



Former Local 3 President Paul Edgecombe gives the oath of office at the Installation Ceremony on September 7

# ENGINEERS NEWS

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### Important Notice

Business Manager Tom Stapleton has announced that an election of a Pre-Negotiation and Negotiations Advisory Committee will be held as a special order of business at the Quarterly District Meetings in October, November and December. The committee will be comprised of one rank-and-file member from each district in Northern California for the purpose of advising and assisting the Local 3 Officers in the forthcoming contract negotiations for the Northern California construction industry.

## A landslide vote

# Administration sweeps election

By James Earp  
Managing Editor

Local 3 Business Manager Tom Stapleton and the Officers of Local 3 were sworn into office on September 7 by former President Paul Edgecombe, following a landslide victory by the incumbent administration in the union's election.

Stapleton defeated opponent Claude Odom by a 78 to 20 percent margin. A third candidate for Business Manager, Joe "Chief" Almodova, received two percent of the vote.

A full slate of officers campaigning with Stapleton made a clean sweep of the election, capturing similar percentages of the vote.

The election drew considerable interest throughout the union and the industry, due to the fact that the opposing slate of candidates was composed primarily of former business agents and employees who had worked for the previous union administration which was ousted in the 1982 election.

"Three years ago the members of this union bucked the former administration and elected us because of our commitment to reduce union expenditures and to turn this union around into a strong organization that truly listens and responds to the needs of the membership," Stapleton declared after the election. "It was a close, heated election in 1982. The tremendous support we received from the membership this time is a strong indication that they feel we are doing our best to give them the best representation we can."

The installation ceremonies were held at the union's headquarters in San Francisco. Former President Paul Edgecombe, who presided at the meeting, said he was "proud to be extended this offer again to give the oath of office, because the oath that these officers took three years ago has been filled to the best of their obligation."

"The overwhelming vote shows me that the members are behind this team of officers," Edgecombe stated. "I didn't think this team could bring the local

(Continued on page 7)



"The overwhelming vote shows me that the members are behind this team of officers," Edgecombe said during the swearing in ceremony.

# Huge highway contract let near Eureka

At long last, heavy construction is returning to the North Coast area of Eureka. In the next few months, Eureka District Representative Gene Lake reports, close to \$100 million in construction contracts will be awarded in the Eureka area.

According to Lake, the biggest contract will be for the long awaited Redwood Park Bypass on Highway 101. Bids on the 12 mile highway were opened last month with the joint venture Tudor-Saliba/Perini of Encino, California the apparent low bidder.

Bids on the project, which were twice delayed, ranged from the Tudor-Saliba/Perini offer of \$64,261,457 to a high of over \$87 million. Caltrans had estimated the cost of the job would reach \$81 million.

Lake expects work on the project, which will upgrade Highway 101 from the town of Orick to Klamath, will begin next year and continue for about four years. Although it is difficult to estimate the number of operators who will be employed as a result of the highway job, Lake believes it will be over 100.

The construction project will include moving 12 million cubic yards of dirt, 750,000 tons of permeable material and 103,000 linear feet of horizontal drains as well as structures, undercrossings and bridges. Lake believes the largest problem will be the stabilizing of the steep slopes along the roadway.

In addition to the huge Highway 101 job, Caltrans also has several other jobs in the area. A reconstruction job on

## R.A. Hatch barred from future bidding

SAN FRANCISCO—In a rare action, the California Department of Industrial Relations has barred a major out-of-state construction company from bidding on any public works contract in the State of California for one year.

Rail-Roadway/Hatch, an Oregon based joint venture presently working on a \$43.6 million highway improvement project of Interstate 580 in Castro Valley was found in willful violation of state apprenticeship laws as a result of a complaint filed by the Operating Engineers Joint Apprenticeship Committee.

The Order was issued Sep. 12 by Ron T. Rinaldi, Director of the California Department of Industrial Relations. It denies Rail-Roadway or R.A. Hatch the right to bid on any public works contract in California for one year and requires the firms to make contributions to the Operating Engineers joint apprenticeship training fund for the hours worked on the I-580 project.

The joint venture was further ordered to pay \$50 a day to the state for every day it was found to be in violation of the

(Continued on page 2)

Highway 36 in eastern Humboldt County will go to bid this month.

The project will be from Dinsmore to the Humboldt/Trinity County line. This project will cost between \$3 to \$4 million.

Other projects in the area include repair to the slipout on Highway 101 south of Crescent City. Lake expects that job will cost \$1 million. Bids on Phase III of the Myrtle Avenue project were opened with Moseman Construction the low bidder at \$660,000. This job includes a small bridge, retaining wall, widening of the existing roadway and resurfacing.

Lake also reports that Dutra Construction is the apparent low bidder on a

(Continued on back page)





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

# LOOKING AT LABOR

## ENGINEERS NEWS

WIPA



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

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This month as former Local 3 President Paul Edgecombe gave the oath of office at the Installation of Officers meeting, I couldn't help but think that three years goes by mighty fast.

It didn't seem that long ago that Brother Edgecombe swore us into office for the first time after a very heated election. As we all raised our hands once again to take the pledge, many thoughts came to my mind.

First and foremost was a feeling of deep gratitude to the members of Local 3 for expressing such overwhelming support for this team of officers in our re-election.

We were the target of a lot of lies and deliberate misrepresentation of the facts by our opposition, but once again our members proved their ability to separate fact from fiction and vote on the issues.

The second thought that came to mind was that we still have a very big job to do. This is no time for anyone to rest on their laurels. The problems that we have faced in the industry this past three years are still big as life and they're not going to go away.

We've made a good running start against the growth of the non-union element, but it's still only a beginning. Our people have been given a very clear message that if any of

them think they can now coast for awhile, they are sadly mistaken. We're not carrying any dead wood in this administration.

Providing good, solid representation to a union of 30,000 members is no small task. We've worked hard to do our best to turn this union back over to you, the members. But sometimes it seems there are more fires to put out than firemen to fight them.

I sincerely hope everyone in this great union will feel a personal obligation to do his or her part to keep Local 3 the best and the strongest local in the building trades.

The third thought was one of gratitude and loyalty to what I think is a great team of officers. As we looked at the voting results, it was clear that the membership voted for the entire ticket across the board.

I can say without reservation that there are no "prima donnas" on this team. Each officer has a wide range of experience and puts the members first. That's the only way this administration intends to operate.

The final thought that came to mind was that we've got to pull together as never before and all work as a team. The support we have received over the past three years has been tremendous, but we must do even better.

We are facing some very tough contract negotiations this next year. As you will notice on page 1, for the first time that I can recall, your officers will be involving rank-and-file members on the negotiating committee for our Master Construction Agreement.

We want your experience and input. Just as important, we want our membership to see first hand the challenges we are facing in this industry. There is a greater need than ever before to keep the lines of communication open and active among our officers, business representatives and rank-and-file members.

It is only through an informed and educated membership that we can hope to remain strong.

## Hatch barred from bidding

(Continued from page 1)

apprenticeship standards.

Local 3 Business Manager Tom Stapleton dubbed the DIR's action as "long overdue, but a welcome step in the right direction."

"The Hatch joint venture on this Interstate 580 project was a mistake from the beginning," Stapleton declared. "They should never have been given the contract. Caltrans awarded them this major Bay Area construction project, despite allegations that Hatch has set up and controlled sham minority and woman-owned firms to get around affirmative action laws."

The firm is currently under investigation by the federal government for allegedly violating the Disadvantaged Business Enterprise program by hiring subcontractors who are wholly or partially controlled by Hatch. According to investigations conducted by the Operating Engineers and the Alameda County Building Trades, there are at least three subcontractors who may be in violation of the law:

- Construction, owned by Charles Croff, a former employee of Hatch, who went into business with just \$600 in cash and has received a \$3.7 million contract from Hatch on the I-580 project.

- H & H Electric, owned by Isabel Hendricks and Hatch's wife, Suzanne, has received \$6.2 million under the Women's Business Program, 95 percent of which has been with R.A. Hatch Construction. This includes a \$2.1 million contract on the I-580 project. This firm did not qualify for minority status in Nevada and Arizona.

- Jim Winston & Sons, a subcontractor who has received \$5 million in contracts from Hatch. This firm is using

equipment registered to Hatch and has received loans from Hatch to meet its weekly payroll.

"R.A. Hatch is a classic example of how out-of-state and/or non-union contractors are denying work to legitimate firms by abusing the law," Stapleton charged. "Our tax dollars, which should be benefiting the unemployed in this area, are lining the pockets of firms that are importing their own workers. We hold Governor Deukmejian responsible for allowing this trend to grow almost unchecked under his administration."

Stapleton pointed out that more highway construction and other public works contracts have been awarded to out-of-state contractors under Deukmejian than under former administrations.

Alleged violations on the Rail-Roadway/Hatch project have prompted the Alameda County Building and Construction Trades Council to file suit against the firm and the California Department of Transportation. The suit challenges the legitimacy of the bidding and the minority and woman business enterprise certification procedures used in awarding the I-580 contract.

## Radio advertising campaign to promote union's message

Business Manager Tom Stapleton announced at press time that Local 3 is kicking off a radio advertising campaign designed to "get our message out to the public."

"We have a tremendous union and we also have an important message to tell the general public," Stapleton explained. "It's high time we put together a radio campaign that tells the public the important role the Operating Engineers have in building a better future for all of us."

Stapleton said that the Stockton District has been chosen as the initial target area to test the public response to the union's campaign.

Beginning Sep. 22, Local 3 will be a sponsor of the Los Angeles Raiders football games, which are broadcast on KWG AM Radio (1230 on the dial).

The sponsorship means that Local 3 radio spots will be aired during the games and in special promotional spots each week before the game.

KWG AM covers a large area in the greater Stockton area from Elk Grove in the north to Atwater in the south and from Pleasonton/Livermore in the west to Jamestown in the east.

Local 3 members in this area who enjoy listening or watching the L.A. Raiders games or enjoy listening to musical programming that focuses on fifties, sixties and seventies popular

music are encouraged to tune into KWG 1230 AM.

"We hope our members will let us know what they think about our radio campaign," Stapleton commented. "The response we get will help us in deciding what areas we will target next."

### Listen for Local 3!

Bringing you the L.A. Raiders



Date	Opponent	Time
9/8	New York Jets	1:00 p.m.
9/12	at Kansas City Chiefs	5:00 p.m.
9/22	San Francisco 49ers	1:00 p.m.
9/29	at New England Patriots	10:00 a.m.
10/6	Kansas City Chiefs	1:00 p.m.
10/13	New Orleans Saints	1:00 p.m.
10/20	at Cleveland Browns	10:00 a.m.
10/28	San Diego Chargers	6:00 p.m.
11/3	at Seattle Seahawks	1:00 p.m.
10/10	at San Diego Chargers	1:00 p.m.
11/17	Cincinnati Bengals	1:00 p.m.
11/24	Denver Broncos	1:00 p.m.
12/1	at Atlanta Falcons	1:00 p.m.
12/8	at Denver Broncos	1:00 p.m.
12/15	Seattle Seahawks	1:00 p.m.
12/23	at Los Angeles Rams	6:00 p.m.

**Come one — Come all!**

**Fresno Retirees' Pot Luck**

**October 10, 1985  
1 p.m.**

**Location: Lost Lake  
(1 mile west on Friant Rd.)  
Ladies, please bring your favorite dish!**



## Double breasting issue tops agenda for Building Trades convention

Building trades unions have made passage of a bill to curb "double-breasted" operations by contractors seeking to evade union commitments a top legislative goal and are pressing for House passage early this fall.

Labor's campaign for its enactment was high on the agenda of the AFL-CIO Building & Construction Trades Dept. convention.

The bill, introduced by Rep. William L. Clay (D-Mo.) and numerous co-sponsors, would clarify the Taft-Hartley Act's provision allowing a prehire union agreement in the construction industry because of the temporary and often short-term pattern of employment. It would make such a union agreement binding on all of an employer's operations unless workers vote to decertify the union as bargaining agent.

It is aimed at contractors who sign standard pre-hire union agreements but then set up non-union subsidiaries that pay lower wages, provide inferior benefits, and disregard labor standards.

An all-out drive to end double-breasting was urged by J.C. Turner, president-emeritus of the Operating Engineers, during discussion of the resolution. The 200 delegates from 15 affiliated unions saw a film dealing with

the issue that was produced by the Operating Engineers and a video presentation developed by the department.

On other legislative issues, the convention:

- Strongly opposed taxation of employee benefits.
- Urged enactment of a long-range program to rebuild the nation's infrastructure of roads, water works, sewer systems and other capital development needed to support an industrial economy.
- Asked inclusion in new Superfund legislation of a requirement for safety and health training of workers employed in hazardous waste disposal.
- Pressed the need for jobsite picketing legislation long sought by building trades unions.
- Asked immigration reforms that would effectively ban the hiring of illegal aliens and limit employer use of temporary foreign workers brought into this country.
- Urged legislation to assure fair tax treatment of job-required travel expenses of construction workers.
- Opposed attempts to weaken the Davis-Bacon Act which requires payment of prevailing wages on federal construction.

## What unions do

A highly publicized, widely praised new book provides statistical proof for what we already know — unions greatly benefit American workers and all of our society.

Harvard professors Richard Freeman and James Medoff have co-authored a new book called **What Do Unions Do?** It is a sophisticated, detailed and scientific analysis of the impact of unions on American society and the companies they represent. Its conclusions are a resounding affirmation of the constructive role of trade unions in the American workforce and society.

### Wages

Unions have a positive effect on wages. "In all cases unionized labor is substantially more highly paid than nonunionized labor."

White union workers enjoy a 17% wage advantage when they belong to a union.

Unions clearly have done better in keeping up with inflation. In the decade between 1971 and 1981 the difference between union and nonunion workers was raised almost 9 full percentage points. Moreover, the union's position does not deteriorate significantly even in recessionary periods. The professors point to the fact that the vast majority of contracts in 1982 called for wage increases despite the widespread publicity generated by the few large concessionary agreements.

The authors conclude "unions have a sizeable positive impact on the provisions of fringe benefit programs and on the dollars spent on fringes especially, with pronounced union effects on pensions, vacation pay, life, accident and health insurance." There is an even greater union impact on fringes than on wages, with union firms spending 50% more on fringes than nonunion establishments.



## Tax corporations, too

Letter Carriers President Vincent Sombrotto brings to House Ways and Means Committee hearing petitions 100,000 taxpayers asking that profitable corporations be made to pay a fair share of taxes. The petitions were collected by NALC members as part of a national fair-tax campaign by unions and public interest groups.



## Gompers monument needs repairs

The nation's memorial to Samuel Gompers, founder of the American Federation of Labor needs major repairs and the Metropolitan AFL-CIO is doing something about it.

The city labor federation is stepping up a national campaign to raise funds to restore the 52 year old bronze monument and beautify the park where the statue is located in northwest Washington.

The monument was built by the AFL and dedicated by President Franklin D. Roosevelt in 1933.

A \$5,000 contribution from the AFL-CIO launched the campaign in 1983, but the fund-raising was stalled by financial problems and was subject to government delay since the monument sits on federal property.

Initially, the labor council had planned only to clean the 16-foot Gompers statue. But an architectural survey by the National Park Service uncovered serious structural problems.

The labor council plans to complete the project in time for a rededication ceremony on Labor Day, 1986.

## Craft unions win Davis-Bacon ruling

The AFL-CIO Building and Construction Trades Dept. hailed a ruling by the Labor Dept.'s Wage Appeals Board that the protections of the Davis-Bacon Act apply to construction of military housing units built off-base by private developers.

The ruling overturned a decision by Wage-Hour Deputy Administrator Herbert J. Cohen that work on 1,400 military housing units to be built near Fort Drum, N.Y., would not be covered by the federal prevailing wage law.

Last February, the BCTD sought a ruling on the application of Davis-Bacon provisions to work on the pilot housing projects authorized under Section 801(g) of the Military Construction Authorization Act of 1984. Cohen ruled that the prevailing wage law would

apply on housing facilities built on the military bases, but not on construction of units off the base. He maintained that the off-base housing units could not be considered "public buildings."

The Wage Appeals Board rejected this argument, pointing out that the housing units would be built to Defense Dept. specifications, would be leased exclusively to the government for up to 20 years, and would not otherwise be built.

BCTD President Robert Georgine called the decision "an important victory" for the building trades. In a letter to presidents of the department's affiliated unions, Georgine noted that the leasing scheme is being viewed in the Defense Dept. as a way to finance other non-housing military construction projects.





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

Total health costs now amount to roughly \$1 billion a day. While only about 12% of the U.S. population is 65 and over, that segment of society accounts for some 30% of all hospital and medical bills. Now, 30% of \$1 billion is \$300 million; \$300 million every day for retiree health care.

A price tag of \$300 million a day for retiree health care is astonishing! Not just because of the current cost, but also because of the projected increases in costs and because a substantial majority of retiree health benefit plans are not, and never have been, prefunded.

Employment was good in the early 1960's and the rate of inflation was modest. In 1965, health care costs represented only about 6% of our Gross National Product, as compared with over 10% in recent years. The Medicare law was under active consideration, but had not as yet passed.

Medicare was necessitated, in part, by the failure to meet the coverage needs of retirees. The discussions which preceded the enactment of Medicare resulted in growing recognition of the importance of hospital and medical care coverage for retirees.

The retiree health care plans that were beginning to take form in the 1960's could be considered a modest start with a modest goal, which seemed achievable at a modest cost. Eligibility for benefits for former active employees generally required numerous years of service with the employer or was tied directly to the receipt of a pension from the retirement system. The number of eligible retirees was small in relation to the active employee group. A ratio of 15 active employees for each eligible retiree was not unusual in the formative years of retiree health benefit plans. In the years following

Medicare, to the present, retiree health benefit plans have been confronted with financial problems. What are some of the factors that have generated these financial problems?

Medflation is definitely a key causal factor. The extraordinary high rate of inflation in the cost of hospital and medical care is a problem that is truly national in scope: It impacts all health benefit programs, including retiree plans.

Between 1965 and 1983, America's medical bill went from \$43 billion to about \$355 billion. During this same period, while consumer prices for all items increased some 160%, physicians' fees jumped 205% and the price of a typical hospital room skyrocketed almost 500%. That's medflation.

Another factor which resulted in rapidly rising costs was the growth in the size of the retired population in relation to the working population. From a ratio of about 15 active employees to one retiree in the early 1960's, the ratio for many plans has now declined to as low as three or four actives to one eligible retiree. Again, this is a National problem, not limited to retiree health care plans.

The impact on these two factors has been compounded by the higher-than-average medical care costs for our elderly population, the high level of unemployment in recent years and the marked trend toward early retirement. In the public sector, one of the many other factors that will influence future trends in retiree health benefit costs is the adoption of early retirement incentive plans.

Too many people think that Medicare pays for all hospital and medical costs for everyone 65 or over. While most of you

know that Medicare consists of two parts — Part A — Hospital Insurance, and Part B — Supplementary Medical Insurance — and that Medicare has deductibles and copayment requirements, I suspect that a large percentage of Americans would be surprised to learn that Medicare now covers less than 45% of the total health care costs of our senior citizens.

Part A, Medicare Hospital Insurance, is financed principally by payroll taxes paid by employees and employers, and the self-employed. During the past decade, the hospital insurance tax rate paid by employees and employers has increased from .9% to 1.3% of the taxable wages; the maximum tax for hospital insurance has quadrupled since 1974, rising from \$118.80 in 1974 to \$491.40 in 1984.

Under present law, the tax rate for Part A Hospital Insurance will increase from 1.30% this year to 1.35% next year, and to 1.45% in 1986. When the increase in the tax rate is combined with projected increases in the wage base (assuming the 1984 base of \$37,800 increases 5% per year), the maximum tax in 1986 will be more than \$600 or about 23% higher than the 1984 maximum tax of \$491.40.

Even though the scheduled increases in hospital insurance taxes are substantial, they are not sufficient to meet the projected costs of Part A. Recent reports indicate that the trust fund for Medicare Part A will be depleted in the early 1990's if there is no change in the present law. To keep the fund solvent over the next 25 years, program outlays will need to be reduced by some 30%, or payroll taxes will have to rise by almost 50%.

Part B, the Supplementary Medical In-

urance portion of Medicare, is in much better financial shape than Part A. As you know, Part B helps pay for doctors' services, outpatient hospital services and certain other medical services. Part B usually pays 80% of reasonable charges after payment of a \$75 annual deductible.

During the past decade, the "standard monthly premium" paid by enrollees in Part B has roughly doubled — increasing from \$6.70 in 1974 to \$14.60 this year. However, the standard monthly premium rate covers less than one-fourth of the total cost of the program; about 75% of the cost of Part B is financed by general revenues.

Perhaps the biggest change in Medicare since its inception is the introduction of a new prospective payment system under which hospital reimbursements are set in advance regardless of the length of stay or the services required. Under the new system, each Medicare patient will be classified in one of 467 called diagnostic related groups (DRGs). Hospitals may keep all the money saved by holding their costs below the DRG allowance. By the same token, a hospital will lose every dollar it spends above the DRG-fixed rates.

The prospective payment system was first introduced by the State of New Jersey. So far there have been broadly differing views regarding the short and long term effects of the system on hospital services and costs. The Reagan Administration predicted a 9% reduction in Medicare expenses from the new prospective payment system, which is being phased in over a three year period.

With health care cost containment now a national priority, there is no shortage of proposals aimed at slowing the growth in Medicare expenditures.

## Work picks up after late start in Santa Rosa

Work in the area is starting to pick up after a late start, reports Santa Rosa District Representative Chuck Smith. Most of the brothers and sisters are finally working with a few members still on the out-of-work list. With a little luck they will all be working by the time this goes to press.

Jim Holiway and Don Jensen, foremen for Argonaut, are working on Sea Ranch and are way ahead of schedule and as they say, "we have a very talented crew." Good going guys, that is how to keep the union strong, by out producing the scabs.

Local 3 has been in somewhat of a battle with the Sonoma County Water Agency in the past few weeks. They are doing a job, all rental, at Spring Lake and are using a couple of un-licensed Contractors. The Agency says the removing of the hydrilla, a plant that was taking over the lake, does not come under the prevailing wage law. The Union claims they are incorrect and business agent Rob Wise and Chuck Smith have gotten the Labor Commissioner's office involved along with Chuck Center. "Chuck Center is in charge of the newly formed department called Foundation for Fair Contracting and he and his staff are doing a fantastic job," Smith said.



Pictured above is the crew at Hogue Equipment in Santa Rosa. Back row left to right are: Business agent Bill Burns, Larry Oliveira, John Oehlerking, Paul Bales-teieri, Mark Chiaroni and Bob Buchanan. Front row are: Al Goranson, "Mack," Mark Linkhorst, Rob Goranson and Bernie Leda.

Meetings are being held to possibly widen Stoney Point Road from Santa Rosa to Petaluma to try and ease the traffic congestion on Highway 101. However, even if everything goes well, construction will not start for several years. The area desperately needs to do something about the traffic on 101 and the improvement of Stoney Point Road

is a step in the right direction, however, it will not solve the problem. What is needed is at least one more lane, both directions, on 101 from Healdsburg to the Golden Gate Bridge and even that would only be a temporary solution.

Business agent Rob Wise, reports that the mid-August rush is on for operators in this area. The list is low and the

companies are crying out for finish blade hands and graders. There is also a lot of paving going on. W. R. Forde recently finished an overlay in the Napa area and Piombo is soon to start an overlay around Santa Rosa. "It looks like we will have a good, steady supply of work throughout the rest of the season," Wise said.



## Sewage work shows upswing this year

To keep pace with California's growing population, sewer construction increased sharply during the first six months of 1985 reaching \$392 million. This is an increase of 326 percent and nearly double the \$199 million spent in all of last year.

The \$392 million being spent on sewers creates 4,300 jobs in the construction industry and a total of 13,000 jobs in the state's overall economy.

Wastewater treatment facilities are funded by a combination of federal, state and local sources, depending upon the nature of the project and when it was started. Federal contributions range from 55 to 85 percent; state contributions from 12.5 to 25 percent and local cities, counties or special district furnish the remainder.

Last November California passed a \$325 million bond issue and the House and Senate have approved separate versions of the federal Clean Water Act to continue funding of water pollution control at approximately \$2.5 billion annually.

Without adequate sewage treatment facilities, communities face building bans or moratoria on building to accommodate increases in population.

Major California projects in the works include: Santa Clara County — \$59 million, Alameda County — \$52 million, Monterey County — \$44 million, Stanislaus County — \$31 million, Santa Cruz County — \$22 million, San Joaquin County — \$15 million.

## ENGINEERS NEWS

# PROJECT UPDATE

## Bay Bridge to get additional lane

The San Francisco Bay Bridge, whose appearance has been unchanged since it opened almost 50 years ago, is going to have a new maintenance lane added to its south side, according to the California Department of Transportation.

The extra lane will alter the appearance of the internationally known landmark, but state engineers said they plan to build the lane on the south side of the span in order to hide it from tourists in San Francisco.

The \$35 million lane, to be added in 1987-88, will be for maintenance vehicles only, and will end Caltrans' practice of blocking one of the bridge's five lanes on each deck just about every weekday. The lane will be cantilevered over the water like a shelf along the entire length of the span and will be at least eight feet wide.

The maintenance lane is the major part of an \$85 million face lift that Caltrans is planning on the eve of the bridge's 50th anniversary.

The project includes a new \$6.3 million toll plaza, a \$20 million ramp for easier access from the Nimitz Freeway and a \$1.2 million improvement of ramps leading to Treasure Island from the span's lower deck.

Caltrans says the extra lane is needed to keep traffic flowing while maintaining the bridge. More than 100 workers man the bridge's maintenance crews. The problem is that weekday traffic is so heavy there is no space for repair crews to work safely without snarling traffic.

The new lane probably will be built from the lower deck, and ladders will be used to reach the upper deck. Only on rare occasions will it be necessary to close a lane to traffic, Caltrans says.

This will be the first major reconstruction since the early 1960s, when electric train tracks were removed from the lower deck and the traffic pattern was switched to one-way on each level.

## Crosstown Freeway receives funding

The California Transportation Commission has allocated \$22.2 million for the continuation of Stockton's Crosstown Freeway. Construction of this portion of the project is expected to begin in early spring, 1986 and will last approximately two years.

The extension of the freeway will result in six-lane facility from Stanislaus Street to Wilson Way. It will continue from the existing freeway, as viaduct, from Stanislaus to Union Streets where an elevated fill will carry traffic to Wilson Way. A separation structure is planned for the Airport Way crossing.

The closing link of the Route 4 crosstown between I-5 and Route 99 will be accomplished in two projects. This first is expected to begin in 1988/89 fiscal year. It will provide grading and some structures from Wilson Way to the interchange at Highway 99. The estimated construction cost for this project is \$13.8 million. The second project, to construct the remaining structures and complete paving, is expected to be completed in the early 1990's.

The staff of the San Joaquin County Council of Governments is looking into ways to prevent delays in this final stretch in the project. The staff will recommend to the council's board of directors that it ask the CTC to reinstate money for the two segments into its current budgets. To do that, the council board will have to propose delays in other highway work in the county equal to that amount. Possible alternative project delays have not been identified.

## Annual event enjoys good weather

## Reno retiree picnic a success

Nevada District Representative Les Lassiter reports that Reno's annual picnic, held on August 10th, was a huge success. The day was just about perfect and the food excellent. "We were really pleased with the turnout. There were a lot of people responsible for the smooth operation of the event and I'd certainly like to thank each and every one who volunteered their time to help out. We couldn't have done it without you. You all did a great job," Lassiter said.

Las Vegas Paving has begun work on the Scheckler Lane project. This is one of the six Fallon-area road jobs they will do as part of a \$2.8 million contract recently approved by the state Transportation Board. The 65-day project includes repaving and replacing two guardrails. Also in Fallon, Brutoco has started doing the work on white concrete aprons and a taxiway at the Naval Air Station.

Under a tentative work program, Governor Bryan announced that Elko, Churchill and Nye counties and Carson City will get more than \$40 million in road improvements in 1986. Elko County will receive more than half of the money (\$20.4 million) for resurfacing 14 miles of I-80 around Pequop Summit and parts of U.S. 93A and Nevada 766. Some \$14 million in projects are scheduled for Churchill

County, including improvements to U.S. 95 south of Fallon and U.S. 50 alternate. In Nye County, U.S. 6 will be resurfaced and Nevada 160 will be widened in Pahrump. A \$2.2 million project in Carson City will widen Saliman Road and resurface Fifth Street.

The Nevada Environmental Protection Division and the U.S. E.P.A. last month issued an air quality permit, the last major planning hurdle, for the proposed 1,500 megawatt, coal-fired power plant north of Ely. Although the permit does not assure construction of the project, which has already been delayed two years because the demand for power dipped, it at least clears the way for the purchase of a 2,250-acre plot from the BLM in Steptoe Valley. It was decided in July to continue planning work through 1986 so that construction could begin between 1987 and 1989, should the demand for power increase.

A formal dedication of the recently completed Carlin Gold Quarry mine is scheduled for this month. The new mill is designed to produce 170,000 ounces of gold per year. The Number 2 Mill for the remainder of this year is programmed to put Carlin Gold's total production during 1985 at 190,000 ounces of gold and when the planned dump leaching facilities are implemented, Carlin is expected to produce approximately 345,000 ounces of gold per year. This level of production will rank Carlin as the second largest producer of gold in the free world. Carlin currently has 530 employees.



District Representative Les Lassiter (top photo) hands a piece of auctioned meat to Rick Hagerty. The retirees held a chapter meeting prior to the picnic (bottom photo).

**ATTEND YOUR  
UNION MEETINGS**



# How your ballots are counted



There's a lot more to conducting a local union election than merely gathering up the ballots and counting them. Special provisions must be made to see that the secrecy and accuracy of the vote is insured.

This year as in past election, Price Waterhouse conducted the Local 3 election. The ballots are first picked up on Aug. 26 and transported to the election site (photo #1).

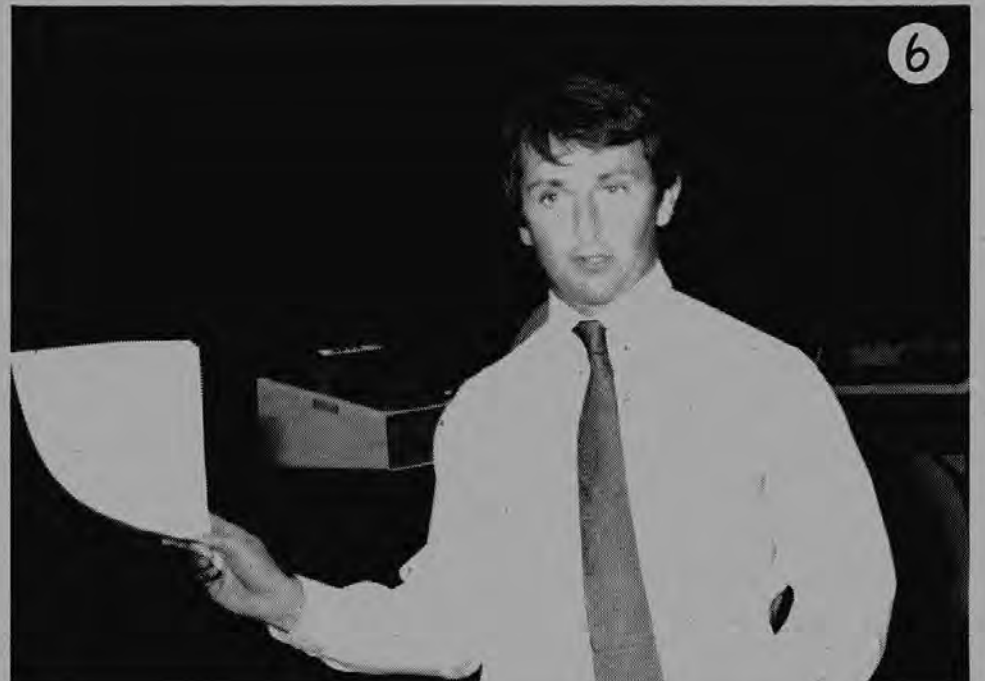
The trays are then separated by district and the ballot envelopes are alphabetized. Once this process is complete, the names on the outside are checked against computerized lists to determine eligibility to vote (photo #2).

Those ballots on which there is some question regarding eligibility are brought before the Election Committee (photo #3).

The secrecy envelopes containing the ballots are then removed from the outside envelope containing the voter's name, thus insuring that every member's ballot is kept confidential (photo #4).

The ballots are finally removed from the secrecy envelope and prepared for automated counting by the computer (photo #5)

The ballots are processed through the computer by district and the results posted (photo #6).





# Administrative Ticket sweeps union election

(Continued from page 1)

back to a position of strength this quickly, but they've done the job."

James "Red" Ivy, who retired in July from the office of Recording-Corresponding Secretary, recalled what it took three years ago to win the election. "We all went out on a limb in 1982 because there was a big machine out there that everyone thought was unbeatable.

"But with a lot of hard work, we put it together and beat it," he told the members at the installation ceremony. "I think the results of this election prove that the members appreciate the fact that this team is working for them and doing their best for the membership.

"I am very confident that with Tom Stapleton's leadership and the other officers behind him, this organization will continue to go forward and we will all benefit in the long run."

Business Manager Tom Stapleton pointed out that the administrative ticket's win in the election is "really a victory for the union.

"We're starting to build a solid program, which would have been for nothing if this administration had not received the support of the members," he added. "But believe me, if anyone

thinks the job is finished, I've got news for them. We've got a hell of a job to do."

The voting statistics (see below) indicate that the vast majority of the membership voted entirely by slate. The other five main officers elected were Harold Huston for President, Robert Skidgel for Vice President, Bill Markus for Recording-Corresponding Secretary, Wallace Lean for Financial Secretary and Norris Casey for Treasurer.

Other officers elected were: Ken Bowersmith, Wayne "Les" Lassiter and Patrick O'Connell as Trustees; Jack Baugh, Don Strate and Ron Wilson as Auditors and Bill Burns as Conductor. Ted Wright was unopposed as Guard.

## Election Results of Officer and Executive Board Members

Office/Candidate	No. of Votes
<b>Business Manager</b>	
T. J. (Tom) Stapleton	7,567
Joe "Chief" Almodova	275
Claude Odom	1,902
<b>President</b>	
Harold Huston	7,549
Jimmie (Jim) Johnston	2,186
<b>Vice President</b>	
Robert Skidgel	7,152
Stan McNulty	2,396
<b>Recording-Corresponding Secretary</b>	
William (Bill) Markus	7,490
A A "Alex" Cellini	2,209
<b>Financial Secretary</b>	
Wally Lean	7,452
Adam Gonzalez	2,180

## Treasurer

Norris A. Casey	7,362
Paul Wise	2,347

## Trustees (Elect 3)

Ken Bowersmith	7,474
Wayne "Les" Lassiter	7,367
Pat O'Connell	7,878
Richard E. Abston	2,502
Dave Johnson	2,410

## Auditors (Elect 3)

Jack Baugh	7,146
Don R. Strate	7,104
Ron A. Wilson	7,104
Robert (Bob) Delgado	2,189
Larry Keene	2,174
Jerry L. White	2,320

## Conductor

William "Bill" Burns	6,852
Jack D. Master	2,618

Total number of ballots received — 10,068. Number of ballots determined to be invalid — 220\*. Number of ballots challenged and not counted — 1.

\*This figure does not include ballots which were blank or contained more votes than were allowed for a particular office, as tested for in the computer count.

## District/Candidate No. of Votes

District/Candidate	No. of Votes
<b>District No. 1 (San Francisco)</b>	
Jim O'Brien	531
Raymond L. Parres	186

Number of ballots determined to be invalid — 28. Number of ballots received — 745.

## District No. 9 (San Jose)

Bill L. Dalton	562
Ted W. Kraynick	257

Number of ballots determined to be invalid — 45. Number of ballots received — 864.

## District No. 11 (Reno)

Glenn D. Lein	211
James D. Caumiant	227

Number of ballots determined to be invalid — 15. Number of ballots received 453.

## District No. 12 (Salt Lake City)

Don C. Barney	590
Rex Daugherty	313

Number of ballots determined to be invalid — 21. Number of ballots received — 924.

## Unopposed Candidates

### District No. 2 (Oakland)

Tee Zhee Sanders

### District No. 3 (Stockton)

John R. Dorton

### District No. 4 (Eureka)

John Bradbury

### District No. 5 (Fresno)

Marion Whitson

### District No. 6 (Marysville)

Robert L. "Bob" Christy

### District No. 7 (Redding)

Wilfred Houghtby

### District No. 8 (Sacramento)

Jim Brown

### District No. 10 (Santa Rosa)

James P. Killean

### District No. 17 (Hawaii)

Paul Anae

### Guard

Ted Wright

## Work holding its own in Marysville

According to District Representative George Morgan, the Marysville area work is holding its own as the season progresses. Underground Construction was low bidder on a \$11.5 million job from Hallelujah Junction to Oroville. This is the only fiberoptic job from the east coast to the west coast that is union. This is a joint venture between Underground and West Valley Construction which entails 50 miles of mud and 70 miles of rock, the starting date was scheduled to be August 30th. There is a piece of equipment called Jaws 3, made in Texas, which is mounted on a CAT 225 excavator on a special Union Pacific rail car made in British Columbia, first time used in the United States, 2' end ties to 6'. This is a private project by United Telecom and Jim Ross is the project manager.

Baldwin Contracting has Sturgeon & Son Crane Service driving pile on the Simpson Lane Bridge. They were low bidder on the Sutter Housing Authority water system improvement for \$259,794.

Butte Creek is busy on numerous street improvements in Butte County. They also were low bidder on Table Mountain Blvd. improvements and various overlays in Butte and Glenn Counties. Robinson Construction was low bidder on paving Seventh Street in Oroville and various street improvements in Chico.

Jaeger Construction in Yuba City should be starting the Live Oak storm drain job in the near future. They also were low bidder on the storm drain work on Clark Avenue in Yuba City for \$317,371, and a sludge facility at the Yuba City Treatment Plant for \$55,155. Wm. Lyles is about due to start the Glidewater District project by Willows for \$2,281,555.

**Marriage is the only institution you can't organize... Both sides think they are management!**

## District Breakdown of Local 3 Election

Office/Candidate	District Number														Total Number of votes
	1	2	3	4	5	6	7	8	9	10	11	12	17	99	
<b>Business Manager</b>															
T. J. (Tom) Stapleton	571	1,098	591	86	364	505	307	826	623	535	333	649	736	343	7,567
Joe "Chief" Almodova	29	47	23	2	12	11	3	19	33	25	14	33	20	4	275
Claude Odom	130	368	157	10	165	111	52	158	174	99	101	227	86	64	1,902
<b>President</b>															
Harold Huston	572	1,061	591	89	384	527	307	830	611	524	335	644	725	349	7,549
Jimmie (Jim) Johnston	156	451	183	10	154	104	55	172	215	130	114	267	114	61	2,186
<b>Vice President</b>															
Bob Skidgel	536	1,038	555	84	372	486	288	767	587	489	310	596	720	342	7,152
Stan McNulty	176	442	203	13	162	130	64	205	216	162	133	300	115	75	2,396
<b>Recording-Corresponding Secretary</b>															
William (Bill) Markus	557	1,076	592	87	382	474	305	814	622	520	336	654	725	346	7,490
A A "Alex" Cellini	169	424	174	11	155	155	56	177	203	130	114	260	115	66	2,209
<b>Financial Secretary</b>															
Wally Lean	551	1,056	583	87	394	492	299	797	607	518	330	651	743	344	7,452
Adam Gonzalez	173	432	184	9	142	130	57	184	214	127	112	252	101	63	2,180
<b>Treasurer</b>															
Norris A. Casey	547	1,084	592	90	378	506	293	793	594	503	303	630	716	333	7,362
Paul Wise	180	429	180	9	164	121	67	200	224	150	141	281	122	79	2,347
<b>Trustees (Elect 3)</b>															
Ken Bowersmith	540	1,090	594	86	399	510	307	835	592	510	310	638	727	336	7,474
Wayne "Les" Lassiter	551	1,066	564	83	404	496	295	767	584	529	324	643	720	341	7,367
Pat O'Connell	577	1,166	627	87	423	532	310	830	640	533	355	684	753	361	7,878
Richard E. Abston	188	471	218	10	151	142	70	216	236	161	130	306	123	80	2,502
Dave Johnson	170	465	199	11	166	129	60	200	228	148	120	315	117	82	2,410
<b>Auditors (Elect 3)</b>															
Jack Baugh	527	1,054	522	84	377	487	291	781	557	485	311	588	721	331	7,146
Don R. Strate	506	1,005	539	79	359	469	293	748	555	495	301	717	710	328	7,104
Ron A. Wilson	516	1,031	559	84	376	484	283	774	554	490	305	594	717	337	7,104
Robert (Bob) Delgado	166	438	178	12	146	122	58	187	236	143	113	207	114	69	2,189
Larry Keene	161	409	185	14	158	129	54	201	195	137	109	248	104	70	2,174
Jerry L. White	171	435	193	12	165	142	79	203	215	145	112	257	117	74	2,320
<b>Conductor</b>															
William "Bill" Burns	506	976	545	79	355	462	284	739	548	500	294	537	706	321	6,852
Jack D. Master	187	509	213	18	177	148	69	242	237	143	124	342	127	82	2,618



## Fringe Benefit Forum

By Don Jones,  
Director of  
Fringe Benefits



We have discussed in recent editions of *Engineers News* the rising costs of health care and what we are doing about it. The emphasis — **cutting costs without cutting benefits. Our goal is to continue quality benefits you now enjoy but to stop unnecessary expenditures of your money.**

You have asked several important questions about your health and welfare benefits, particularly about the amount of money they cost (since you've recognized for a long time that you pay for the benefits through your wage package!). We will attempt here to answer some of your questions.

### Why does money have to be taken from my wage package to pay for health and welfare?

Health costs have risen at an alarming rate. Between 1965 and 1982, consumer prices rose 162 percent. During the same period doctors' fees jumped 205 percent and the typical hospital room charge increased by 444 percent. Daily hospital expenses for a regular room run as high as \$1000! In 1984, Americans spend \$400 billion on health care. Although certain cost containment provisions are now in place, the quality benefits of the Engineers' plans cost more than they used to.

### What about the overall cost of benefits?

Local 3's health care benefits cost over \$52 million last year. That's the amount the various benefit plans spent to pay bills directly to doctors, hospitals, and other providers of services.

### What benefits do I have?

Working engineers and their families enjoy very valuable benefits. These include hospitalization benefits, medical services, dental care, vision care, prescription drug coverage and death benefits.

Retirees have hospitalization, medical, vision care, prescription drugs, and death benefits. They can obtain dental benefits. Widows of retirees can now purchase medical care at reasonable rates through the Trust Fund.

Your health and welfare book will show you your coverage in detail. Please contact the Fringe Benefit Center or the Trust Fund Office for a copy of the health and welfare book.

### What about extended coverage when I'm not working?

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

### Why 90 hour minimum for coverage?

The contribution rate per hour times 90 hours, in most instances, does not even pay the total cost of coverage for an eligible employee. It actually takes more than we collect for 90 hours to provide a single month of coverage. Approximately 120 hours and contributions for those hours are required. Reserves are set aside to provide coverage for Engineers who work, or are credited 90 hours but less than 120 hours in a particular month. By lowering the requirement from 120 hours to 90 hours, the Trustees have extended coverage to many who would otherwise not qualify. This can be particularly important when work is slow.

### Why a maximum of 1080 hours on bank hours?

The plan allows you to bank a maximum of 1080 hours to provide you with up to one year's coverage for periods when you are not working. Contributions on excess hours over 1080 hours assure that sufficient income is available to pay the bills and to allow the plan to pay for your hour bank coverage.

### Why not use the reserves for benefits?

It is a fact that there are certain reserves to insure coverage for all eligible Engineers. Reserves are necessary for many reasons. The main reason reserves are needed is the liability of the hour bank.

Remember, if you are not working and you have 90 hours or more in your hour bank, your coverage will continue. Each 90 hours in your hour bank will provide you with one month's coverage.

When you worked the hours that went into your hour bank, the contributions that paid for these hours were set aside to pay for your coverage when you needed to draw on your bank. These moneys are the hour bank liability reserves.

Reserves, then, are going to be used for benefits. Certain reserves are set aside already for promised benefits for members out of work. And keep in mind that when and if you draw on your hour bank, the cost of benefits will have risen from the time when you built up your bank.

Reserves are also needed to protect your benefits during time of high unemployment when hours worked are down. The fund's reserves are used then to pay the costs of your benefits not covered by available contributions.

### I never use the plan. Why should I pay for it?

We all know the plan could never work if we let 'healthy' members take their part of the wage/fringe package and pocket the money as wages. It's difficult for all of us to negotiate a reasonable wage and fringe package. With the steady climb in the cost of health and welfare, it is a fact that to maintain our quality coverage, we all have to be willing to put sufficient money aside to assure that all eligible engineers will be taken care of in time of illness or unemployment.

Think of it in terms of our Union. We started the Union and have kept it going because all of us were willing to support each other during times of seemingly insurmountable obstacles. We've pulled through because we didn't take a withdrawal or go suspended — we've set aside the notion that somehow we would do all right without the Union and the support of our brothers.

You've worked side by side. You all know members who have become ill unexpectedly or have been injured on the job — they were your age and in better health than you at the time, remember? Your work and contributions have helped pay their medical bills and have brought them and their families through times of financial hardship. They were able to make it because you and other healthy members were working a significant number of hours. The health plan, with the full support of your fellow members, would do the same for you and your family if you need such coverage and support.

## Credit Union

**Sticker shock** — Most of us haven't recovered yet from the prices on new cars. The sticker price on a lot of new models comes close to what a new home cost about 20 years ago.

Your Credit Union is currently reviewing some ways to help you get into a new or used car at a good price, below what you'd generally have to pay if you walked into a dealership cold.

We are looking into fleet discount sales, used car sales by the leading car rental agencies and a computer service that delivers you a listing of what the car you want actually cost the dealer. This last service can also be used as a "brokerage" service to order cars from the factory or a specified dealership.

At this writing, we are researching some legal aspects and the individual firms. Watch this column, your third quarter newsletter from the Credit Union and your mail for more on these services.

**Less than sticker** — We have noticed that some of the purchase orders we have received for loans carry prices at or above the sticker price. The sticker price on the window of a new car is suggested retail, not what the dealer paid for the car.

You should offer less than the sticker price when you're buying a new car. Some hot selling models won't be available for any price except one above the sticker, but most cars should be able to be bought below the sticker price. The dealer already has his profit built into that price.

**Don't trade in** your old car when you buy a new one. Sell it yourself. If it's in good shape, you'll do better selling it yourself than you will in turning it over to a dealer. If it's in bad shape you'll probably still do better. Car dealers frequently take your car as trade in no matter what shape it's in. If it isn't sellable on their lot, they will wholesale it. In this case, that nice trade-in allowance they gave you is usually added on to the price of your new car.

Your Credit Union offers 100% financing (including tax & license) on new and used cars if you qualify. 100% financing gives you the op-

(Continued on page 9)

## Special thanks to Hawaii members

Many thanks to our fellow Engineers in Hawaii for their warm hospitality on our recent visit. The Hawaii Engineers are gracious hosts (as we always do, we felt welcome immediately — and it did not take us quite as long this time to remember to remove our shoes!).

The general membership and retiree meetings were well attended. The interest in matters affecting our Union and fringe benefits was evident from the questions and comments during the meetings.

And this interest was rivalled by that unique Hawaiian ability to celebrate. And celebrate we did! Hawaiians have this work/play combination down to a science.

Again, many thanks. Our Union is greatly strengthened by our Hawaiian brothers and sisters.

## October is deadline for Kaiser Plan

October is open enrollment month for Kaiser. Both *Active* and *Retired* Operating Engineers have until October 18th to change their Hospital-Surgical-Medical care election to or from Kaiser Health Plans.

Operating Engineers can make this change from one Plan to the other *only once each year* in October for November coverage. Therefore, members are urged to carefully consider the merits of both Plans before making any choice. Once an election has been made it must remain in effect for the year. The only exception is if the member moves out of the 30 mile Kaiser service area.

All other benefits such as Death and Dismemberment, Vision Care, Prescription Drug and Dental benefits for active members will continue to be provided directly by the Trust Fund regardless of

### KAISER ENROLLMENT

Name \_\_\_\_\_  
S.S.# \_\_\_\_\_  
Address \_\_\_\_\_  
Zip \_\_\_\_\_

ACTIVE  RETIRED

- I wish to change from the Comprehensive Insured Plan (Union Labor Life) to Kaiser.  
 I wish to change from Kaiser to the Comprehensive Insured Plan (Union Labor Life).  
 I need a Kaiser brochure/Health and Welfare Booklet.

Clip and Mail to: Operating Engineers Trust Fund  
50 Francisco Street, San Francisco, CA 94133

which medical coverage you elect.

If you wish to change your current coverage or if you want additional information, please complete the attached form, cut out and mail to the Trust Office at 50 Francisco Street, San Francisco CA 94133. Election forms will be mailed to you directly. Your election must be made no later than

October 18th for November coverage.

If you do not wish to change your Hospital-Surgical-Medical coverage — no action is required.

The benefits provided by Union Labor Life are described in the Health and Welfare Booklet. Kaiser Health Plan benefits are described in a separate brochure.



## Credit Union

(Continued from page 8)

portunity and time to keep your old car and sell it yourself. You can then take the money you receive from selling it and put it against your car loan, put it in a savings account, take a vacation, buy a VCR, whatever.

Another way your Credit Union can help you afford a new car is lower monthly payments with 60 month financing.

**Preapproval** — You can apply for a new or used car loan before you visit the dealer. Just call us at (415) 829-4400, ask for the loan department and tell us what you're planning to buy and how much you need. (Utah member should call (801) 261-2223).

**Rates** — Your Credit Union's rates on new cars, vans and pickups are 12.5% and 14.5% APR. On used cars, vans and pickups, the rates are 14% and 16% APR. The lower rate in both cases is the Saver's Rate, available if you have and keep \$1,000 on deposit in the Credit Union during the loan. The \$1,000 can be in any one or any combination of your Credit Union's savings programs.

You can finance up to 100% of the purchase price or low blue book on used cars, trucks and vans and take up to 48 months to repay. Monthly payments on an \$8,000, 48-month loan at 14% is \$219.

**Refinance your home** — If you have an adjustable rate mortgage and want to get rid of the worry about your monthly payment going up, refinance your home loan with a fixed-rate loan from your Credit Union. Call (415) 829-4400 and ask for a Real Estate Loan Specialist for more information and applications.

## WITH SAFETY IN MIND



By JACK SHORT, Director of Safety

## Precedent court case on unsafe work conditions

The following article appeared in the August 1985 issue of "National Safety & Health News."

**'I found the conditions in which the workers performed their duties were totally unsafe.'**



With those words, Cook County Circuit Judge Ronald J.P. Banks in a Maywood (Illinois) court on June 14 found three executives of the defunct Film Recovery Systems of Elk Grove Village guilty of murder.

The case was a precedent-shattering one. It is the first time that company officials were held criminally responsible for the death of a worker from accidental causes.

The murder charges stem from the death on Feb. 10, 1983 of Stefan Golab, a 61-year old Polish immigrant employed at the plant. He worked over tanks containing cyanide solution used in the recovery of silver from used photographic films, such as X-ray plates.

On Oct. 15, 1983, a Cook County grand jury returned indictments against several company officials.

The trial took eight weeks and was conducted by the judge without a jury. The prosecution charged that Golab inhaled a lethal dose of cyanide vapors as he was preparing to disconnect a pump to clean out the 1,000-gallon tank. He staggered from the tank into a plant lunchroom, shook violently and then lapsed into unconsciousness.

Defense attorneys said that the worker

died from a heart attack unrelated to the work situation.

Dr. Robert J. Stein, Cook County medical examiner, testified that Golab had a lethal level of cyanide in his blood. He said when he opened the body during the autopsy, the room was filled with the odor of bitter almonds, a smell associated with cyanide.

Under Illinois murder statutes the prosecutors had to prove the plant officials ignored the conditions while knowing there was a risk of injury or "great bodily harm" to workers.

About 20 former workers at the plant testified that they vomited almost daily because of vapors. Most of the workers were undocumented aliens. Prosecutors sought to establish that they were not told they were working with cyanide and were not given adequate protection from the vapors. Some employees were ordered to scrape the skull and crossbones from cyanide drums.

A prosecutor presented the court with a paper respiration mask as an example of the inadequate safety gear. Former workers testified they were provided only cloth gloves. They were not provided with boots or aprons to wear while working near the cyanide vats.

Judge Banks found guilty Steven J. O'Neill, the plant's president, Charles Kirschbaum, plant manager, and Daniel Rodriguez, foreman. The defendants also were found guilty of 14 counts of reckless conduct.

Defense attorneys said the decisions would be appealed.

The judge dismissed charges against Gerald Pett, vice-president. Also indicted was Michael T. MacKay of Salt Lake City. He was not tried as former Utah Governor Scott Matheson refused to extradite him to Illinois. However,

Illinois Governor James Thompson will make a new request for the extradition of MacKay.

Judge Banks explained his reasoning for the precedent-shattering decision by saying, "It's my belief that the mind and mental state of a corporation is the mind and mental state of its officers and high personnel . . . The corporation must be held liable."

State's Attorney Richard M. Daley, who sought the indictments on murder charges and whose office prosecuted the case said the decision was of national importance.

"The unprecedented ruling is a great victory for the people of Cook County and should have far reaching effects in protecting working men and women throughout the United States," he said.

He added, "These verdicts mean that employers who knowingly expose their workers to dangerous conditions leading to injury or even death can be held criminally responsible for the consequences of their actions."

Consumer Advocate Ralph Nader stated, "I think this case will properly embolden prosecutors to bring corporate criminal cases and other judges to stop looking the other way."

Nader added: "Basically, it is an example of the criminal law catching up with the widespread public expectation that well-dressed business executives who engage in criminal activities leading to death or injury should be prosecuted and convicted."

University of Michigan law professor Christopher Stone commented, "Certainly, it is going to send a shock wave through the executives of companies that deal in toxic chemicals and expose workers to those chemicals." He added that the guilty verdict will draw attention of prosecutors throughout the nation. Stone continued, saying the decision comes "at a time when the enforcement efforts by state and federal officials are really down. What it suggests to me is that efforts to prevent injuries by systematic policing and federal rules and the like may not be working."

A criminal law specialist at Harvard University's law school, Alan Dershowitz, said: "It obviously sends an important message to corporate executives that when they put the lives of their employees at risk they're going to be held responsible, just as when bank robbers put their victims at risk."

He added that there should be a new category of crime.

A Washington, D.C. lawyer who represents a number of corporations on health and safety issues, Joseph E. Hadley Jr., said that while the murder convictions would make some company officials skittish, they're not likely to have a widespread impact.

Law Professor Norval Morris at the University of Chicago's law school, commented that the case might have had more impact in corporate decision making if the charge had been manslaughter. "Unless the facts are extreme, corporations are more likely to identify with, and therefore be influenced by, a manslaughter conviction than a murder conviction."

**Editors Note:** On July 1 the two former executives and the former plant foreman were sentenced to 25 years each in prison. Previous motions to appeal the landmark "corporate" murder conviction were denied.

## Big hospital job starts up in Fairfield

Fairfield business agent Cliff Wilkins reports that the giant hospital job is off to a big start. Over \$148,000,000 will be spread out over a four year period. Thanks to the officers of Local 3, the union has a project agreement with Newberg-Brinderson who are the general contractors on this project. "We have had to make a few concessions on this job, but it's the name of the game nowadays. Otherwise, this job would have gone non-union. By virtue of the fact that the building trades of Solano County sticking together we have the union busters on the run," Wilkins said. Amos and Andrews have the underground on this job. J.J.B. Construction is doing the dirt work with about 20 brothers on the equipment. Joe Saybad has a few hands on this job also.

McBro Construction out of St. Louis, Mo. has the new hospital job in Vallejo. \$18,000,000 on this one. Again thanks to the officers of Local 3 and special thanks to Charlie Hubbard, secretary of the Solano-Napa Building Trades, for getting a 100% union commitment on this one.

At this writing, it is believed that this is the busiest season on record for the Napa, Solano counties, with our out of work list depleted, and more jobs starting everyday.



### Alcoholism and Chemical Dependency Can Ruin Your Life! Don't Let It

### Make the Call for Help

Northern California  
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## Talking to Techs

By Frank Morales & Wally Schissler

Surveying, merit badges, boy scouts and Operating Engineers — this combination was put together at Ft. A.P. Hill in Bowling Green, Virginia in July, 1985. It was also the celebration of 75 years of the Boy Scouts of America.

The combined efforts of the International Union of Operating Engineers, Local Union No. 77 Surveying Engineers, Suitland Md., Southern California Surveyors Joint Apprenticeship Committee, Local Union No. 3 and their Surveyors Apprenticeship Committee and the International Union of Operating Engineers Jobs Corps, Sacramento put together a merit badge booth and survey course for this boy scout jamboree.

Jamborees are held every four years and a great deal of preparation goes into an event as large as this. Over 31,000 scouts participated. Add their leaders, staff and around eight to ten thousand visitors each day and you have a camp site that grew into a large city over night!

The International Union of Operating

Engineers Director of Research Ted Reed and his family hosted the surveyors booth four years ago and were the prime movers of this year's event. Using Local 77's equipment and trucks, Sacramento Job Corps survey instructor Joe Sanders, Local No. 3's Survey Apprenticeship Administrator Gene Machado, Norm ("with over 50 years in organized labor and scouting") Osborne, Hank Cobb a district scouter and his son and daughter, Rusty and Sandy Reed, presented to over twenty five hundred visitors the Surveyors Merit Badge which started in 1960 and was created and written by the Operating Engineers Apprenticeship. Joe and Gene were able to present instruction in chaining, levels and mapping to over 120 scouts who earned credits towards their Merit Badge.

As the scouts and their leaders came through the booth they were exposed to the hand tools and instruments used by surveyors. They were also exposed to the principles of the union — Apprenticeship relationship and the fact that without the unions' fostering training within a trade, apprenticeship training does not exist. Without training in a craft or trade, competent skills are not passed on to the new generation that



The Operating Engineers presented the Surveyors Merit Badge to over 2,500 visitors at the Scout celebration in Virginia.

will continue those skills.

The survey courses used were enough to introduce a scout to the difficulties of chaining a horizontal, plumbed, tensioned distance on a closed traverse. In the few hours of training no scout learned to chain, run a set of level or keep notes sufficient to draw a map. What they did learn was that a great deal of training and experience is needed to be a chainman and further exposure at home in completing their merit badge may guide some into the survey field with a better understanding of our craft and the need of unions and appren-

ticeship to work together to create a skilled worker.

Many other crafts were represented at the merit badge midway including the office of Charting and Geodetic Services (C&GS) and the U.S. Army's Mapping and Geodetic Survey Department.

The Merit Badge-Book written by the International Union of Operating Engineers with help from Local 12's apprentice program and using Local No. 3's apprentice program's pictures is a very complete and challenging merit badge for the boy scouts.

## Piombo moves along on Hwy. 101 job

Piombo Corporation is proceeding with their Highway 101 widening job in central Marin County. The five mile, \$16 million job began earlier this summer.

The job, which should be completed by December 1986, will employ over 12 operating engineers at peak construction.

The project includes adding a carpool/bus lane in each direction from just north of the Central San Rafael interchange to just north of the Marinwood turnoff.

The job is made more difficult because of the fact that they must work next to one of the Bay Area's busiest freeways. The highway through that section of Terra Linda currently handles over 140,000 vehicles each day.

Although efforts are being made to keep traffic flowing through the construction site, motorists are being subjected to periodic delays. During the first stage of construction, new lanes are being constructed in the present shoulder area. When this is done, the center lanes will be torn out and replaced with new commuter lanes.



Business Agent Pat O'Connell at left discusses the project with foreman Richard Lear and backhoe operator Tom Palmer.



Greg Murphy clears brush from the side of the road.



Setting foundation forms on the San Pedro Rd. overcrossing is operator Jim Scagliola and oiler Norm Sweet.



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: Bass boat 15 foot**, aluminum Fisher marine, 45 hp Chrysler motor, electric trolling motor, live well, depth finder, excellent shape \$3,395. Wm. A. Williams, 35122-D Lido Blvd., Newark CA 94560 (415) 794-9714. Reg. #0830852 7/85

**FOR SALE: 9.9 hp outboard boat motor** with auxiliary gas tank. Used less than 5hrs. \$500. Bob Gowan, 11 Seabrook St., Sacramento CA 95828 (916) 689-7153. Reg. #1355143 7/85

**FOR SALE: 1972 Ford C.O.E. moving van** 20 ft box hydraulic lift gate. Good condition \$4,500. Bob Gowan, 11 Seabrook St., Sacramento CA 95828 (916) 689-7153. Reg. #1355143 7/85

**FOR SALE: Ranch home on 5 acres**, 3 bedrooms, 3 bath, all electric kitchen, wet bar, photo lab, pond, fenced, outldgs. Very nice. Owner may carry small second. Asking 192,500. A. Carl Prentiss Jr., 14995 Indian Springs Rd., Rough & Ready, CA 95975 (916) 273-6852. Reg. #1829436 7/85

**FOR SALE: 3 bedroom**, wood heat, in good area, close to all schools and shopping. Large yard plus extra lot. \$36,000 cash equity and assume balance on loan of \$16,000. Short drive to Lake Oroville. Martin Archuleta 3309 Ashley Ave., Oroville CA 95966. Reg. #0993894 7/85

**FOR SALE: 22B Dragline GMC Diesel Hendrix bucket** \$15,000; 15B Dragline Cat. Diesel Hendrix bucket \$12,500. Gerald L. Lowrey, 1970 Elmer Ave. Yuba City CA 95991 (916) 674-3325. Reg. #289241 7/85

**FOR SALE: 3 bedroom**, 2 bath, dining room, living room with fireplace, large garage, lots of shelves, 220 electric, fully insulated w/R-30, solar water heater, cuts electric to 1/2; auto. sprinklers/drips; 12x24 barn/shop; RV parking w/elec./water; fruit trees, berries, garden;

approx. 100 eucalyptus trees for firewood in 5 years, 3 fishing lakes for members only, 1 acre in Coarsegold, Calif. Indian Lakes Estates, 30 mi. N.E. of Fresno, off Hwy. 41; \$71,000; Joe E. Correia, 31389 Blackfoot Road, Coarsegold CA 93614 (209) 683-5113, Reg. #0592866 7/85

**FOR SALE: 10 (ten) acres with house and barn**, outbuildings, tractor & misc. tools. \$35,000. Prop. is loc. on Rt. 2, Buffalo, Mo. (35 mi. north of Springfield). Ralph W. Phillips, P.O. Box 381, San Martin CA 95046 (417) 345-7242. Reg. #1142830 7/85

**FOR SALE: Swartz Hydraulic lift bed with winch**, mounted on cab over 2 ton Ford truck \$5,000; Garwood 2 1/2 yd dump box and hoist \$500; Cleveland wheel trancher \$1,000; Erwin Anderson, P.O. Box 5672, San Jose CA 95150 (408) 225-0803. Reg. #1230043 7/85

**FOR SALE: 2 bedroom, 1 bath**, large loft, near skiing, hunting & fishing, price negotiable. Martin R. Wocken-fuss, P.O. Box 4274, Camp Connell CA 95223 (209) 795-1017. Reg. #1691082 7/85

**FOR SALE: 79 Ranchero G.T.** last one made, good cond. \$3,500 or best offer; 79 Ford 3/4 ton rear end complete housing-droms-axels, etc. \$300. L. Morrison, 9890 Barrett Vy. Rd. Sebastopol CA. Reg. # (707) 823-4667. 7/85

**FOR SALE: 1981 Dodge Ram 1/2 ton pickup**, sport model 28,000 miles with shell and boat loader; 12 foot Valco aluminum boat, seats, and 9 1/2 Evenrude motor with 17 1/2 ft. Sharto Travel trailer fully self-contained. Paul Dudley, 4837 Faith Home Rd., Ceres CA 95307 (209) 537-7234. Reg. #0287929 7/85

**FOR SALE: 1 Gallion Asphalt Roller**, 8 ton \$2,000; William T. Clark, 3530 Carlfield, El Sobrante CA 94083, (415) 223-8846. Reg. #693622 8/85

**FOR SALE: 190 Dynahoe**, Series III, with 2 buckets and extra hydraulic valve for use with an auger or hydraulic breaker. \$23,000. May consider trade for real estate. Fred Spaulding, P.O. Box 357, Lafayette CA, (415) 284-7355. Reg. #354798 8/85

**FOR SALE: 23.5 twin axle "Fire Ball" trailer**, x-clean, self-contained. Sleeps 5. 2-way stove & refig. Bath in rear w/shower, sink & flush toilet. Awning over windows. Two 7 1/2 gal. butane tanks \$3,100. John Hartman (415) 229-3873, 1001 Palm Ave., Martinez CA. Reg. #732073. 9/85

**FOR SALE: 18.9 wooded acres**, beautiful view, road & pad in, ready for building or mobile home. \$54,500. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819 9/85

**FOR SALE: Modified A-Frame house**, 2 bedroom, 2 bath, flr. to ceiling fireplace, ceramic tile, Jen-air kitchen, sep. garage w/studio apt. \$157,000. also adj. 10 acres, water & power in. Walnut trees. reduced to \$67,000 or best offer. Buy both & save. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819 9/85

**FOR SALE: 2 extra large lots** over looking Clearlake w/single wide, 2 bdrm mobile, city water & sewer in \$47,500 or best offer. D. E. Warren (707) 275-2447 P.O. Box 54, Upper Lake CA 95485. Reg. #1312819 9/85

**FOR SALE: Established landscaping supply yard** w/concrete batch, loc. on Hwy. 20, included in sale: 27 bins of decorative rock, sand, bark, etc. 1979 Ford dump truck John Dere front loader, 5 concrete U-Haul trailers, extra large metal shop & storage building w/attached office. Call or write: D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819 9/85

**FOR SALE: 1978 Dodge motor home**, 22' long, fully self-contained, cab & roof air, generator has only 35 hours. new tires, 1 owner, 35,000 actual miles, see to appreciate. D. E. Warren (707) 275-2447, P.O. Box 54 Upper Lake CA 95485. Reg. #1312819 9/85

**FOR SALE: Arabian Gelding**, 13 yrs. old, beautiful animal, sacrifice, must sell \$900 or b.o. D. E. Warren (707) 275-2447, P.O. Box 54, Upper Lake CA 95485. Reg. #1312819 9/85

**FOR SALE: 73 Tollycraft 26.8 x 10 wide**, flying bridge, fiberglass. New 1984 360 Chrysler Marine eng. inter-cooling battery charger, new batteries, new bottom paint, new prop, shaft and strat, trim tabs, full delta canvas, loaded w/quality extras. Excellent running condition, \$27,000 will consider small boat as part down. Richard Bryant (916) 273-8098. 13758 Wheeler Acres, Grass Valley CA 95959. Reg. #1181546 9/85

**FOR SALE: 1984 Starcraft "Islander" 19'6"**, cuddy cabin, 115 h.p., Johnson/VRO, trailer, many extras. \$2,800 & payments or cash payoff. Roger H. Soule (408) 262-8632, 1933 Limewood Dr., San Jose CA 94132. Reg. #1382816 9/85

**FOR SALE: Large lot in Florance, DR.** nr. north jetty, partially cleared, septic in, water and elec. to prop. line. \$21,800 Roger H. Soule (408) 262-8632, 1933 Limewood Dr., San Jose CA 94132. Reg. #1382816 9/85

**FOR SALE: 3 acres, 2176 sq. ft. home**, 3 bedrooms, 2 bath, den, fireplace w/heatalator & insert. Heat pump & air. 2 car garage and elec. opener, guesthouse, elec. heat, kit, shower bath, horse barn, chicken house, storage buildings, pool, year round creek, landscaped & auto. sprinklers. Oaks & pine trees. \$182,000. Dean H. Bailey (916) 877-8534, 1870 Bille Rd. Ext. Paradise CA 95969. Reg. #0529325 9/85

**FOR SALE: 3 bedroom, 1 1/2 bath home**, 5 yrs. old. Beautiful view of Clearlake, fully landscaped. \$75,000 Greg Wright (707) 277-7501, 9564 Tenaya Way, Kelseyville, CA 95451. Reg. #2965567 9/85

**FOR SALE: Fishing boat** 12' aluminum w/seats & 4 spd. trolling motor; custom built trailer. Like new. Bill Madsen (707) 642-1895, 109 Barnes Court, Vallejo CA Reg. # 442698 9/85

**FOR SALE: 1952 - 34' Hunter Sedan Cruiser**, twin engine, new Delta canvas; good cond., covered berth in Antioch. \$12,000. No reasonable offer refused. Donald K. Bryant (415) 825-4283, 2866 Garden Ave., Concord CA 94520. Reg. #1022285 9/85

**FOR SALE: 1968 Chevy dump truck**, tilt trialer & 580 case backhoe. All in gd. cond. Ewell Paxton (408) 378-0856, 1169 Sonuca Ave., Campbell CA 95008 Reg. #1043707. 9/85

**FOR SALE: Fishing at CA**, best 1 1/2 miles to Lake McClure and 1 1/2 miles to Lake Don Pedro. Large tri-story home, 3 bedrooms, 2 1/2 baths, Irge. shop area on 1.2 acres, paved rds., good vacation or year round home. Will take motor home as partial down payment. We will carry our own papers. Gene Estep (209) 852-2156, 1771 Alazan Way, La Grange CA. Reg. #0982939 9/85

**FOR SALE: Townhouse in Santa Rosa**, 2 bedrooms, 1 1/2 baths, fully equipped electric kitchen, fireplace, up-graded w/w carpeting, custom drapes, fully mirrored wardrobe doors, large 2 car garage, small enclosed patio. \$80,000. J. J. Taddei (707) 944-2482, 7391 St. Helena Hwy., Napa CA 94558. Reg. #0821417. 9/85

**FOR SALE: 1969 Lincoln Cont. Mark III**: 88,000 mi. very good cond. licensed to 7/86 \$3,400. Clayton Abbott, (209) 673-2333, 17668 Brook Dr., Madera CA 93638. Reg. #0821337 9/85

**FOR SALE: Paving & excavation equip.** Includes backhoe, trucks, grader, paving equip., etc. Everything goes plus

2,000 sq. ft. home, 1,750 sq. ft. metal shop. Owner retiring. \$195,000 Tom Gardner (916) 534-6767, 3321 Clive Hwy. Oroville CA. Reg. #1091194 9/85

**FOR SALE: 1975 International 412 paddle wheel scraper** \$15,000 firm. Terry Farris (209) 846-6215, 1150 Eishop, Kerman CA. Reg. #1157899 9/85

**FOR SALE: 1975 International 412 Paddle Scraper**, 11 yds. \$17,500. Terry Farris, 1150 So. Bishop, Kerman CA 93630 (209) 846-6215. Reg. #1157899 9/85

**FOR SALE: Delta Utah**, 10 acres, 3 miles south of I.P.O. plant. \$5,500. Norman Clemens (916) 395-4025, P.O. Eox 62, Lockeford CA 95237. Reg. #1238702 9/85

**FOR SALE: 2.03 acres fenced pasture**, app. 23 gal. p.m., 9x15 shed, built in BBQ & part. sprinkler sys., deck, pool, 3 bedroom, 2 bath, 24 x 68 Lancer, stove, refig., dishwasher, extra's, \$79,000 terms. C/A. Close to Dinkey Creek area. Lewis Petersen (209) 855-3195, P.O. Box 174, Prather CA 93651. Reg. #1812603 9/85

**FOR SALE: 2 acres in Bridley**, 17 mi. north Yuba City. 4 br., 2 full baths, auto s.s., new nat. gas, central heat & air, screened patio, 2 car garage, irr. water, new barn, corral. \$149,500. Joseph E. Winingham (916) 846-4374. Reg. #0711891 9/85

**FOR SALE: 1983 Kii companion trailer**, 22' long, tandem axle model with air conditioning & awning. Excellent condition, barely used. Asking \$6,700 or best offer. Don Mendes (415) 726-4643, P.O. Box 194, El Granada CA 94018. Reg. #1296083 9/85

**FOR SALE: Coleman tent trailer**, Brandwine model, gd. cond., sleeps 6, asking \$2,700 or b.o., other extras. Don Mendes (415) 726-4643, P.O. Box 194, El Granada CA 94018. Reg. #1296083 9/85

**FOR SALE: All aluminum fuel tank** to fit back of truck, double 75 gal. \$275 or b.o. Don Mendes (415) 726-4543, P.O. Box 194, El Granada CA 94018. Reg. #1296083 9/85

**FOR SALE: All steel fuel tank**, 80 gal. \$125 or b.o. Don Mendes (415) 726-4643, P.O. Box 194, El Granada CA 94018. Reg. #1296083 9/85

**WANTED: Driving axle for Gallion Grader #101**, Serial #323564A, Axle #A699E, Warren A. Miles (916) 885-6742, P.O. Box 2, Greenwood CA 95635. Reg. #3256621 9/85

**WANTED: 8-Trac stereo player component** that I can attach to the amplifier of my home stereo system. Send name & phone number and I will call you. Tom Eck, P.O. Box 11005, Reno NV 89510. Reg. #535714 9/85

## RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to Engineers News Swap Shop, 474 Valencia Street, San Francisco, Ca. 94103. Be sure to include your register number. No ad will be published without this information.

## Personal Notes

**Reno:** Our condolences are extended to the family and friends of our dear, departed Brother Clarence J. Anderson who passed away on July 1st.

**Santa Rosa:** Congratulations to George and Mary Gosiak on the birth of their 10 lb., 4 oz. baby boy, Christopher George Gosiak.

Our deepest sympathy is extended to the family and friends of Lafayette Clark who passed away July 19, Silver King who passed away June 5, Daniel G. Elwell who passed away July 26, and Stan Krantz who passed away August 13.

**Eureka:** It is with great sorrow we report the following deaths: Retired Russell C. "Spike" Melohn, contractor from the Eureka area passed away July 30, following a lengthy illness. Mildred Burman, wife of retired Art Burman passed away on August 11, following an illness. We extend our condolences to the families and loved ones.

## Transcontinental interstate nears completion near Salt Lake City

Business agent Nyle Reese reports that the first transcontinental interstate highway in our country will be completed in Utah less than 100 miles south of Promontory Point where the Golden Spike was driven completing the nation's first transcontinental railway May 10, 1869.

Interstate 80 will be finished, connecting California State Route 480 (the Embarcadero Freeway), with Interstate 95 at Teaneck, New Jersey, and the completed route will be 2,907 miles long. This project will also provide freeway access for the Salt Lake International Airport.

The contractor who will complete this project is Kiewit Western Company with a bid of \$29,305,023.85.

To hasten the completion of I-80 and the section of I-215 which serves the airport, the Utah Department of Transportation is offering an incentive of \$13,000 per day for every day prior to October 1, 1986, that sections are complete and ready for traffic, up to a maximum of \$598,000. Conversely, the contractor faces a deduction of \$13,000 per day for every day after October 1, 1986, that he fails to open sections, up to a maximum of \$598,000, plus a deduction of \$1,500 per day after that maximum is exhausted. Other portions of the project must be completed by August 15, 1987.

In addition to the last section of I-80, the project also includes the I-80 interchange with I-215, diamond interchanges on I-215 at 700 and 2200 North streets, an overpass to carry 1700 North over I-215 and completion of the I-80 interchange with 4000 West.

The 198 miles of I-80 in Utah will have cost approximately \$350 million by completion. This averages \$1,756,000 per mile compared to the \$4 million it would cost to begin today.

In 1956 the total estimated cost of Utah's entire interstate highway system, including I-80, I-15, I-84, I-70 and I-215, was \$369 million. The actual cost estimates today puts total completion near \$2 billion.

The work on the railroad across the

Great Salt Lake is just about finished up for the year. Helms has laid off most of their hands, and sent a few of them to work in Nevada, business agent Virgil Blair reports.

Three big backhoes and three or four loaders are completing the work, and it should finish up in a few weeks. By the time you read this report, Dutra will have finished their job on the railroad and moved their rigs out, also.

Acme Concrete has moved back to Tremonton on I-15 and is laying concrete at a fast pace. G. P. Construction has slowed down some of their job at Tremonton, and also their job at Plymouth. The job at Plymouth has had problems with some natural spring water under their fill, and the hands were off a few days while the state decided what to do to correct the problem.

Bartholomew Concrete is about three days from completing their project with Gibbons & Reed on I-215 at 2200 North, and will be working in Fallon, Nevada, by the time you read this.

Gregory & Cook Pipeline Company is also nearing completion on their line from Wyoming. The lines are dug and a few hands have been laid off at this time. There's still a lot of pipe to put in the ground, and a lot of clean up work left.

Southeast Pipeline has been doing the clean up work on the line from Logan to Evanston, Wyoming. One of our brothers, Harold Lee, Sr., was hurt on that job when his rig rolled down the hill and trapped him inside. It took about five hours to get him cut out and on his way to the hospital. Brother Lee had several broken ribs, a broken collarbone, cuts and bruises. We all hope Brother Lee is well and back to work soon.

The Gibbons & Reed and W. W. Clyde jobs at Smith Morehouse and in the Vernal areas are going good at this time.

Thanks go to all the good members for their support of their union, and good luck to each of you and let's all hope for lots of work this fall.



## 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.

### September

- 11th District 12: Salt Lake City**  
Engineers Bldg.  
1958 W. N. Temple
- 12th District 11: Reno**  
Musicians Hall  
124 West Taylor
- 19th District 10: Santa Rosa**  
Veterans Bldg.  
1351 Maple St.
- 26th District 9: San Jose**  
Labor Temple  
2102 Almaden Rd.

### 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 "I" Street
- 17th District 1: San Rafael**  
Painters Hall  
701 Mission Ave.

- 23rd District 17: Honolulu**  
Kalihi Waena School  
1240 Gulick Avenue
- 24th District 17: Hilo**  
Kapiolani School  
966 Kilauea Avenue
- 25th District 17: Maui**  
Kahului Elementary School  
410 S. Hina Avenue  
Kahului, Maui

### November

- 5th District 3: Stockton**  
Engineers Building  
1916 N. Broadway
- 6th District 2: Concord**  
Elks Lodge No. 1994  
3994 Willow Pass Rd.
- 12th District 5: Fresno**  
Laborers Hall  
5431 E. Hedges
- 14th District 10: Santa Rosa**  
Veterans Building  
1351 Maple St.
- 26th District 8: Auburn**  
Auburn Recreation Center  
123 Recreation Drive

## Prison Industry Board action threatens private sector work

The California Prison Industry Board has announced plans to train 20,000 prison inmates in jobs now being done by private industry. With over 900,000 Californians out of work, such plans have drawn sharp criticism from representatives of organized labor.

Under proposals recently announced, prison inmates will be employed producing paint, printed materials, paper products, electronic products, casting prestressed concrete housing and servicing and repairing city and county vehicles, including school buses. The Prison Industry Board hopes to provide full time employment for 42 percent of all convicts held in California prisons. This 42 percent figure represents 20,160 jobs taken out of the private sector.

Representatives from organized labor met in Sacramento to consider responses to five convict labor proposals at Folsom Prison and four at the prison to be built at Otay Mesa in San Diego County.

Last year the Prison Industry Authority proposed plans for the esta-

ishment of apprenticeship programs for inmates in their Vacaville facility. Their plan was to locate a concrete precast facility and batch plant at the prison and have it operated by prison inmates, supervised by civil service employees.

The proposal called for the inmates to build sound walls for freeways, protective median dividers and bumpers along with precast walls for the prison itself. At peak operation it was estimated that up to 175 inmates would be employed in all phases of the operation. Such a plan would have produced ten percent of all structural precast work in the state for the years 1984, 1985 and 1986.

After strong opposition from Operating Engineers Local 3 and other building trades unions the Prison Board changed their proposal to allow the inmates to manufacture walls for the prison only. They also refused to allow the prison plant to purchase any of the equipment needed, rather they had to lease it.

## Empire Tractor case

### Local 3 wins arbitration

The decision of an arbitrator in a case between Operating Engineers Local #3 and Empire Tractor and Equipment Company was handed down last month with a favorable ruling for the Union. The ruling brought job reinstatement with back pay for one employee and the determination that the job was included in the collective bargaining agreement.

The case concerned three alleged violations of the Equipment Dealers contract with Empire Tractor. The company maintained that the job of parts delivery was not covered by the agreement. Empire also maintained that it could fire the employee and replace him with another, who would not be covered by the contract.

Empire maintained that the parts delivery job was not covered because the work was done by an "independent contractor" not covered by the agreement. Although the Union agreed that licensed independent common carriers would not be covered, they maintained that the employee was not independent.

The facts of the case supported Local 3's position. Faced with the demand that the job of parts delivery was included in the agreement, the Company assisted the employee with applying for a PUC license, leased him a truck, controlled his hours of work and set his pay scale. The arbitrator ruled that this situation did not meet the definition of "independent." The arbitrator also ruled that since the contract clearly included the position of parts delivery, the job was covered by the agreement.

A second issue at dispute was whether or not Empire had fired the employee with just cause. Although Empire maintained that the employee had consistently been late or absent, there were no written notices given to the employee nor any indication that the employee's job performance was putting his employment in jeopardy. The company did not dock the employee's pay for being tardy or missing work.

The arbitrator ruled that the real reason the employee was fired was so that they could hire a family friend. According to the arbitrator, the "termination was not for just cause."

Commenting on the case, Local 3 Business Manager Tom Stapleton said that the efforts of the Union "indicate that we will do what is necessary to protect our jobs. Whether it is a case like this involving only one employee, or a big case like Centric Corporation in Utah, we will do what is necessary to see that our members are protected and that the employer lives up to the contract."

## Redwood Bypass

(Continued from page 1)

project in Crescent City. The job includes casting and placing dolosse at the Crescent City Harbor outer breakwater.

In commenting on the several jobs coming for the area, Lake said it was good for the membership of the area. "For several years, the Eureka members either were out of work or had to go to other districts. It's good to finally have some good projects in our own backyard. We hope to put a lot of Local 3 members to work next year."

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:

Attn: M. Kelly, Operating Engineers Local Union No. 3,  
474 Valencia Street, San Francisco, California 94103  
Please send me: A Membership card for the Magic Kingdom Club

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(PLEASE PRINT ALL INFORMATION)

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City, State & Zip Code \_\_\_\_\_ Social Security Number \_\_\_\_\_

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Operating Engineers Local Union No. 3 CREDIT UNION  
P.O. Box 2082, Dublin, CA 94568

## IMPORTANT

Detailed completion of this form will not only assure you of receiving your **ENGINEERS NEWS** each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

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Incomplete forms will not be processed



## Fifth Annual Dredgermen's Picnic

This year's 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 soft drinks. Tickets are \$7.50 per person in advance and are available at the Fairfield Union Hall or by calling Cecil or Leslie Wilson at (415) 223-9468. Tickets will be \$10 per person at the door. Retirees are free but need to register with Nick Carlson at (415) 685-2589.

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