situation to the members of our Local Union?

Not long afterward, I received a copy of a letter from the president of Granite Rock Company to Congressman Leon Panetta:

Dear Leon:
Today I am really angry. A salesman for Asia Cement Corp. in Taiwan came to my office and explained that their company has lower costs based upon the latest technology and lower labor rates. Their plan is to shut down U.S. cement plants within 250 miles of the Pacific Ocean.

Bruce and I visited his company’s plant in 1974 to see the latest cement technology. At that time we learned that the plant had been built to serve U.S. needs in Vietnam, probably with U.S. money.

Now they’re here threatening to close down our suppliers. If they are successful and the Asian business grows, we will be left without supply.

Granite Rock Company’s major supplier, Kaiser Cement, has a new plant near Coppermine which cost over $100 million. They have the latest technology but high labor rates.

What’s the answer?

Both are seeking answers. The answers aren’t easy, but they’re sure not impossible. To begin with, the labor movement’s “BUY AMERICAN, BUY UNION” campaign is based on a very real and widespread crisis in our nation.

We are losing our industrial base. Our heavy manufacturing industries are crumbling under the pressure of cheap overseas labor. The Steelworkers union alone has lost three quarters of a million members in the past few years.

Every day it seems we are hit with a barrage of statistics on the “Trade Crisis.”

• The nation’s trade deficit with other countries widened by $12.7 billion in May, the second highest total on record.
• Imports in May rose to a near record $30.1 billion.
• Government and trade officials estimate every $1 billion in trade represents about 30,000 jobs.

Our eyes glaze over. We turn the pages to the sports section. After all, we’re still working, right?

That’s the lie. We may be working today, but, as the second letter points out, we may not be working tomorrow.

There is no way we can separate what happens in the auto industry or the steel industry or even the garment industry from what is happening in the construction industry. Like it or not, it’s all tied together.

Plant closings in the industrial sector mean that no new factories get built. No factories mean no new homes. No new homes mean no schools and no new shopping centers. We lose construction jobs.

Cheap imported copper means American companies go out of business. Kennecott closes down the Bingham mine. Anaconda closes down its mine. Local 3 members lose more jobs.

And finally, cement companies from the Orient try to muscle into the west coast market with products made by the hands of cheap, non-union, foreign labor. We lose more jobs.

What is the answer? The answer is, we educate ourselves and we exercise some discipline. There is no economic power greater than the combined strength of the American consumer.

When we go to the store to buy school clothes for our kids, we look for the union label. We’ll find that, most of the time, union-made clothes are no more expensive than “designer” clothes made in Hong Kong.

When we need a new car, we drive past the Toyotas and Nissans and Volvos. We’re pleasantly surprised to learn that the American auto industry “has come a long way.” They are making top quality sedans, sports cars and trucks—and they’re made by union craftsmen.

When we remodel our kitchen, we check the “Do Not Buy” list to make sure we’re not buying a product from some union-busting corporation.

In short, we become smarter consumers. We start with ourselves. We educate our families. We let our friends and neighbors know what we are doing. We make it union-wide. Pretty soon we make it nationwide.

Before long, we don’t have to worry about trade deficits. We don’t have to worry about foreigners “dumping” products on our markets. We don’t have to worry if we’ll need to take a big wage cut so our employer can compete with non-union or cheap overseas labor.

We won’t have to worry if boycotting Coors and Armour Meats and Continental Airlines and R.J. Reynolds Tobacco will work.

We’ll have harnessed the tremendous power of the American trade union worker/consumer into a united effort.

Yes, Brother Jenkins, we will use the Engineers News more often to focus on the need to “BUY AMERICAN, BUY UNION.” The answer may seem too simplistic and too difficult to achieve. But it is the answer and it starts with you and me.

Retirees to receive pension increases

ENGINEERS NEWS

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

Arbitration

(Continued from page 1)

Colorado, they were correct in doing the same at Moon Lake.

The Union argued that the project agreement excluded only those employees not covered by collective bargaining agreements. Because the Operating Engineers have represented surveyors in Utah since 1960, Centric was bound to the job placement regulations for Utah. The Arbitrator agreed.

As a result of the decision, the Arbitrator ruled that “Centric is to compensate... those individuals on the out of work list who would have been referred to Centric’s Moon Lake Project Agreement...”

The settlement that was finally reached called for back pay totaling $99,000 in wages and $37,000 in fringe benefits be paid to those members. Of the 33 members who were awarded damages, one member, Ken Dorman, is deceased. Mrs. Dorman who now resides in Cottonwood, CA, will soon receive a check for over $14,000 in back wages.

(Continued from page 1)

Recently, retirees will receive their regular pension checks through the month of October. However, during the month of October, retirees will receive an additional check reflecting the increase that becomes effective September.

The November 1985 pension check and all those thereafter will have the increase included in the total amount.

The schedule of pension payment increases are part of a series of improvements that have been made in the plan recently. Earlier this year, trustees approved lowering the retirement age to 59 for participants who have 30 or more pension credits, effective January 1, 1986.

Another improvement that was approved by the trustees on July 29 will liberalize the pension vesting requirements by allowing participants who work 350 to 500 hours a year in a situation where they receive a quarter of a pension credit. This change was made retroactive to 1981.

“Much of our membership suffered severe unemployment during the slump of 1981 and 1982,” Stapleton commented. “By making this amendment, we believe we have responded to the needs of our members.”

Grievance Committee Election

Recording-Corresponding Secretary William M. Markus has announced that due to the vacancy left on the District 9, San Jose Grievance Committee, a Grievance Committee Election will be held at the next regularly scheduled quarterly membership meeting to be held on September 26, 1985, in San Jose.
Taking after the 'rat' contractors

(Editor's Note: In our campaign against open shop contractors, the Operating Engineers Local 3 has worked closely with Assemblyman Dick Floyd and other legislators in our efforts to stop illegal practices and abuses of out-of-state and non-union contractors. Recently, Engineers News interviewed Assemblyman Floyd in his Sacramento office to get an update on the legislative battle being waged on this issue.

Engineers News: About a year and a half ago, you initiated legislative hearings to investigate the under- going issues in the construction industry. What do you feel were the major findings that came out of those hearings?

Floyd: I guess the major findings were that the underground economy is widespread and pervasive throughout the state. It is not limited to any one area. It seems just about everywhere in the contracting business, and the illegal action. And why not if you try to get around it, because there is nobody else who wants to do it. Most district attorneys don't care.

Engineers News: What kind of help are we getting out of the Labor Commissioner's office?

Floyd: I don't know of any real help. They're doing some minor cases. I don't see the Labor Commissioner's office going after any of the big operators, such as the Hatch's and so on, and throwing them in jail.

Hatch Construction, a non-union contractor out of Oregon, recently began work on a $43.6 million highway project in the state.

Engineers News: Is there any correlation between union and non-union firms on abuses? Do you get more on one side than the other?

Floyd: Oh yes, there is no question that non-union firms tend to break the law more than the union firms. They are being watched by the unions. They can't get away with it as much.

Engineers News: What do you think is the best way to deal with this underground economy? What should we do as members to get more involved?

Floyd: I think there is no question that the unions ought to insist that these firms be held accountable. They should never support a candidate for Congress or for any other office if they are the low bidder. This is a matter of ethics. And you becometheenforcers.

Engineers News: So you feel that enforcement is way understated?

Floyd: I don't think there is any enforcement that has not been pushed by the building trades unions. The building trades have developed a stronger program. You've got to do everything, because there is nobody else who wants to do it. Most district attorneys don't care.

Engineers News: What kind of help can we get from the contractor associations?

Floyd: You bet there are. But the unions ought to insist that these contractors be held accountable. They should never support a candidate for Congress or for any other office if they are the low bidder. This is a matter of ethics. And you becometheenforcers.

Engineers News: What kind of support have you got from the contractor associations?

Floyd: Very little. We had a little support from AGC on a couple of the bills, but we should have had their full support. The Engineering Grading Contractors have been good.

Engineers News: Aren't there some solid contractors within AGC that support your bills?

Floyd: You bet there are. But the AGC umbrella plays its own games. They know what you want to represent their rat contractors, too.

Engineers News: What kind of support did we get on this legislation last year?

Floyd: We got good support from the Democrats. Most of the Republicans voted "No." Then, of course, Deukmejian vetoed every single one of them. This time, I've got one or two bills that might get through. I fully expect Deukmejian to veto them again.

What it boils down to right now, is that the climate is very poor. With Deukmejian at the helm, any decent labor legislation will get vetoed.

Engineers News: What is the reason for the opposition of the contractors?

Floyd: They are afraid of the unions. They tend to be afraid of the unions. They are afraid of the unions. They are afraid of the unions. They are afraid of the unions.

The present taxation formula could threaten the unorganized credit unions to retain sufficient capital and reserves and thus the overall safety and soundness of the credit union industry.

As members — We certainly don't win as members of credit unions. The tax bill to be paid has to come out of someone's pocket. Since all the profits of credit unions belong to their members, members lose in some way, either through higher loan rates, lower dividend rates, service charges, reduced services, less money put in reserves for safety and soundness, etc.

The United States Government

Engineers News: What about the new tax bill that is being proposed in the Congress?

Floyd: The Congress is already concerned about the safety and soundness of the banking and savings and loan industries. It does not need the headache of having Congress getting involved in these matters.
Operators, know where your Grade-ed over here in Fairfield recently and way Construction, Oliver DeSilva, Syar is having a pretty busy season.

Numerous other contractors, District 4 Placed. Approximately 72 contractors participant Manitowacs will be a ringer and will be the King Salmon project -- the new Fred Beneake. Marine World is schedule to be finished reports Business Representative Cliff "Twenty-First Annual Performance Report $100 home. My report is printed below for those who did not receive a copy.

The meaning of milestones

Report of the Chairman — 1984 was a year of milestones. Your Credit Union:
- topped $100 million in assets
- earned a record $109.9 million in income
- paid a record dividend of $7.65, 399 for the year
- returned 73.4 cents of every income dollar back to members as dividends.
- received a record amount of deposits by mail, $11.8 million, up 126.4% over 1983
- reviewed a record dollar amount of loans, $33.2 million.

These milestones and the financial statements in this report show the success of your Credit Union in its 20th year of operations. Any business would be proud of these achievements.

But the real meaning of the milestones and financial achievements is that your Credit Union is doing the job it was founded for in 1964. That is, providing financial services to members with beneficial savings and loan programs that help them improve their financial situation and meet their goals.

The milestones and achievements show that members are using and supporting their Credit Union. Continued support and use will insures more milestones and achievements in 1985 and years to come.

I want to thank my fellow members on the Board of Directors, the staff and management of the Credit Union and the members for their cooperation during the year.

Loans

Loans increased significantly in 1984, reversing the downward trend of the last few years. Members requested 1,753 more loans than they did in 1983, a 32% increase. The trend of more loans given out over the last few years is continuing.

Of our 100 highest loan requests, 85 were approved, one of the highest approval ratios in the history of the Credit Union.

At year end 1984, there were 8,277 outstanding loans to members totaling more than $39.9 million. Signature lines of credit of $6.8 million were established for 2,211 members in 1984. Sixty-four members requested extensions on their loans to help them through financial hardships or the rainy season. Sixty-three of the total $14.6 million were granted.

The safety of your savings

With all the well-publicized news about the safety of their life savings, we feel your savings are safe in your Credit Union. They are protected on two levels by the sound operations of your Credit Union and by the insurance fund that guarantees them.

Your Credit Union's operations, lending and investment policies, procedures, internal controls, bonding, audits, and reserves: these are all established and conducted with the safety of your savings uppermost in mind.

The Credit Union's Board of Directors, of which I am chairman, has kept strong reserves to act as a safety cushion against any unforeseen problems. These reserves now total almost $8 million or 6.8% of total assets, above the national average for credit unions and above what the law requires the Credit Union to have.

In addition, your Credit Union owns its building in Dublin Village and cash. At present market value, this gives members an additional $3.1 million in reserve protection. The second level of protection is the National Deposit Guaranty Corporation (NDGC) that insures your savings against any and all losses with no dollar limitations.

Though a private insurer, the NDGC offers members exceptional protection. It only insures credit unions and then only insures those that meet strict underwriting criteria. Only about four of every seven credit unions that apply qualify for NDGC protection.

In 1984, when the federal insurance funds lost millions of dollars, the NDGC suffered no losses on the almost 500 credit unions it insures. This is strong testimony to the quality of its underwriting criteria and the credit unions it insures.

Besides having $32 million in reserves, the NDGC carries a $12 million reinsurance policy with a group led by Kemper Reinsurance Company. This is a $100 million line of credit with Bank One of Columbus, Ohio. This adds up to a substantial degree of protection, even if you do not consider the strict underwriting criteria.

Combine the current reserves of your Credit Union with its sound operations and the protection offered by the NDGC and you do not have to worry about your savings. They are safe in your Credit Union.

Scholarship winners

My personal congratulations to the Operating Engineers Local Union No. 3 Scholarship winners for 1985:

WINNERS $1,000 EACH

Catherine Aragon
Eduardo F. Fisher
Father: John Hendricks
Father: Alvin Fisher
Reg. No. 1487989
Reg. No. 0857901

IST RUNNERS UP $500 EACH

Sandra Lee McGinnis
Tam Joseph Vieira
Father: Archie McGinnis
Mother: Cheryl Vieira
Reg. No. 0788408
Reg. No. 1986045

50 year members

Please let me express my personal congratulations to the following Brothers who have 50 years of membership in Local Union No. 3 and were eligible to receive their 50 year watch at the Semi-Annual Meeting:

Reg. No.

Patrick Cooney . . . 0228380
John Delagrange . . . 0228372
Charles T. Hover (Deceased 5/9/85) .... 0221624
F. M. Lautzen . . . . . . . 0222990

Only brothers Pat Cooney and John Delagrange were able to attend the meeting. The rest were unable to attend due to distance and health problems.

A Personal Note From The President's Pen

Thank you to all the 394 brother and sister engineers who attended the Semi-Anual meeting in San Francisco on July 6, 1985. We must continue to attend all meetings and take an active part in these meetings in order to keep our union strong.

Your Annual Credit Union Meeting generated very little interest. The members which is very hard for me to understand. Most members are anxious to take off as soon as the Semi-Annual Meeting has concluded. I hope each of you picked up a copy of the "Twenty-First Annual Performance Report $100 Million" (1984) for your Operating Engineers Local Union No. 3 Credit Union and read it when you got home. My report is printed below for those who did not receive a copy.

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But the real meaning of the milestones and financial achievements is that your Credit Union is doing the job it was founded for in 1964. That is, providing financial services to members with beneficial savings and loan programs that help them improve their financial situation and meet their goals.

The milestones and achievements show that members are using and supporting their Credit Union. Continued support and use will insures more milestones and achievements in 1985 and years to come.

I want to thank my fellow members on the Board of Directors, the staff and management of the Credit Union and the members for their cooperation during the year.

Loans

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Political strategy rescues labor bills

Two bills vital to California workers were rescued through parliamentary maneuver and political intervention this month at Sacramento.

• The bill that would increase maximum unemployment insurance benefits in California cleared the Assembly Finance and Insurance Committee after Speaker Willie Brown, Jr., persuaded a Republican committee member to cross over and cast a courtesy vote on behalf of an absent Democrat.

• The Assembly suspended parliamentary rules to authorize the August 30 broadcast of the “Singing for the Union” series. The show would have died if Speaker Brown had not intervened to get the bill past the 17-member committee. Passage would not have been in doubt under ordinary circumstances. But when two of the 10 Democrats proved to be absent, the issue became critical.

AFL-CIO representatives appealed to Brown, who requested Republican Larry Stirling, D-L.A., out of committee. Since there are 10 Democrats committed to the bill’s passage on the 17-member committee, passage would not have been in doubt under ordinary circumstances.

Send Them Back-to-School... with Union Made Products... and Buy American!

Right-to-workers come out against BSA proposal for Labor Merit Badge

Boy Scouts soon will be able to earn an American Labor Merit Badge despite a “flood” of protests from the National Right to Work Committee.

Scout executives say the new merit badge has been approved in principle by several key committees involved, although the right-to-work forces still are complaining that the requirements are slanted too much toward unions.

The proposed requirements include listing achievements of American unions, drawing a diagram of the structure of a typical union and comparing American unions with unions in other countries.

The American Labor Merit Badge would take its place on a scout’s merit badge sash along with the American Business Merit Badge, which was created in 1967.

To earn the American Business Merit Badge, a scout must, among other things, explain how the Scout Law applies to business and free enterprise.

The Scout Law states, “A Scout is trustworthy, loyal, helpful, friendly, courteous, kind.”

Harold Soledsky, administrative assistant to Chief Executive Ben J. Love of the Boy Scouts of America, said that some “moderate” changes are expected to be made in the requirements for the labor merit badge and that the badge then is expected to win approval, although not in time for introduction at this year’s National Jamboree July 24-30 at Fort Hill, Va.

“It is obvious to me that the business and labor merit badge each takes the point of view of its subject and should balance one another,” Sokolsky said to the Los Angeles Times.

“We don't want to get caught in the middle of a fight between unions and their enemies, but my feeling is that the American labor movement has done a great deal for the welfare of this country and should be commended for its achievements,” Sokolsky added.
Boycotts approved against two firms

At the request of the United Paperworkers International Union, the AFL-CIO has approved boycotts of the Fort Howard Paper Company and of Holiday Cups.

Fort Howard has resisted attempts of its employees to organize. Through fear and intimidation and its vicious anti-union policy, Fort Howard is the only major nonunion producer of paper products in the United States.

Boycott Fort Howard tissues, towels, napkins and household wipes with brand names: Mardi Gras, So-Knit, Page, Antique, Pom-ette, Edon, and Dolly Madison.

Holiday Cups is a division of Imperial Corporation. The cups are widely used in soft drink vending machines. If the machine in your office, factory, or work place have Holiday Cups, try to negotiate them "out."

The company refuses to agree to a decent contract for its workers in Menomonee Falls, Wisconsin. It has cut wages, reduced health insurance, cut out holidays, decimated seniority provisions, and refused to allow strikes—follow this effort to destroy the union.

CIF Machinery joins Local 3—One of the Bay Area for International-Hugh Equipment, Walco Heat trucks and Weldon & Hyster Equipment. Shown above are (left to right) Business Agent Tom Westoby and CIF employees Clint Smith, Mark Hazen, Francois Habib, Walt Watt, Pat Schmidt, Waylon Mooney and Service Manager Bob Ray.

Directory of Officers and Business Agents

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$12 billion program to put major projects on line

(Continued from page 1)

Funding for the program comes from about $6.1 billion in expected federal funds, and about $6.6 billion in state funds. The bonding authority for Caltrans expects that as much as $200 million in private funds could also be used to finance the program.

"The program provides both mass transportation projects and highway projects to link Californians with jobs, affordable housing, and commerce," Trombato said.

Some of the major projects included in the four-year plan are:

- **Amador County**
  - $91 million to construct high occupancy vehicle lanes on portions of Route 80 between the Bay Bridge and San Pablo Dam Road.
  - $19.3 million to construct westbound to southbound connection of the Route 238/380 interchange.
  - $2.5 million to construct the John T. Knox Freeway in Richmond (Route 80/80).
  - $25 million to construct reversible high occupancy lane vehicle and ramp improvements on Route 580 from Route 24 to Bay Bridge.
  - $2.4 million to construct a half-hour bridge on Route 680 from Route 238 to Marina Vista.
  - $46 million to widen freeway 880 from Alvarado-Nile Road to Davis Street.

- **Butte County**
  - $6.2 million to replace Gianella Bridge (Route 32).
  - $11 million to widen four lanes on Route 99 from Durham Hwy to Skyway Overcrossing.
  - $8.8 million for minor widening, operations and improvements on Route 99 near Live Oak.

- **Calaveras County**
  - $2.8 million to construct two-lane expressway near Angel's Camp (Route 4).

- **Contra Costa County**
  - $17.4 million to acquire right-of-way for upgrading Route 680/4 interchange.
  - $138.3 million to reconstruct Route 680/24 interchange.
  - $10.7 million to construct fringe parking facilities at the Pleasant Hill BART Station (plus $9.9 million BART funds on Route 680).

- **Del Norte County**
  - $2.3 million to construct four-lane expressway on Route 101 from south of Enderts Beach Road to Elk Valley Road.
  - $6.9 million to replace Smith River Bridge near Klamath (Route 199).

- **El Dorado County**
  - $2.7 million to correct curves and widen portions of Route 49 between Placerville and Cool.
  - $3.4 million to construct Government Center Interchange on Route 50 (50% locally funded).
  - $12.4 million to construct passing lanes, widen bridge and improve curves on Route 90 from west of Ice House Road to east of Echo Summit.

- **Fresno County**
  - $39.9 million to extend freeway (Route 49) from Bellwood Avenue to Audubon Drive.
  - $5.8 million for widening Route 99 near Fresno from San Joaquin Street to Ashland Avenue.
  - $5.9 million for right-of-way acquisition and freeway extension to Route 41 (Route 180).
  - $2.7 million to widen Stony Creek Bridges (Route 5).

- **Humboldt County**
  - $12.1 million to reconstruct and realign Route 108 from the Four Mile Highway.
  - $26 million to construct Redwood Park Bypass (Route 101).
  - $4.2 million to construct truck climbing lanes on Route 299 between Route 96 and Berry Summit.

- **Lake County**
  - $9.9 million to construct four lane expressway on Route 53 between Route 29 and south of 40th Ave.

- **Lassen County**
  - $3.7 million for structural repair on Route 495 near Lithfield and Shasta River.

- **Madera County**
  - $3.4 million to widen portions and construct passing lanes on Route 41 between Fresno County line and Merced River.
  - $2.9 million to replace Fresno River Bridge on Route 99.

- **Marin County**
  - $7.3 million to construct southbound high occupancy vehicle lane on Route 101 from Route 37 to Mill Creek.

- **Merced County**
  - $11.6 million to construct four-lane expressway on Route 101 north of Sonoma County Line.
  - $7.5 million to construct expressway on Route 101 from Route 172 to Crawford Ranch.
  - $21.9 million to construct four-lane freeway on Route 101 near Forsythe Creek.

- **Monterey County**
  - $4.9 million to widen freeway (Route 99) bridges at Atwater.
  - $5.5 million for acquisition of Unit 1 of the Livingston Freeway and acquire Right-of-Way for Unit 2 (Route 4).

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First annual Marysville picnic a huge success

The Marysville District First Annual Picnic was a huge success, reports District Representative George Morgan. The meat and everything else was prepared just right. "The heat was hell, but next year we will try to have it just a little bit earlier and try to beat the heat. There were members in attendance all the way from Chico, Oroville, Paradise, and most other surrounding towns, and I want to thank all of you who attended and to thank all of you who helped to make our picnic a success. I also want to thank everyone who sold tickets and pushed to make our First Annual Picnic a well-represented gala," Morgan said.

The work picture in the Marysville District is running just above par than this time last year. It looks, at present, that there is quite a bit coming up for bids, and some has already been bid.

Carl J. Woods was low bidder on the Sacramento River Bank Protection at $3.2 million. Jaeger Construction got the storm drain in the City of Live Oak at $504,665. Butte Creek Rock has several overlay jobs. Baldwin Construction was low bidder on the widening of Simpson Lane in Marysville at $1.592.650. J F. Shea has a job on the 3900 on Hawaii Dredging & Construction's Keehi Interchange project are brother members William Kahiamoc, operator; Orville Foster (left front) and Julian Rosa (right front).

PICTURED ON A MANITOWOC 3900 on Hawaii Dredging & Construction's Keehi Interchange project are brother members William Kahiamoc, operator; Orville Foster (left front) and Julian Rosa (right front).

Johnson & Cawley's 1988-89 Highway 99 Project in Butte County was prepared just right. "The heat was hell, but next year we will try to have it just a little bit earlier and try to beat the heat. There were members in attendance all the way from Chico, Oroville, Paradise, and most other surrounding towns, and I want to thank all of you who attended and to thank all of you who helped to make our picnic a success. I also want to thank everyone who sold tickets and pushed to make our First Annual Picnic a well-represented gala," Morgan said.

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PICTURED ON A MANITOWOC 3900 on Hawaii Dredging & Construction's Keehi Interchange project are brother members William Kahiamoc, operator; Orville Foster (left front) and Julian Rosa (right front).
Moratorium on sewer hookups hurts Dist. 10

The district is feeling the effects of the Sewer Moratorium in Santa Rosa even though it was lifted several months ago. "We are feeling its impact now but expect the effects to wear off soon," reports District Representative Chuck Smith.

Chuck Chandler, blademaster for Dowd Co., reports that he is doing well and keeping busy. Dowd Co. has quite a bit of work, but it is hit and miss for some of the crew.

It looks like the PG&E Unit #21 is on hold until next spring. By the time they went through the long, drawn-out process of permits it is too late in the season to start. It takes years to get the proper permits to proceed on these Steam Power Plants and is very expensive. In addition, "Flower People" (environmentalists) are always there to put their nickles worth in to do anything to stop the permits from going through.

The District 10 Western Steak Barbecue was a tremendous success with over 300 people attending. "Next year we hope it will be better. Everyone seemed to have a good time and the kids had a lot of fun," thanks again for all those people who helped in making it such a success. They put a lot of time and work into the preparations," Smith said.

Business agent Rob Wise, reports that there is mainly subdivision and commercial work going on at present. "We are just having an average season so far and could sure use some more road work," Wise said.

Pestana will be starting a $10 million sewer project at Clearlake in July. There is always need for work in Lake County. Joe Ramos is also in Lake County with a $2 million sewer project between Lakeport and Soda Bay.

Quite a bit of pipeline work is coming up in the Keysers steam fields. This will produce some more jobs for boom hands in the near future.

Dispatcher Gary Wagon, reports that the out-of-work list for A-men in area one is down to about 100. In area two they are down to about 40 and work is slow but consistent. "We put about five to ten men to work each day," Wagon reported.

In memory of Garth Patterson

Garth Patterson, 35 year member and long time Grievance Committee and Executive Board Member for District 10, passed away July 10, 1985. Brother Garth was a veteran of WWII, serving four years in the Army Air Corps.

Upon discharge, he worked many years for Heim Brother Quarry, on the Russian River, starting as a dragline operator and was soon Plant Manager. He pursued his hobby of flying his Tri-Pacer airplane for recreation as well as a means of attending various Union functions.

The longest trip was to Miami Beach, Florida to attend an IUOE Convention, one of several he was elected as delegate to. After his retirement in 1979, he moved to Hidden Valley Lake in Lake County.

"We will all miss brother Garth and we extend our deepest sympathies to his widow, two children and three grandchildren," District representative Chuck Smith said.

Thanks for the Memories

I would like to thank the Officers and staff and all the members who helped to make my day at the Santa Rosa Bar-B-Que such a happy and memorable one. I will be forever grateful to all of you for contributing to my gift, and although I won't be taking a cruise as a lot of you suggested, I will be putting the money to very good use, believe me.

I just want to say how much I have enjoyed working for Operating Engineers over the past thirty-four years (plus) and how great it was working with all of you, and also meeting and working for so many of the members.

Bodega marina completed

After nearly ten months of work, Coast Marine Construction is wrapping up the final touches to a 240-berth marina on Bodega Bay. The $4 million project kept a number of Local 3 hands busy building a breakwater and driving over 400 pilings for the berths.

Pictured to the left are operator Jim Murray and cousin Wayne Dailey on a Cyrus 888. Pictured above is the Manfrowoc 4600 setting a pile in place. Oliver Allen is operating with cousin Dennis McCarthy.

It is a bittersweet feeling to leave after all these years — part of me would like to continue and the other part is very glad to finally be able to do the things I want to whenever I wish, or to just relax and enjoy my retirement.

Again, thanks to each and every one of you.

With love to all,

Alice Hall

DON'T BUY

National Boycotts Officially Sanctioned by the AFL-CIO Executive Council February 1985

BROWN & SHARPE

MANUFACTURING COMPANY

Measurement, cutting and finishing tools and jigs

Machinists & Aerospace Workers

CONTINENTAL AIRLINES, INC.

Scheduled service

Machinists and Aerospace Workers and Airline Pilots

ADOLPH COORS COMPANY

Beer, Cider, Safety Light, Harvest 1860, Golden Lager

Machinists and Aerospace Workers and Airline Pilots

SCHWinn BICYCLE COMPANY

United Automotive Workers

FAESERGE, INC.

Personal care products: Facialia, Aqua Hair, Wax, Bar, Hair Remover, Bar, Ceramic, Mirror, Salon Styles, Hair Color, Hair Care, Bar, Ceramic, Sun Block, Hair Care, Bar, Ceramic, Mirror, Salon Styles, Hair Color, Bar, Ceramic, Sun Block, Hair Care, Bar, Ceramic, Mirror, Salon Styles, Hair Color, Bar, Ceramic, Sun Block, Hair Care, Bar, Ceramic, Mirror, Salon Styles, Hair Color

LOUISIANA-PACIFIC CORPORATION

Wood products: L-P Washington, Catamaran, Water- proof, Dry, Hard, Medium, Dark, Cedar, Western Pine, Pine, Soft, Medium, Hard, Medium, Medium, Southern Pine. Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, Medium, M
**Special Election Notice Unopposed Candidates**

Pursuant to Article XII, Section 7, first sentence: "When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Registering Secretary shall cast one (1) ballot for such nominees who shall be declared duly elected to their respective offices."

The Election Committee has found that the following candidates have been duly nominated for their respective office, and by virtue of Article XII, Section 7, the following candidates will not appear on the Official Ballot:

**District Executive Board**

<table>
<thead>
<tr>
<th>Office</th>
<th>Candidate</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Ted Wright</td>
</tr>
<tr>
<td>Vice President</td>
<td>John R. Dorton</td>
</tr>
<tr>
<td>Secretary</td>
<td>Robert L. &quot;Bob&quot; Christy</td>
</tr>
<tr>
<td>Treasurer</td>
<td>Marion Whiston</td>
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<tr>
<td>Recording-Registering</td>
<td>Wilfred Houghby</td>
</tr>
<tr>
<td>Business Manager</td>
<td>Jim Brown</td>
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<tr>
<td>Business Corresponding</td>
<td>James P. Killean</td>
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**Districts**

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<td>District #7</td>
<td>Jim Brown</td>
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<tr>
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<tr>
<td>District #9</td>
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</table>

**Sections**

Section 6

The Recording-Registering Secretary, upon request of any bona fide candidate, shall distribute the candidates' campaign literature, by mail or otherwise; provided the candidate making such request shall pay the cost of such distribution. All costs shall be deducted from the secret ballot vote to be held for the selected candidates. The secret ballot vote shall be dispensed with and the Recording-Registering Secretary shall cast one (1) ballot for each candidate nominated by the bona fide candidate for the respective office. The candidate shall be declared duly elected to the respective office. The secret ballot vote shall be dispensed with and the Recording-Registering Secretary shall cast one (1) ballot for each candidate nominated by the bona fide candidate for the respective office.

Section 7

Where any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Registering Secretary shall cast one (1) ballot for such nominees who shall be declared duly elected to their respective offices.
VOTING INSTRUCTIONS

In accordance with Article XII, Section 3(e) of the Local Union Bylaws, "certified public accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box for the first and last time on the August 26th next following, at 10 o'clock a.m. of that day."

In an envelope marked "OFFICIAL BALLOT," you will receive a business reply envelope, ballot cards and a ballot envelope with voting instructions. When you receive your Official Ballot envelope, open it, and remove the contents. Follow the voting instructions. When you have made your choices and marked the ballot cards accordingly, place the ballot cards in the secrecy envelope, seal it and insert it in the business reply envelope.

IMPORTANT: Remove stubs from ballot cards before placing them in secrecy envelope. After you have sealed your ballot cards in the secrecy envelope and then in the business reply envelope, you must sign your name on the reverse side of the business reply envelope or your ballot will be voided (not counted). Your signature will only identify you as an eligible voter, but in no way will indicate how you voted.

You must deposit your ballot in the mail so that it will be received no later than 10:00 a.m. August 26, 1985 at the P.O. Box in San Francisco. You should vote and mail your ballot early. Ballots arriving in the P.O. Box after this time and date will not be counted. Under no circumstances change the address on the business reply envelope. If you do, your ballot will not be counted. Do not mail dues payments or any other material with your ballot.

If you have a foreign address, you will not receive a business reply envelope, but will be required to pay the necessary postage yourself, since under present regulations it is impossible for the Local Union to arrange otherwise. In the event you do not receive a ballot by August 16, 1985, or your ballot is destroyed or lost, you should call Zee Janko collect at Price Waterhouse (415) 393-8500.

NOTE: The Sample Ballots set out on this page are subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason. There is no candidate for Sub-District Advisor to the Executive Board, so this position does not appear on the ballot.

Ballots for each District Executive Board position will be as shown in the Sample Ballot below. The only differences will be in the District Number and the candidates names as shown.

OPERATING ENGINEERS LOCAL UNION NO. 3

DETACH THIS Stub BEFORE RETURNING BALLOT

OFFICIAL BALLOT

FOR

ELECTION OF OFFICERS

OPERATING ENGINEERS LOCAL UNION NO. 3

Ballot Box Closes August 26, 1985 at 10:00 a.m.

I HAVE VOTED-HAVE YOU?

Trustees

Vote for Three

KEN BOWERSMITH Incumbent

WAYNE "LIL" LASSITER Incumbent

PAT O'CONNELL Incumbent

RICHARD F. ABSTON Incumbent

DAVE JOHNSON Incumbent

Auditors

Vote for Three

JACK BAUGH Incumbent

DON R. STRATTE Incumbent

RON A. WILSON Incumbent

ROBERT (BOB) DELGADO Incumbent

LARRY KEELE Incumbent

JERRY L. WHITE Incumbent

Conductor

Vote for One

WILLIAM "BILL" BURNS Incumbent

Terry D. Beaman and/or Master

TURN CARD OVER

AND CONTINUE VOTING

OP3107 VOTE BOTH SIDES
Out-of-state firms move in on Utah work

The work in the state of Utah bid for and taken by union employers this year is down in comparison to previous years, reports District Representative Donald R. Strate. According to the State of Utah, there is plenty of work in Utah, but a large number of nonunion companies from other states have moved in and picked up this work, and they bring the bulk of their employees with them when they start the bid for projects.

Strategic is to see this situation changing until every working person in this state wakes up and writes or talks to the elected representatives in state and federal government about what those representatives are planning on doing about these companies bringing in their help with them when those jobs should belong to people who live in Utah and who should have first chance to work them.

Every day in the newspaper, there are stories about more industry moving into Utah. Since there's so much publicity about our state, Utah really seems to have a head start in terms of increased wages, travel, and other cost-saving factors. It also answers questions about the future of the industry and offers advice about where to go and how fast is enough.

We believe that, if taken to heart, the information in these newsletters can improve the quality of a reader's life. Perhaps your reader does. We also believe that Health Report because it contains no ads and no hidden messages, can improve the quality of a reader's life. The newsletter includes stories about more industry moving into Utah, offers advice about where to go and how fast is enough.

Health care costs

Certainly, we need no explain why we're concerned about the health of our members, but what's the big deal about medical costs? It's an old story: every year the dollars you earn are worth less, because the general cost of living is higher. That's called "inflation." But did you know that for the last twenty years or so, the cost of medical care has been growing even faster than the rate of inflation?

Between 1965 and 1983, while consumer prices increased 162%, doctors' fees jumped 40% and 25% of the cost of a typical hospital room skyrocketed by 444%. In 1984, America spent almost $400 billion on health care.

Governmental concern over these costs has already placed limits on Medicare and Medicaid coverage because the elderly tend to require the most medical care and yet, in order to protect the health coverage of our members, and one proven way to do that is for all of us to become more knowledgeable about health care -- that's where Health Report comes in.

Local 3 trustees voted to invest in a subscription to Health Report because it provides a readily available source of information and guidance about how to stay healthy and what to do if you're not.

For a time you will send the phones of members. Each issue zeros in on the cause and effects of common illness and injury, and alerts readers to the beneficial role prevention can play in improving general health.

Health Report is all about: Prevention, Fitness, First Aid, Nutrition, Ergonomics, Accident Management, Life Saving Diagnostics, Tests, Traditional and Alternative, and Medical Care.

Health Report also educates readers about the importance of such matters as discussing fees with doctors, second surgical opinions, admission testing, and other cost-saving topics. It also answers questions about exercise, offering advice about how to go and how fast is enough.

We believe that, if taken to heart, the information in these newsletters can improve the quality of a reader's life. Perhaps your reader does. We also believe that Health Report because it contains no ads and no hidden messages, can improve the quality of a reader's life. The newsletter includes stories about more industry moving into Utah, offers advice about where to go and how fast is enough.

Lynn Barlow reports that Fife Rock Products Company's contract negotiations have been completed, and this contract was ratified by the members. All Classifications, effective August 19, Local Union No. 3 has been able to obtain substantial increases in wages and fringe benefits for these employees.

Barlow reports that in the rock, sand and gravel division, Fife is also working on a large construction project. The contractor is doing work at Ogden, and has several projects going at Hill Field.

Valley Asphalt's contract was also just ratified with the members working in asphalt and rock, sand and gravel have obtained increases in wages, vacation pay, travel pay, and pensioned health and welfare.

Valley has also picked up considerable construction work this year. The members working in construction should have a good year with plenty of overtime.

Negotiations have currently been completed with Kidab Industries. The proposed contract includes changes in the health and welfare plan with benefits such as some of the changes and guarantees of these companies. The contract will be presented to the membership for ratification.

Stewards Lynn Allen, Millard Schauer, and John Malmborg, were members of the negotiating committee and did an excellent job. With luck, Kidab will be able to stay in business. It is a vital member in the Pennsylvania and Kansas area.

Contract negotiations with Rio Algom guaranteed another six months' work for our members working in the depressed uranium mining industry. Hopefully, Rio Algom will be able to obtain new contracts for their ore and will be able to keep our members working.

The work in the northern part of the state is moving along well, although not many new contracts of any size have been let in the last few months, according to business representative John Blair. Gibbons & Reed has work on 1-215 at 2200 North doing the grading and drainage work, with Bartholomew doing the concrete work. In the same area, Reed is also doing work around the Ogden area and the Salt Lake Airport. Kiewit Western is moving along on their project at the Salt Lake Airport, and should finish up in a few months. Helms is doing work at the airport, and Kiewit is doing work on the Salt Lake Airport, and should finish up in a few months. Helms is doing work at the airport, and Kiewit is doing work on the Salt Lake Airport, and should finish up in a few months.

Dutra Construction has been working on that railroad the last couple of months and has just finished the south side of the tracks. They have a large derailment set on a barge building stabilizer arms out from the dike or railroad on both the south and the north.

At this time we have Brothers Green, Open, and Bob Harvey, Assistant, working for Shortell & Andrews, and a 14-ton K & H crane setting the barge on the north side of the tracks.

G P Construction at Tremonton and Plymouth, Utah, is constructing some of the trusses. We are working with them on the bridge and working with three of our good members. Acme concrete is about to move to 1-51 to remount to start laying more freeway, and there is still a lot of concrete work to do on that stretch.

In the eastern part of the state Gregory & Cook Precast Company is laying 10-inch and 16-inch pipe from Rock Springs, Wyoming, to Rangley, Colorado. Idaho Construction is putting in the bridge on that part of the freeway, and working with three of our good members. Acme concrete is about to move back to 1-51 to remount to start laying more freeway, and there is still a lot of concrete work to do on that stretch.

Retiree Mtg. Schedule

Concord-Mu Chapter
Weed, Thurs., Sept. 26, 1985 10:00 a.m.
Elks Lodge #1994
3994 Willow Pass Rd., Concord CA

Oakland-Nu Chapter
Thursday, August 8, 1985 10:00 a.m.
Oakland Zoo Snow Bldg.
9777 Golf Links Rd., Oakland CA

Reno-XI Chapter
Meeting & District Picnic
Sat., Aug. 10, 1985
11:00 a.m.
Deer Park
Rock Blvd. & Prater Way, Sparks NV

Fresno-Theta Chapter
Tuesday, Aug. 20, 1985  2:00 p.m.
Laborers Hall
5431 E. Hedges, Fresno CA

Auburn-Epsilon Chapter
Tuesday, Aug. 20, 1985  10:00 a.m.
Auburn Recreation Center
123 Recreation Dr., Auburn CA

Sacramento-Zeta Chapter
Tuesday, Aug. 13, 1985  2:00  pm.
San Jose-Kappa Chapter
1960 Freedom Blvd., Freedom CA

Thurs., Sept. 26, 1985

San Jose-Kappa Chapter
Thurs., Sept. 26, 1985 2:00 p.m.
Holiday Inn Park Center Plaza
262 Almaden Blvd., San Jose CA
Credit Union (Continued from page 3)

As an industry, credit unions are presently reasonably capitalized and are in a relatively sound financial position when compared with the savings and loan industry and many of the large and mid-size banks. Tariffs could threaten this financial soundness.

Other Financial Institutions

The Reagan Administration's reasoning for taxing credit unions is that they enjoy an unfair competitive advantage over banks and savings and loans, which are taxed.

This is true, but it does not amount to much. Credit unions have been growing phenomenally in the last decade but you can total all the assets of all 18,500 credit unions in the United States and they do not equal two-thirds the assets of the Bank of America alone.

Credit unions are membership financial cooperatives in business for the benefit of their members. Though they have to pay attention to the bottom line, they are presently more service-driven than profit-driven because of their rates and terms.

Banks and savings and loan associations would probably like to see credit unions taxed, either on the fairness issue to reduce any competitive impact credit unions have on their rates and terms. Thus, if there are any winners in taxation of credit unions it would be the profit-driven banks and savings and loan associations.

In Summary

No one really wins if credit unions are taxed; not American taxpayers, consumers, members of credit unions, the government or the United States Congress.

Your Board of Directors and management believe that meager revenue benefits the United States Treasury would receive, would do nothing to help the deficits and that the potential costs to the Nation far outweigh the benefit.

WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Genstar celebrates excellent work safety record

The Genstar Corporation held a luncheon at the Chateau de Ville Restaurant in Modesto, California for all the employees of the Modesto Construction operation. The personnel worked in excess of 76,000 hours in 1984 with out a single recordable accident and the performance was the best in competition with over 100 other Genstar operations in the United States. The group has also worked over 1,600 days without a lost-time accident.

Mr. Len Holman, Executive Vice President from Genstar's Corporate offices in San Francisco presented the Directors' Award for Safety Excellence Plaque to John Jeffries, General Manager of the Western Stone Products Company in Modesto.

Joining the employees were representatives from Operating Engineers Local #3, Laborers Local #1130, Teamsters Local #86, Associated General Contractors of California, California State Board of Industrial Relations, County Board of Supervisors, Modesto City Council and the Building Trades Council, Public Works Department, and local Congress and Assembly persons.

In Summary

No one really wins if credit unions are taxed; not American taxpayers, consumers, members of credit unions, the government or the United States Congress.

Your Board of Directors and management believe that meager revenue benefits the United States Treasury would receive, would do nothing to help the deficits and that the potential costs to the Nation far outweigh the benefit.

Work continues on BART job

Excavation and demolition work is continuing on the first of a $33 million job for Granite Construction on the Daly City Turnback and Storage Yard Project for BART (Bay Area Rapid Transit). The project, which is a key element in BART's five year transit improvement program, is scheduled for completion in 1988.

The Turnback Project includes the extension of the BART line from its Daly City station, south to Washington Street. Although passenger service will not be extended, the project will enable BART to perform maintenance work on trains stored there overnight. Also included is a storage yard and turn-around facility, which will allow trains to be turned back in a more efficient manner. Trains will also be stored overnight, instead of being forced to return to the East Bay for overnight storage.

Working in tight quarters between a row of residential housing on one side and I-280 on the other side, Granite and sub-contractor C.B.S. Earth-Moving Demolition Co. of San Francisco, will move over 300,000 cubic yards of dirt.

When completed, the facility will provide both above and below ground parking for the trains along with the maintenance yard. Besides this project, BART is beginning an extensive $150 million expansion project throughout the Bay Area. BART hopes to present a bond measure for the November ballot to authorize expansion from Daly City to San Francisco International Airport.

Backhoe operator Earl Pourroy

Crane operator George Mariscal

AUGUST 1985
Members rally contract

Rock, Sand & Gravel agreements reached

By Norris Casey, Treasurer

On July 12, 1985 we reached a tentative agreement with the companies producing Rock, Sand & Gravel for Northern California. These negotiations took eight days and nearly broke off a couple of times because of major differences. We had to have language to better protect our members in the event of picket line activity, future sales of plants, sub-contracting and leasing of plants to other companies.

Because of the economic problems in some areas we had to have realistic discussions about these problems and we did make some concessions for four plants in the Sacramento area.

We started our ratification meetings on July 14, 1985 in Dublin. I presented the proposal and the members present voted 120-7 to accept. In Sacramento on July 15, 1985 we held two meetings, one at 10 a.m. and one at 6:30 p.m., and the members who attended those meetings voted 30-1 to accept.

The major points were:

Effective 7/16/85:
• 85 cents per hour for the four Sacramento Plants.
• 60 cents per hour - Wages & Fringes
• 60 cents per hour - Wages & Fringes for the Perkins - Woodland - Mississippi Box Hot Plant and Rancho Cordova Plant.
• 80 cents per hour - Wages & Fringes
• 95 cents per hour - Wages & Fringes
• Add: Employees Birthday
• Effective 7/16/86:
• 35 cents per hour into an Annuity Plan

Concerning the negotiations, which was a big help and lasting for two years. Both are currently working for Wilsey and Ham's Foster Plant. At this time they have five years working for Wilsey and Ham's Foster Plant. Brent Tetlow of Lone Star/ Tracy. Claud Muns of Teichert/ Perkins Plant - Sacramento.


Local 3 paid the wages for these members for the days they attended negotiations, and I would like to express my personal gratitude to these brothers engineers for the help and guidance afforded me during negotiations.

My personal feeling is that the negotiations were successful to all sides. We gained most of the things we wanted, cleaned up contractual language and the companies got some things that would make them more competitive. In addition, the Sacramento group was able to ratify their own agreement.

I wish all negotiations could end this way!

Prospects for SOFAR project looking better

The prospects of the SOFAR project finally getting started are starting to look better, report Sacramento District Representative Ken Bowensmith.

The contract between El Dorado County and PG&E for the purchase of the power plant was what was holding up the renewal of the联邦能源监管委员会 (FERC) permit, which is the final permit for the project. It will go before the FERC committee in Washington, D.C., the 24th of July, and if it is approved, they will have 60 days to raise the remainder of the money to finance the project. In talking with Earl Woodward of S. J. Groves, he feels raising the remaining $470 million will be no problem. So it looks as though the project might get off the ground yet this year.

Bowensmith said that Norris Casey did a splendid job of getting a three-year contract for the Brothers at Tenco Tractor the past month after several hard sessions at the bargaining table. "Casey hammered out seven percent plus the first year and five percent the second and third years," Bowensmith said.

The Rock, Sand & Gravel negotiations were completed and ratified also this month. One of the demands was that the head negotiator in this one. After eight days of negotiations, we came out with a package that was agreeable to both sides.

In both cases, Tenco and Rock, Sand & Gravel negotiations the Union took rank and file members into the negotiations, and it worked out really well, not only did they get a better idea on how the place worked but they were able to give their opinion on the various situations during the negotiations, which was a big help and quite an experience for the members.

Present at the Tenco negotiations were Brothers Charles Jones, John Sneed, and Charles Thomas, and at the Rock, Sand & Gravel negotiations Robert Winters represented Lone Star/ Industries and Brent Tellow represented Teichert Aggregates.

Talking to Techs

By Frank Morales & Wally Schissler

The Tech Department would like to congratulate Gilbert Escobedo on his recent marriage in June. Gilbert is a two-year member and a fourth-step apprentice currently working for Kier and Wright of Santa Clara.

Also, congratulations to Mike Clarkin on his marriage in July. Mike is a twenty-eight-year member and has one son who is also a member. Both work for DelBolt Engineers of Danville. Lots of luck and happiness to all of you!

The following members have received their 25, 30 and 35 year service pins:

35 Years
• James Jackman

30 Years
• Tim M. Lowe


25 Years
• Fred Mattes, Donald Henderson, Gary Lanterman, Don Long, Mike Rodenberger, Dave Osborne, John Nueckmann, Art McAsdle.

The Tech Department would like to extend congratulations to you all for your many years of membership with the Operating Engineers Local 3 and continued membership in the years ahead.

A Tribute to Rio Algom team

Local 3 would like to pay a tribute to the Rio Algom mine rescue team (pictured left), which played a crucial role in last winter’s mining disaster at the Wilberg Coal Mine in Utah. The courageous efforts of these Local 3 members did not go unnoticed.

In a letter to the president of the Rio Algom Mining Corp., United Mine Workers President Richard Trumka extended his sincere appreciation for the “courageous and unselfish dedication in the rescue efforts following the Wilberg disaster.”

Twenty seven coal miners lost their lives at Wilberg after an explosion and fire on December 19, 1984.

Pictured above from left to right are Bob Freeman and Guntis Turks, Bob Party Chief, has been a member of Local 3 for 15 years. Guntis, Rodman-Chaiman, has been a member of Local 3 for seven years. Both are currently working for Wilsey and Ham’s Foster City Office.

(Continued on page 15)
summer and especially if the company pays for your vacation time. This fall, a Labor Rally on August 18 will be a good job and will cost approximately $800.

At this writing, there are about seven contractors on Highway 80 doing some construction anywhere from bridge work to surfacing and repairing sections of the highway with new concrete. "So far we have managed to keep all of them under control," Marshall said. Perata Construction is keeping the brothers busy this season and hoping to keep them busy all winter. We might call up Gentry Construction, Wallis and Northbirt Construction is keeping busy.

Marshall appreciated it if any of the brothers in the Lake Tahoe Basin/Truckee area would let him know as soon as possible if they see any employers they can get work for. If an employer sooner I can get to these employers moving in from out of state do our work and not pay any union dues. It would be helpful to them signed on a contract," Marshall said.

"The last construction will be getting their new plant, which they moved from Truckee to Martis Creek, in operation real soon. The company has been keeping a bunch of my company working overtime to get the new plant into operation. Marshall thanks his job steer Long Huschings for doing a great job on this project.

Humboldt-Lincoln-Rocklin area, exploding with work — a lot of subdivisions and underground, and it is hoped the first phase of the Highway 65 project will be underway by about the middle of June. Marshall said they are starting to get some inquiries about the 1985 project which should be in the amount of $125,000.

A big project is the Auburn Placer Disposal's contract for Highway 40. "We are hoping to get a bunch of members working on this Valley Memorial Park in Grass Valley. Good shape, $800 cash or best offer. Earl O. Hagle, 150 Clovis CA 93614 (209) 358-1451."

Auburn Placer Disposal's contract for Highway 40. "We are hoping to get a bunch of members working on this Valley Memorial Park in Grass Valley. Good shape, $800 cash or best offer. Earl O. Hagle, 150 Clovis CA 93614 (209) 358-1451."

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ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

August
6th District 3: Stockton Engineers Building 1916 N. Broadway
8th District 2: Sunol Sunol Valley Country Club Hwy. 680 & Andrade Rd.
13th District 5: Fresno Laborer’s Hall 5431 East Hedges
20th District 8: Sacramento Laborer’s Hall 6545 Stockton Blvd.

October
1st District 4: Eureka Engineers Building 2806 Broadway
2nd District 7: Redding Engineers Building 100 Lake Blvd.
3rd District 6: Marysville Engineers Building 1010 “T” Street
17th District 1: San Rafael Painters Hall 701 Mission Ave.
23rd District 17: Honolulu Kalihin Waena School 1240 Gullick Avenue
24th District 17: Hilo Kapioipi School 966 Kiluaea Avenue
25th District 17: Maui Kahului Elementary School 410 S. Hina Avenue

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Star case reveals illegal market

(Continued from page 1)

checks on payday, one check for the wages, the other check for the benefits. The report charges that employees were required to cash their benefits check and hand the money over to various management personnel at Star.

“It was common knowledge that if you didn’t kick back your benefits check to D.C. Miley (General Manager for Star), you would not be allowed to work on certified jobs or possibly be fired,” one former employee testifies in the report.

Former employees also charge that they were required to sign a statement which began employment with Star Excavation, stating that it was company policy that no overtime would be paid.

Star office personnel allegedly kept two sets of time cards - the actual time card and a falsified timecard the showed straight time pay. “No matter how many hours were worked.”

Employees who refused to go along with this procedure either quit or were fired, according to testimony gathered in the report. One former employee described his experience with the General Manager when he spoke to him about the kickbacks.

According to the former employee, the General Manager told him, “If you want a job, you take them two checks over to the bank and cash them both. Then bring me back the cash. I want that benefit money.”

The witness testifies that he really needed the job and so he complied with the manager’s demands, but he was very upset about the arrangement. He worked several more weeks for the firm and finally quit.

The District Attorney’s complaint also charges Star Excavation with grand theft from the City of South San Francisco. The complaint charges that Star Excavation was billing the city for truckloads of material that were never hauled off the Colma Creek project, which had been awarded to Star.

According to the investigative report, office personnel at Star were given the job sheets containing the actual truck counts. They were allegedly told to “add truck counts to them if there was room.” If not, they were told to write new job sheets.

One witness testifies that on one occasion after completing false truck logs, they were turned over to another employee who in turn would fold them and make them dirty in order to appear as originals.

On another project, an employee was allegedly told to add an extra truckload “every half hour” to the log.

Deputy District Attorney John Trefz, Miley’s lawyer, argued that the time sheets were kept up accurately. He said, in order to give the defendant’s lawyers time to prepare their case.

Demolition job was well um’ expanded

EDITORS NOTE: The following article was published in the Fresno Bee.

Fresno — July 24 was not a good day for bulldozer operator Derwood D.C. Miley. Miley, part of a crew demolishing the old California Cannery Association Cannery in Sunnyvale, managed to split a 50-foot utility pole holding up wires that carry 12,000 volts of electricity, according to Pacific Gas & Electric Co. workers.

When Miley then moved the bulldozer forward, within yards he ran into and ruptured a 6-inch gas pipe, which spewed hundreds of thousands of cubic feet of gas until PG&E workers squeezed the pipe shut with a hydrule press five hours later.

“This was not his day,” said John Trefz, job superintendent for Owen-Taylor Construction Co. of Los Altos, which plans to build 503 apartments on the 20-acre cannery site.

Miley, general manager of Star Demolition Co. of Burlingame could not be reached for comment.

According to Trefz, Miley said he didn’t strike the power pole, which had snapped in the middle. The weight of the dangling wires bent support bars on neighboring poles.

So how did the pole snap?

“The vibration from the tractor, if the pole was under stress, could have caused it to fracture,” Trefz said. “I’m no detective.”

“It was probably hit,” said PG&E spokesman Don Val Ailen.

Star Demolition Co. President Brd Lipse said he thought PG&E had shut off the gas to the old plant.

“We never hit a surprise before,” said Lipse, referring to a gas line thought to be out of service. Star Demolition has been in existence for six years.

But Michael Vavra, PG&E district gas superintendent, said nobody had asked the utility to shut off the gas or to review the demolition project.

The incident left a handful of homes without power Wednesday afternoon.

“Tomorrow’s another day,” Trefz said.

Fifth Annual Dredgemen’s Picnic

This years’ picnic will be held on Sunday, September 29th at the Oak Grove Regional Park which is located between Stockton and Lodi on Interstate 5 and 8 Mile Rd. Festivities will begin at 11:00 a.m. to 8:00 p.m. There is a $2.00 parking fee.

Steak and spaghetti will be served as the main course with lots of beer and wine drinks. Tickets are $7.50 per person in advance and are available at the Fairfield Union Hall or by calling Cecile or Leslie Wilson at (415) 225-9468. Tickets will be $10 per person at the door. Retirees are free but must register with Nick Carlson at (415) 685-2589.

There will be lots of fun and games for the entire family.