

Engineers News

VOL. 47, NO. 10

OPERATING ENGINEERS LOCAL UNION NO. 3, SAN FRANCISCO, CA

OCTOBER 1989

Picking up the pieces

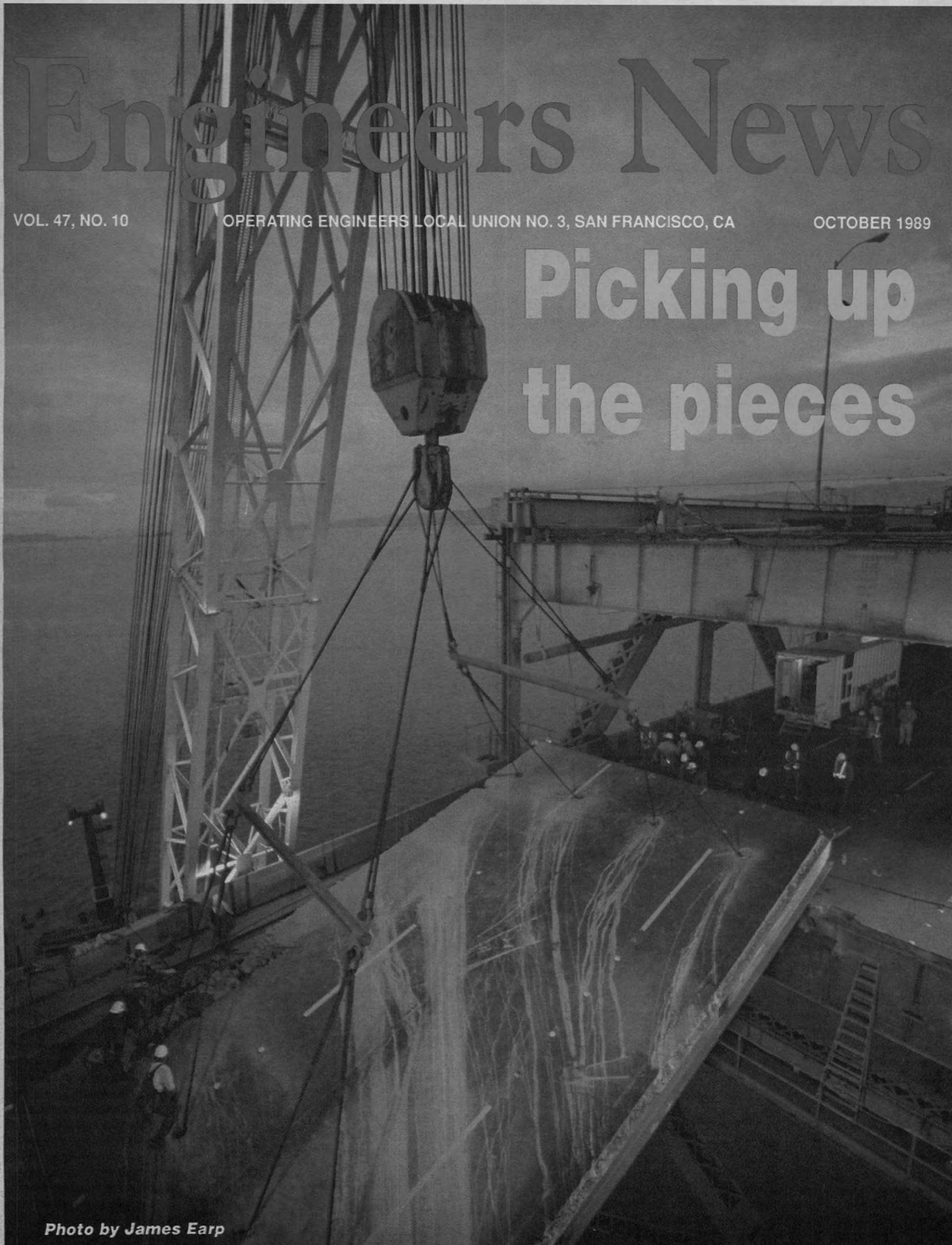


Photo by James Earp

Nature does her worst, Local 3 gives its best

On the front lines in the Earthquake of '89

By Eric Wolfe & James Earp



Mike Coccellato, an 18-year member, operates a Case backhoe for the Dept. of Public Works in San

Francisco during an emergency repair to the main feed line into the sewer plant following the quake.

For the Good & Welfare



Our hearts go out to the victims of the earthquake who have lost their homes and loved ones. I commend our members who are working so hard to help the Bay Area get back on its feet. Whether they are running heavy equipment or working in the many police and sheriff departments and other public agencies we represent, we know that those who need assistance are counting on their ability and dedication to get

the job done. Their skills are especially needed in times like these. It is in this tremendous spirit reflected by our membership that Local 3 contributed \$50,000 to the Red Cross two days after the quake struck. We realize that individually, this contribution is a small fraction of what is needed.

That is why we have set up a special Earthquake Relief Fund to gather additional funds for the Red Cross, Salvation Army and other worthy charities who are providing such excellent service. Members of the Operating Engineers Local 3 who want to contribute may send a check or money order to the following: Operating Engineers Local 3, 474 Valencia St., San Francisco, CA 94103, ATTN: Earthquake Relief Fund.
T.J. Stapleton

Members of Operating Engineers Local 3 performed vital, even heroic, service in the aftermath of the earthquake that ripped through northern California on Oct. 17.

Throughout the San Francisco and Monterey Bay areas, Local 3 members were on the front lines almost immediately, reflecting the broad geographical reach of the union and the courage and stamina of its members. They conducted dangerous rescue efforts on the collapsed Nimitz freeway.

Made emergency repairs to ruptured water and sewer lines. Demolished unsafe buildings. Ran critical security operations. Braved the elements to begin repairs on the Bay Bridge.

The union donated \$50,000 to the American Red Cross to assist victims of the earthquake, and set up an earthquake relief fund to channel additional aid to worthy charities providing assistance to quake victims (see "For the Good & Welfare," this page).

When Mother Nature gave us her worst, Local 3 members responded with their best.

Some performed ordinary tasks but in extraordinary circumstances. Working in the shadow of the damaged Embarcadero Freeway, operator Mike Coccellato and a Dept. of Public Works crew repaired cracks in a sewer plant's main feedline. Bill Conn and Mark Conn of Stacy Witbeck were just two of the operators who joined crews working around the clock to restore water to the Marina District.

For some, extraordinary circumstances demanded extraordinary

deeds. Local 3-affiliated Alameda County sheriffs worked closely with Navy personnel in the sorry business of extracting bodies from the rubble of the collapsed Nimitz Freeway.

Within hours of the earthquake, crane operators employed by Bigge Crane and MCM Construction were at the Nimitz to begin shoring up collapsed sections to make it safer for rescue workers. Oliver de Silva and Bragg Crane and Rigging were also on the scene by Wednesday morning.

"I think we put in 27 hours that

"I think we put in 27 hours that first day... I couldn't believe the damage. I've never seen anything like that before."

**Kurt Posthuma
MCM Construction**

first day," said Local 3 member Kurt Posthuma of MCM Construction. "I couldn't believe the damage. I've never seen anything

(Continued on page 20)

Engineers News

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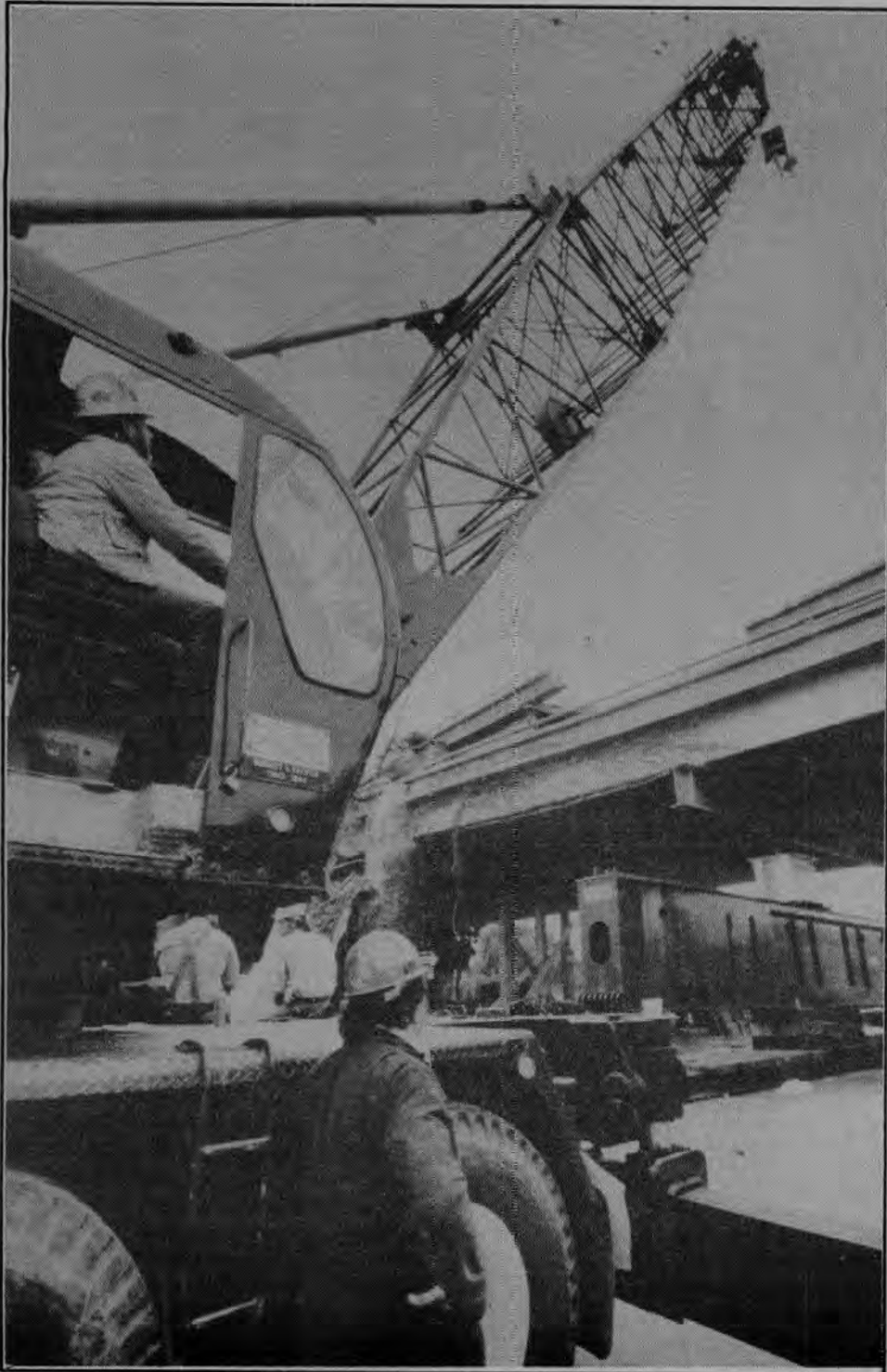
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George Ballardo (left) runs backhoe during repair work in San Francisco's severely damaged Marina District. Local 3 backhoe operator Chris Kieselbach (right) assists emergency repair work on a broken water main on Pier 23. Sid Usry (below), assisted by his son Brian, operates Bigge crane at collapsed section of Nimitz Freeway.

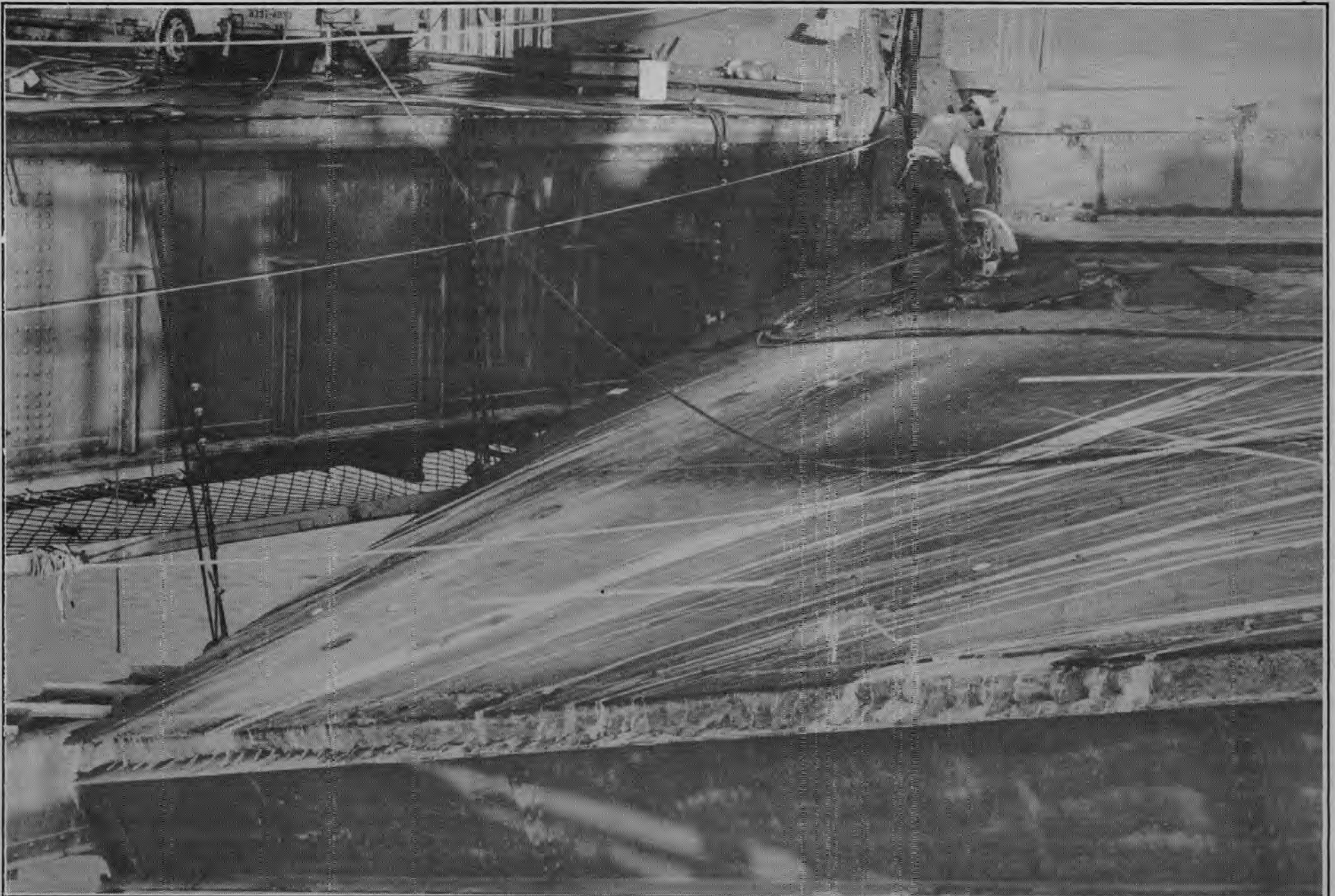
Rescue & Repair



Staffing the Office of Emergency Services Cypress Command Post are (below, from left) Deputies Tony Amato, Will Thexton and Ronnie Kahoalii, and Lts. Richard Bond and Tim Buckhout. Serving on extraction teams on the Cypress—one of the most difficult tasks during the disaster—are (bottom, front row,

from left) Sgt. Marc Thompson, Deputies Nick Labato, Norma Kover, Rebecca Hughes, Don George, Tom Flunkett, Pat Croft and Sgt. Dave Alvey; (back row, from left) Deputies Nick Rotermund, Mike Curwen, Allan Lamb, Frank Nemeth, Debbie Forsgren, J.D. Nelson and Mark Foster.





Courage and teamwork needed for this project

Operating Engineers, Ironworkers put their skills to test on Bay Bridge repair

Article and photos by James Earp, Managing Editor

THIS IS A STORY ABOUT COURAGE AND teamwork. When the stakes are so high, you know you're putting your own life on the line just to get a job done. Everyone else on the crew is counting on you to do your job right, because there's no room for mistakes.

When the 7.1 earthquake rocked the Bay Area on October 17, the first thing to appear on television was a shocking view of a 50-foot section of the upper deck of the Bay Bridge collapsed upon the lower deck.

It was unbelievable. For 50 years this 8.5 mile span had literally been the aortic artery across the Bay, carrying a constant flow of 270,000 vehicles a day back and forth between San Francisco and Oakland.

Now, after 15 devastating seconds, that flow was cut off. When you consider the severity of the earthquake and the time it occurred - at the height of the commute hour - it's amazing that only one person was killed and that only 50 feet of the

bridge was damaged. A real tribute to the workers who designed and built the bridge.

It was clear, though, that if the span wasn't repaired immediately, it would have dire consequences for the Bay Area. Before the night was over, Caltrans had contacted Smith Rice Company to get the bridge repaired. A division of Dutra Construction, Smith Rice is one of the few companies equipped with derrick barges big enough to tackle a job of this scope.

By Wednesday morning, the company had already moved its biggest derrick barge in under the bridge. General Manager Doug Comstock was flown in from Portland to oversee the project and Asst. Operations Manager Harvey Freeman was given the critical job of rigging superintendent.

"We brought the rig in early Wednesday morning and when we got it under the bridge we saw that the boom was too

Las: section of deck drops off at dizzying angle, as workers cut it away from the curb and railing (above). Veteran rigging superintendent Harvey Freeman (below) was the vital link between derrick barge operator and the rigging crew.





After concrete has been cut with saw, workers widen the gap with jackhammers to expose rebar below.

short," Freeman explained. "So we went back and added more boom."

Dubbed "Smith Rice No. 5," the derrick barge is the company's biggest rig with a lifting capacity of 400 tons. When rigged out to its maximum boom length of 190 feet — which is what was needed for the Bay Bridge job — the hook actually reaches 230 feet above water level.

By Friday morning, the crane was rigged out and back at the bridge. Engineers with Rigging International had begun the complicated task of evaluating the deck and engineering the rigging that would be used to make the lifts.

This was not a job for the unskilled.

"Demolition is always spooky because you don't really know what's going to happen when you cut things loose," Freeman pointed out. "It's not like hanging iron. You got to take a

lot of time and do the best you can do. Everybody watches everything and then you go for it."

The first order of business was to secure the damaged deck so that nothing would fall into the Bay when it was time to remove the pieces.

"The biggest danger on this job to the operator is concrete breaking off and falling in on the rig," says rigging foreman Roger Wade.

"I can't say enough about the quality of the crew on this job," Freeman adds. "They're professional all the way. The operators, Gary and Cecil Oland, are the best in the Bay Area. They don't come any better. And I can't say enough about the ironworkers getting out there on the deck to secure everything, when at any moment, if we had another big earthquake, it's all going in the water."

It took several days to inspect the damaged decks and lash them with cable to the undamaged portion of the bridge. Initially, the idea was to lift the top deck off in one piece and then do the same for the bottom deck, but it didn't take long before Rigging International's engineers decided it would be safer to cut each deck in half and lift them out in four main pieces.

Crane operator Gary Oland was glad they decided to do it that way.

"The difficult part about this job was that nobody really knew what the weight of the piece was you were lifting," he told Engineers News. "You were working with engineer's estimates. We were off on a couple of lifts, but gladly they were in our favor."

The other problem was that there was very little clearance. Getting each deck out in one piece would have been extremely difficult and much more dan-

Rigging foreman Roger Wade (left) of Rigging International discusses job's progress with Al Petty of Smith Rice Co. Below, ironworkers begin rigging deck to derrick barge.

gerous. Engineers News was on the job for 14 hours on Tuesday, Oct. 24 when the crew removed the last section of the deck. It turned out to be the most difficult section, because it was so badly damaged and wedged in tightly to the structure.

Early that morning, engineers decided the curb and railing would have to come off separately. Workers immediately began sawing the concrete and asphalt deck length-wise along the edge of the curb.

Once the sawing was complete, ironworkers applied jackhammers to the incision, breaking off enough concrete to expose the reinforced steel below. Using cutting torches, other workers began to sever each piece of rebar connecting the deck to the curb.

While this work was going on, the sawing crew cut circular holes into the deck where the rigging would be attached.

Then a cloudburst moved through the area and water began pouring off the edge of the bridge, drenching workers below.

"I've never been on such a high morale job," said ironworker



Jonathan Kendrick, as water poured off his face. "Last Saturday during the storm, water was pouring onto the deck like a waterfall. We really got pumped up working in the rain. One guy who was keeping dry, when he saw how hard we were working out there, he came out and got soaked with the rest of us."

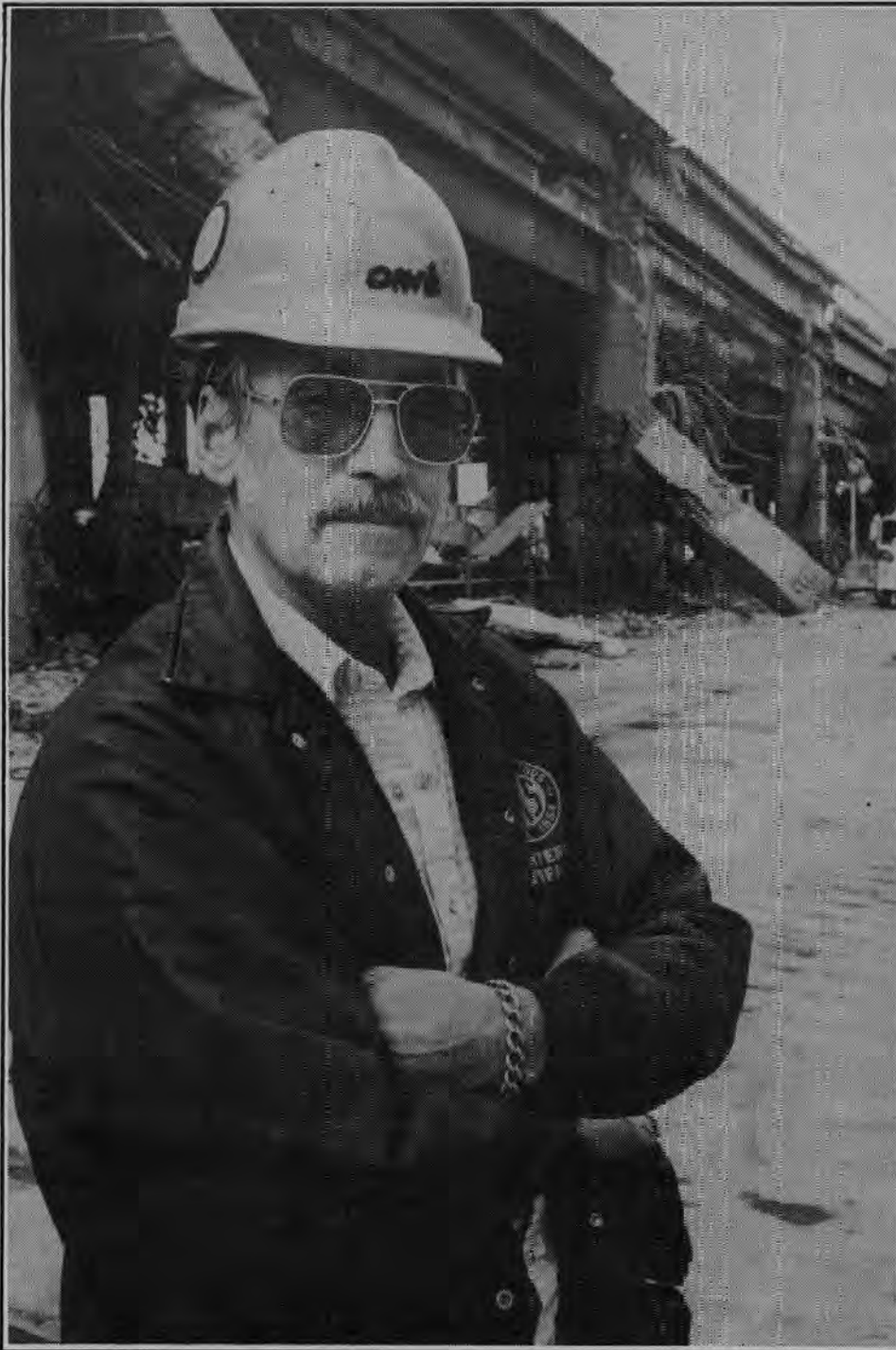
"When I first got here, I was scared," said ironworker Henry Brown. "Watching on TV, it doesn't really hit. But when I got here, it hit me right in the gut and I thought, 'What have I got myself into?'"

"But when we got into the work, I

(Continued on page 10)



Robert O'Neal runs hydraulic crane on Bay Bridge job for Sheedy.



Dave Geier, crane operator aged Nimitz Freeway so that with MCM Construction, rescue teams could proceed helped reinforce the dam- with their work.

Commissions can investigate, legislators can deliberate, but the bottom line will be whether Californians have the political gumption not simply to rebuild, but to build better. It is a question of work: how much work, who does it, and how well.

Reconstruction:

New opportunities (& risks) for building trades workers

By Eric Wolfe
Assistant Editor

As crisis gives way to reconstruction following the earthquake, economic and political aftershocks could provide a more serious challenge to Local 3 operating engineers than the quake itself.

Commissions can investigate, legislators can deliberate, but the bottom line will be whether Californians have the political gumption not simply to rebuild, but to build better. It is a question of work: how much work, who does it, and how well.

California had a transportation crisis long before the quake hit. Pinch-penny politics starved the state's infrastructure throughout the 1980s, leading to crippling traffic congestion, among other problems. The collapse of the Cypress section of the Nimitz freeway during the quake has added a horrifying new dimension to the transportation crisis: many of our current roads and bridges can no longer be considered safe.

To keep California moving safely in the 21st century will require a strong commitment to investing in public works. That doesn't just mean building new facilities to forestall total gridlock in urban areas. It means building or retrofitting *all* facilities to the highest earthquake safety standards. While the price tag for putting safety first may be high, the Nimitz showed us the cost of putting safety off.

Local 3 operating engineers could play an important role in reconstruction. They have the skills needed to repair and replace the buildings, bridges and roads damaged in the quake. But real reconstruction, and the union jobs that should come with it, is by no means certain. The Gann limit continues its chokehold on state spending, and the politicians and the electorate have yet to show what sort of long-term commitment they are willing to make to public works. Meanwhile, out-of-state contractors seeking to capitalize on the quake are already filling the help-wanted sections of local

newspapers.

If building trades workers intend to be in the frontlines of reconstruction, they must first be in the frontlines of those pressing for real solutions to the overall crisis in transportation. At no time since the great quake of 1906 has the state been more in need of the best efforts of its citizens. There can be no tolerance for outmoded design standards, arbitrary budget restrictions, or fly-by-night contractors working on the cheap.

Consequences of cost-cutting

The collapse of the Cypress section is a graphic example of what safety "cost-cutting" truly costs.

Although the roadway's design was considered state-of-the-art when it was opened in 1957, a Caltrans study following the 1971 Sylmar quake recommended a program to strengthen the Nimitz and other freeways. The first phase, installing U-joints to hold horizontal sections of roadway together, was carried out statewide at a cost of \$54 million. But the second and third phases—which would have vertically strengthened multiple-column structures like the Nimitz—were never funded. When the quake jolted the Nimitz, the U-joints held but the unreinforced vertical supports failed and dozens of motorists were killed in the resulting collapse. Similar design shortcomings were implicated in the near-failure of the Embarcadero expressway and a portion of I-280 in San Francisco.

According to a team of 15 independent engineers who issued a statement following the quake, the state's failure to fund safety measures has left at least 1200 freeways, overpasses and bridges vulnerable to earthquakes. Other experts put the number at 5,000.

Who is responsible for the sorry state of California's infrastructure? At the federal level, eight years of Reaganism embraced the B1-B and Star Wars, but turned a cold shoulder to funding public works. Nor have infrastructure issues and earthquake safety been a priority for

(Continued on next page)

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the Deukmejian Administration. The governor in fact vetoed all four earthquake safety laws passed by the legislature last year.

But the public bears ultimate responsibility for the politics of cost-cutting. By voting for caps on property taxes (Proposition 13) and state spending (the Gann limit) in the late 1970s, the people signaled that they no longer cared to invest in public infrastructure. In doing so, they handed elected officials a convenient excuse for putting off road refurbishment and repair. Despite mounting evidence that some structures were disasters waiting to happen, many elected officials took political cover under the Gann limit.

That sort of cover, however, provided little protection to passing motorists when the Nimitz came crashing down, or to those who continue to use the freeways and bridges considered to be earthquake risks.

Financing safety

Even prior to the quake, there were signs that the public was starting to recognize the need for transportation improvements. Business Manager Tom Stapleton kept Local 3 in the forefront of this effort by serving on a blue ribbon commission that helped shape a transportation package slated to go to voters next June. The ballot measure (SCA-1) would increase the gas tax by 9 cents over a period of five years to finance transportation projects, while modifying the Gann limit so that the funds could be spent. If approved, SCA-1 would pump up to \$18.5 billion into transportation projects over the next several years.

But that measure's chief objective is to relieve traffic congestion, or at least prevent it from getting worse. A program to repair roads and bridges damaged by the quake, to upgrade the safety of existing structures, and to make future structures more quake-resistant would require additional funds.

As *Engineers News* went to press, Gov. Deukmejian called a special session of the legislature for November and announced he might support a temporary tax for quake relief efforts. The federal government has already pledged \$2.85 billion in earthquake relief, including \$1 billion in highway funds. However, some estimates have pegged total damages at \$10 billion, which means California will have to raise a large amount simply for relief

and repairs.

How much will legislators be willing to spend on the additional task of upgrading or replacing the freeways and bridges considered to be earthquake risks? That depends on how much heat they feel from their constituents.

The governor could play an important role. Following the quake Deukmejian said he had been unaware that the Cypress structure was a hazard and stated flatly that any such hazardous structures should have been closed. If Deukmejian follows through on his own tough talk and closes all the vulnerable structures, he could make dramatically clear to the legislature and to the public all the work that needs to be done.

What are the risks in further postponing safety measures? Seismologists warn that a monster quake is still overdue in the San Francisco Bay Area. A larger quake, especially if centered closer to the Bay Area, could easily pack 50 times as much energy as the October quake, which measured 7.1 on the Richter scale. The extent of the damage when it hits will depend on how extensively Californians choose to prepare for it.

Vital ingredient

Strict design standards and adequate financing form only two-thirds of the solution to the state's transportation crisis. The third vital ingredient is expert labor.

For years *Engineers News* has reported on the miserable performance of non-union contractors at the San Jose Transit Mall. The prosecution of Randazzo Enterprises and Weisscal makes it abundantly clear that California cannot risk entrusting its safety to shady characters who cut corners. Rebuilding the state's roadways is a job for union contractors with proven track records.

The earthquake may well mark a moment of truth for local unions and their contractors. Out-of-state outfits with questionable credentials are already at California's door and will take as much work away from unions as they can. A major invasion by the open shop could deliver irreparable economic aftershocks to the state's craft unions.

The low-wage open shop has always moved comfortably in a political atmosphere of cost-cutting. However, in the wake of the quake union contractors have something to offer that the public may suddenly be more interested in: quality craftsmanship.

Quality work ought to be the

At no time since the great quake of 1906 has the state been more in need of the best efforts of its citizens. There can be no tolerance for outmoded design standards, arbitrary budget restrictions, or fly-by-night contractors working on the cheap.



Operator Randy Burke (left) and Oiler Jay Brown of Bigge Crane point out the inadequa-

cy of the rebar in a column joint that used to hold up the Nimitz Freeway.

centerpiece of a strategy by union contractors to aggressively bid all contracts. The Foundation for Fair Contracting should vigorously scrutinize out-of-state carpetbaggers to make sure they aren't shortchanging their workers or compromising public safety. The skills and commitment of rank and file members will be needed more than ever in organizing the unorganized. The

building trades as a whole may even want to consider entering into special project agreements for reconstruction work.

California's future in many respects has once again become an open book. The challenge to unions is to make sure the next few chapters are filled with the names of the organized workers who put a shaken state back on its feet.

YOUR CREDIT UNION

Refinance your auto loan and save



Bill Markus

Did you recently buy a new vehicle? It's not too late for you to take advantage of the Credit Union's new car financing, even if you financed your auto loan elsewhere. With

our lower interest rates and longer terms you can look forward to saving money on finance charges and lower monthly payments.

If you've purchased a new vehicle within the last six months, or if your new car has 7,500 miles or less, call the Credit Union for information on refinancing. Our interest rates range from 9.5 percent to 11.5 percent and we have terms up to 72 months. Our loan representatives will be able to assist you in comparing your present financing to ours. We can give you the blue book value of your vehicle, figure out a monthly payment using the different rates and terms, and even calculate the amount you will be saving in interest charges.

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(Continued on page 9)

FRINGE BENEFIT FORUM

By Don Jones, Fringe Benefit Director



Last month's feature article in the Engineers News entitled "Getting a Grip on Health Care Costs" has prompted many inquiries from Participants asking about the recent changes in the Health and

Welfare Plans and the Plans' current financial status.

All Engineers Health and Welfare Plans and other Plans all over the country have been experiencing sharp increases in cost. The California Health and Welfare Plan, for example, had total expenses of \$54,801,854 for the Plan Year ending 4/30/89, to \$47,607,213 for the prior Plan Year. Other Plans had similar increases in cost. The California Plan for the month of August 1989, paid out over \$5,004,000 in benefits; three times the amount that the Plan paid monthly just nine years ago!

Why such sharp increases in cost, and what can be done about them?

We informed you in April 1989 that the most significant reason costs are going up is that the government is not covering costs for the elderly (Medicare), and for those without coverage (Medicaid). These costs are being shifted to patients with health care plans such as ours. A significant increase in the number of claims along with an increase in the overall cost per claim is evidence of such cost shifting.

But what about all of our cost containment efforts? Have they helped at all?

Of course. Without the cost containment provisions and your continued cooperation in the utilization of these programs, the increase in the Plan costs may well have been unbearable. We might have ended up allocating more of our hard-earned wage increases to Health and Welfare benefits without any significant improvements in services for our members and their families.

Some plans, other than the Engineers plans, chopped benefits they provided in half, and others have eliminated benefits such as dental coverage.

It is extremely important that all Engineers fully understand the recent changes and make every effort to obtain necessary medical services within the *Contract Program framework*.

The Cost Containment Program—an integrated network of hos-

pitals, physicians, radiologists and labs who have agreed to provide medical care to Health and Welfare Plan participants at reduced rates—has already saved the Operating Engineers' plan many dollars! The Contract Hospitals/Utilization Review portion has saved \$3.6 million in one year alone in the California Plan, more than 14¢ per hour worked by Engineers. Similar savings have been realized with Contract physicians, radiology facilities and labs.

Be sure to use a contract physician and let your physician know the names of the contract hospitals, radiology and lab providers. In this way, you along with your physician will ensure that you receive the best possible care at the lowest cost.

Why the new changes, then, May 1, 1989?

With costs continuing to rise despite the tremendous savings from these programs, the trustees made the most recent changes to allow the Fund to continue to meet its most important obligation to you, to provide real financial security in the event of illness or injury to you or one of your family members.

Changes in the eligibility rules, the hour bank provision and the addition of a deductible, have been in place since May 1, 1989, along with other changes in benefit payments. In the California Plan, hospital and medical payments have been returned to the level they were before 1986. 90 percent (up to \$3,000) and 100 percent of the remainder provided that contract hospitals, where available, are used.

To encourage you and your family to use contract hospitals, benefits have been reduced for individuals who live in a contract hospital area, but choose to use a non-contract hospital. You are protected however, if you live outside a contract hospital area.

It is too early to fully analyze the effects of the most recent changes, but we're hoping that they have a beneficial effect on the overall financial picture. Certainly, the recent contribution rate increase in most contracts will help.

With all the recent cost containment initiatives put into place, we've had one objective—to see that the quality of your health care programs are preserved at a reasonable cost.

Your continued cooperation in the proper use of the Cost Containment Program is appreciated.

Information regarding your pension checks

Q: When can I expect my check?

A: Monthly benefit checks are

mailed to arrive at your home address (or bank) by the first of the month. As you know, monthly checks are dated the first of the month and represent benefits due for the month in which they are dated. The check is not negotiable until the first, even if received prior to the first.

Q: What should I do if I do not receive my check?

A: If you do not receive your pension check by the 10th of the month, contact the Fringe Benefit Center or the Trust Fund Office to request a replacement check. A stop-payment order will be placed on the lost check and a replacement check issued at once.

Q: If I move, who should be notified of my new address?

A: Let the Trust Fund Office and the Union Office know your new address as soon as you know it. Every effort will be made to change the address for your pension check on a timely basis. Be sure to have a forwarding address on file with your local Post Office so you have no interruption in your mail.

If you have a direct deposit, and you wish to change banks, be sure to request new Direct Deposit Agreement forms from the Trust Fund Office. And remember, even if you have a direct deposit, the Trust Fund Office must always know your home address to be able to send you your W-2P form and important notices concerning your benefits.

Q: Can I change my deductions?

A: Your monthly pension check will reflect deductions for tax withholding, retiree medical coverage and dental plan, in accordance with instructions received from you at an earlier date. Future pension checks will continue to reflect your instructions. If you wish to make any change, you must complete a new election form available from the Trust Fund Office.

Q: When will I receive my W-2P for Income tax purposes?

A: For the calendar year 1989, you will be receiving two W-2P's. One will reflect benefits paid to you from New York Life for the period January 1989 through August 1989. The other will reflect benefits paid to you from the Trust Fund Office for the period September 1989 through December 1989.

Note: Year-to-date totals: Year-to-date totals on check stubs beginning with your September 1, 1989 check will reflect only the payments you receive from Trust Fund Office. For example, if your check is \$500 per month, your year-to-date total for September 1989 will be \$500, \$1000 for October 1989 and so forth.

TEACHING TECHS

In memory

By Joanie Thornton,
Administrative Assistant

On Sept. 26 the NCSJAC lost an old and dear friend. Retired NCSJAC Administrator, Art Pennebaker, died in his Moraga home of natural causes. He will surely be missed by the many who knew him.



Art served the Technical Engineers in one capacity or another for over 25 years, through the office terms of four Local No. 3

business managers and 18 or so presidents of the Bay Counties Association. He realized the need for good relations between the union and the employer and worked constantly towards this goal.

In 1974, Art, along with union and management representation was instrumental in implementing a special budget for the Surveyors Training Program. This formed the Surveyors Apprenticeship Program as we know it now. He was named as administrator of the NCSJAC and executive secretary of the NCS Training Trust Fund and took on both of these responsibilities with bold enthusiasm. Hours of his work went into helping establish NCSJAC standards, committees and sub committees, classroom locations, curriculum reporting and recording procedures, etc. All of these things helped to build the foundation of the NCSJAC, a foundation that is still standing strong.

Art took on many tasks as well, all of which had an effect on the NCSJAC. He had an enormous involvement establishing a prevailing wage determination for the surveying occupation. He helped to organize a pre-apprentice indoctrination and a surveying program for the International

Union of Operating Engineers Job Corps program. Art went to battle for the JAC with the non-union employer sector over payment of funds to our apprenticeship program when they were performing work on public works, a battle the JAC eventually won with his help. Realizing the need for a safe working environment, he helped create a series of safety films for apprentices, union members and employers.

The list of his accomplishments is seemingly endless. But foremost was his devotion to the NCSJAC Apprenticeship Program, a combined effort between the union and the employer. Art's cared about the proper training. He felt it would produce qualified union workers who would be a benefit to their employers. Through his efforts we continue today.

Art once wrote, "The Training Program is a good one and it is available to those in the work pool who want to participate in their own future. As a matter of fact, it is the best job-oriented educational value to be found anywhere." And it still is. Thank you Art.

(Continued from page 8)

Correction

Credit Union VISA card does feature grace period

Due to an editing error, last month's Engineers News reported that the new Credit Union VISA card offers no grace period. This is incorrect. The new VISA card *does* offer a 25-day grace period before interest starts accruing on purchases. That means if you pay the balance off by the due date, you pay no interest. This feature makes the Credit Union VISA superior to the many other credit cards that charge you interest from the date of purchase.



800/562-2773
Outside California
800/562-3277
Northern California

WITH SAFETY IN MIND

By Jack Short, Director of Safety

The General and the Corporal

Napoleon knew his orders were for all his troops—and not just the clever few. . . .

Usually it would be very late at night when most of the troops were asleep. One candle, however, would remain burning. Finally in the early hours of the morning, a call would go out—"Corporal!"

The corporal would open his eyes, stretch, yawn, swear softly, crawl out of his sleeping bag and finally say "Coming General."

Still blinking, the corporal would open the tent flap, walk into the general's tent and salute. Returning the salute, the general would point to a nearby cot and motion for the corporal to have a seat. This had happened many times before; so the corporal took a seat and waited for the question and answer session he knew was to come.

The corporal was quite pleased that the general would take him

into his confidence. This had happened every night before a major battle. The general and corporal would then question each other.

The corporal was always very impressed by this and felt quite important because he knew that unless he understood the full meaning of every word of the general's battle order, the general would rewrite it.

In fact, the general sometimes rewrote that order a half dozen times until the corporal understood it. The corporal thought he must certainly be quite smart for the general to depend on him so. How wrong he was!

What we have just related is historically true. The general we refer to was Napoleon Bonaparte; and the corporal wasn't so smart. To the contrary, the corporal was the least intelligent man in Napoleon's army.

(Continued on page 13)

The Perfect Gift: Local 3 50th Anniversary Commemorative Buckle

For a limited time only, Local 3 is offering special numbered commemorative belt buckles in honor of the 50th Anniversary of Local 3, to be celebrated in 1989.

These collector's items come in two styles. One is made of jeweler's bronze with .999 heavy silver and 22 karat gold plating for \$50 each.

The other buckle .999 solid silver with 22 karat gold plating for \$300 each.

Both buckles are meticulously finished by hand at Cumrine Mfg. Jewelers of Nevada. Orders can be placed through your District Office or the Local 3 Main office.



Putting skills to test on Bay Bridge

(Continued from page 5 got all pumped up," he added, "and now it's the best feeling being able to work on this project where we're really serving the public."

The rain cleared, the crew stripped off their rain gear and worked on. Down below on the derrick, Local 3 deck hands Jesse Brown, Gary Wibbenhorst and others hooked the rigging onto the crane. By late morning Harvey Freeman was giving Gary Oland signals over the radio to lift the rigging on deck.

Using thick wooden beams to provide support underneath the deck, ironworkers attached the rigging

posed to do." The rupture occurred at the tower connecting the truss span to the east with the cantilever section to the west.

Because the two types of structures react differently in a quake, the sections were joined in a manner that would allow slippage. These expansion joints were created by allowing the girders to rest in brackets attached to the beams, rather than rivetting them solid.

"It was kind of a calculated risk," Freeman said. "They just figured if something really bad happened, then it was best to design it the way they did. Nobody ever figured on it falling

was done.

Ironworker Jonathan "Jonny B Goode" Kendrick got the job of cutting the last support beam. Standing on a ladder perched precariously on a gangplank below the deck, he began his work. Sparks flew in every direction. Molten steel fell away in glowing chunks and clattered on the crossbeams as it fell into the bay.

Suddenly the upper end broke free. Everybody cleared out, but upon inspection they realized there still wasn't enough clearance. The upper end was jamming against the bridge. Another problem. On the west end a transformer housing was crumpled into the support beams. Everyone thought they could get it loose, but the deck had smashed into it with tremendous force. So the crew strapped it into the deck to prevent it from falling off in the middle of the pick.

More iron was cut away from the support beams. Finally the moment everyone was waiting on edge for came. The deck piece broke loose, lurched up and over the east side several feet and hung ominously in the air. At this point, the deck was still secured to the bridge with lashing, to make sure it was as safe as possible for the operator below, before cutting it completely free.

"When you think about that guy sitting down there in the seat, when we start coming up with the boom, it's coming right over his head," Freeman said. "He gives exactly what I ask for. I trust him. He's got my life in his hands, but he's trusting me, too. Once he's got the lift, he can't tell what it is. It's just a big mass to him. He's got to have a little faith in me or he couldn't take my signals."

Everything looks good. Foreman Roger Wade gives the signal and the lashing is cut. Now the deck is hanging free.

But, as if in defiance that mere mortals can do this kind of work, the piece still refuses to come out of the hole. There's just not enough clearance to pull it straight out from the bridge.

Several ironworkers walk out onto the deck and attach additional rigging that will enable them to turn the deck 90 degrees and thus pull it out by the narrow end.

By this time the night shift has arrived to put in its 12

"This bridge is a living, breathing thing. It has to move and do its thing or it can't survive."

to the deck.

Once it was secured, they began the critical work of cutting the main support beams underneath that still held the deck onto the bridge. Hour after hour went by. The smell of cutting torches filled the air.

As the crew worked on, Freeman talked about what had happened to the bridge when the earthquake hit.

"Those old boys who built this bridge were pretty smart 50 years ago," he observed. "The bridge did pretty much what it was sup-

posed to do. But you have to have the expansion. You can't make things too rigid, or then everything will come down.

"A lot of people think these structures are just a big piece of iron," he added. "But this bridge is a living, breathing thing. It has to move and do its thing or it can't survive."

"During the earthquake, the bridge got more movement than was designed into it," he continued, "but had it not come apart here, it would have more than likely torn the expansion joint two piers back, which would probably have brought down a two thousand foot chunk of the bridge. It's much better to lose a 50-foot piece of two decks than to lose 2,000 feet of it."

The sun began to angle against the afternoon sky and the crew knew they were getting closer to cutting it all loose. You get a little jumpy when you come close to cutting a 75-ton piece of steel and concrete loose.

Suddenly there was a groan on the deck and the rapid popping sound of steel slipping against steel. Everybody stopped what they were doing and waited. There was silence and they continued. They knew there would be more of that noise before the job



November Elections

Below is a list of Local 3's recommendations for candidates and local ballot measures which will appear on the November 7 ballot.

District 01

Brad Kerwin	Brisbane City Council
Mary Callanan	SF City Treasurer
Maxine Gonsalves	San Mateo Comm. College Board
Measure B, San Mateo	Yes
Measure F, San Rafael	Yes
Measure G, San Rafael	Yes
Proposition B, San Francisco	Yes
Proposition D, San Francisco	Yes
Proposition G, San Francisco	No
Proposition K, San Francisco	Yes
Proposition P, San Francisco	Yes

District 04

Gary Falati	Fairfield Mayor
Gary Itchikawa	Fairfield City Council
Hal Wicker	Fairfield City Council
Gloria Exline	Vallejo City Council
Cynthia Kay	Vallejo City Council
John Mooore	Vallejo City Council

District 20

Jane Bulman	Concord City Council
John Gilkison	Concord City Council
William Ball	Fremont Mayor
Alane Loisel	Fremont City Council
Richard Griffin	Richmond City Council
John Ziesenhenn	Richmond City Council

District 30

Loralee McGaughey	Stockton City Council
Mel Panizza	Stockton City Council

District 60

Sutter Fire Measure A Yes

District 80

Harry Crabb	Roseville City Council
Mel Hamel	Roseville City Council
Phil Ozenick	Roseville City Council
Bruce Pomer	Sacramento City Council

District 90

Gilroy Measure B	Yes
Monterey Measure B	Yes

hours. Gary's brother, Cecil, and the rest of the derrick's night crew arrives on the tug. Gary turns the controls over to him and heads back to port.

By now the sun is gone and the place is flooded with the erie glow of work lights. Now it's time for muscle. Everyone grabs the lines to pull the deck around - all 75 tons.

Finally, it's ready to go. Slowly, smoothly Cecil lifts the piece out against a stiffening wind. It sways slightly, but he corrects it ever so slightly. He makes it look

easy. Before you know it, he's swung the piece around and lowered it gently on deck.

Freeman takes out another cigarette from his coat pocket - he's smoked a lot of them today - and he gazes out in the dark to the derrick below.

"This one was a little tougher than the others," he says. There was a lot of work went in to make this one right. The ironworkers, the operators - everybody has just done an excellent job."

The cigarette is done, and so is he for the day.

Elderly woman keeps her house

Deputy sheriffs keep wheels of justice on track

By Eric Wolfe
Assistant Editor

Sometimes people get run over when the wheels of justice get spinning too fast.

It nearly happened last month when a judge ordered a San Francisco woman to be evicted from her home for failing to pay back taxes. When Deputy Sheriffs Paulette Reynolds and Dave Fambrini arrived to carry out a routine eviction, they found the new owners parked outside in a Porsche waiting to take possession. Inside, they found a grandmotherly figure in her nightclothes setting the kitchen table for breakfast.

Reynolds and Fambrini, who belong to Local 3, quickly realized that this was not going to be your routine eviction.

"The house was immaculate," Fambrini said. "She was over at the stove cooking her breakfast... She looked like somebody's grandmother."

Fambrini said he told the woman: "Ma'am, today's eviction day and we're from the sheriff's office and you're going to have to get dressed and leave." Her response, as Fambrini remembers it, was: "I don't understand what you're talking about. I own this house and I have to have my breakfast."

Disturbing her breakfast

Fambrini and Reynolds couldn't convince the woman that she was disturbing the hallowed procedures established by the courts. In fact, they began to feel that if anybody was disturbing anything, they were disturbing this woman's breakfast.

"She had the kitchen table set with a placemat, juice, coffee—everything neat, ready for the breakfast," Fambrini said. Not the type of scene one ordinarily thinks of as being illegal. But Fambrini, like any good officer, gave it another try.

Fambrini told the woman: "Ma'am, we have a writ from court, you're being evicted."

He remembers the woman replying: "That's impossible—I own my house."

Fambrini and Reynolds then opened up the writ and

showed it to the woman, explaining that she owed \$5900 in taxes.

"She said, 'I don't owe anyone... Widows don't pay taxes.'"

The deputies tried to determine if the woman had any place else she could go. She didn't. They asked if she had relatives in the area. She didn't. When she began to confide to them the various physical ailments she suffered, the two deputies decided maybe they could use some help. They called in Betty Borton, the assistant sheriff's attorney who was waiting outside, and Frank Hutchins, a community relations officer with their department.

As the four officers conferred in the woman's upstairs kitchen, the new owners of the house—developers Michael and David Yancy—let themselves in.

"They kept trying to come in the bottom tunnel staircase," Fambrini recalled. "They were trying to inch their way up and listen to everything that was being said." Fambrini asked them to wait outside.

Meanwhile, Ray Towbis, another official in the depart-

ment, ordered a stay of the eviction order until they could investigate the facts. What those facts eventually showed was that the woman, as a widow, did indeed qualify for a tax deferral but had never filed the necessary paperwork.

As a result, Fambrini noted, the property was put up for sale, "which no one knew about except the inner sanctum of city hall, the builders and the attorneys."

Fambrini speculated that the Yancy brothers, who had purchased the house for \$171,000, intended to turn around and sell the house for a quick profit. But when the Board of Supervisors voted

unanimously to use city money to buy the house back



Deputy Sheriffs Paulette Reynolds and Dave Fambrini.

for the woman, the Yancys relented.

Sometimes the wheels of justice need a little extra guidance from people who look out for others. Somewhere in San Francisco an elderly widow is enjoying her breakfast thanks to the common sense of Local 3 Deputy Sheriffs Dave Fambrini and Paulette Reynolds.

Randazzo cheated employees

Transit mall contractor gets jail term, fine

A non-union contractor who cheated his employees while working on the San Jose transit mall finally had his day in court. He lost.

John Randazzo of Randazzo Enterprises, Inc. was placed on probation for three years and ordered to pay restitution and penalties totalling \$520,000. Superior Court Judge John Phillips also ordered Randazzo to serve 90 days in county jail.

Randazzo's wife and partner, Alice Randazzo, was ordered to serve 100 hours of community service and pay restitution and penalties similar to John Randazzo.

Problems with Randazzo were first brought to light nearly four years ago, when the Foundation for Fair Contracting grew suspicious of some of Randazzo's payroll practices. The Foundation, which monitors contractor com-

pliance with labor laws, wrote a complaint to the Labor Commission's office in early 1986, charging that Randazzo was not paying prevailing wages to laborers on government projects. In November 1986 the Foundation issued a second complaint, charging that Randazzo was tricking its employees into endorsing paychecks back to Randazzo, who then paid the employees a lesser amount in cash.

According to Foundation Director Chuck Center, workers were cheated out of one-half to two-thirds of their wages.

In a joint investigation with the State Labor Commissioner's office, the Monterey County District Attorney's office discovered multiple felony violations of Labor Code Section 1778 on public works jobs in four counties. Investigators found that Randazzo had falsified documents pre-

pared for government inspectors, destroyed payroll records and source documents, and took kickbacks from employees.

Deputy District Attorney Doug Matheson, assisted by Investigators Lou Wolting of the Monterey District Attorney's office and Pete Tuminia of the State Labor Commissioner's office, prosecuted the case on behalf of Monterey County. Judge Phillips ordered Randazzo to pay for the investigation costs of both agencies as part of the \$520,000 fine.

Matheson said that new legislation to take effect in January 1990 provides for full restitution to victims of economic crime. Previous law limited restitution to \$10,000 when probation is denied and the defendant is sentenced to state prison. This case, and others like it, helped create the climate for the legislation's passage.

NEWS FROM THE DISTRICTS

Artist, farmer, heavy equipment operator

Multi-talented operator hails from Polynesia

Strong roots in the culture of his people make this member emigrate every fall, like a bird, to his county of origin, the



Hutch Fale

Kingdom of Tonga, in Polynesia.

Hutch Fale has been a member of the Operating Engineers Local 3 for

about ten years, and has worked for Geneva Rock Products in Orem, Utah, during the construction season.

Hutch is a quiet individual. To talk to him you may not realize he's a man of many talents and very much involved with the culture of his homeland. Being the type of man he is, he doesn't seek recognition.

Hutch is also an artist. He etches on glass plates and paints very well with homemade Tongan pigments on tapa cloth or with oils on canvas. He also handcrafts silkscreen T-shirts and jewelry, which he sells.

At one time Hutch was the Utah State Amateur Boxing Champion, which later led him to train for the Tongan Olympic Boxing Team.

Hutch is also a farmer and has his own plantation in Tonga where he grows and exports bananas and watermelons to New Zealand. He's married to an American-born woman. She and their children live in Tonga year-round where she teaches at a Latter-Day Saints high school.

Hutch is also a writer, a Polynesian astronomer, and spends a lot of time researching his people and their culture.

His job in Utah and any money he makes from his plantation goes toward a lifelong dream to research and help build a museum in Tonga for his people.

Hutch believes he is the only Tongan compelled to find out more about the origins of his people. He says his people are the only Polynesians who

were never taken over by the Western World, and who still live under the rule of a king today.

*Donald Strate,
District Rep.*

Geneva will upgrade mill

Geneva Steel will spend \$400 million to modernize its 45-year-old steel mill. The modernization could take from three to five years to complete. This is good news for the members in this area and we hope the work will go to a union contractor.

State Inc. recently completed the construction and installation of a \$3 million recoil line that will more securely fasten rolled steel for shipment abroad.

Sanger Const. is presently working on a shutdown of one of the furnaces at Geneva Steel. Sanger is working six ten-hour days. This is a good company and we hope Sanger will be successful in getting more work at Geneva Steel.

Work in southern Utah on I-70 is near completion. James Cape & Sons has completed its 11-mile section of interstate from south Richfield to Sigurd.

Ron Lewis Const., working on its section from Muddy Creek to Devil's Canyon, has completed work with its rock and dirt spreads. The gravel and oil crews are working trying to get as much as possible done before cold weather hits.

W. W. Clyde Co., working on it's \$21 million section of I-70 from Fremont Junction to Muddy Creek will complete all the grade, gravel and finish work this fall with some oil work to be completed next season.

*Kay Leishman
Business Rep.*

Utah outlook

Highway 40 has been opened for traffic as of Sept. 30. W. W. Clyde and J. J. Welcome both pushed hard for this opening date. It will be a few weeks work to finish up both contracts.

Granite was glad to see traffic transferred to the new highway, as they had to shut the scraper spread down until the opening. Hands were only off about a week and have all been called back to work. We'll see a big change in this project as they remove the old highway.

Gibbons & Reed Co. has several projects at Park City and Deer Valley Ski Resorts. One project is installing waterlines on the ski slopes for snow-making machines. This has been very interesting work as the mountains are so steep and high. The company is also cutting new roads for homes, access to the ski area and new sub divisions. This time of year, with the autumn leaves and cool weather, its a great place to work. Gibbons & Reed will have work in this area most of next year also.

M. H. Cook also has a watering project at Park City Ski Resort for artificial snow. This also has been an interesting project. Cook has kept crews busy in Ogden on new gaslines.

Buehner Prestress Co. has had a good year and kept its erection crews busy most of the time. Next year also looks to be a good one.

Acme Crane Rental has kept its cranes busy the last couple of months, but it hasn't been one of Acme's better years.

The Shurtleff & Andrews Corp. has kept its crews working pretty steadily this year, and would like more work.

We hope next year will be better for all.

*Virgil Blair
Business Rep.*

Operator's kin needs liver transplant

Corey is four, and resides in Salt Lake City with his mother. He's in need of a liver transplant to sustain his life. Corey has been treated for Histiocytosis, a rare form of childhood can-

cer. Although Corey's cancer has remitted, the chemotherapy he has to undergo ruined his liver.

To have a liver transplant, Corey's mother must raise \$400,000 and must

have \$100,000 before his name will be put on a list of recipients for a liver transplant.

Corey Mueller is a great nephew of Peggy Lassiter, wife of Les Lassiter. Les is a retired district rep. from the Operating Engineers Local 3. Corey's second cousin, Glenn Smith, is also a member of the Operating Engineers. W. Kim Smith, also a second cousin, is a member of the Ironworkers Local Union 27 in Salt Lake City, Utah.

Please help Corey survive by sending a tax deductible donation to the following:

*The American Liver
Transplant Fund
(AFL Fund)
998 Pompton Ave.
Cedar Grove,
New Jersey 07009*

Mark the bottom of your check with Corey Mueller's name so the fund will be able to put aside the money for Corey to use. Any contribution, great or small, would be appreciated.

Dam workers vote union

I'm happy to report a successful election held with Clement/Starnes on the Little Dell Dam project in Salt Lake.

It was touch and go, but the efforts of people involved deserve applauding.

It convinced me again of the kind of members and supporters we must have working for a company to conduct a successful organizing drive.

I especially want to thank our members on that project, particularly Guy Knuteson. Guy went beyond necessity to keep the union spirit and

spread our message on the job, all under the threat of employer retaliation.

He went so far as to wear our "Union Yes" T-shirt a couple of days before the election and on election day, he was our observer. Thanks again, to everyone.

Now we must maintain our momentum to show the employer we won't just settle for a win in the booth, but we want a win in writing, through a signed collective bargaining agreement.

*George Stavros
Business Rep.*

NEWS FROM THE DISTRICTS

New contracts gained in Utah

After some tough negotiations that involved a federal mediator, Local 3 reached an agreement with Fife Rock Products in Utah.

Ratified by the membership, the new one-year agreement resolves some problems concerning overtime.

While unable to obtain any increase in wages or fringe benefits at this time, it was agreed the contract would be opened again in Jan. 1990 and Apr. 1990, if the company's work situation improves.

Contract negotiations with Pioneer Sand & Gravel are also completed. Ratified by a large margin, the contract provides for a necessary increase needed to maintain the Health and Welfare plan.

Other improvements include a 20¢ cent and hour increase in pension and a new working foreman classification.

*Lynn Barlow
Business Rep.*

Member becomes teacher

Operating Engineers Local 3 would like to congratulate Paul Lerdahl and wish him success with his new job as an electricity instructor at the Salt Lake Community College.

Paul, an 11-year member of Local 3, was a senior electrician for Concrete Products Co. prior to taking this new job.

A graduate from the Operating Engineers Rock, Sand and Gravel Electrician Branch Apprenticeship Program, Paul became a master electrician in July 1989. He obtained his state li-

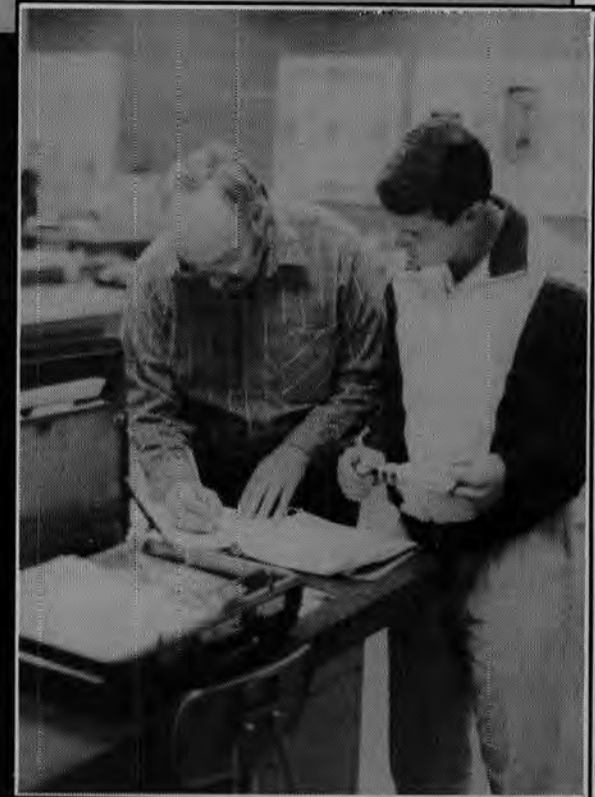
cense in Washington in 1984 and in Utah in 1985.

The subjects Paul is teaching include residential and commercial codes, residential wiring, direct current theory, and AC theory and codes.

Involved in union activities, Paul also had responsibility as Local 3's safety committeeman for Concrete Products Co. since July 1985.

Paul and his wife Diane have six children. Diane teaches at a junior high school.

*Lynn Barlow
Business Rep.*



Union negotiates gas discount

Members of Operating Engineers Local 3 will get a 5¢ per gallon discount on gasoline thanks to an agreement negotiated by the union with Metro Oil Co. of Elko, Nev.

Metro, operated by Bill

Cunningham, Sr., will offer the 5¢ discount to all Operating Engineers who properly identify themselves with either their Local 3 membership card or their Local 3 Miners ID card. The discount will be

deducted from the pump price posted by Metro on the day of the purchase.

The agreement, signed in October by Cunningham and Local 3 Treasurer Don Luba, is an effort by the union to give members the benefit of group purchasing power.

Metro Gas Station is located about 2 1/2 miles from the Osco Drug Store on West Idaho St.

SAFETY

(Continued from page 9)

One of the factors contributing to Napoleon's military brilliance and success was his realization that instructions and orders were worthless unless they were understood by all. So Napoleon would issue only orders that could be understood even by the least intelligent of his men. If his corporal could understand him, then all his men could understand him.

Napoleon knew how easy it was for verbal or written orders to be misunderstood by anyone, from his generals down the line. To this day, he is considered by many to have been one of the most successful generals in history—success due to his ability to give clearly understood instructions.

We can apply this directly to safety. The clarity of our instructions yields success in job performance and safety. Unless orders are understood, they cannot be carried out.

Local 3 opens Nevada office

Union services were brought a little closer to home for some Local 3 members in Nevada last month when the ribbon was cut on a new joint office for the union and

credit union.

"The union office is here to serve northern Nevada union mines and construction companies," said Delmar Nickeson, business representative,

"with the full service credit union available to all union members and their families."

The union currently represents 1,100 miners and 1,000 construction workers from Newmount Gold, Battle Mountain Gold and C.E. Basics in Gabbs.

The joint offices are located at 1094 Lamoille Rd. Elko, NV.

For more information, call the union at 702/753-8761 or the Credit Union office at 702/753-8585.



DON'T FORGET
to pick up your Magic Kingdom Club card and Membership guide

Operating Engineers
Local Union No. 3
474 Valencia St
San Francisco, Ca. 94103
Att: Public Relations

NEWS FROM THE DISTRICTS

Interstate-5 jobs keep Redding operators busy

Kiewit-Marmolejo (a joint venture) has finally started work on its \$38 million project on I-5 at Slate Creek north of Redding. The scraper spread is on single shift with the 992 loaders on the truck spread going two shifts. The heavy duty repairmen are working three shifts. At present, there are 44 operating engineers on the job. The company's goal is to move 500,000 cubic yards of dirt by the end of November, providing the weather stays good. With three-quarters of a million cubic yards of dirt to move, the company plans to double shift the dirt spread next year working six days a week. The completion date for the project is in the fall of 1991. The company informed us it plans on having around 130 op-

erating engineers employed next year.

Up for bid in February of 1990 is another section of I-5 north of Redding. The engineers' estimate is \$11 million with the final section going to bid April of 1990 with an engineers' estimate at \$17 million. When all of this work is completed in 1991, I-5 will be freeway from the Mexican border to Canada.

The Burney Power Plant job is winding down and is expected to go on power in November. This has been a good job for all the crafts. We had nine operators working there for the last 15 months. At the peak of employment there were 140 craftsman on the job.

J. W. Brashear Construction Inc. has started work on the Trinity Busi-

ness Park in Weaverville, California. This is a good job for several operators with completion scheduled for next spring. J. W. Brashear was also low bidder on a boat ramp extension at Clair Engle Lake (formerly Trinity Lake) in Trinity County. Brashear has enough work to keep his operators busy into next year.

J. F. Shea is winterizing its I-5 job north of Redding. At present we have 12 operators working.

Benco Engineering will work through the winter months constructing bridges on Interstate 5.

Stimpel Wiebelhaus, Inc. has a small crew working on the Buckhorn Dam project with plans for a dirt spread next spring. It was also low bidder on the City of Red-

ding's new dump site at \$1.6 million. Again, with the majority of the work to be completed this spring. In addition, the company will start on a creek diversion and access road this fall.

Kiewit Pacific's job on Gilman Rd. is coming along. There are 18 miles of overlay with the paving crew due to start any day. Valentine Surfacing has finished the recycling.

Baldwin Contracting is paving its two projects on Hwy. 395 south of Susanville. Baldwin should be finished by the time the cold weather sets in.

J. F. Shea and Tullis & Associates have been able to keep their paying crews busy this year with small jobs in the area.

*Tom Hester
District Rep.*

HAZMAT recertification in Redding

The Redding District will host an 8-hour HAZMAT recertification class in mid-November. Members who have had the 40-hour HAZMAT training and have not received the annual 8-hour training are urged to contact the Redding office. If you do not receive the annual 8-hour recertification, your 40-hour certificate is void and you will be removed from the HAZMAT out-of-work list. The class will be held on a Saturday. Redding will also hold a 40-hour HAZMAT training class in December. Contact our dispatcher at 916/241-0158 to get on the list.



Local 3 members at American Rock & Asphalt quarry over 650,000 tons of rock a year.

Q & A at American Rock & Asphalt

Oakland District Rep. Ken Allen and Business Rep. Dennis De Costa recently conducted an informal meeting with the hands at American Rock and Asphalt to answer questions about the contract, annuity program, and health and welfare programs.

American Rock and Asphalt, formerly named Quarry Products was purchased by Ralph Johnson in October of 1986. The quarry, which sits on the Richmond end of the San Rafael-Richmond bridge, has been in operation since 1959.

In addition to quarried

rock (approximately 656,000 tons a year) American Rock and Asphalt produces approximately 179,000 tons of asphalt each year.

American Rock and Asphalt currently employs approximately 25 operating engineers at the Richmond yard.

Eureka-area operators work 5-10s on bypass

Work has been good this season in the Eureka District. On the Redwood Hwy. bypass, Tutor, Saliba, Perini has been going two shifts employing over 150 operating engineers working at least five-10s all season.

Don Smith, project superintendent for Tutor, Saliba, Perini, said the employer has applied for and received an extension beyond the Oct. 15 shut-down date that the State Water Quality Control Board has on the project. This extension will last until Nov. 1, weather permitting.

Contri Const. was awarded a \$2.8 million contract for the Glendale sewer system, just northeast of Arcata.

Contri was also successful low bidder on Westside Industrial District, Phase II for \$3.1 million.

Dalton Const. was awarded a \$1.6 million

sewer rehabilitation project for the City of Ferndale.

Hogue Const. from Santa Rosa was awarded a \$1.2 million project from the City of Fortuna for the Palmer Creek sewer collection system.

Redwood Empire Aggregates have been busy working on the reconstruction of the runway of the Eureka-Arcata Airport and several other small jobs in Humboldt County.

In Del Norte County, North Coast Paving has had a good year with the paving of Pelican Bay Prison and a lot of road reconstruction around Crescent City.

All in all, the brothers and sisters of the North Coast have had a fairly good year in spite of the late start and short work season.

*William Burns
Dist Rep.*

NEWS FROM THE DISTRICTS

Work is running 'wide open' for Sacramento-area operators

Work in the Sacramento area is running wide open. All the contractors are trying to winterize their jobs or prepare them so the equipment will be able to get around on the wet ground.

In the Roseville, and Placer County areas the Auto Mall is starting to take shape. Granite, Kiewit, C. C. Myers, Sage and Steiney Electric all have had engineers working on Douglas Blvd. in front of "Big 5 Auto Dealers" and throughout the Auto Mall.

Granite, C. C. Myers, and Sterling Holloway have the majority of the work on I-80 at Atlantic St. on a downhill pull? Sterling Holloway and his demolition crews have been able to remove most of the overpasses in 48 hours.

In Rocklin, work in and around the Stanford Ranch area is progressing by leaps and bounds. Granite, Grade-Way, Teichert, Mallory/Greenhalgh and Royal Electric are working throughout this area.

R. C. Collet is still waiting on a permit for its rock plant in Rocklin.

The \$400 million NEC computer plant is breaking ground with R. C. Collet doing the dirt work. This project is under a Building Trades Agreement and will work a rolling four tens.

Grade-Way, Lund Const., Teichert and CFB are all working in the foothill area going toward Lincoln. Granite is setting up its new concrete plant in the Lincoln area.

Morrison-Knudsen is planning on working a small crew all winter on their freeway project at Auburn.

McGuire & Hester hands are working as fast as they can beat the rains on the underground job at Penryn.

At Truckee, C. C. Myers hopes to finish its bridges by winter. Ball, Ball and Brosamer is winterizing its highway job and will start at the "Bug Station" with another \$8 million next spring. GEB is just about ready to sell its new bridge deck at the Hirshdale turnoff to Boca Dam.

Teichert Aggregates at Martis Valley has run wide open all summer to meet demands.

Don Garcia and C. C. Myers will be pulling out for the winter at Alpine Meadows and will return next spring.

At Squaw Valley, approximately 40 operators have been working for Robert L. Helms, Pankow and Perata Excavation. They are putting in a hotel, golf course, shopping center, water system, sub-division and various parking areas.

The work picture has been good on the western slope, and we hope for more good seasons in the immediate future.

*Gary Wagnon,
Business Rep.*

YOUR VACATION ADDRESS



Magic Kingdom Club members receive a 10% discount on nightly accommodations at most Hilton Hotels, the Official Hotel of the Magic Kingdom Club. Pick up a copy of the Club Membership Guide for more information.

Soccer field coming to Marysville

Starting Oct. 30, the Marysville District will be starting work on the Yuba-Sutter Youth Soccer League fields in Riverfront Park. We will be looking for various operators who need to upgrade their skills and who would like to donate their time on scrapers, compactors, dozers, blade and in grade setting.

If you are interested in getting involved in the soccer project, please call the Marysville district office to get on our list. It will be on a first come, first served basis.

The work picture in Marysville continues to look good as work goes on between the unseasonal rain storms. Many of our contractors are beginning to winterize their projects which will continue next year.

*Dan Mostats
Business Rep.*

Fresno picnic draws raves

Nifty! That was just one of the compliments passed around at the annual Fresno picnic. A great time was had by over 225 members and friends. On behalf of all who attended we want to thank each of you for your help and support for this event—It's always a pleasure to work with such great people and to see the good clean fun enjoyed by all.

If you missed the "Duck Drop" you missed a sight

to end all sights. That little duck did his best to drop on the square of your choice and did indeed come up with a winner!

Everyone enjoyed listening and dancing to the great country "Girls Band"

We thank them for providing the fine music that added greatly to the day.

Our thanks to all. See you in the steak line again next year.

*Patrick O'Connell,
Business Rep.*

Talks continue with Fresno-area employers

The month of October will be a busy one in the Fresno District with negotiations at Echlin Brake in Chowchilla and Modine Radiator in Merced and Western Stone of Merced.

We have 16 different jobs totalling about \$4.5 million in the Merced, Atwater and Livingston areas at this time. ARB has a 40-mile pipeline job in the Santa Nella area using about 32 operators. The dam job in Merced is supposed to go to bid this month. It has been postponed five times since

March.

As for Western Stone Rock Plant in Merced, we just finished up our negotiations and had it ratified.

Ball, Ball & Brosamer was low bidder on the Red Banks Fancher Project. The company says it plans to move the dirt through the winter months using 660's.

Sounds like a good season after all.

*Harold Smith
Business Rep.*

Work begins on canal job, Hanford co-generation plant

Ball, Ball & Brosamer is scheduled to start the canal job sometime in November. This will be a short job but good hours.

Gentz has a job, in Sequoia National Park and employs 12 operators. They are working five days-nine hours until the snow hits.

The GWF co-generation

plant in Hanford finally got under way after a lengthy court battle. GWF presently has five operators employed. The job should last a year or two.

Looking good.

*Monty Montgomery
Business Rep.*

NEWS FROM THE DISTRICTS

Mechanics, lubemen keep rigs running

Working 'behind the scenes'

At the east end of Castro Valley, Kiewit-Pacific Company has a high-ball scraper spread moving four to four-and-a-half million yards for a housing development.

During the week you'll see dozers, scrapers, blades, and compactors moving around the hillside like a bunch of ants. It looks like most of the activity ends after quitting time on Friday but a closer look on top of the hill out of the view of passersby reveals quite a bit of action.

As you creep over the top on a Saturday, you'll see what appears to be beach obstacles out of a World War II movie. As you get nearer the obstacles turn out to be booms from mechanic trucks and cranes. Scurry in around the machines and you will see some of the industry's hero's—a conglomeration of

top flight mechanics and lube men from Kiewit, Peterson, and Ferma.

As in any profession you'll find a few grouchy fellas, a few happy-go-lucky ones, and a few with grease up to their arm pits. All in all a very mixed bag but with one thing in common: The ability and experience to keep all of these big yellow rigs running and moving the dirt. Without these professionals everything would come to a stand still.

I guess the best way to give appreciation to these guys is to relay a comment I received on the job from one of the operators:

"Kiewit has some good equipment and employs the guys to keep 'em maintained and this keeps our dirt stiffs working."

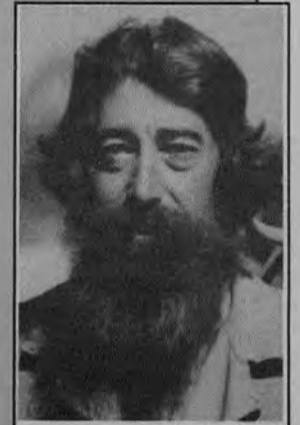
*Brian Bishop
Business Rep.*



Above, from left, Kiewit Master Mechanic John V. Voss, Repairman George Nakoa and Apprentice George Wedderburn. Right, Lube Engineer David A. Frazer.



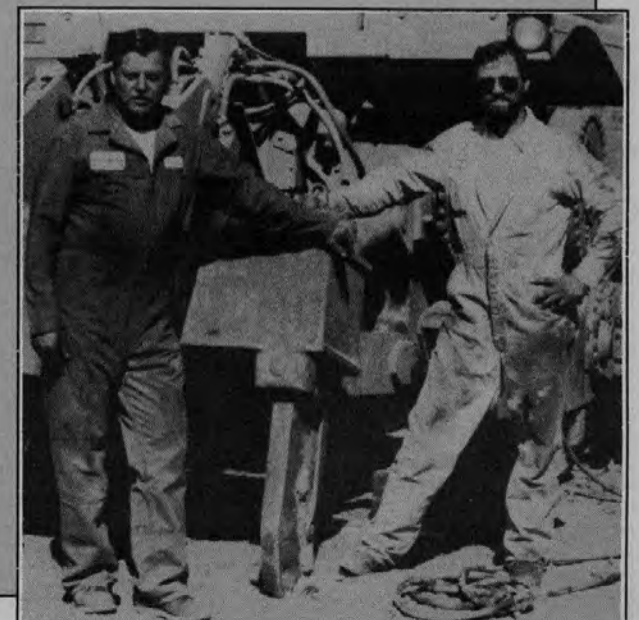
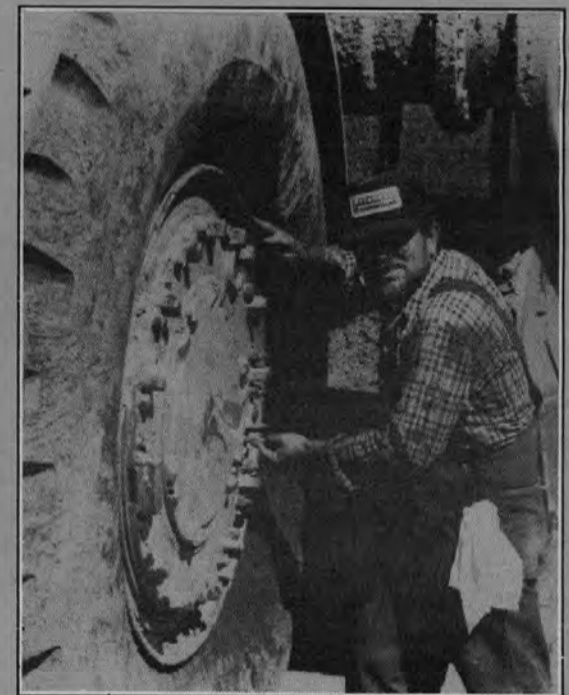
Above, Ferma Mechanic/Welder Larry Macedo. Below, Ferma Mechanic Frank Gonzales.



Above, from left, Peterson Mechanics Jack Ravazza and Ken Phillips. Below, from left, Kiewit Mechanic John Ames and HDR Apprentice Terry Taylor.



Above, Ferma Mechanic Mike Ballengee. Below right, from left, Peterson Mechanics Paul Diehn and Johnnie Minter. Below, Lubemen Larry Sisk and Terry Kurtz.



NEWS FROM THE DISTRICTS

Santa Rosa contractors scramble to finish jobs

The recent rains sent some contractors scrambling in the Santa Rosa area to finish up jobs or at least think about winterizing them. Hopefully we will get another month or two of good weather before the rain really slows things down.

Piombo has finished the first lift of A.C. on the west half of Santa Rosa Ave. and is diligently working towards getting the east half ready.

Fred Barbor, one of the hands at the Sod Farm, has been working good hours with Piombo and feels fortunate to be so close to home. Fred's thinking of retiring and is putting together a display case full of Local 3 items. He'd appreciate donations directly or through me at the union hall. Good luck in your retirement, Fred.

Gradechecking class

Grade Checking classes will begin Nov. 30 in Santa Rosa. There will be 3 sessions, the last on Dec. 14. Classes will begin at 7:00 p.m. at the Santa Rosa Hall, 3900 Mayette Ave. Depending upon the response to the first class, a second one may be scheduled to begin after the holidays.

Pesticides continue to mar grapes

Dangerous pesticides used on grapes continue to injure farmworkers and their children and threaten the health of consumers, United Farm workers' President Cesar Chavez warned last month.

Reaffirming the UFW's commitment to a national boycott of California table grapes, Chavez said that Earlimart, Ca. was the latest community to witness rising cancer ranks among its children.

"Tulare County, where Earlimart sits, produces more table grapes than

The Irish brothers working for Bay Pacific have been busy removing and replacing sewer lines all around Santa Rosa and should work up to and into the rains. Pacific Mechanical, at the Santa Rosa sewer plant, has poured approximately 4,300 of the estimated 10,000 cy of concrete on the project as of this writing.

Mike Hughes, with W. K. McLellan, reports that they have been keeping busy with new construction and maintaining projects in Sonoma and Marin counties all year long. Pacific Underground is winding down the Oakmont Pipeline project and will be cleaning up loose ends for another month.

North Bay Const. has

been very busy all year. Al Fowler, one of North Bay's loader operators, asks that members hang in there, referring to the non-union threat in the area.

Talk up the union

Al recognizes that it is tough to do a lot when you are working all the time but still encourages brothers and sisters to do whatever they can whenever they can. Don't drive by and cuss the non-union worker, stop and be his friend. Explain to him the pay and benefits he could get if his company was union. Remember every new union company is a new prospective opportunity for work for all of us.

By this printing Ghilotti Bros. should have Monte Rio School paved

out and hopefully the new Hearn Ave. off ramp also.

By the way, some of you may or may not be aware of the fact that Bob Miller is a new business representative here in the Santa Rosa office. My area has been switched to all of Sonoma County with Bob taking Lake and Mendocino County. We have a lot of jobs and a lot of area to cover so if something comes up that needs attention immediately please call the hall and we will get to you a.s.a.p.

Chuck Smith is retiring Nov. 3. His retirement dinner is being held on Nov. 4 in Santa Rosa. Please give Judy at the hall a ring if you are interested in attending.

Greg Gunheim
Business Rep.

Pre-rain push begins in north counties

The annual pre-rain push is on again here in the north counties, and judging by the amount of rain we had in the last week, it may be a wet winter.

Ernie Freitas of Parnum Paving will be a 50-year member in a few months....and still a great blade man. Congratula-

tions Ernie! Parnum is trying to finish lots of work before the rains hit.

Ghilotti Bros. is working two shifts with its scraper spreads on the Freitas Creek job and keeping lots of hands busy there. Also Ghilotti is putting on the last overlay on its Hwy. 101 job north of Cloverdale. Jackson,

Ghilotti's "main slope-board man" just retired after many productive years. From what I hear, they will have a hard time without him. Good luck, Jack.

Kiewit is working six-twelve's in Bear Valley at the Geysers and Mendocino Paving is doing a good job on their main access road. Frank Dutra, of Mendocino Paving, says they hope to finish in a few weeks and get on with all the other work they have picked up.

The crews at Hogue in Ukiah and Peterson in Willits are going "great guns" keeping everything running. Providing the best union quality work, as always!

Chuck Smith will be retiring on Nov. 3 after years of outstanding service as district representative at the Santa Rosa office. We will miss you Chuck.

Bob Miller
Business Rep.

Chuck Smith bids farewell

Contractors are winding down for the winter. The recent rain we have had put fear into some and they are working quite a bit of overtime.

Ghilotti is almost done on the Cloverdale job and the paving crew is putting on the last lift. Up at the Redwood Valley job Ghilotti is winterizing its project on 101—they're way ahead of schedule. Ghilotti's slope-cat operator, Lawton Jackson, retired Sept. 29. The crew gave him a 50th Anniversary Local 3 belt buckle, the gold one at that. Jackson says he ordered a boat some time back; however, we were all starting to wonder as nobody has seen it yet. I was beginning to think he was just giving us a line of B.S., but his wife, Emma, said it was true. I believe her. Good luck Lawton and Emma and I am looking forward to going fishing on that new dream boat.

After tough negotiations we got a good agreement with Empire Tractor. Job Steward Gordon Lunde did a very good job and had a lot of input on the final offer. Gordon hung in there like an old pro. Thanks again Gordon.

This is my last article as your district representative. I want to thank all the Brothers and Sisters for their support over the years. Please give my replacement, Rob Wise, the same support and I know he will do you a great job. I might be retiring, but I'm not quitting. I'll be a strong supporter of the union, its officers, representatives and the members, who are the strength of Local 3. Good luck to all... I am going fishing.

Chuck Smith
District Rep.

Crucial Nov. 7 election

Jobs, jobs more jobs

All members of Local 3 who live in Monterey County can make these jobs a reality. Many of you are aware there will be an election on Nov. 7. There are two very important issues on the ballot: Measure B and the election of Billy DeBerry for the Water Board. If Measure B passes but DeBerry loses, there could be a building moratorium in Monterey and surrounding cities.

Getting Billy DeBerry elected Nov. 7 will be crucial in keeping a building moratorium from going into effect. Monterey County residents know that work has been real spotty until recent months. For that reason I'm urging all of you to encourage your friends, relatives and neighbors to vote yes on Measure B and to elect Billy DeBerry.

Measure B will provide revenue for the repair and improvement of designated transportation, including roads, highways and public transit, Natividad Medical Center, libraries, mental health and community projects.

On transportation projects passage of Measure B will:

- Create a Hwy. 101 Bypass by constructing a new four-lane divided freeway between Espinosa Rd. and Crazy Horse Canyon Rd., approximately 1 1/2 miles east of the existing Hwy. 101.
- Expand the road system along the western edge of Salinas.
- Widen Carmel Valley Rd. to a four-lane divided parkway from Via Petra to Robinson Canyon Rd. while retaining the character of the existing parkway.
- Widen the Merritt St./Hwy. 156 bridge in Castroville to provide four through-traffic

District Meetings

District meetings convene at 8 p.m. with the exception of District 17 meetings, which convene at 7 p.m.

November

- 7th District 3: Stockton**
Engineers Bldg. 1916 North Broadway
- 14th District 5: Fresno**
Laborer's Hall, 5431 East Hedges
- 16th District 2: Concord**
Elks Lodge No. 1994, 3994 Willow Pass Rd.
- 21st District 8: Auburn**
Auburn Recreation Center, 123 Recreation Drive

December

- 6th District 12: Ogden**
Ogden Park Hotel, 247 24th Street
- 7th District 11: Reno**
Musicians Hall, 124 West Taylor
- 12th District 10: Clearlake**
Senior Citizens Center, 14773 Lakeshore Dr.
- 14th District 9: Freedom**
Veterans of Foreign Wars Hall, 1960 Freedom Blvd.
- 19th District 04: Fairfield**
Holiday Inn, 1350 Holiday Lane

and turning lanes.

- Construct an interchange on Hwy. 1 at Salinas Rd.
- Extend Rossi St. from the Davis Rd. intersection to Boronda Rd.
- Widen Jolon Rd. from its northern intersection with Hwy. 101 to one mile south of Oasis Rd.
- Build the Hwy. 68/Corral de Tierra Bypass through construction of a new four-lane divided freeway east of Torero Dr. to west of Corral de Tierra Rd.

*Robert Delaney,
Business Rep.*

Honorary Members

The following retirees have 35 or more years of membership in the Local Union as of September 1989, and have been determined to be eligible for Honorary membership effective October 1, 1989.

Raymond Anderson 0808130	Arnold Macklin	0821514
Billy Austin 0702329	Albert Mata	0821460
Benjamin Badger 0814913	Edwin Matlock	0531646
Leroy Biggs 0674707	Ray C. Miller	0707239
W. J. Broussard 0714902	Erwin Mueller	0503237
Antone Brun 0643085	Kenneth Norris	0418439
Walter Bullard 0798036	Prentice Nunn	0817482
Clifford Campbell 0657767	Norin Olstad	0679025
Robert Coolidge 0821437	Nilo Pesetti	0814806
Alfred Cummings 0817449	Melvin Piombo	0506507
Harry Farrell 0821364	Bobby Poston	0750525
Pete Ferretto 0808144	Ilmars Sprogis	0821411
Charles R. Ford 0674728	Joe Taddei	0821417
N. L. Howard 0811413	Jack E. Tull	0808175
James Jennings 0661052	Vernon Widick	0766476
Glenn Lowder 0821456		

The following retirees have 35 or more years of membership in the Local Union as of October 1989, and have been determined to be eligible for Honorary membership effective January 1, 1990.

Harlan R. Avery 0744983	Lloyd W. Lyman	0788190
Roy Bird 0592851	James A. Mars	0644769
Dave Braegger 0822612	R. J. Mog	0738764
Marion Carlotta 0524620	James D. O'Brien	0808163
Neal Ceicle 0808189	Earl J. Rogers	0707265
Sal L. Curci 0254768	Merlin Smith	0723815
Eliil N. Felstet 0821366	Thomas T. Smith	0515994
A. K. Gifford 0822684	Robert Stevens	0738453
Melton Duncan 0769397	James B. Sutton	0822705
Dennie Holbeck 0351171	William T. Williams	0822710
Jimmie Johnston 0745209	Frank Wilton	0822669
William T. Lane 0389630	David L. Yancey	0805895
James R. Logsdon 0683274		

Departed Members

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

NOVEMBER

Kenneth Groen of Hollister, CA 11/14/88.

APRIL

T. E. Vincent of Eureka, Ca 4/17/89.

JUNE

Paul Brucker of Bakersfield, Ca 6/25/89; Jay O. Griffith of Redding, Ca 6/25/89; Henry Vogt of Lafayette, Ca 6/24/89; Joseph Varozza of Napa, Ca 6/29/89.

JULY

Harry Cambridge of Yreka, CA 7/23/89; Earl Andreasen of Virginia City, NV 7/23/89; Benjamin Arnett of Yountville, Ca 7/16/89; Dean H. Bailey of Paradise, Ca 7/21/89; C. E. Baker of Ranch Cordova, Ca 7/18/89; Richard Barchus of Redding, Ca 7/3/89; John Beaston of Ralston, Ok 7/8/89; Wm. F. Crowder of Mesa, Az 7/5/89; Richard Farrell of Sunnyvale, Ca 7/17/89; Manson Faught of Sacramento, Ca 7/17/89; Vernon Galleron of Reno, Nv 7/13/89; Frank E. Gibe of Tulare, Ca 7/15/89; Ralph Goble of Terra Bela, Ca 7/19/89; Kenneth Head of Napa, Ca 7/6/89; Robert Howard of Sparks, NV 7/22/89; Norman Kahue of Kihei, Hi 7/16/89; Dale Long of Dunnigan, Ca 7/17/89; Michael Macariola of Aiea, Hi 7/17/89; Clemente Maggetti of San Jose, Ca 7/12/89; Inman McDermon of Bainbridge Is., Wa 7/18/89; John R. McGrath of Watsonville, Ca 7/14/89; Harrell Maynard of Broderick, Ca 7/27/89; Louis Miller of

Sunnyvale, Ca 7/24/89; Mick Montague of Grass Valley, Ca 7/23/89; Wm. Murphy of Lodi, Ca 7/19/89; Cosmo Positeri of Santa Clara, Ca 7/31/89; Lupe Rochin of Napa, Ca 7/14/89; Louis Miller of Livermore, Ca 7/14/89; Carlos Ruelas of Rohnert Park, Ca 7/25/89; Walter Schulz of Oroville, Ca 7/12/89; Rulon Sorenson of W. Valley City, Ut 7/29/89; M. J. Stoddard of Oroville, Ca 7/17/89; Edwin J. Tibbs of Catheys Valley, Ca 7/11/89; Pat Waters of Sparks, NV 7/12/89; Roland Weber of Eureka, Ca 7/16/89; Elmer Wilkes of Pittsburg, Ca 7/13/89; Charles Wingo of Sacramento, Ca 7/14/89; Lars Worre of Pleasant Hill, Ca 7/10/89; Gilbert D. Wright of Petaluma, Ca 7/16/89.

AUGUST

Cliff Armbrust of Santa Rosa, Ca 8/6/89; Melvin Austin of Ceres, Ca 8/11/89; E. W. Binstock of Napa, Ca. 8/4/89; Theodore DelaVega of Fallon, Nv. 8/10/89; Richard Dresser of Miramonte, Ca. 8/11/89; William Dumas of Sonoma, Ca. 8/17/89; Les N. Eddy of Brooking, Or. 8/20/89; Albert Edwards of Elk Grove, Ca. 8/17/89; Phillip Ehrhorn of Fremont, Ca. 8/16/89; Arthur Fehling of Stockton, Ca. 8/7/89; Bradford Fine of Salem, Or 8/4/89; Neely Foulger of Palo Cedro, Ca. 8/5/89; Ismael Guerra of San Jose, Ca 8/21/89; Harold Ishii of Waipahu, Hi 8/4/89; Phillip Mills of San Jose, Ca 8/17/89; Joseph Prescott of Rohnert Park, Ca. 8/15/89; Harry Roll of Ceres, Ca 8/4/89; Kenneth E. Webster of Fremont, Ca. 8/9/89; Charles Wilcox of Woodland, Ca. 8/15/89; Wilmer Adolf of Sacramento, CA 8/20/89; Floyd Anderson of Pleasanton, CA 8/4/89; Raymond Baxter of Salt Lake, UT 8/21/89; Gary Bechtel of Red Bluff, CA 8/10/89; James H. Caples of Kingman, AZ 8/25/89; Dee Cherrington of Redding, CA 8/17/89; Donald Clark of Oroville, CA 8/19/89; Harry J. Dowdle of Pioneer, CA 8/24/89; James Erway of Newcastle, CA 8/28/89; Wm. A. Estey of San Leandro, CA 8/31/89; John A. Hanner of

Esparto, CA 8/26/89; George Lantsberger of Biggs, CA 8/22/89; John Muzio of Stockton, CA 8/15/89; Thomas D. Newton of Las Vegas, NV 8/24/89; John P. Parker of Watsonville, CA 8/26/89; Overton C. Paslay of Turlock, CA 8/15/89; Cloyce Turley of Freedom, CA 8/25/89; Walter Vorpahl of Alameda, CA 8/27/89.

SEPTEMBER

Lloyd Bosley of Pleasant Hill, CA 9/13/89; John Castro of Livermore, CA 9/16/89; Carl Connors of San Andreas, CA 9/10/89; Anthony J. Corsiglia of San Jose, CA 9/5/89; Henry Curb of Granite Shls, TX 9/12/89; Clifford Day of Orland, CA 9/11/89; Jack Duane of Ogden, UT 9/20/89; Kay Durfey of Upalco, UT 9/10/89; Ernest Genereux of Stockton, CA 9/18/89; Kenneth Hamilton of Redding, CA 9/11/89; Welsey Hixson of Fortuna, CA 9/17/89; Donald Hurst of Castro Valley, CA 9/12/89; Carl James of Carson City, NV 9/14/89; Wm T. Johnson of Novato, CA 9/2/89; Walter Kampfen of San Jose, CA 9/15/89; Edward Kirk of Woodland, CA 9/6/89; Robert J. Larkin of Concord, CA 9/20/89; Frank G. Malone of Savanna, OK 9/9/89; Alexander Ostrander of Red Bluff, CA 9/2/89; Bert Royer of Elko, NV 9/12/89; Lloyd Stephenson of Joplin, CA 9/3/89.

DECEASED DEPENDENTS

Julia Patrick, wife of Wilford Patrick 11/11/88; Dorothy Brown, wife of James Brown 7/7/89; Rosemary Buck, wife of Leroy Buck 7/22/89; Dorothy Winterhalder, wife of Joe T. Winterhalder 7/22/89; Marie Hodges, wife of Cecil Hodges 8/9/89; Charlene Grant, wife of Harold Grant 8/24/89; Patrick Abbott, husband of Valta Abbott 9/17/89; Wanda Bowen, wife of Charles Bowen 6/3/89; Reba Delu, wife of Edward Delu 9/14/89; Frances Ellis, wife of Paul Ellis 7/22/89; Lydia Hinkley, wife of Roy Hinkley 8/21/89; Delores Lyman, wife of Lloyd Lyman 9/14/89.



Loader operator for Oliver deSilva works with dozer to clear rubble at the collapsed Nimitz Freeway. Cranes in back belong to Bigge and MCM.



Crane operator Evan Trujillo of MCM Construction lifts concrete slab off of car buried under the freeway's upper deck.

like that before."

As soon as a span was shored up, rescue workers were lifted up to the concrete deck to look for survivors and to pull out the dead. Rescue workers located crushed cars by running special video equipment between the crumpled upper and lower decks. Local 3 members employed by Penhall then busted loose the concrete above each car using jackhammer-mounted backhoes.

Crane operators then lifted off the sections of concrete and tore off the roofs of the cars to get to the bodies.

It was grim work. The Red Cross provided trained volunteers to offer physical and emotional support.

Nimitz survivor

There was a jubilant moment on Saturday when a Caltrans worker spotted a survivor.

"I was down at the other end of the structure when they found Buck Helm," Posthuma told *En-*

Members give their best

Continued from page 2

gineers News. "We were shoring up the real bad end and we heard they found a guy alive up there, so everybody went down to that end. When MCM got there with the crane we shored up everything underneath where he was at. They finally got him out of there, but it was a long process."

A Bigge crane operator, Gene Wells, was the one who actually brought Buck Helm down.

"It's incredible the work that got done the first 24 hours," said another Bigge operator. "We had to keep people in safe conditions, but we didn't have time to analyze each particular section as much as we would have liked. Everybody was running on adrenaline."

Coffeehouse rescue

In hard hit Santa Cruz, mem-

bers of the Local 3-affiliated Police Officers Association were on the scene immediately after the quake.

Patrol Officer Norman Levy pulled a survivor from the wreckage of a coffee roasting business. Detective Ron Truhitte, in charge of death investigations, said police officers also handled the difficult responsibility of recovering two bodies from the same establishment.

According to Truhitte, the entire police force from the administration "down to the newest rookie" went right to work. "Most officers showed up without being called," Truhitte said. "They didn't have to be called."

The same professionalism was exercised in Watsonville, where members of the Local 3-affiliated

Police Officers Association provided vital security in the immediate aftermath of the quake. In San Francisco, deputy sheriffs affiliated with Local 3 rode patrol with city police, providing badly-needed backup for the overextended police force.

In the week following the quake volunteers from the basic crafts formed a clean-up brigade to assist in the initial stages of restoring San Francisco's Marina District. Participating in that effort were Local 3 members Dan Mahnke, Ted VonMerta, Leonard Tenorio and Larry French.

In hundreds of places, in ways far too numerous to list here, Local 3 members came through for their communities. It is an underlying principle of unionism that sometimes individuals must band together for the greater good. That principle was upheld in exemplary fashion by the members of Local 3 during the earthquake of 1989.