



## Pipeline job nears end

Final touches are being put on a \$6.4 million pipeline job in Stockton that was made possible, due to Local 3 involvement. Originally set to be awarded to a nonunion firm, quick action by Local 3 enabled the job to be let to union contractors (feature on pages 6 & 7).

## Semi-Annual Meeting

Recording-Corresponding Secretary William M. Markus has announced that the next Semi-Annual meeting of the membership will be held on Saturday, January 7, 1989, at 1:00 p.m., at the Seafarers International Union Auditorium, 350 Fremont St., San Francisco, CA.

# Engineers News



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A year of hard work comes to an end as members of the Santa Rosa grassroots organizing committee meets with Business Manager Tom Stapleton (front and center) for a closing social.

## Members prove grassroots organizing really works

An active group of Local 3 members in the Santa Rosa District have proven that grassroots organizing and political action really does work.

That message rang loud and clear as the multi-craft organizing committee met this month for its final meeting of the year. The committee was spearheaded early this year by Local 3 business agents, organizers and rank-and-file members who saw the need for greater member participation in the union's efforts to fight the nonunion element. They were soon joined by volunteers from the construction Teamsters and Laborers.

"The Organizing Committee has had a positive effect in the area," said committee Chairman Ken Foley in his closing report to the rank-and-file members. He pointed out that in its first year of operation, the committee was able to establish a newsletter, elect officers and participate in a number of fund raising activities aimed at helping the committee to eventually be self sustaining.

Other committee officers reported on how members had worked with the local Democratic Central Committee by manning phone banks at the Santa Rosa District office and walking precincts. "Dukakis may have lost on a national level, but thanks in part to our work, he and Leo McCarthy were winners in Sonoma County," committee member Mike Wagon reported.

"It's obvious that this group understands that the union belongs to the members," Local 3 Business Manager Tom Stapleton said in his comments to the committee members. "Otherwise, you wouldn't be investing your time and effort to strengthen the unions in this area."

Stapleton explained that most non-union construction workers aren't really anti-union. "They just don't have any idea what it's all about and don't realize they're being exploited by the employer," he said.

"It's very difficult sometimes to reach them. Every generation

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## Dukakis loss a disappointment

# Local 3 backed candidates score big gains in election

By John McMahon

The people have spoken--but what did they say?

After what seems like the longest national campaign in history, the voters finally were given a chance to go to the polls and vote for their choice of candidates to lead America for the next four years. What they appeared to be saying was that they were satisfied with the eight years of peace and questionable prosperity of the Reagan years.

Racking up an overwhelming victory in the Electoral College, Vice President George Bush is set to be the 41st President of the United States. Victorious in 40 states across the nation, Bush won an overwhelming 426 electoral votes to 112 for Democratic nominee Michael Dukakis.

The popular vote, however, was considerably closer, with Bush winning by a 54 to 46 percent margin. Several large industrial states were very close, with Bush taking California's 47 electoral votes by a slim 51 to 49 percent margin.

While the Republicans were victorious in the fifth of the last six presidential elections, they were not able to convert that record into wins in the legislative races across the nation. The Democratic Party was able to add one and possibly two seats to the United States Senate. The Democrats also increased their margin in the House.

A major victory for Operating Engineers was the election of Nevada Governor Richard Bryan to the United States Senate. Bryan, a long time friend of Local 3, defeated first term Republican Chic Hecht. Bryan must give up the Governor's office to take over the Senate seat. He will be succeeded as Governor by Democratic Lt. Governor Bob Miller.

Bryan's election to the Senate cushioned the blow suffered by the labor movement in California, where Lt. Governor Leo McCarthy

lost his bid to replace Senator Pete Wilson. Another major loss came in the state of Utah. Incumbent Norm Bangerter won a close re-election fight over former Salt Lake City Mayor Ted Wilson.

Bangerter was able to score a narrow victory because of an independent candidate who skimmed

(Continued on page 2)

## Over \$170 million in highway work waiting for spring

Although the winter season may be bringing much of this year's work to a close, Local 3 members in California can look forward to at least \$170 million in highway construction work as soon as the ground dries out in the spring.

According to the California Dept. of Transportation, about 30 projects ranging in size from \$300,000 to \$37 million are nearing the advertising stage, including work on a 2.8 mile stretch of Highway 87 in Santa Clara County that was delayed for two years by a local lawsuit. That job will cut through Communications Hill in San Jose, building embankments for the highway and a base for light rail. CalTrans hopes to have the project advertised in January 1989, with construction beginning about May.

A \$20.7 million project in Alameda County will construct a fly-over direct connector between Routes 238 and 880. Work will include soundwall noise barriers, bridge replacement and widening about 1500 feet of freeway from three lanes to five. The advertising date is expected around the beginning

(Continued on back page)



## Looking at Labor

By Tom Stapleton  
Business Manager

I remember well the night eight years ago when President Reagan beat Jimmy Carter in a landslide victory. It was a dismal night. Not only did Reagan win, but the Republican Party managed to grab the majority away from the Democrats in the U.S. Senate. Powerful, long time Senate leaders – and close friends of labor – were unseated. Pro-labor committee chairmen like Ted Kennedy were replaced by ultra-conservatives like Strom Thurmond, Orrin Hatch and Jesse Helms.

That night ushered in what can only be described as eight years of guerilla warfare for the labor movement. We have never had to fight so hard to protect our livelihood. We've watched federal OSHA disintegrate into a weak, inept watchdog that has lost its teeth. We've seen Reagan turn the National Labor Relations Board into a booster club for management. The Supreme Court and federal district courts all across the land have received the "Reagan touch." We'll live with some of these ultra-conservative judges for the next 20 years. Who knows how many anti-worker decisions they will yet hand down. They've certainly done their share already.

Not one year in the last eight has gone by without a renewed attack on the federal Davis-Bacon prevailing wage law.

All of this anti-unionism at the government level has filtered down through private industry. Employer associations like the Associated General Contractors are continually challenging our strength, playing tricks at the negotiating table they never would have tried 10 years ago. Employers everywhere are demanding wage freezes, reductions in health and welfare coverage, changes in work rules – or they are trashing their union contracts altogether.

And why not? The current makeup of the courts and the NLRB make it practically impossible for management to lose. If they want to break the law, so what. The worst they're likely to get for their transgressions is a slap on the wrist.

Into this scene walks our new president, George Bush. All I can say at this point is that any union that hasn't learned how to fight this war by now is in deep trouble. Yes, we are a little better off this time with Bush than we were with Reagan eight years ago. This time, at least, we have a strong Democratic Congress that Bush cannot ignore. He'll have to deal with us if he wants to accomplish anything significant as President.

One other positive factor is that we have sharpened our combat skills during this past eight years under Reagan. We know that we can't rely on the politicians to fight all our battles. We've learned that the only true source of strength must come from our own membership. And so we're spending a great deal of time and energy to keep our membership informed on what's going on in this industry.

For the past six years I've said over and over again that we are in a war. Our enemy is the nonunion contractor and all those who seek to undermine the collective bargaining system that protects our jobs. Each and every member of this union must do his or her part. Be informed. Attend your union meetings. Support your union. There is no easy way to win and there are no shortcuts.

**"... any union that hasn't learned how to fight this war by now is in deep trouble."**

# We lose the top spot but score gains locally

(Continued from page 1)

off 21 percent of the vote. Bangerter received 40 percent to Wilson's 38 percent of the vote. Also in Utah, as expected, Orrin Hatch was easily re-elected to a third term in the Senate.

At the local level, candidates supported by the Operating Engineers did much better. In the California Assembly, Democrats made a net gain of two and possibly three seats, which would raise their margin to 46-34. The Democratic gain was seen as a major victory for Assembly Speaker Willie Brown. The new majority should put to rest the leadership struggle waged by the dissident "Gang of Five" all last year which crippled the Assembly with petty power struggles.

The California State Senate remained the same, with no incumbents being defeated.

The major victories for Local 3's political program came in the form of construction projects approved. Voters appeared to be saying they have had enough fence riding on the part of local officials when it comes to providing them with basic services. County after county approved tax increases or rate increases to finance new reservoirs and transit improvements.

In Contra Costa and Alameda Counties, voters approved \$540 million in reservoir construction. Contra Costa approved the \$350 Los Vaqueros reservoir and voters in the East Bay Municipal Utilities District covering both counties approved an advisory vote for the \$190 million Buckhorn reservoir.

Contra Costa also approved a sales tax increase of 1/2¢ to finance transportation project construction. The tax will help pay for BART expansion, improvements to the freeway and local road systems and other mass transit programs. Voters in Sacramento County approved a similar measure.

For the first time ever, a "Regional Measure" before the voters in nine Bay Area counties was on the ballot. The measure called for an increase in all bridge tolls to \$1.00. The increased revenues will finance, among other projects, new Benicia and Carquinez Bridges, expansion of the San Mateo Bridge and several other freeway



Democratic Governor Michael Dukakis and wife Kitty thank campaign supporters as Dukakis concedes election, while President-elect George Bush (below) and wife Barbara celebrate their win.



improvements. Construction bond measures also received favorable votes across the state. Over \$3 billion in bonds were approved to finance construction of schools, prisons, jails, waste water treatment plants, water purification plants, housing projects and libraries.

Several races for county boards of supervisors were also decided on election day. Local 3 endorsed several winning candidates. In San Francisco, Angela Alioto was elected for the first time with the help of Operating Engineers. Re-elected were Tom Hsieh and Jim Gonzales.

Sonoma County elected Tim Smith, a former administrative aide to Congressman Doug Boscoe. Solano County re-elected Supervisor Osby Davis.

Inroads were made in Sutter and Sierra Counties with Larry Montna winning in Sutter and Don McIntosh winning in the Sierra Supervisor race. Jim Callaghan was also a winner in Nevada County.

## Make sure Santa buys American

Operation Toyland '88 seized \$1.3 million worth of hazardous imported toys, according to the Bulletin of the Union Label and Service Trades Dept., AFL-CIO. The Consumer Product Safety Commission chairman, Terrence Scanlon, said that 478,000 toys were found to have either small parts that could choke young children or toxic levels of lead in the paint. Among the items confiscated were the Winnie-the-Pooh Moving Musical Crib imported from China, Mickey Mouse Marina Tub Toy imported from Macao, and Jumbo Wooden Beads imported from Taiwan.

# Bridge toll hike will help finance \$3 billion in projects

Construction workers and commuters came out big winners Nov. 8 when Bay Area voters approved bridge toll hikes to help finance a massive program to fight traffic congestion.

Passage of Transit Measure #1 assures funding for the construction of two new bridges, improvements to three existing bridges, and transit expansion projects. Along with parallel efforts to expand the Bay Area Rapid Transit system, the measure should provide a big boost to the construction industry and members of Local 3.

Jim Bourgart, vice president of the Bay Area Council, called the measure's approval a "major step" in securing funds for the overall effort to stave off gridlock on Bay Area roadways. The \$3 billion-plus plan may not be a complete solution to traffic congestion, Bourgart said, but it "will make things a lot better than they would be without the improvements."

Bourgart said the program, which will take up to 20 years to complete, should

prove to be a "shot in the arm" to the construction industry. He speculated that some construction could begin "within a year or two."

As a result of the vote, tolls will rise to \$1 on six state bridges: Dumbarton, Hayward-San Mateo, San Francisco-Oakland, Carquinez, Martinez-Benicia and Antioch. Revenues from the toll hikes will help finance:

## A 'major step' in dealing with Bay Area gridlock.

• Replacing the original Carquinez Bridge with a bridge that can carry rail transit.

• Building a new six-lane bridge for rail and auto traffic that would parallel the Benicia Bridge, which would be widened from four to six lanes.

• Rehabilitating the Richmond-San Rafael Bridge and constructing a new approach from Pinole.

• Widening the San Mateo

Bridge to six lanes.

• Building a new approach to the Bay Bridge to replace the West Grand Ave. connection in Oakland.

• Improving the western approaches to the Dumbarton Bridge.

Thirty miles of track and 10 new stations will be added to BART. The system will be extended from Concord to the Antioch area, from Fremont to San Jose, from Daly City to the San Francisco International Airport, and from Bay Fair station in San Leandro to Dublin.

Contra Costa County voters approved a half-cent sales tax hike to help finance the BART extension in their area, joining voters in San Mateo and Alameda counties who had approved similar tax hikes in previous elections. The Contra Costa measure also authorizes improvements to Interstate 680 and local streets.

Some of the funding for the rail transit part of the program has yet to be secured, according to Bourgart, but backers hope that federal and state funding will become available to supplement the local financing approved by Bay Area voters Nov. 8.

## NEW BRIDGES AND BART EXTENSIONS



## Passage of Proposition 97 big victory for labor

# 'Sleeping Giant' stomps on Deukmejian

When Gov. George Deukmejian abolished Cal-OSHA's authority to safeguard workers in the private sector, one labor leader warned that the action had awakened "a sleeping giant."

On Nov. 8 that giant, the working people of California, put Cal-OSHA back on its feet with the passage of Proposition 97. The ballot measure, which garnered 54 percent of the vote, requires the governor to restore Cal-OSHA's authority over worker safety in the private sector.

The movement to resurrect Cal-OSHA, initiated a year ago by the California Labor Federation, was an unqualified victory for organized labor, which mobilized the support of medical professionals, lawyers, safety engineers and environmentalists, as well as union members throughout the state.

Local 3 played a strategic role in the successful campaign. Business agents and members threw their weight behind the massive petition drive—over 800,000 signatures were gathered in all—while the union's printing presses churned out nearly a million petitions and campaign brochures backing the

proposition.

"This victory proved that Deukmejian was wrong on at least two counts," Local 3 Business Manager Tom Stapleton observed. "He was wrong to think that federal OSHA could do the job as well as Cal-OSHA. He was wrong in thinking that the people of California would settle for a poorly run program, and he was wrong to think there was nothing labor could do about it."

"We in Local 3 worked hard to get Proposition 97 passed, but so did many other unions," Stapleton added. "It was truly a unified effort on the part of unions in this state."

A spokesman for Gov. Deukmejian said the governor's office did not intend to challenge the new law, but suggested the state may have difficulty finding the money to pay for its implementation. The governor had originally justified cutting Cal-OSHA on the grounds that the federal OSHA could perform the job just as well as the state agency, and that \$8 million (later revised to \$7 million) would be saved in the process.

But neither claim stood up under scrutiny. The State Senate Committee on Industrial Relations found

that the federal OSHA, in its first six months of responsibility for private sector worker safety, conducted only a third as many safety inspections as Cal-OSHA had performed during the same period a year earlier. Deaths among private sector workers increased 53 percent in the first six months after Cal-OSHA's authority was transferred to federal OSHA.

Labor officials pointed out that if it wasn't safer under federal OSHA, then it couldn't be cheaper, either.

If a higher rate of accidents had led to increased workers compensation claims, a likely scenario, the state could have ended up paying far more each year in benefits to injured workers than the \$7 million it would have saved in reduced program costs.

Although the victory of Proposition 97 could easily be overshadowed by the fate of dozens of other ballot measures voted on by California voters in November, the measure will pay dividends for years to come in the form of dangerous conditions corrected, injuries avoided and workers' lives saved.

## Two East Bay reservoirs get OK from voters

After a long summer of rationing and salty tasting water, voters in Contra Costa and Alameda Counties approved construction of two new reservoirs in the East Bay.

Residents in Contra Costa approved Measure W, the Los Vaqueros initiative, with 68 percent of the vote. The Contra Costa Water District project includes a \$350 million reservoir to be built south of Brentwood, in eastern Contra Costa County.

Measure W involves the purchase of 20,000 acres of land and construction of an earth-fill dam that would inundate 1,300 to 1,500 acres and impound 100,000 acre-feet of water.

The water district, which serves over 350,000 people, suffers from salty, odorous water during the dry summer months and has only a three day supply of water on hand to meet emergencies.

Los Vaqueros has been on the drawing boards for several years. Finally this past summer the Water

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## Your Credit Union



### Credit Unions Give Consumers Better Deal

Credit unions generally offered consumers a better deal, and rank especially high in offering low-cost checking accounts and low-cost auto loans.

That's the conclusion reached in a recent series of articles in Consumer Reports magazine (June, July and August, 1988), which published the results of a survey of 120 banks, savings and loans and credit unions. If you do some comparisons you'll find the Operating Engineers Federal Credit Union follows the overall credit union practice of offering members low-cost checking accounts and low-cost loans. Your Credit Union offers members free checking accounts, and our vehicle loan rates are lower than you'll find at banks or other financial institutions—8 percent to 10.5 percent depending on the term of the loan.



Bill Markus

The Consumer Reports article also noted that the National Credit Union Share Insurance Fund (NCUSIF) is the only federal depositor not in danger of operating in the red. What does this mean to you? It means your Credit Union is a safe place to deposit your hard-earned dollars. All accounts are insured up to \$100,000 by the NCUSIF. Amounts over \$100,000 are insured by the National Deposit Guarantee Corporation, a private insurance carrier.

**Gift Certificates for savings accounts**

Are you looking for a gift that won't break and will last a lifetime? A personalized gift certificate for a Credit Union savings account may be the answer. The certificate is especially suited for younger family members. It can help them get started on a lifetime savings program.

For as little as \$5 you can open a Credit Union savings account for members under 18 years of age. A Credit Union gift certificate makes a great stocking stuffer for young relatives. Call your Credit Union today at (415) 829-4400 or (800) 877-4444 and we'll send you as many certificates as you need. Members residing in the Sacramento area can call (916) 381-0193 and Utah-area members can call (801) 261-2223.

## Members ratify pact with Diesel-Allison

Members working for Smith Detroit Diesel-Allison, Inc. recently ratified a three-year contract by a 75 percent margin, reports Business Representative Lynn Barlow. Instrumental in this vote was the company's agreement to increase the contribution for health and welfare. This increase will maintain present benefits, improve dental care coverage, and establish a new vision care plan for employees and their families.

Making a positive move to recover from a depressed Utah economy, the company agreed to a two percent increase in wages the second year of the contract and an additional one percent increase the third year. Other improvements in the contract include an optional four-by-ten work week, better on-call and call-back provisions, and increased maximum hours paid to the Pension Trust Fund.

Making an outstanding contribution to the union's negotiating committee were job stewards Joe Jones and Ivan Bird, and safety committeeman Roland Smith, Barlow said.

Smith Detroit Diesel-Allison, Inc. (formerly Abbott Diesel) was organized by Local No. 3 in 1970, and has provided jobs for members for many years, Barlow noted. Hit with a changing market and negative economy the past three or four years, the company has moved to diversify its operation and expand into new markets, including the mining industry in Nevada.

### Good weather helps

The weather in Utah has been exceptionally good for construction work this year, reports District 12 Business Representative Virgil A. Blair. All jobs are running smoothly, either on or ahead of schedule.

Torno-America, Inc., has cut back a few hands on the Jordanelle Dam Project and expects to complete its contract by the end of November, unless it picks up extra

work on this project.

The work Torno picked up on the Upper Stillwater Dam was completed on time and the hands transferred back to Jordanelle.

The next phase of the dam is to be bid the first part of January 1989 and awarded in April or May. This next phase is estimated at a cost of about \$100 million and will employ a lot of operators.

W. W. Clyde is looking good on its relocations of projects on Highway 40 and Highway 189. The Highway 40 job has cut back on a few operators, and the 189 job

picked up most of them and is keeping them busy.

W. W. Clyde is also making good progress on the canal job at Bridgeland. The pleasant fall weather has helped the company get a good start. Clyde hopes to pick up through December and then finish this job next spring. If the lack of harsh weather continues, it will help.

J. J. Welcome Construction has made good progress on relocating the north end of Highway 40,

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## The Perfect Christmas 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.



## Santa Rosa slows with first rains

District Representative Chuck Smitreports from Santa Rosa that the first measureable rain of the season briefly shut down several jobs on Nov. 3.

Smith said the brothers and sisters "could use a few more weeks work," but acknowledged that "we do need the rain."

After a late start, "we did have quite a bit of work," Smith said, with most of the brothers and sisters getting 1,000 hours or more.

Smith expressed his thanks to members who staffed telephone banks for the recent elections, with "a special thanks" to Brother Dean Harlan, retired, who supervised the calling, and to Ken Foley, an Empire Tractor employee who helped "almost every night."

Clive Sharrocks, Santa Rosa

Area Supt. for Ghilotti Bros, reports 20 to 25 jobs on the books, worth about \$8 million. Some of these jobs will go through the winter if possible, keeping about ten members busy, according to Business Agent Greg Gunheim.

Sonoma County has a good share of work. Paul Buttke of Hermsmeyer Paving estimates that ten to 12 operators will be kept busy through the winter.

Don Dowd has kept a lot of brothers and sisters busy working long hours this year. Bobby Gordon, foreman of the Stonefield job off Fountaingrove Blvd., said they will probably winterize this year and finish in spring.

A lot of work is also reported by Lanny Sjoden of Brelji & Race, enough to keep several engineers

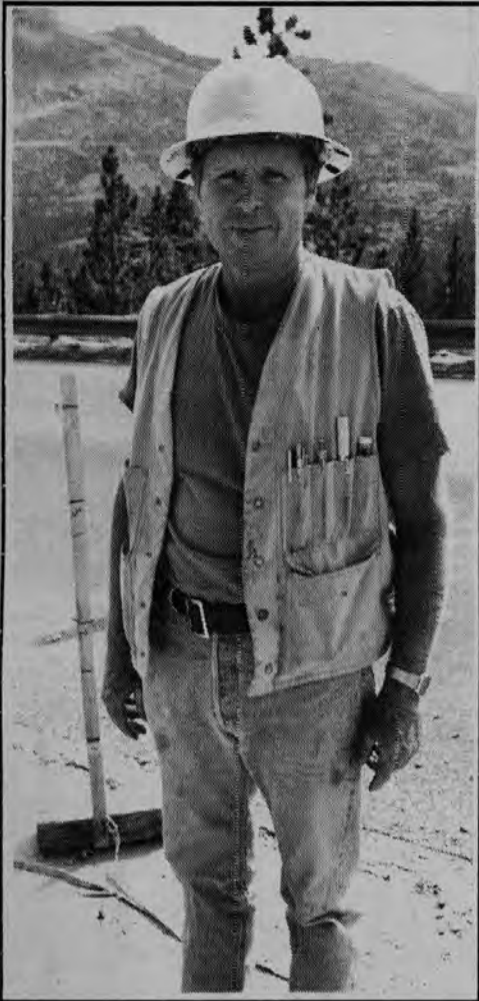
working through the winter.

Manuel Mejia, on the Cloverdale job for Ghilotti, said the southbound lane should now be open. Eight to ten operators should be kept busy this winter taking care of slides and getting the northbound side road open.

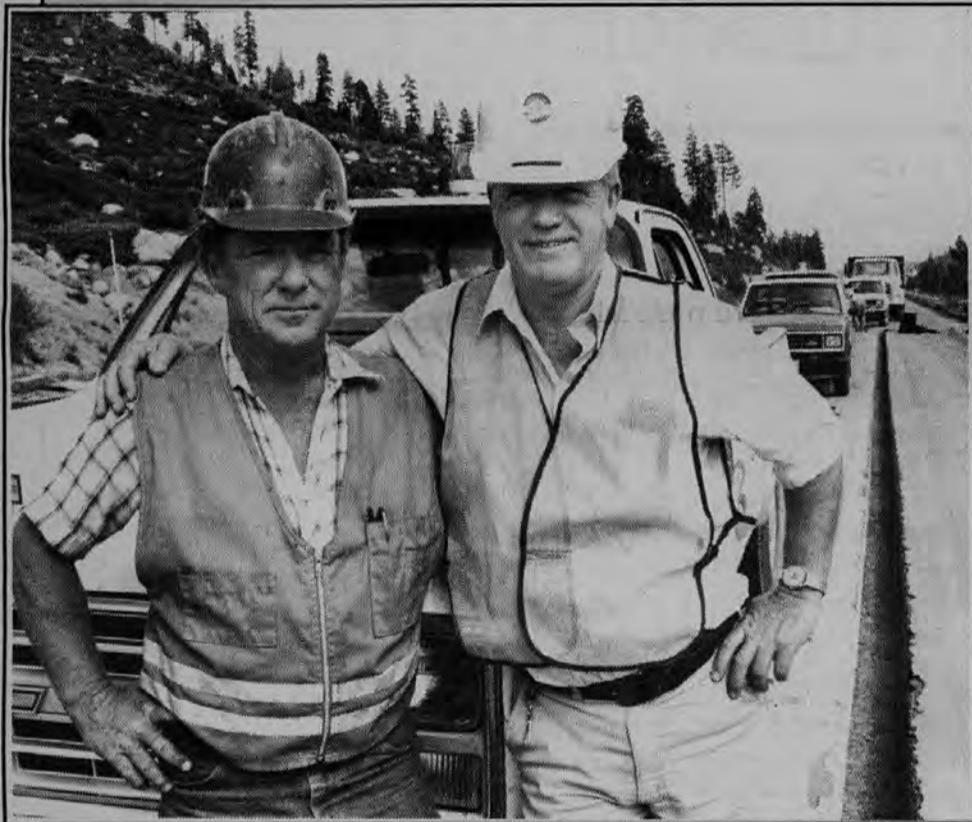
Dufloth, foreman for Piombo on Santa Rosa Ave., expects to keep three to four operators busy through the winter.

Gunheim noted that Stonefield is financed with union pension monies. Non-union surveyors started the job, but were removed to make way for a union company—Brelji & Race.

District Rep. Smith said the Santa Rosa staff wished a "Happy Thanksgiving" to everyone.



Backhoe operator Don Anglin (above) pushes back the rocky slope to widen the shoulder. Pictured left is Party Chief Smith Virgil. Master Mechanics John Pine and Mike Lax (right) are pictured in front of the main batch plant located at Truckee.



Pictured above are foreman Kelly Blevins (left) and District Representative Bill Marshall (right).

**Ball, Ball & Brosamer lay it on thick on I-80 near Donner Pass**

Ball, Ball & Brosamer has been working hard all summer long to complete two sections of much needed concrete overlay on I-80 near Donner Pass before winter sets in.

About 10-1/2 miles of freeway are being covered with a thick, eight-inch layer of concrete designed to withstand tortuous winters and one of the most travelled truck routes in the country.

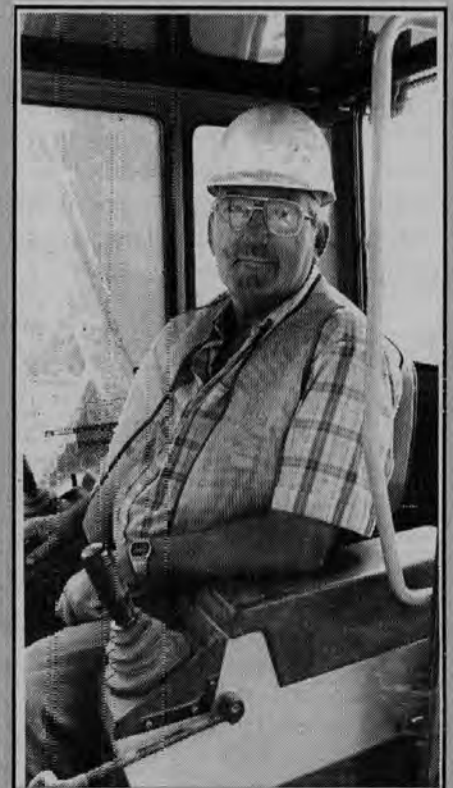
It will take over 70 thousand yards of concrete to do the job at a total project cost of \$22.5 million. Work started last April on the first section, with the second section getting underway last July.



Left to right are foreman Ken French and dozerman Robert Tonini.



Loader operator Fred Loya



Backhoe operator Don Anglin.



Laborer gives the signal to loader operator Bob Moore.

## Pipeline job finishes up in Stockton

By James Earp  
Managing Editor

A \$6.4 million pipeline job in Stockton that was awarded to union contractors because of Local 3's involvement is in its final stages this month.

T&S Construction and Hood Construction are finishing up their respective portions of a 32-inch to 48-inch pipeline that will move fresh surface water from the Stockton East District Water Treatment Plant to Hammer Way in north Stockton. This will help alleviate the town's 90 percent dependence on groundwater.

"This job would never have been a possibility for our members if it hadn't been for Local 3 and the Foundation for Fair Contracting," says Stockton District Representative Ray Helmick. The project was originally going to be awarded to Westcon, a nonunion firm from Utah, but quick action by Local 3 kept the nonunion contractor from getting the job.

Western Utilities Contractors (Westcon), based in Pleasant Grove, Utah had placed a bid on two phases of a water pipeline project for the City of Stockton. The project was divided into "A" and "B" phases. Contractors had the option of bidding on each separately or providing a single bid on both phases.

"The city appeared to be favoring Westcon because they were under the mistaken opinion that this firm had the best affirmative action program," said Local 3 Business Manager Tom Stapleton. "We knew this wasn't true, so we acted quickly to turn the city council around."

Local 3 representatives appeared before the Stockton City Council and testified that Westcon should not be awarded the contract on the grounds that the firm did not meet the requirements of lowest responsible bidder. The union questioned the wisdom of awarding the contract to a firm that (1) was not the lowest bidder and (2) did not have the kind of affirmative action program they claimed to have.

*"This victory shows what it takes to beat the nonunion. Political involvement, job monitoring and close cooperation within our organization are all strategic weapons that will help us win."*

After extended debate the City Council reached a 4-4 stalemate vote and approved a motion to reconsider the issue the following week when the full city council would be present.

"It was crucial that we take Westcon on at this juncture," Stapleton observed. "Over the past couple of years they have cornered over \$22 million in various pipeline projects in Northern California. That's a lot of work our members didn't get."

Most of these jobs are being monitored by the Foundation for Fair Contracting. In fact it was information gathered by FFC job monitors that was instrumental in proving to the Stockton City Council that Westcon's affirmative action program didn't measure up to the company's claims.

At a subsequent city council meeting, Local 3 representatives successfully countered Westcon's claims that they should be awarded the contract for the project. The final vote was 7-2 against awarding to Westcon.

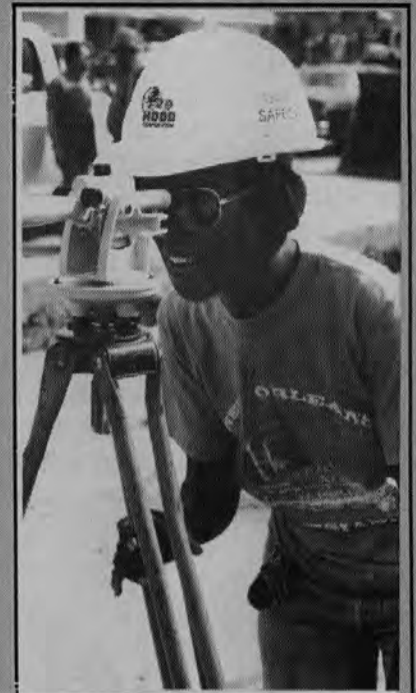
As a result union contractors T&S Construction and Hood Corporation were each awarded a contract for separate phases of the project. The project, which got underway last March, provided steady work for at least 14 Local 3 members in the Stockton District.

"This victory shows what it takes to beat the nonunion," Stapleton said. "Political involvement, job monitoring and close cooperation within our organization are all strategic weapons that will help us win."

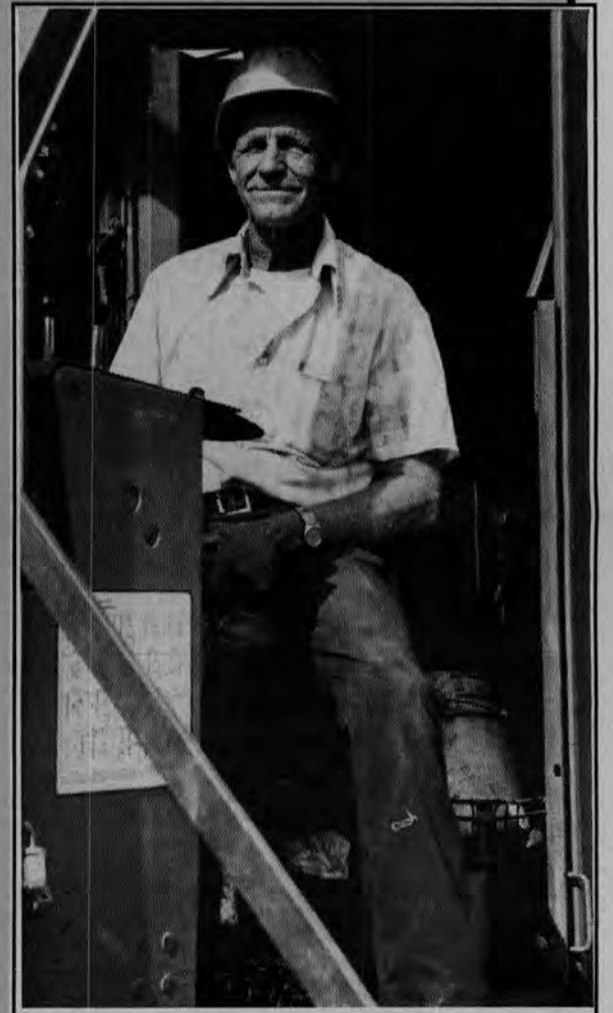


Local 3 members working for Hood Construct





Pictured above on loader is Grant Olson working for T&S Construction. Also working for T&S are (below) loader operator Bob Moore and (right) Dennis Fenno on Linkbelt Crane. Pictured top right is surveyor Paula Williams on the Hood Construction job.



ion cut trench through Stockton city street.



Local 3 member Bradley Knutson (left) runs 966 Loader for Hood Construction, while Fred Wilson (above) runs backhoe for T&S Construction. Pictured right on the T&S job are gradechecker Dave Allen, backhoe operator Marvin Capps and Business Agent Mario (Mo) Dumlaio.

## Highway 238 wins favorable action from Hayward City Council

# Contra Costa County work prospects look bright for 1989

The 1989 work picture in Central Contra Costa County looks very good, reports Business Representative Rod Farnum.

"It has been a very hot area in 1988 and in talking with the contractors, it looks like a better year in 1989," Farnum said.

Independent has finished a \$2 million-plus dirt job at Black Hawk. Jeff Sarouhan, foreman, moved the bulk dirt in seven weeks

with 34 operators. The new job in Danville off Diablo Rd. is three million yards and Ron Van Contfort is the foreman. This job is working six-tens.

Grade Way is finishing a job in Dublin. Neal Reamann, foreman, was starting three more jobs in the area around the first of November.

Silvas Pipeline is putting the underground in for Joe Foster in San Ramon. Joe Fonts is keeping seven

operators busy on this job. Silva has about one month left on this job.

Art Haskins has a crew in the San Ramon area. Haskins has moved five million yards on four different job sites. Two of the jobs are in the finish stages. Ed Farwell and Jim Coleman are running the finish crews. Vern Sharp is cleaning up some slides, a job that's about done. All the Haskins' crews

are still working five-nines and Saturdays at eight hours.

Farnum said he would like to wish all members and their families a Happy Thanksgiving.

## Highway 238 gets boost from Hayward Council

Meanwhile, Business Representative Brian Bishop reported that the Hayward City Council passed two major resolutions that are a major step toward making Highway 238 through Hayward a reality. The resolutions were approved Nov. 1 in front of a packed house.

The first resolution was in response to an injunction filed primarily by the Sierra Club in 1971 which dealt with the environment and relocation of housing. The City Council unanimously approved the resolution which allows the City Manager to sign the Route 238 lifting of the Consent Decree. The document also contains mitigation for the loss of park and recreation lands.

The second resolution, also passing with all seven votes, was the allocation of Measure B matching funds to Route 238. Measure B funds are drawn from the half-cent sales tax increase for transportation. The city of Hayward will receive on the average approximately \$420,000 per year. The resolution allows the city to allocate these funds back toward the construction of Highway 238.

## Funds will be matched by county, federal money

These funds will be matched by \$134 million from the Federal government and also by the county's Transportation Commission. Hayward's actual cost of the three phase project will be approximately \$9.1 million.

Under the Consent Decree the city of Hayward spent \$3 million to purchase land and to relocate housing along the highway's right-of-way, which will be deducted from the \$9.1 million. This funding, along with the \$420,000 per year received as the city's portion of the half-cent sales tax increase, should cover the city's obligation for the highway's construction.

Fifteen speakers at the council meeting were in favor of the project including members of the Chamber of Commerce representing 1300 of the city's businesses. A couple of Hayward residents spoke against the project. Two college students suggested that the issue should be studied more.

The EIR for the project will not be in until spring 1989 and the city already has design approval rights.

Bishop said citizens ought to take "Hats off!" to the city of Hayward for passing the two measures, which will enhance transportation for the entire Bay Area region.

## Fringe Benefit Forum

By Don Jones,  
Director of  
Fringe Benefits



## Cost containment requires cooperation

The Contract Hospital, Physician, Radiology and Lab Program has been in effect now for three full months, and although its effects cannot be fully analyzed yet, it is already known that the program saves significant amounts of money for the Trust Fund and for members and their families.

As we mentioned to you in the letter dated Aug. 1, 1988 announcing the program, *we need your help!* The program and its success depends on the cooperation of every one of the members and their families.

We'd like here to refresh your memory on how the program works.

### Cost Containment Program

The Cost Containment Program is an integrated network of hospitals, physicians, radiologists and laboratories who have agreed to provide medical care to participants in the Operating Engineers Health and Welfare Plan at reduced rates. Contracting physicians have agreed to admit participants of the fund and their eligible dependents only to contracting hospitals and to refer participants only to other contract physicians, radiology and laboratory providers. In this way, your physician, with your help, is managing your care in a way which will ensure that you receive the best possible care at the lowest possible cost.

The program has five parts:

- Contract Hospitals
- Utilization Review
- Physician Network
- Radiology Network
- Lab. Program

### Contract Hospitals

In May 1986, the Trust Fund entered into contracts with many

hospitals in Northern California to provide medical care and treatment at reduced rates. Contract Hospitals provide competitive rates as well as quality care. If you need hospitalization, be sure to consult the brochure that was mailed to you (it will be updated periodically, so watch your mail) to find out which hospitals are Contract Hospitals. Remember, if you are in a Contract Hospital area, the plan will pay 100 percent of covered hospital charges for necessary services received at any Contract Hospital. The plan will pay only 85 percent of covered charges if you are in a Contract Hospital area and you do not use a Contract Hospital.

For out-of-area residents, the plan still pays the same good hospitalization benefit that it paid before the Contract Hospital program came into being (that is, 90 percent of the first \$3000 of covered charges, 100 percent of remaining charges, up to 365 days, as specified in the rules of the plan.)

### Utilization Review

In effect since May 1986, here's how to use this part of the program.

- Notify Health Care Evaluation (address, phone below) prior to scheduled hospital admission
- Notify HCE within one working day of admission for concurrent review

• Emergencies: Notify HCE within 24 hours of admission

**Health Care Evaluation**  
1212 W. Robinhood Dr., # 3-D  
Stockton, CA 95207  
(800) 468-0010

**Please note:** Utilization Review must be obtained. Follow the

above procedures (you or your doctor may do the contacting) or you will be responsible for the first \$300 of hospital charges.

### Physician Network

Contract Doctors have agreed to charge special reduced rates to participants and covered dependents. The plan will pay 100 percent of the negotiated rate, instead of 90 percent of reasonable and customary charges. Consult your brochure for the names of Contract Doctors in your area (your doctor may already be on the list).

Here's what to do:

- Select doctor from list
  - Show I.D. card
  - Inform doctor you are with the Operating Engineers which uses the Affordable Health Care Concepts Physician Network
  - Assign payment to the doctor
- Many Engineers have called to let us know that their doctor is not a Contract Doctor. If your doctor is interested in joining the network, have him/her contact Affordable Health Care Concepts directly at (800) 356-2422.

### Radiology Network

Contract Doctors will refer patients to Contract Radiology facilities, and the plan will pay 100 percent of the negotiated rate. If a non-contract radiology facility is used, the plan will pay 90 percent of reasonable and customary charges.

### Lab Program

Lab tests performed at a Contract Lab facility will be paid at 100 percent. Be sure to let your physician know that you want to use one of the participating labs (check your list mailed to you on Aug. 1).

The Board of Trustees of the Operating Engineers Health and Welfare Trust Fund, by implementing this program, has taken a positive step toward controlling medical care costs to ensure that you and your eligible dependents receive the highest quality medical care, while preserving the financial stability of the fund. Again, we wish to emphasize:

*We need your help. Please use the program.*

If you have questions about any part of the Cost Containment Program, be sure to call the Trust Fund Office or the Fringe Benefit Center.



## Work picture for coming year 'looks good' Immigrant Pass job nearing completion

Acme Construction at Immigrant Pass has completed three-fourths of the job, reports Business Representative Pete Cox. They have approximately one month left with the remainder of the job going into next year. G. P. Construction did the shoulder work and supplied material for concrete. During the summer Local 3 had 32 operators on the project.

Helms Construction is doing approximately 12 miles of overlay at Valmy. Dale Scheid is the foreman and Harold Probert is over the crushing. Clyde Wadsworth is the mechanic, Otis Tipton is running the hot plant, Doug Hanks is run-

ning the lime marinating plant, Tom Smithers is the paving foreman and Jimmy Whitaker is running the paver. Mark Mayer, Lisa Frank, Lynn Messman and Debi Morris are on the rolling train.

Helms also recently picked up some street work in Battle Mountain. They will also do some paving at the Battle Mountain Airport starting sometime in the spring as the weather permits.

Las Vegas Paving at Newmont Gold has completed the crushing. They will maintain two or three operators this winter doing maintenance and any possible site work on the new mill sites. Mill #4 is in

progress with approximately 25 brothers working under the various contractors. The work at this time has slowed down until Newmont schedules more for the '89 season.

James Cape at Moor Summit has employed 18 of our brothers doing the concrete overlay. The work has been slowed due to material problems, but they expect to have that cleared up soon and will get approximately one-quarter of the job done this season. Ron Lewis has been doing their dirt work and their crushing.

Helms Construction expected to complete their dirt work on the 395-South extension by the second week of November. The work has been progressing nicely under the guidance of Mel Vasquez and Bob Nelson. Materials transported across the highway through their belt system has resulted in very few traffic interruptions. They are currently employing about 25 people and the job is running on schedule. Helms also has a number of subdivisions going.

On Sparks Blvd., Granite Bill Erb, John Summerbell, Bill Schultz and Mike McLean are working, with Jim Kinkaid foreman. T. W. Construction is doing the pipe work on this job with Jess Echeita and Ken Baxter as foremen, Ed Milobar on backhoe, Jose Franco on service truck and Mike Miller on loader. T. W. also has site work for the Nugget Convention Center.

Granite's crushing site at Patrick is going very well under the guidance of John DeMartin along with Olend Crabtree, Fred Turner, Mark Hawkins, Joe DeMartin, Dave DeMartin and Doug D'Andrea.

Frehner's job in Fallon will continue, weather permitting, and then be extended into next year. The job consists of pulverizing 47 miles of existing asphalt and new overlay.

The Wells Overpass will be let on Nov. 17 for demolition and the work picture for the coming year looks good.

## Utah operators keep contractors on schedule

(Continued from page 4)

where Welcome's project connects to Clyde's job just above the dam.

Welcome has picked up work at Green River on the hazardous waste project there, starting around the first of November. Welcome will transfer hands from Highway 40 to the Green River job.

Helms Construction completed its contract at Lakeside and moved equipment to other projects, while placing a few hands on work in Nevada. The railroad is letting another contract at Lakeside. Helms hopes to land this contract, also. Blair said Local 3 wishes Helms "Good luck" and looks forward to servicing Helms' job at Lakeside.

G. P. Construction completed its contract and part of a non-signatory contractor's work on the Trapper's Loop Road Project. Hard-working Local No. 3 operators helped complete this job on time.

G. P. has transferred its equipment and hands to its new I-15 project at Tremonton. G. P. has the subcontract with Ball, Ball and Brosamer to do the final grade and crushing on this concrete job. Ball and Ball will move in next spring to start on the concrete. With the completion of some of their projects, Gibbons & Reed in Ogden and Salt Lake started slowing down.

Blair noted that Local 3 sometimes seems to overlook the important contributions made by the union's smaller contractors, which have kept a few hands going this year. Deserving mention are M. H. Cook, Enoch Smith, Anderson Masonry, New Star Construction, Asphalt Contractors, and many others. "It's good to have our members working for these contractors," Blair observed, adding:

"Keep up the good work and spread the words 'Union-Yes' to all your friends and neighbors."

Blair's 'Union-Yes' sentiments are echoed by District 12 Business Rep. Kay M. Leishman, who reports his disappointment that most of the new work being picked up in southern Utah is non-union.

Ames Construction and Ron Lewis Construction were low bidders on sections of I-70 in Emery County. Local 3 is trying to write agreements with these companies, but to date has been unsuccessful. The local may go to election to get agreements, Leishman noted. He requested "everyone in the southern end of the state who is unemployed" to "rustle" these contractors for employment. "We need your assistance," Leishman said.



## With Safety In Mind

By JACK SHORT  
Director of Safety

When a mistake occurs in your department, what's your first reaction? "WHO DID IT?" WHO'S TO BLAME?" It's a natural reaction,

but the wrong one. Blaming people doesn't repair the damage or eliminate future errors. All it does is make people afraid to take responsibility and anxious to hide their mistakes.

An excellent way to get people to face up to their responsibilities, to recognize what they've done wrong, is to take part of the responsibility yourself. Couldn't you possibly be a little bit to blame, somehow, someway? Admit it immediately—it's the best starting point to get cooperation.

When something has gone wrong, only one thing is important, what caused it, and how it can be

prevented in the future. Make clear that you're not on a make-witch-hunt—you just want to make sure it can't happen again.

If you lead the way by admitting your responsibility, others will be encouraged to recognize theirs. And that's the important thing. When people are willing to admit their errors, you have a better chance of figuring out how a mistake really happened and how it can be prevented in the future. Otherwise you may never find out.

It doesn't matter who made the blunder. That's done and over with. Blaming someone may give you some personal satisfaction, but it won't improve matters one bit. Concentrate on HOW, not WHO. Think about PREVENTION, not penalties.

Don't investigate mistakes while you are angry or irritated. Cool off first. Then go about it calmly, matter-of-factly, trying to get the facts that will help everyone do a better job next time. It's the best way—by far.



Jack Short

## Marin contractors offering plenty of overtime

Peacock feathers and hot tubs!

It sounds good, but for the Local 3 operator in Marin, it boils down to work, work and more work. There is quite a bit of overtime and the contractors are hurrying to get these projects shaped up before the rains, reports Business Agent Rob Wise.

Wise has been business agent in Marin since the last week in October and says he "looks forward to getting acquainted with and serving those of you

working in Marin."

"Since I am just getting acquainted with this new area, I would appreciate any information or suggestions that would help me

to better serve you," said Wise.

Wise's office phone is (415) 883-2654; his home phone is (707) 538-7670.

For those interested in the 40-hour training which qualifies you to work on Hazardous Waste Site projects, Wise is now putting together a class to be held Dec. 5-9 in Santa Rosa at the El Rancho Tropicana. To get on the waiting list, please call the Santa Rosa District Office at (707) 546-2487.

### HAZMAT 40-Hour Training

December 5-9

El Rancho Tropicana, Santa Rosa

...the training you need to work on hazardous waste sites.

To sign up, call:

Santa Rosa: (707) 546-2487

Marin: (415) 883-2654

# Housing project made possible by union pension funds

Hawaii building trade unions have begun to generate work for their members by taking a more active role in the way union pension funds are invested.

Jointly-trusted pension funds are financing 413 units in a union-built housing project on the island of Oahu through the newly-established Hawaii Development Foundation. Pension funds invested in the Soda Creek project will enjoy a return of 10 percent on the 30-year mortgages. But beyond the financial return, HDF's \$4 million commitment to the project has insured that the entire housing development—5,500 units in all—will be built with union labor.

With housing in short supply in Hawaii, the union pension funds will be providing a valuable service to the community as well as to the union members employed on the project.

Unions have learned, sometimes the hard way, that pension funds not used to help workers may end up being used to hurt them. Union pensions at various times have held significant amounts of stock in anti-union companies like J.P. Stevens and Brown & Root, the world's largest non-union builder. In some industries, pension funds have been tapped by companies to finance corporate takeovers.

Building trade unions enjoy an advantage over industrial unions in

that they exercise a relatively high degree of control over their pension funds. As a result, labor-backed investment pools like the Hawaii Development Foundation and the Southern California Financing Foundation offer construction unions a valuable tool in battling open shop forces.

Hawaii Building Trades Council President Herbert S. K. Kaopua, a moving force in the creation of HDF, called the foundation a matter of labor and management pooling resources to do something constructive. For union contractors, who have watched their share of the construction market nationwide fall from 80 percent to approximately 30 percent over the last two decades, "financing foundations" can help prevent workers' pensions from being used to finance their open shop competitors.

HDF has a flexible structure that

enables each member fund to pick and choose which development projects it wishes to participate in. The Soda Creek project attracted the participation of the Plumbers and Pipefitters, Glaziers & Glassworkers (Painters), the NECA-International Brotherhood of Electrical Workers Annuity Trust, NECA-International Brotherhood of Electrical Workers Pension Trust, the Sheet Metal Workers and the

Structural Iron Workers.

U.S. workers have always understood that they are the ones who provide the labor that builds the nation. But as they come to realize that they provide roughly half of the nation's new investment capital as well through their pension plans, workers and their unions may pay increasingly close attention to how those pension dollars are invested.

## Retired member keeps busy with Flying Shriners

Forty-three year Local 3 member Don Wrest of Grass Valley may have retired from pushing levers, but his volunteer work as a Flying Shriner still keeps him busy.

A veteran B-17 bomber pilot in World War II, Don never gave up his interest in flying throughout his career as a heavy equipment operator. As a member of the Shriners Fraternity, Don has used his pilot skills to transport burn victims to needed hospital care.

In 1966, the first of three Shriners Hospitals for Crippled Children Burns Institutes was established in Galveston, TX. The second and third Burns Institutes were opened in 1968 in Boston, MA and Cincinnati, OH. Transporting children to these hospitals for initial and follow-up treatment was a problem, since commercial airlines cannot carry stretcher patients.

The Shrine Flying Clubs were formed to fill this need. Sometimes operating on just a few hours notice, Don Wrest and other volunteer Flying Shriners use their own planes to carry children to burn centers, saving precious time and money. Families that receive assistance are never charged for the service, Don says.

Member pilots are always on stand-by duty and when a call comes, they make immediate preparations to fly. Weather charts and flight plans must be checked. In some cases, life support equipment and medical personnel must be brought on board to assure the safe transport of the burn victim.

Every minute counts when a victim is suffering from severe burns, and for this reason these "life-guard" flights are given first priority by the FAA. Controllers maintain continuous contact with the Shriner pilots throughout their flights, which usually average about two to three hours each way in most areas.

Don has flown about 20 times for the Shriners —



Don Wrest and his wife, Betty

usually to a Shriner burn center at Mather AFB near Sacramento. Working as a volunteer for the Shriners is a very satisfying experience, Don says.

Children that receive assistance come from families that could not afford treatment without the help offered by the Shriners Burn centers and the volunteer pilots who get them there.

The Flying Shriners maintain and store their own airplanes at their own cost. The cost of operating the planes for emergency flights is usually paid for through donations from Shriners and other supporters.

Since the first Shriners Hospital opened in 1922, nearly \$500 million has been spent on the care of crippled and burned children — all without assistance from the government.

Don points out there is always a need for additional Flying Shriners. Qualified pilots who would like to receive more information on this vital program can contact Eugene E. Ertel, 1604 Norfolk Ave., West Sacramento, CA 95691 (916) 372-2889 or 371-8367.

## No union in hell

*I dreamed I died the other night  
And woke up down below,  
It was a cock-eyed crazy place  
That demon den of woe.  
'Twas like an old time sweatshop,  
That smokey room was hot.  
So dimly lit and stinking  
'Twould make the senses rot.  
The men were wet and stained  
with sweat,  
Their faces pale and drawn.  
Red-eyed they toiled, nor dared to  
stop  
From dawn to murky dawn.  
The only sound was of the clock,  
No lip was moved in speech.  
And by the clock, the hour of rest  
Was ever out of reach.  
The devil came to meet me then,  
He took me by the hand.  
I looked about me wildly,  
And faced the hopeless band.  
"Who is the steward here?" I  
cried.  
But no one paid me heed.  
These were not men, but broken  
beasts.  
Mere slaves to Satan's greed.  
And then I hear a whisper,  
"There is no Union here."  
Old Satan laughed and shouted,  
"That's why it's hell down here."  
(From the IAM Brew Review,  
Albany, Georgia)*

# Swap Shop: Free Want Ads for Engineers

**FOR SALE: 76 Ford F 7000 Service Truck** A.C. p/s p/b 3208 Cat. 5 & 2 Knuckle boom 32 ft. w/winch & outriggers utility boxes & drawers. Big Vise, 4 reels w/fuel & gas tanks and compressor \$10,500 or B/O. Leo W. Herrick 2747 Peartree Ln. San Jose, Ca. 95121 (408) 238-7355 SS # 573-46-9023 10/88

**FOR SALE: 2 Burial plots** Skylawn Memorial Park nr. Millbrae. In George Washington area. Will take reduction in price. Contact Mr. Joyce Chapman 145 Bella Vista San Francisco, Ca. 94127 (415) 584-5001 Reg. # 0303231 10/88

**FOR SALE: 1986 Tioga M.H. 26 Ft.** T.W. beds, Microwave, Gen. Dual Air, Awning, Chrome Wheels, Michlens, Hitch, Stereo, Johnnie E. Jarvis (415) 682-5003 Reg. # 369665 10/88

**FOR SALE: Beer & Wine Tavern** in Tehama County nr. Red Bluff, Ca. Cement block bldg. 2120 Sq. Ft. incl. 2 bdrm

apt. Patio in rear, deep well w/submersible pump also trailer pad w/all util. only \$65,900 M. Paulazzo 3342 Melwood Lane Redding, Ca. 96003 (916) 243-4302 Reg. # 0865537 10/88

**FOR SALE: Custom built 4 bdrm home.** 2050 Sq. Ft. 2 tile ba. living rm, lam. rm. double fireplace in wall between. Laundry rm. etc. Beautiful wood paneling in all rms. 18 ft. x 35 ft. Gunite pool, new filter system, patio, BBQ. pit & much more on 2 acres of large pines & oaks. A quiet peaceful retreat. City of Redding water call evenings. Joe M. Paulazzo 3342 Melwood Ln. Redding, Ca. 96003 (916) 243-4302 Reg. # 0865537 10/88

**FOR SALE: Older 10X50' Mobile home** in Sr. Citizen Country Park. Stockton, Ca. Amos E. McGee 2013 Venus Dr. Ceres, Ca. (209) 869-1038 10/88

**FOR SALE: M.F. 30 4 cycle Tractor Loader** 3 point hitch 54 backhoe 66 I.H.C. Dump Truck 6 yards 6 ton miller tilt top

trailer Hy brakes. John Nichols Wilton, Ca. 95693 (916) 687-7340 Reg. # 0955116 10/88

**FOR SALE: Wheels (Ford)** U.S. Alum. slots polished 14X10 \$80. circa 1930's Steamer trunk \$100, Rowing machine ex. Condit. \$50. Holley Carb. 600 C.M. \$25. David O. Gentry (415) 795-1477 SS # 556-86-1426 10/88

**NOVEMBER**

**FOR SALE: By Owner -1 zerman heavy duty, dble axel tractor** tilt trailer. Model 262T. John M. Silveira (415) 837-2194 Danville, Ca. Reg. # 0828730 11/88

**FOR SALE: 1950's vintage A.M.I. Juke Box.** Works good, needs cleaning. All 45 records w/120 plays. Multi-horn-High Fidelity \$2,000 O.B.O. Frank H. Wright 2900 Fairview Rd. #66 Hollister, Ca. 95023 (408) 637-7776 Reg. # 0971462 11/88

**FOR SALE: Beautiful 5 plus acres** 3 Bdrm, 2 1/2 Ba. 2

car gar., w/opener. 2 story barn, all approx. 9 yrs old. Fenced pastures, underground sprinkling system, on county water. Good well & stream thru property. Fishing nearby schools, buses stop close by. Ideal set-up \$179,000 a bargain call for appt. Jim Bushun (916) 888-6222 Reg. # 0413422 11/88

**FOR SALE: 360 Acres.** 40 miles east of Klamath Falls, Or. 200 acre lake on property. Duck/Geese hunting. 2,000 Ft. air strip. Frank Williams 1507 Oscar St. Richmond, Ca. (415) 234-2447 Reg. # 1159561 11/88

**FOR SALE: Oregon lot** in Salem. Mobile Home is allowed. Close to Lancaster Mall \$12,000-Will finance. Thomas J. Ellis 482 Clarmar Dr. N.E. Salem, OR. 97301 (503) 588-2754 Reg. # 1066695 11/88

**FOR SALE: 1986 Chev, 1/2 Ton Silverado** short bed, P.V. 18K mi. 5.0 V-8 Auto overdrive, tilt wheel, A.C. Cruise, two-tone paint, deluxe insulated shell Dual tanks, sliding rear window, Heavy-duty springs, Trailer tow pack. 10,750 O.B.O. Henry C. Wade 225 Pau-Pau Citrus Hgts, Ca. 95621 (916) 721-0527 Reg. # 309689 11/88

**FOR SALE: 1080 Sq. ft. double wide .14 acre lot,** 2 hrs. from Vegas. Lrg master bdrm. Lrg dressing rm, walk-in closet, 2 bdrms, 2 ba. washer/dryer, dishwasher, garbage disp. Gas Furn, space heater, elec. fireplace, central cooling, new blinds, & sunscreens, double roof w/insulation covered patio, nuts, fruits, dble carport, 2 sheds, RV. hook-up, adults St. George, Utah. \$47,000. Carrol Stott (801) 628-2927 11/88

**FOR SALE: Sandblasting shop** in Dublin, Ca. All equipment 1 yr. old. Good potential. 12X20' walk-in booth. 44' glass bead cabinet asking \$22,500 call William Harlem (415) 829-7445 11/88

**FOR SALE: 1988 Chevy Silverado 1/2 ton** 305 EFI V. 8 Auto O.D. Low mi. Cruise, Air, Tilt, Cstm rims, tires Fact. Inst. AM/FM CASS, Cstm Paint, Bed liner and more. \$1,200 or older P.U./Elcamino & assume payments of \$251. per mo. through O.E.C.U. Call Richard L. Taliaferro week evenings 6942 22nd St. Rio Linda, Ca. 95673 (916) 991-5431 Reg. # 2017189 11/88

**FOR SALE: 34Ft. 1979 Invader** 5th wheel trailer-Self-Cont. Air-TV.-Ant. 20' Awning \$7,500.00 Pete Pavlircio (209) 255-4707 Reg. # 0598615 11/88

**FOR SALE: 23 Unit Motel & 36 seat Coffee Shop** on Hwy 28 Kings Beach, CA. One mi. from North Shore Clubs. Complete renovation over last 4 years. 2 Apartments for manager and assistants. Will take part trade in No. Cal real estate. Contact Craig Lighty (415) 443-3384 Reg. # 021286396 11/88

**FOR SALE: 1965 Lorain 30T truck Crane.** Gas. 70' boom, 8' wide. 4 axel, Hydraulic outriggers. New cable, brakes, low hours. will trade for full sized Bronco. Contact Craig Lighty (415) 443-3384 Reg. # 021286396 11/88

**FOR SALE: 1972 Ford Asplund 16" 6 cyl. brush chipper.** \$4,500.00 Contact Craig Lighty (415) 443-3384 Reg. # 021286396 11/88

## Two East Bay reservoirs get OK from voters

(Continued from page 3)

District Board of Directors approved the ballot measure which went to the voters. Operating Engineers Local 3 has been a long time supporter of the project. Local 3 Vice President Bob Skidgel appeared before the Board of Directors last summer to urge approval of the project.

With the approval of Measure W, environmental studies will continue, with the Stage 2 Environmental Impact Report beginning this fall. It is slated for completion by 1990. That would clear the project for the start of construction. If all goes as planned, the reservoir would be completed by 1995.

Measure Z, the East Bay Munic-

ipal Utility District's Buckhorn reservoir was also approved, though by a smaller margin. Voters in both Alameda and Contra Costa Counties voted on the measure.

It was approved in Contra Costa County with 62 percent of the vote, but was rejected in Alameda County. The combined vote however, was enough to approve the concept.

Measure Z was an advisory vote only, which meant that the voters are in favor of the project and want the Utility District to proceed with plans. Buckhorn is currently envisioned as a \$190 million reservoir on 1,124 acres of rangeland in the canyon east of Chabot Regional Park, on watershed owned mostly by EBMUD.

Opponents of Buckhorn, which includes the Sierra Club, argue that alternatives such as more conservation or other smaller reservoirs are not being properly considered.

Supporters, including EBMUD staff engineers, counter with the argument that the reservoir is needed as a backstop against further drought years or disasters which could damage the system's aqueducts or other reservoirs.

They also stress that further conservation is nearly impossible as district users have already cut back consumption by 25 percent. Buckhorn is designed to meet projected consumption increases while doubling storage capacity in the event of aqueduct breakdowns or further drought.

## Work picture looks good on West Side

The work picture on the West Side is still looking good, if the weather cooperates, according to District 60 Business Representative Dan Mostats.

Ghilotti Bros. is in full swing on the Highway 20 Slope Repair Project. Madonna Construction is still working on Highway 20 and should be finished in about six weeks if the weather permits.

Syblon-Reid has started work on the I-5 Project in Willows. Robert Peacher has a few Operators working on this project.

Carl Woods should finish his portion of work on the Sacramento River in November. This has been a good job.

Robinson Construction started work in Chico for PG&E on Nov. 3. According to Mostats, this should be a good project too.

Tenco Tractor in Williams and Peterson Tractor in Willows are staying busy.

Baldwin Contracting in Chico is about to open up the new section of Highway 99 south of Chico. The project, still not complete, remains a good project for Baldwin.

**Your Right to Drink & Use Ends When My Shift Begins**

NON-PROFIT LABOR COOPERATIVE SPONSORED BY OPERATING ENGINEERS LOCAL NO. 3 AND AFFILIATED TRADES

**No Thanks, I'm Working**

NON-PROFIT LABOR COOPERATIVE SPONSORED BY OPERATING ENGINEERS LOCAL NO. 3 AND AFFILIATED TRADES

## Addiction Recovery Program bumper stickers available

These bumper stickers are available *free* through the Addiction Recovery Program, 474 Valencia St., San Francisco, CA 94103. You can also find them at your Local District office.

This is another effort of the Operating Engineers A.R.P. to promote a clean and sober work environment.

There is no excuse for continuing an unwanted and destructive chemical dependency problem. Please call!

### Addiction Recovery Program

For information, confidential inquiries or referral please call:

California (800) 562-3277  
Outside Calif. (800) 562-2773

**Personal Notes**

**Reno:** Congratulations to all of the following, whom we missed mentioning over the last several months: Jimmy and Judy Kendall, son Jordan; Lawson and Teresa McCullah, daughter Katie; Robert and Pamela Vaughn, baby girl; Jack and Linda Stone, baby boy; David and Patricia Wadsworth, baby girl; and Rick and Karen Ames, son Assia.

Our deepest and heartfelt sympathy is extended to the family and friends of Rick Dooley, who passed away on 10/2/88; also George Lean, 9/16/88 and John Woods, 9/8/88.

**Fresno:** Our sincere sympathy is extended to the family and friends of our Brothers who have recently passed away: E. L. Bacon, 10/7/88; James Davis, 10/9/88; Benjamin Paulson, 7/5/88; Toy Marlin, 10/20/88; James Dill, 10/18/88; and Sam Misakian, 11/3/88.

# If you can't beat 'em, buy 'em out!

**Engineers News** 

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Union members at Omak Wood Products Inc. are planning to purchase a majority interest in the Washington lumbermill that employs them, according to an Associated Press story.

When they heard reports that the log-cutting plant was up for sale for the fourth time in as many decades, members of the local Lumber and Sawmill Workers Union were understandably worried. Each time the plant has been sold in the past, layoffs have been the result. Unemployment in the area typically runs in double digits.

This time the workers decided it was time to take their future into their own hands.

The idea of purchasing the plant first surfaced at a union meeting over the summer. It didn't take long for the proposal to catch hold according to the local's business agent, Lloyd Groomes, who described the buy-out as "damn exciting." Initial consulting fees were paid for by the union, along with contributions from the community.

While many employee-buyouts are a last-ditch effort to save a failing business, the Omak workers are attempting to take control of their wood products plant—which includes a sawmill and plywood manufacturing facility—while it is still prospering. Under most circumstances, workers are unable to compete with corporations in bidding for a healthy business. But Omak's present owner, Sir James Goldsmith of Britain, was willing to hear the workers' case.

With advice from the Washington State Employee Ownership Program, a state agency, and with financing assistance from the Wall Street investment firm of Drexel Burnham Lambert Inc., the workers bid \$35 million for the business, which would give them about a 60 percent interest.

Although he received offers from other sources, Goldsmith opted to go with the worker buy-out.

According to Washington Gov. Booth Gardner, the wood products

plant in Omak will become the largest business in the state where employees own a majority interest. Currently the plant employs 635 union workers. At one time its workforce was as high as 1,200.

## District Meetings

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

## December

- 7th **District 12:** Ogden Ogden Hilton  
247 24th Street
- 8th **District 11:** Reno Musicians Hall  
124 West Taylor
- 15th **District 9:** San Jose Labor Temple  
2102 Almaden Rd.

## January

- 10th **District 4:** Eureka Engineers Bldg.  
2806 Broadway
- 10th **District 17:** Kauai Wilcox Elementary School  
4319 Hardy Street
- 11th **District 17:** Kona Konawaena School Kealakekua
- 11th **District 7:** Redding Engineers Bldg.  
100 Lake Blvd.
- 12th **District 6:** Marysville Engineers Bldg.  
1010 "I" Street
- 17th **District 1:** San Francisco Seafarers Int. Aud.  
350 Fremont St.
- 24th **District 17:** Maui Kahului Elem. School  
410 S. Hina Ave.  
Kahului, Maui
- 25th **District 17:** Hilo Kapiolani School  
966 Kilauea Ave.
- 26th **District 17:** Honolulu Kalihi Waena School  
1240 Gulick Ave.

## February

- 7th **District 3:** Stockton Engineers Bldg.  
1916 North Broadway
- 14th **District 5:** Fresno Laborer's Hall  
5431 East Hedges
- 21st **District 8:** Sacramento Laborer's Hall  
6545 Stockton Blvd.
- 23rd **District 2:** Oakland Warehousemen Local #6  
99 Hegenberger Rd.

## \$170 million in highway work ready for bids

(Continued from page 1)

of the year, with work beginning in early April.

Also coming up in Alameda County will be a \$13.2 million project to widen 1.1 miles of Highway 80 toward the Bay Side in Emeryville. The job will involve improvements to Frontage Rd. and relocating the on and off ramp to south of Powell St. The advertising date is expected to be in March or April. CalTrans anticipates about 400 construction working days for the job, which should be completed by early 1991.

Nearly two miles of roadway will be affected by modifications on the 580/80 interchange in Alameda County, a job worth about \$35 million.

The 680 freeway is scheduled to be widened in a \$10 million program in Walnut Creek, Contra Costa County. A little over one mile of roadway will be affected, from the Rudgear Rd. undercrossing to the Newell Ave. undercrossing. Also in Contra Costa County, an interchange on Highway 680 in Danville is to be modified at a cost of about \$3.3 million.

In San Mateo County, 6.6 miles of Highway 101 is slated to be widened from the San Francisquito Creek bridge in East Palo Alto to the Whipple Ave. overcrossing in Redwood City. The job should be worth about \$18 million. A \$3 million job to improve the drainage system is planned for Highway 101 from the Oyster Point Blvd. overcrossing to .2 miles north of the Sierra Point off-ramp overcrossing, also in San Mateo County. And a bridge on Route 1 is slated for repair in San Mateo County, about 12 miles south of Half Moon Bay.

That job should come in at about \$2.7 million.

A \$3.8 million job in Humboldt County will remove a slide and repair a slipout. The project will affect about one-fifth of a mile on Highway 101 near Garberville.

In Mendocino County, 10 miles of roadway is slated to be rehabilitated near Ukiah in a job projected at about \$2.1 million.

Seven miles of Route 70 will be reconstructed in Sutter and Yuba Counties in another project worth about \$2.1 million. A project valued at about \$1.5 million will reha-

bilitate 5.8 miles of of Route 28 in Sonoma County.

A bridge widening on Route 129 in Santa Cruz County near Watsonville is projected to cost \$2.6 million.

In San Francisco County, pier fenders at the San Francisco-Oakland Bay Bridge are scheduled for repair in a job projected to come in at just under \$2 million.

A job that should be worth close to \$3 million will modify an interchange on Route 84 in Alameda County.

## Organizing Committee

(Continued from page 1)

has to make up their mind whether or not they want to be union. It's imperative that we get the word to them, so they will decide to be union."

Stapleton reviewed what Local 3 has done in the past several years to strengthen the union's membership and develop a closer working relationship with fair union contractors.

"We were one of the first unions in the United States to really develop procedures to work with the employer to fight the nonunion," he said. "Our methods are being adopted by a lot of locals. Myself and others have gone into Seattle, Wyoming, Montana and other states to try to teach them what we have developed and learned.

Stapleton informed the group that Local 3 has already opened up negotiations with AGC and other employer groups. "One rea-

son is to get the wage rates in the new agreement filed with the government for Davis-Bacon purposes. We want to do it prior to the jobs that will be breaking this spring, so our members and union contractors can utilize the new wage rates," he explained.

"The most important element in this whole collective bargaining picture is how solid the members are," Stapleton stressed. "That is the bottom line. If the employers know the members are solid, then it's a whole new ball game. If they know the members aren't together, then the employers get brave.

"This committee concept is really great," Stapleton said in closing. "Anything we can do to help this committee, we're always available. This is the start of something I hope will spread all through our jurisdiction. Never forget that the union belongs to you."