Searching for the cause

Cal-OSHA still investigating why crane collapsed, killing five workers (story on page 3).
Heartfelt thanks to those who gave to the Earthquake Relief Fund.

Wild welcome for Walesa

Lech Walesa picked up his George Meany Human Rights Award at the AFL-CIO Convention last Tuesday, eight years and a startling political revolution after it was awarded to him.

It was the emotional highlight of a convention during which speakers and events repeatedly brought delegates to their feet.

Cheering delegates, more than 760 strong, struggled to reach past Secret Service agents and shake Walesa’s hand as the Solidarnosc leader made his way in triumph into the jammed hall at the Sheraton Washington Hotel in the nation’s capital.

The wild scene came 24 hours after striking union members had paraded through the convention hall while the delegates raised a resounding chorus of “Solidarity Forever.”

Cheering that accompanied Walesa’s entrance had scarcely subsided when the Polish union leader, speaking through an interpreter, told the delegates: “You have proven to be our most steadfast allies in the trade union struggle for human freedom.”

The crystal trophy signifying the George Meany Human Rights Award has awaited at AFL-CIO headquarters since 1981; when it was bestowed upon the Solidarnosc leader in recognition of the struggle by the Polish union to establish a free labor movement behind the Iron Curtain.

This year is the first that Walesa was free to come to the U.S. to receive the award.

Walesa interrupted repeatedly by applause, told the delegates: “A vast movement for democracy and freedom is developing in my country. It is changing the political face in Poland and the world. And that movement has been made possible only through the peaceful struggle of working people, of trade unionists like you and I.”

Walesa urged financial support and trade between the U.S. and Poland as he described attempts to get the Polish economy moving.

“Today much more depends on us than ever before in the past 40 years,” he said.

“...We took over a country which was in a catastrophic state. The 40-year experiment with the communist political system caused a devastation which is almost impossible to clear up.”

Walesa made a strong plea for more economic aid of the sort that the U.S. Senate voted to reform our economy, but we all know it is not much.

“Our country needs your experience, your knowledge, your modern technologies. If you engage in any activities in our country, others will emulate your example. The world is awaiting your signal. Do not let the world and us wait any longer.”

Walesa continued: “Such is the fate of a Polish trade unionist. He has to launch a publicity campaign for private entrepreneurship.

Walesa abandoned his interpreter and spoke in English at the end of his speech. His words, “Solidarity forever, Union Yes,” brought new cheers from the delegates.

Poland’s Solidarnosc leader Lech Walesa addresses delegates to the AFL-CIO’s 18th Constitutional Convention.

(continued on page 20)
Search continues for cause of crane collapse

By James Earp
Managing Editor

The tragic collapse of a tower crane in San Francisco has left much grief and many unanswered questions as Cal-OSHA safety inspectors continue their investigations into the cause of the accident.

At 8:15 a.m. on Nov. 28, a Pecco "lifting" tower crane located at a highrise project on 600 California Street — in the heart of the city's financial district — suddenly began to swing out of control as ironworkers were in the process of "jumping" the crane.

Realizing something was wrong, crew members yelled out to the operator to stop the boom's swing to no avail as the crane's 160-foot boom swung away from the building and slammed into an office building across the street.

The collision ripped the boom, housing and counterweight from the crane's vertical support, and pulled huge steel girders from the highrise and chunks of concrete from two neighboring buildings as the structure plunged 16 stories to the streets below.

Four construction workers fell to their deaths. A school bus driver was crushed when the crane's housing landed on the bus she was driving, and 21 others were injured.

There is yet no official word on why the crane collapsed, but Cal-OSHA inspectors have eliminated adverse weather or structural fatigue as causes.

Cal-OSHA inspector Hamilton Fairburn said the agency is now examining the work history of Lonnie Boggess, the crane operator who died in the accident.

Boggess, a member of IUOE Local 612 in Tacoma, WA, had received clearance to operate the crane at the request of The Erection Company, which was leasing the crane from Pecco, the crane's manufacturer.

The accident occurred when the crew was jumping the rig, the process used on many tower cranes to add additional sections to the crane. In this procedure, a "jumping frame" equipped with hydraulic jacks actually separates the housing from the vertical support, lifting it high enough so that an additional section can be lifted into place by the operator.

Once the new section is slid into place, ironworkers stationed on the jumping frame secure the new section with bolts. The process is repeated until the crane reaches the desired height.

Although the procedure is common and has been repeated without mishap countless times before on highrise projects, something went wrong at the 600 California Street project.

Local 3 tower crane operators interviewed by Engineers News point out that keeping the crane's boom balanced is crucial when making a jump. The crane operator must see to it that the boom remain motionless until the jump has been completed.

Cal-OSHA inspectors have asked The Erection Company and Swinerton & Walberg, the general contractor, for the names of the 100 or so people on the job site that day, so they can piece together what happened from eye witness interviews.

Investigators are also examining the cabin and the condition of the bearings and cables to determine if there was any defect that may have caused the accident.

Despite the fact that the cause of the accident remains unknown, many were quick to lay blame on the crane operator, citing details of his troubled personal life as possible factors. Trade unionists responded angrily.

"The operator is an easy target," said Ted Wright, San Francisco district representative for Local 3, and a former crane operator. "However, nobody knows yet what happened and nobody has the right to jump to conclusions. "The crane operator is the key person on a steel erection project," Wright said. "Employers simply won't keep an operator on the job who is not absolutely reliable. Besides, ironworkers won't put up with a crane operator who

(Continued on page 4)
Local 3 pushes for crane licensing

In a statement released to the media, Local 3 Business Manager Tom Stapleton stated that the crane mishap which occurred this week in San Francisco "once again demonstrates the need for a crane operators licensing program in California."

"Two years ago the Operating Engineers locals in California jointly drafted proposed legislation that would have required crane operators working in California to obtain a license before being permitted to operate a crane," said Tom Stapleton, business manager of Local 3. "That legislation, which also established the criteria for obtaining an operator's license, failed in committee because of opposition from employer groups."

"I want to stress that we are in serious trouble with what happened on December 4th by the crane at 600 California Street to collapse," Stapleton continued. "Federal and state agencies are conducting an investigation on the cause of that accident, and it could very well be that a crane license program would not have prevented this tragedy."

"It is our position that there is a compelling argument to be made in favor of a licensing program that establishes clear criteria for the qualifications needed to operate a crane, based on its type and rated capacity," Stapleton said. "Construction work is always dangerous -- especially when it involves hoisting heavy loads. Our union has always played a leading role in establishing legislation and regulations to make the worksite as safe as possible."

"We feel very strongly that the establishment of a crane licensing program is in everyone's best interest," Stapleton said.

In 1987 Senator Bill Greene, at the request of Locals 3 and 12 of the International Union of Operating Engineers, sponsored SB 1275, which would have made it a misdemeanor for anyone to operate a crane in the construction industry without first obtaining a license. Violation would be punishable by up to six months in jail and/or a fine of up to $1,000.

The union's joint apprenticeship program conducts a rigorous training program for all apprentices who want to be crane operators. To become a qualified union journeyman crane operator, an apprentice must initially complete a 10-week course at the Rancho Murieta Training Center. The apprentice must then gain at least 8,400 hours of job training in the industry, during which time he or she must complete an additional two week supplemental training course after every 1,800 hours worked.

Before becoming a qualified journeyman operator, the applicant must pass a written and "hands-on" skill test on at least two different classifications of equipment. Journeymen crane operators must be able to read load charts, which list the crane's rated capacity in various lifting situations. They must possess a thorough knowledge of safety procedures, proper rigging and know the capabilities of the specific crane they are operating.

Scholarship Contest Rules Announced for 1990

General Rules & Instructions for Local 3 College Scholarship Awards 1989-1990 School Year

Two college scholarships of $1,000.00 each will be awarded annually, for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

Two college scholarships of $500.00 each will be awarded annually, for study at any accredited college or university, one award to a son of a Member of Operating Engineers Local 3.

The Local 3 Scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards, which do not in themselves relieve scholarship aid from other sources.

Who May Apply:

Sons and Daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and Daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who will, or have, graduated at the end of either: (1) the fall Semester (beginning in 1989), or (2) the Spring Semester (beginning in 1990), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1990 and March 1, 1990.

Awards: Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors such as academic achievement, leadership qualities, community service, and other criteria, a final list of potential winners and their qualifications will be reviewed and submitted to the University Scholarship Committee.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning student's name at the college or university he/she plans to attend.

Instructions:

1. The Application—to be filled out and returned by the applicant.

2. Report on Applicant and Transcript—to be filled out by the school principal or person he designates and returned directly to Local No. 3 by the officer completing it.

3. Letters of Recommendation—every Applicant must submit one to three letters of recommendation giving information about his/her character and ability. These letters may be from teachers, community leaders, family friends or others who know the Applicant. These letters may be submitted with the applications, or sent directly by the Applicant to the University Scholarship Committee.

4. Photograph—A recent, preferably 2 inches by 3 inches, photograph of the Applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineers News.) It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are received at: William M. Markus Recording Corresponding Secretary Operating Engineers Local No. 3 474 Valencia Street San Francisco, CA 94103 or to: College Scholarship at the address shown above.
Labor celebrates 50th anniversary of Shelley-Maloney Act

Apprentice law created framework for cooperation

By Eric Wolfe
Assistant Editor

A

HALF-CENTURY OF LABOR-
management cooperation
in training apprentices was
celebrated Dec. 5 when union,
business and government offi-
cials from northern California
gathered in Oakland to commemo-
rate the 50th anniversary of the
Shelley-Maloney Act.

Shelley-Maloney, enacted in
1939 by the state legislature,
established California's current
system of apprenticeship train-
ing. While apprenticeship seldom
occupies the public spotlight, and is
probably taken for granted by
most people, the service it pro-
vides is of fundamental impor-
tance to society.

No one is born knowing how to
build a dam or pave a highway.
Workers learn from those who
went before them. Without teach-
ers, each worker would still be
re-inventing the wheel. And hu-
mans would still be living in
caves rather than sitting on sofas
in warm houses watching "The
Flintstones" on television.

Apprenticeship existed as
early as the Fifth Century B.C.
in Babylon and Greece and has
taken various forms throughout
history. But apprenticeship is
more than just a way to pass on
knowledge. Knowledge, after all,
is power. And where there is
power, there is politics.

In early America, appren-
ticeship bound a boy to his master.
The first labor law in California,
passed in 1854, pertained to in-
dentured apprentices and the
consequences that would befall
apprentices if they ran away
from the legal master. Craft
guilds of that era were designed
in part to take apprentices away
from masters, replacing the
absolute control of the master with
the absolute control of the jour-
neyman.

However, America's need for
skilled craftworkers in the 19th
Century was filled largely
through immigration and the in-
stitution of apprenticeship re-
ceived relatively little attention.

But immigration was restricted in
the 1920s, cutting off a major
source of skilled labor. When the
Great Depression hit in the
1930s, America not only lacked
job opportunities for young peo-
ples; it lacked a way to train them
for any opportunities that might
be created.

In this desperate environment
the seeds of the modern appren-
ticeship system were sown with
the passage of the National In-
dustry Recovery Act under Presi-
dent Franklin D. Roosevelt in
1933. In 1934, FDR's Secretary of
Labor, Frances Perkins, orga-
nized the Federal Committee on
Apprentice Training, and two
months later the California Com-
mittee on Apprentice Training
was established. It's chairman
was a man many regarded as the
father, or at least the midwife, of
modern apprenticeship in Cali-
nia: Archie J. Mooney.

Mooney's monumental task

According to Charles F.
Hanna, a former chief of the Di-
vision of Apprenticeship Stan-
dards and co-chair of this
month's Shelley-Maloney celebra-
tion in Oakland, Mooney faced
a monumental task. While FDR's
New Deal legislation created
public works jobs like the Bay
Bridge and the Golden Gate
Bridge, there were no provisions
for apprenticeship training on
these jobs. According to Hanna,
Mooney changed all that.

For three years, Mooney's com-
mittee worked to establish 167
codes of fair labor standards in
California. "During this time,"
Mooney wrote in his memoirs, "it
was agreed that labor standards
for apprentices should be and
would be set up through the
medium of joint management-
labor participation, with guid-
ance by government."

A new era of labor-manage-
ment cooperation on appren-
ticeship training was about to begin.
The National Industrial Recov-
ery Act was declared unconsti-
tutional by the Supreme Court
in 1936, dealing a temporary set-
back to Mooney's efforts. But
Mooney's team continued devel-
oping standards for joint labor-
management apprenticeship
training and, in 1937, the Cali-
nia legislature over-
whelmingly passed legislation to
implement joint appren-
ticeship training pro-
grams. Unfortunately, the gover-
nor "pocket vetoed" the bill while
the legislature was out of ses-
son, making an override vote im-
possible. The bill was dead.

But it took more than a veto to
discourage Archie Mooney, ac-
cording to Grace Kelly, Mooney's
long-time secretary and a former
consultant to the Di-
vision of Apprenticeship Stan-
dards. Kelly told the anniversary
gathering in Oakland this month
that "Archie didn't give up. He
just started all over again."

The bill was re-introduced in
1939 by John F. Shelley and
Thomas A. Maloney. This time
the governor signed the bill and

Mooney's contribution to joint labor man-
agement cooperation on apprenticeship
standards. The California Apprenticeship
Labor Standards Act became the law of the
land. Because of the groundwork done by Mooney and
his staff, California already had
65 sets of apprenticeship stan-
dards ready for implementation
when the Shelley-Maloney Act
went into effect in September of 1939.

SCA-1 goes to voters in June 1990

Local 3 gift boosts historic transportation bill

Local 3 contributed $50,000
last month to help build support
for SCA-1, the historic transpor-
tation measure slated to go
before California voters next
June.

The check, officially presented
on Nov. 9, represents an invest-
ment in the future of Local 3 and
the state as a whole, according to
Local 3 Business Manager Tom
Stapleton. But Stapleton warned
that money alone cannot assure
the passage of SCA-1, officially
known as the Traffic Congestion
Relief and Spending Limitation
Act of 1990.

"It's going to take a lot of hard
work to get this thing passed,"
Stapleton said. "Our members
have to get out and vote for it and
they have to get other people out
to vote, too."

SCA-1, if approved, would gen-
erate $15 billion for road con-
struction and other transporta-
tion projects. The program would
be funded by a nine cent gas tax
increase over a five year period
and, by a hike in truck weight
fees.

A companion measure, The
Passenger Rail and Clear Air
Bond Act, would raise an addi-
tional $3 billion for urban rail
transit, commuter rail and inter-
city rail projects.

Together, these two measures
would raise $18 billion over a ten
year period to help rebuild Cali-
nia's transportation infra-
structure. For heavy equipment
operators, SCA-1 is one of the
biggest jobs-producing measures
ever to come down the pike.

But the importance of SCA-1
goes beyond the many jobs it
would create. SCA-1 is an effort
by the state's labor, business and
political leaders to come to grips
with California's rapid popula-
tion growth and the many prob-
lems growth is creating.

Probably the most visible prob-
lem associated with growth is
traffic congestion. According to
the California Dept. of Transpor-
tation (Caltrans) the number of
vehicles on California roads
will increase from the current
23

(Continued on page 20)
Direct deposit a good idea!

Time is money. And, the Credit Union offers two programs which can help you save time and money:

1. Direct Deposit
2. Credit Union Checking Account

With Direct Deposit you have all the conveniences of having your paycheck automatically deposited into your account, and having immediate access to your funds. You don't have to worry about stolen or misplaced deposits, or timely deposits because the funds are deposited into your account the same day your paycheck is normally issued. And, because of this, your money starts to earn dividends immediately.

With a Credit Union Checking Account you pay no monthly fees and you earn dividends on balances over $300. Once you have a checking account you pay no monthly fees. And with Direct Deposit you automatically get your money faster.

Notice on C.A.L.L.

In an effort to improve service, the Credit Union will be changing from its present computer system to an improved system. The conversion will take place starting Friday, January 12 and ending Monday, January 15.

During this time the C.A.L.L. Service will not be available for use on Friday, Saturday and Sunday, January 12 through 14.

Auto draw program being discontinued

The Credit Union is discontinuing the Auto Draw Program starting January 1990. The last automatic withdrawal will be done on January 10. (Continued on page 20)

Season’s greetings. We wish all the best for you, your family and friends during this holiday season.

I'd like to thank you for your cooperation in working with us during this year. With your help the Engineers Plans remain second to none. A special thanks to the officers, district reps. and staff. Once again, a very special thanks to all the Chapter Chairmen of the Retiree Association; John Gardner, Bill Seeman, Butch Lafargue, Pete Ekberg, Merle Shellenberger, Fred Crandall, Bud Dalton, Ernie Sutton, Jim Grant, Sid Turner, Henry Willesen, Yoshio Azuma, Lawrence Ramos and Gil Hager.

May you all have a happy and prosperous New Year.

Income tax information for retirees

A Pension Plan note

The Pension Trust Fund for Operating Engineers has been around since 1958, and is currently paying more than $700 pensioners and beneficiaries monthly benefits totaling over $6 million. Assets of the Plan are conservatively invested, and have earned an average annual rate of 10.48 percent over the last ten years. The strong financial position of the Fund has allowed the Trustees to make significant improvements in the Plan from time to time to meet the varying needs of Engineers and their families.

Two of these improvements, among many, are the lowering of the Regular Retirement Age to age 60 (no reduction), and the Service Retirement at age 59 (30 Pension Credits) with no reduction.

There is no truth to the rumor that the Trustees are thinking of changing one or both of these provisions. Recent changes that have been made by the Trustees reflect a well-balanced approach to improvements.

As you know, active Engineers are currently earning 2.4 percent of contributions towards their future monthly retirement effective date of 1/1/88 and Retirees with at least 10 Pension Credits earned in Local 3 have recently been granted a $25 permanent increase (effective 10/01/89).

By Don Jones, Fringe Benefit Director

1989 year-end summaries (W-2F form for pension payments, 1099-R form for lump-sum annuity payments), including the detail of any federal and/or state income tax withholding you may have authorized, will be mailed to you by the end of Jan. 1990.


If you note any discrepancies with your personal work records, contact the Trust Fund Office or the Fringe Benefit Center.

The man in the glass

If you’ve cheated the main in the glass.

A.R.P. Staff

If you’re in need of confidential assistance with alcohol or drugs please call 800/562-2773 Outside California 800/562-3277 Northern California

My buddie is dead.

I can not describe my anger or feelings of helplessness.

John was a likable, good-looking young man; gentle of soul and a good worker.

But, John was addicted to Heroin. Doper or not, I loved him.

I remember the tantrum I had when I learned about his falling into the trap nine years ago. What an axe I made of myself then; I should have spared my anger. He couldn’t quit. He tried so hard, but it became his love, mistress and happiness. Everything else was superfluous. No car, clothes, girls, everything spent on dope.

On October 14 of this year, I found his body in his room, stiff and stark, the hypodermic between his lifeless fingers. He hadn’t even twitched.

Oh the terrible waste! A fine young man gone forever!

I ask that other members of our brotherhood note this awful folly, and not be ensnared by narcotics. Farewell old buddie, may peace be yours at last.

Signed L. B. Coon
Getting rid of bad memories

Two months after the 7.1 earthquake that ravaged the Bay Area, many of the scars are rapidly on the mend. The collapsed Cypress Viaduct, which became a visual symbol of the destructive power of the earthquake, is almost entirely gone. The next six pages provides a photographic chronicle of how our members have helped put the Bay Area back on its feet.
Leveling the Nimitz

No sooner had search and rescue teams removed all the bodies from the Cypress Viaduct in Oakland, than contractors began the demolition. Penhall, Bay Cities Paving and Grading and Olschan Demolition Co. have contracts with Caltrans for the work, although much of the work is being subbed out to other firms. A ground level expressway will be constructed where the old structure was until a permanent replacement can be designed and built. Despite the extent of the damage, nearly all the damaged structure has been removed, with the exception of a one block section which somehow survived the quake. Engineers and scientists are in the process of conducting tests which simulate an earthquake in an effort to learn how the structure failed. The tests are scheduled to be completed by the middle of this month.

Local 3 members Andre Rodriguez and Mike Kohn (above) have been doing demolition on the Cypress structure for Stomper, since about two weeks after the earthquake. Below are two photos taken from the same location, one only two days after the earthquake, and the other on Dec. 5 after the section had been removed.

The sequence of photos below were taken by Local 3 member William Pryor, an oiler for Bragg Crane. This section of the Nimitz was flattened by knocking out one corner pillar.
Rising from the wreckage

Union volunteers put Santa Cruz merchants back on their feet in time for Christmas

On Oct. 17, the city of Santa Cruz faced a huge disaster. The earthquake took two million dollars worth of property in the downtown merchants area. And the city's merchants were devastated.

But the city didn't fail. Union volunteers, who had been working to help rebuild the downtown area, took over. They had already been working hard to help the city back on its feet. And now they were back on top.

The merchants were back on their feet in time for Christmas. They were back on their feet with the help of the volunteers.

Randy Swanson (above) operates a crane (left) donated by Peninsula Crane to help erect vinyl pavilions for use by downtown merchants whose businesses were damaged in the earthquake.
Crane operator lucky to be alive

Editor’s Note: On Oct. 17, Local 3 member Vern March was operating a tower crane for The Erection Company in Downtown Oakland when the Bay Area was rocked by a 7.1 scale earthquake. The following interview by Managing Editor James Earl recounts his experience.

Engineers News: What were you doing when the earthquake hit?
March: We were working over time. I was anxious to get out of there because it was World Series day, and we just finished setting the last pieces of iron to complete that zone (we put up two floors at a time as a tier).
I had just dropped some chokers to a guy that was rigging up a bundle of deck, and I felt a little rumble. But, I feel a rumble when a bus goes by on Broadway. So, I looked around for a bus and the rumble didn’t stop and then it grew a little bit and then it grew a little bit more and about that time I figured that yeah, we’re gonna have a little rumble here — just a little bit, a typical Bay Area rumble.

I definitely was the first one to feel it. So, I whisked at the guys and they didn’t hear me. About four seconds went by before any of them reacted on the building and I heard the foreman yell, “Earthquake,” but this was when I was still just rumbling. Right about that time is when it cut back and forth. At the same time there was the really violent shaking only about two floors at a time as a tier. At the same time there was the really violent shaking only about that time is when it cut back and forth. At the same time there was the really violent shaking only about that time is when it cut back and forth. At the same time there was the really violent shaking.

When it really started going back and forth that whole tier we had just put up was whipping back and forth. At the same time the crane was doing the same thing, and I was bouncing off the ground and I felt a little rumble as well. When we were all down on the ground we were still kind of all looking at each other, the kids were going to be without their father and I was just kind of panicking. The whole crew climbed down the tower cause we knew there was gonna be aftershocks following it.

There was a raising gang up there of about eight guys, and when we were all down on the ground we all had this sense of amazement, just utter amazement that, after what we had felt and seen, that we were all standing there alive. I was half in shock when I got to the ground and kinda hyperventilating, it took me a while to get control of my breathing.

Engineers News: How badly was the crane damaged?
March: It was totally damaged. The counter jib, when there’s no load on it with the machinery and the counter weights, it’s loading towards the back. Course, I couldn’t see out back at the time and when I bailed out and went down I wasn’t looking at anything damage-wise. But when I came back you could see that if you walk out to the counter jib — it was twisted so that the counter (weights) were hanging. It was structurally totalled.

Engineers News: Was it a free standing crane?
March: It was totted. The top of the man-lift tower was still twisting. The thing that flashed through my mind was that my kids are going to be without their father. My life didn’t flash before me. The thing that flashed through my mind was that my kids were going to be without their father and I was just screaming. “No, No, No, please stop, please don’t take my kids’ father away from them.”

It finally stopped. I bailed out as quick as I could and started down the tower and I was real panicked. The whole crew climbed down the tower cause we knew there was gonna be aftershocks following it.

March: One guy hurt his knee. It was the guy that was rigging that bundle of decking. He was belly down on this bundle of decking, like body surfing. There was no way he could stand up. He was on his belly trying to ride it out and hurt his knee a little bit.

One kid fell through the deck and his leg caught on something and that kind of broke his fall and he was able to grab onto something. He was an apprentice.

Engineers News: Was anybody injured?
March: A week later, we decided to take some time off to enjoy his family and pursue his favorite recreation, dirt biking.

Engineers News: What about the building?
March: There were actually only a few p.e.s. that were damaged to where they had to get new pieces.

The top of the man-lift tower fell down in the street along with the counter weights. Luckily the operator was sitting down there at the bottom. If he’d been up there, he’d have gone too. There’s all kinds of situations that could have been a lot worse. Everybody just got lucky.

Engineers News: What did your wife think about all this?
March: She turned on the news and started to see all about the Bay Bridge, about the Cypress, and naturally s-aw wondering if I was alive. I really had no idea about the severity of it around the Bay Area. I was able to finally call my wife about a half hour after it happened and she was crying and she told me, “It’s bad, it’s bad! The Bridge has collapsed and freeways collapsed!” That’s when I really got a real sense of how severe it was around the area.

Engineers News: When did you go back on the job?
March: A week later, I decided to take the whole crane down and put a new one up. In that weekend we straightened back (Continued on page 26)
The action, helping frame the structures. Steve Spence, owner of King Crane, volunteered a crane and his labor as an operator, while Randy Swanson operated a crane donated by Peninsula Crane. Joining the operator volunteers were union laborers, ironworkers and carpenters, simply because it needed to be done.

“The volunteer work of skilled union members in setting up these tents is one of the most heartening experiences of my life,” said Barbara Cullinane, a Public Employee Business Agent for Local 3. “It would have taken herself a participant in the tent construction, building the pavilions with paid labor would have been prohibitively expensive for the financially-strapped community. “Neither the City nor the business owners could have afforded the cost,” she said. Even as the pavilions went up, demolition continued apace. As they’ve done hundreds of times before, these union craft workers were using their skills to provide shelter to others. Only this time they were doing it not for cash but for more time for unskilled volunteers to complete the construction of the pavilions. I don’t even know if unskilled people could have done it.” According to Cullinane, up, demolition continued a block away at the Garden Mall. Manuel and Tony Simas, a Local 3 father-and-son team with Husky Crane, worked all day Saturday to help bring down the Ford department store.

Approximately 60 percent of the buildings in the five-block Garden Mall area had been devastated by the earthquake. For longtime residents, it was a heart-wrenching experience to see buildings like Cooper House reduced to rubble. More than just buildings were being razed; somehow the community’s very identity was being threatened by the disappearance of some of its most beloved landmarks. But even as the wrecking proceeded, union volunteers were engaged in the process of community building.

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By Sunday, the pavilions were in place. On Sunday evening the Downtown Association held a barbeque to thank union members for their assistance.

But the job wasn’t over. During the next two weeks laborers, carpenters and electrical workers returned to the site to put up doors, install electrical fixtures, and do whatever else needed to be done.

On the Friday after Thanksgiving, one of the busiest shopping days of the year, Santa Cruz merchants were ready. At 10 a.m. a grand opening ceremony announced that Santa Cruz was back in business. And, according to local merchants, business so far has been record-breaking.

Nearly four weeks after the earthquake, Santa Cruz was still clearing out the wreckage from the Pacific Garden Mall (above). The natural disaster had been bad enough. But with the Christmas shopping season near at hand, merchants were facing economic disaster as well.

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Engineers give face lift to quake-damaged dam

Operating Engineers are reconstructing the face of an earthquake-damaged dam in the Santa Cruz mountains.

The earthen dam, owned by San Jose Water Works, suffered cracks in its face and sank approximately two feet as a result of the Oct. 17 Loma Prieta earthquake. Although no major loss of water was reported, emergency repairs were begun within a week after the earthquake.

"The cracks didn't go all the way through the dam," said Richard Voss of Stevens Creek Quarry, a subcontractor on the job and a member of Local 3. "They were primarily just surface cracks, maybe 15 feet deep. What the state was concerned about was the water penetrating through the cracks," Voss said.

The water level in Lake Elman, the reservoir created by the dam, was about 100 feet when the earthquake struck, but is now down to about 50 feet. "They're letting it out as fast as they can," Voss noted.

In most respects the dam reconstruction is like any other fill job. But Voss said the company wants the dam "to be a lot more pliable" to help it withstand any future earthquakes.

In addition to reconstructing the dam's face and restoring the dam to its proper height, operators are rebuilding the abutments on both ends of the dam. The work has kept up to 10 engineers working for Stevens Creek Quarry, and two or three more for West Valley Construction.

Voss estimated that about 150,000 yards of dirt would be moved in all.
Labor donates funds to cities hurt by quake

Presenting a Local 3 check for $8,000 to Hollister officials for earthquake relief are (from left) Treasurer Don Luba, Hollister Vice Mayor Mary Kuckenbaker, V.P. (retired) Bob Skidgel, Mayor Gregory Light, Business Rep. Bob Delaney, Director of Public Relations Jack Baugh and Business Rep. Barbara Culliane. Operating Engineers Local 12 pledged an additional $5,000 for Hollister.

October 17, 1989
5:04 p.m.

(Reader's note: The following poem was submitted to Engineers News by Michele McCarthy-Freitas, wife of Fred Freitas, an Operating Engineers member for 38 years. Mrs. McCarthy-Freitas was with her daughter in Oakland's Jack London Square when the earthquake hit. It is a day Mrs. McCarthy-Freitas says she won't forget. She dedicated her poem to all who experienced the earthquake.)

The earth moves
It makes you tremble
The shaking is scary
I don't move... am I able?

It makes you feel so small
Like a grain of sand
Oh God... Please
Give us your helping hand.

You heart beats fast
Your hands are shaking
You just go numb...
This quake is a rude awakening.

No World Series will play today
Everything went blank on TV
It's a day I won't forget
If I live to be eighty

The world watched in horror
At the collapses and the fires
But a lot of people helped
Each other and never got tired

It's a time and date you won't forget
October 17 at 5:04
Thank you all who helped us
For you love and donations galore!

Local 3 members in northern California aren't the only Operating Engineers responding to the Loma Prieta earthquake with offers of assistance. Operating Engineers Local 513 in Bridgeton, Mo., donated $2,000 for the victims of the earthquake and victims of Hurricane Hugo, prompting this response from the American Red Cross to Local 513 Business Manager Jack Martorelli.

Dear Brother Martorelli:

At this time, I would like to say "Thank You" to you and your members of Hoisting Engineers # 513 for the great donation of $2,000 to the victims of Hurricane Hugo and the San Francisco Earthquake.

This is the kind of community service spirit that labor unions are made of. This donation will go a long way toward the disaster victims including the provision of food, shelter, clothing, household furnishings and cleaning supplies.

Again Hoisting Engineers # 513 members and you have come through in time of need. Thank you.

Sincerely,
Daniel L. Meyer
Director, Labor Participation

American Red Cross
St. Louis Bi-State Chapter
Office of Labor Participation
LOCAL 3 MINERS

Union can serve workers better when members become involved

Being Chief Steward for Local 3, I get all kinds of complaints. The one that always gets me the most is, "What does the union do for me?"

The question should be, "What do you do for the union?" Just paying monthly dues is not enough. Get involved! This is your livelihood, for you and your families. Don't just sit around on your behinds and complain about how weak or how bad the union is, get out and do something about it. Your union is only as strong as you and all members make it.

Month after month we have a dozen or so people show up at our meetings making the decisions for everyone. We get cussed and criticized for trying to do the best we can.

If you don't like what's happening in your union, all I can say is, take a couple of hours a month and voice your opinion at the meetings.

I know for a fact that more than enough members and non-members spend more hours than that every month voicing opinions to one another at work. Do it where it will do some good.

Then every three years when we work our butts off to try to better everyone's lives for more money, benefits, retirement, vacations, etc. our union hall is hardly big enough to hold the turn out. Everyone comes in and listens to what was negotiated.

They cuss and criticize us for getting the shaft again and then stand right there and vote yes to accept something they don't like instead of voting no and giving the negotiators some power to try to get them the things they want.

Then it's the same old story, three more years of a dozen or so people making the decisions for everyone and getting cussed and criticized by union and non-union members alike.

So the question is, "What do you do for the union?" Cuss it or help it, it's your life.

James C. Benson
Chief Steward
Mill operations
Battle Mt. Gold Co.
Battle Mt., Nev.

Local 3 member dies in auto accident

David Arthur "Spike" Morgan, a resident of Battle Mountain and a Local 3 member since 1980, died from injuries received in a recent automobile accident near Burns, Ore.

Morgan was on a hunting trip when the accident occurred. According to his wife, Debra, road conditions were poor at the time of the accident.

Morgan worked as a welder and mechanic at Battle Mountain Gold. He also owned and operated Spike's Automotive Machine Shop.

Morgan preferred to be called Spike. According to his wife he had considered having his name legally changed. He claimed that the only people who called him David Arthur were his mother and people he didn't like.

A native of Fairfield, Ca., Morgan went to school in Shingle Springs, Ca., and was graduated from high school there in 1972.


In addition to his wife, he is survived by a son, Raymond, a daughter, Kellie, his mother, Janet Morgan, and a sister, Katie Roberts, all of Battle Mountain; his father, Harry Arthur Morgan of Shingle Springs, and one niece.

A memorial in Morgan's name has been established at Battle Mountain High School automotive department, care of Robert Pistner, 425 Weaver Ave., Battle Mountain, Nev.

Nevada AFL-CIO endorses 'postcard' voter registration

The Nevada State AFL-CIO urged enactment of postcard voter registration system to increase participation in Nevada elections.

Delegates to the 33rd State AFL-CIO convention in September called for several other actions by the 1991 state legislature, including a request for family leave for employees when there is a serious illness in the family and adequate child care benefits for workers.

Other resolutions adopted by the 200 delegates supported striking Musicians in Las Vegas and supported continued assistance to Culinary Workers and Bartenders who work in union-busting hotels.

Gov. Bob Miller won praise for his efforts to resolve the Musicians dispute.
Bowling unites Hawaii members

Early in 1989, brother Sam Kekaulike brought up the idea to brother “Kini” Lepolo (a Grievance Committee member) to form a bowling league.

Sam and Kini recruited sister Arley Izumi-Elderts, an outstanding league secretary, brother Ralph Kahoopii, a real bowling professional, Kammy Vera-Cruz, who keeps us entertained, first-time bowler Ramon West, the sergeant-at-arms of the league, and myself.

Together we formed the Operating Engineers Mix Handicap Bowling League for one purpose: to bring union members closer together.

With the support of Financial Secretary, Wally Lean, the kickoff was in July with 14 lanes and 70-plus members and their families.

A majority of the brothers and sisters had never bowled before, including most of the office staff. During the first few weeks there were some tired bodies and aching bones. Bowling balls were going in all different directions, and one even almost hit the roof of the alley. After a few weeks, most had really improved and all started to enjoy bowling as well as the fellowship of the other brothers and sisters.

The current league’s banquet and awards ceremony is at the Ala Moana Hotel, Sat. Jan. 27, at 6 p.m. If anyone would like to attend, please let us know as soon as possible.

We have just received a commitment from the bowling establishment for all 24 lanes beginning in Feb. so we will be needing 50 additional bowlers for the next season. Call Val or Joe at the office for information and sign-up.

Next season we hope to go to Las Vegas on the Labor Day weekend with the whole league.

Not only has this league allowed the families of union members to get better acquainted, but it has accomplished its primary purpose of bringing us closer together as a union.

Drop by and join the fun.

Joe Trehern
Business Rep.

Mixed Handicap League

The next round begins in February, all 24 lanes sign up now.
Target date: Sunday, February 11, 1990
Time: 5:00 p.m.-8:00 p.m.
Where: Aiea Bowling Alley

Who: Operating Engineers and spouses welcome

Individual average no limit
Team entering average 800 maximum

Purpose: to bring us closer together as a family and a union.

There are 24 lanes reserved this round. We are going to have 5 people on a team (mix league) bring your full team if you wish.

Please note: For those of you who took last year’s district 80’s 40-hour HAZMAT classes you will be receiving a notice to return to class for an 8-hour recertification to be held in order to maintain your HAZMAT certification.

All of District 80’s staff wishes you a Merry Christmas.

Dave Young
Business Rep.

Sacramento eyes public works

As of October 15, all construction at South Lake Tahoe is closed down for the winter, but there are several public works projects to be bid through April adding up to $18.5 million, which does not include the South Lake Tahoe Redevelopment Agency project. MCM Const. and Roy E Ladd are trying to get as much work completed on the bridge relocation at Hwy. 50 above Joe House Rd. before the snow level shuts them down.

In spite of the rain, Kiewit Pacific is still working at the Sly Park Water Treatment Plant. Hardrock Const. has completed the relocation of Hwy. 49 at Cool and was the successful bidder on the project at Ice House for $1 million plus. Syblon-Reid is completing sewer projects. The company also has a housing project development near Marina Village. The project has been temporarily shut down due to a dispute between the developer and El Dorado Irrigation district.

Joe Vicini has kept our members busy working on school sites, parks, and other projects. Granite, Tichert, and Lund have been extremely busy in the upper Sacramento County and El Dorado County foothill areas developing new home sites and large commercial subdivisions.

The rock, sand and gravel industry has been at all time high. Several of our local contractors have notified us that they have sufficient work on their books for us to have a good spring startup.

The Sacramento district has started an organizing effort with assistance from Director of Organizing Jerry Bennett and his crew: Bob Yturia, Ron Iler, Andy Mullen and Derlin Proctor.

For more information and sign up please call the office and ask for Val (945-7871) as soon as possible. There is only limited space.

What do you think about a trip to Las Vegas?

Mahalo,

Your Bowling Committee

Arley Izumi-Elderts-235-2210
Joe Trehern-235-8939
Ralph Kahoopii-247-2483
Sam Vera-Cruz-689-6112
Sam Kekaulike-531-4547
Ramon West-944-4869
“Kini” Lepolo-455-5213

Grade checking classes

San Jose

The San Jose Hall will hold Grade Checking Classes beginning February 1, 1990, Thursday at 7 p.m. They are open to all members and will continue every Thursday for an indefinite time. Anyone interested should contact the San Jose Hall to sign up.

Dave Young
Business Rep.

Oakland

Grade checking classes will begin January 18, 1990 from 7 to 9 p.m. (8 weeks). Training books must be purchased at the office prior to the class. Class is open to Local 3 members on a first come first serve basis. Call the Oakland dispatcher for class registration.
NEWS FROM THE DISTRICTS

Doctor gains new appreciation for operators’ skill

(Editors note: The following article is by Dr. Leonard Marx, the Marysville pediatrician who was the guiding force behind the new Marysville soccer complex, which Local 3 volunteers are helping to build. Marx offered these thoughts after briefly trying his hand at operating a dazer on the project site.)

Well, what the heck. I earned money over the summers in Medical School as a school bus driver; I used to race sports cars; and I am really good on my little Ford 9-N; so there is probably nothing to a D-6. Or so I thought. Boy was I wrong.

It started when I met District Rep. Darell Steele of Local 3. My organization (The Yuba Sutter Youth Soccer League) was trying to create a $1 field soccer complex in the Marysville-Yuba City area. The union recognized that this project would be a tremendous shot in the arm for the community and would help keep our kids off the street. They very generously volunteered to grade and level the land. If it weren’t for Operating Engineers Local 3 we never would have been able to get the project started.

Once the big yellow machines (excuse me, the word is IRON) arrived, Darell offered to teach me to drive (whoops, operate) one.

Now I am a pediatrician because I love kids and I am told, think like one. Isn’t it every kids ambition at one time or another to operate a Cat? So, of course I said “yes.” At 6:40 a.m. I showed up for some basic instruction. Carl Powell got the short straw so he was stuck with me on a D-6.

Over the course of the morning I uprooted and pushed out a couple of oak trees, dug two holes, leveled one pile and learned how to make a bumpy road. According to Carl, I didn’t “screw up too much” or “it didn’t take up too long to redo your work.” Thanks Carl.

In addition to having a great experience, I developed a new respect for the men and women who operate these giant pieces of equipment. It ain’t easy. Any idiot or pediatrician can make a bumpy road; however, to do it right, is an art form. The operators must become one with the blade carefully and skillfully adjusting it to every bump and ripple to create a smooth surface. He or she must know exactly how to react to every variation in the surface and to every change in pitch. I have learned that what you do with your machinery every day (and what I as a member of the general public take for granted) is an art form—a highly skilled profession which requires a great deal of training and dedication. My hat’s off to all of you.

I sincerely thank Darell for giving me a chance. And Carl, I appreciate your tolerance!

And to all the union men and women I have met. You are the backbone of our society. Never again will I take a road, level field, or building for granted. Thanks.

Leonard Marx is President of the Yuba Sutter Youth Soccer League, Associate Clinical Professor of Pediatrics at the Univ. of Calif. Medical Center and Chief of Pediatrics at Frend Medical Center.

Unionists secret weapon: the vote

There is no end in sight to the crippling deficits that have seriously injured this nation’s economy and made the U.S. the world’s largest debtor nation. Millions of workers have lost their jobs as well as their homes and a secure way of life.

The 1988 deficit of $129 billion required the U.S. to borrow heavily from abroad to pay for the rise in national debt. Borrowing has transformed the U.S. from a creditor to the largest debtor nation in the world, owing more than $500 billion. Our interest payments alone on the foreign debt will exceed $50 billion per year.

The enormity of this problem will continue to cost American workers their jobs or a cut in wages. Up to now, the manufacturing industries are the only ones that have really been battered, but we in the construction industry are now being threatened as well.

Japanese construction companies have been moving in force into the U.S.; contracts have nearly doubled, from $1.5 billion in 1986 to $2.6 billion in 1988, in various locations across the U.S.

Strong governmental action is urgently needed if meaningful progress is to be made, and believe me, the Bush administration is not out to help the American working people. Corporate lobbyists are among the most powerful special interest groups lobbying Congress for favors and profitable new legislation that will benefit themselves, not workers.

Now that Bush and his bunch are sitting at the controls, they are obligated to pay back their debt to the corporations. The common goal of Bush and the corporate lobbies that control him is to weaken unions so that Americans will have to work for less.

They oppose collective bargaining and the right to strike, and at the same time, praise the Polish workers. They claim they are for workers’ rights, but they oppose the unions who defend those rights. They criticize American workers as lazy and unproductive.

You may receive a fundraising letter from one of these groups. If so, bear in mind that these groups are interested in advancing the goals of big business and the wealthy, not workers and the average American.

It is time to bring our Unionists secret weapon: the vote.

Measure B approved by a hair in Monterey Co.

I hope everyone is pretty much back to normal by now after the big shocker fell on Oct. 17. I want to thank everyone who took the time to vote in the November election. Your vote really made the difference. After the recount, Measure B’s margin of victory was only five votes. Given the existing anti-taxation climate, the fact that Measure B passed is truly a wonder. It was a hard campaign to run because it was kept so low-key.

There were many target-ed areas we had to campaign hard in to get the vote out and it worked.

Due to you, the voters, the economic future of Monterey County and the well being of citizens was given a shot in the arm. Now a badly needed new county hospital can be built, one to replace the aging Natividade Medical Center. The future now holds high hopes for dramatic improvements in the highways and roads in the county, and the long awaited highway 101 Bypass will finally be built. Public transportation will benefit. New libraries will be constructed and old ones improved.

Fundamental changes can only take place by citizens going to the voting poles.

This country has enjoyed for 200 years the right to vote and it is sad that 95,000 registered voters in Monterey County failed to exercise that most basic of liberties.

The half-cent increase in the county tax author (Continued on page 20)
W.W. Clyde, J.J. Welcome finish up on Hwy. 40 relocation job in Utah

Cold weather, snow and the completion of a couple of major projects have slowed down the work in Utah a little early this year.

W. W. Clyde and J. J. Welcome have completed their contracts on the relocation of Hwy. 40 from Park City Jct. to Heber City. W. W. Clyde has also opened the new road from Kamas to Park City Jct. for the winter, but will have some finish up work to do in the spring.

The opening of these highways has enabled Granite Const. to go to work full speed on the Jordanelle Dam and complete the work scheduled for 1989; Granite is now a month or two ahead of schedule. This is the first major project Granite Cost. has had in Utah and the members working for this company are very pleased with the way they are treated by the supervision. Granite has cut their work force back for the winter, keeping some members working on the diversion tunnel and shafts and maintenance of equipment. We are looking forward to spring and the work on this project to go back into full swing. Gibbins & Reed Const. Co. Salt Lake Division, has shut down its work at Park City for the winter and is planning on another good year next year in that area. The mechanics at Gibbins & Reed Salt Lake Shop and the Ogden Shop are still working and hope to have work throughout the winter.

G. P. Construction has completed its roto milling and asphalt jobs at Knolls and its work at Tremonton. G. P. is bidding work for next year on the stretch of Hwy. 80 between Salt Lake and Wendover, NV. We hope G. P. is successful in picking up his work as it has been a very good company to work with.

At this time, we have not received an update of work proposed for the state, but there are several areas we are hoping will provide some good work for our members. With the approval of the bond to prepare for the Winter Olympics bid, we could see a lot more construction in the Park City area. Have a safe and sober holiday.

Virgil Blair Business Rep.

Dirt continues to fly in Santa Rosa but cold weather makes itself felt

Work is winding down for the year in the Santa Rosa district. It is definitely chilly these late fall mornings, with frost glistering on rooftops and windshields. It is the time of year to pre-heat those diesel engines for a long time. Then comes the sputtering, smoky start and extended warm-up period before the dirt starts to fly.

And speaking of dirt: John Heing, foreman for Argonaut Constructors, seems to be doing most of Argonaut’s dirt jobs these days. He just completed a big sewer pond job near Windsor, and started a 60,000 yard subdivision, also in Windsor. John says he likes that dirt!

More dirt: Manual Spenard, the Superintendent on Ghilotti’s Freitas Creek Job, is much ahead of schedule with the dirt moving there, and is talking of retirement when this project is over. The Ghilotti crew chipped in and presented two annual workers with a Gold 50th Anniversary Belt Buckle, but it did not have his nickname “Peaches” on it. (You all have to ask him about that story!)

And more dirt: Doug Grider and the crew at Mendocino Paving are putting the finishing touches on the dirt work for the water treatment plant in Willits. Doug needed a 100 percent compaction on the dams there, and with the help of our good union labor it was “no problem”

Still more dirt: Ron Lyons, Bladem an for Syar Industries in Healdsburg is busy moving dirt also, but with his blade keeping those haul roads like glass and repairing washouts along the Russian River. Gotta keep those haul-trucks moving!

Enough about dirt!

Out along the Mendocino-Port Bragg Coast area, Baxman Const. is very busy, Charlie Baxman says. The company has had a good year and it looks like more of the same for 1990. Those good union hands at Baxman are just “tearing it up.” Yes, 1990 looks good in the north counties, and we are hoping to keep all our brothers and sisters complaining about too much, rather than too little.

All of us here in the Santa Rosa Office would like to extend Holiday greetings to our members and wish you all a very happy and prosperous New Year. May it be your best yet.

Bob Miller
Business Rep.

Local 3 organizing drive targets facility in Utah

Local 3 has started meetings with employees at United States Pollution Control, Inc., a solid and hazardous waste facility located in Tooele County, west of Salt Lake City.

There are approximately 100 employees working for the company, 60 of whom could be part of the Bargaining Unit.

The employees have many concerns and issues which they feel the company has not been very successful in dealing with. Some of the issues that have been discussed are health and safety issues.

We have discovered, through our research, that U.S.P.C.I. has had major Class A violations every year for several years according to the Utah State Division of Solid and Hazardous Waste which conducts an annual inspection. The company was fined $100,000 last year for those violations.

We have been successful in recruiting volunteer professional allies sympathetic to the workers, labor and their community in addressing these issues. Dr. Kevin McKlosky, a toxicologist and attorney, has made himself available for the employees. He will be heading the Health and Safety Committee, which the union and employees are forming to resolve the problems on the job. At the same time, Reed Davis, a Labor Attorney in Salt Lake, has volunteered to head the Legal Rights Committee formed to give legal ad-

vice and protection to the employees during their organizing activities.

Reed will educate all employees of their rights under the National Labor Relations Act and also how to file and proceed with Employer Unfair Labor Practices to ensure a freedom of choice election.

District Rep. Donald R. Strate and I will be heading the Collective Bargaining Committee, which will get the employees involved in putting together the proposed Collective Bargaining Contract. Together with a Negotiating Committee comprised of an employee from each department of the plant, we will be able to form a contract which will address all benefits, hours, working conditions and a grievance procedure.

I want to thank all the employees and their spouses for getting involved in the very successful meeting held at the Airport Hilton in Salt Lake City. We asked all employees to get involved and attend all meetings when scheduled.

I also want to thank Al Longoria from the Plumbers, Kirk Smith from the Plumbers & Pipe Fitters, Rickie Bryan from the Operating Engineers Joint Apprenticeship Committee, and Warren Breadhead from the Federation of Teachers for attending the meetings to show their support.

George Stauros
Business Rep.

Union Yes!
Election of Geographical Market Area Addendum Committee

Business Manager T. J. Stapleton has announced the election of Geographical Market Area Addendum committee to each of the Northern California and Reno, regular scheduled district meetings and/or at specially called meetings to be scheduled during the first quarter of 1989, with eligibility rules as follows:

No member shall be eligible for election, be elected or hold the position, of Geographical Market Area Addendum Committee:

(a) Unless he is living in the Committee's Geographical Market area,
(b) Unless he is employed in the industry in the area,
(c) He must be an "A" Journeyman,
(d) He must be a member in good standing,
(e) Must not be an owner-operator.

No member shall be nominated unless he or she is present at the meeting and will accept the nomination and the position, if elected.

No member is allowed to serve more than two (2) consecutive terms on the Geographical Market Area Committee.

January 1990

9th District: Eureka

4th District: Stockton

9th District: Reno

17th District: Kauai

February 1990

6th District: Kona

7th District: Kauai

9th District: Stockton

3rd District: Sacramento

March 1990

7th District: Salt Lake City

8th District: Reno

13th District: Fairfield

27th District: San Jose

Grievance Committee Elections

Recording Corresponding Secretary William Markus, has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committee members shall take place at the first regular quarterly district or sub-district meetings of 1990. The schedule of such meetings at which the Grievance Committee members will be elected, is as follows:

January 1990

9th District: Eureka

9th District: Kauai

10th District: Kona

10th District: Lower

17th District: Kauai

17th District: Hilo

February 1990

6th District: Kona

9th District: Kauai

10th District: Kauai

13th District: Kauai

March 1990

7th District: Salt Lake City

8th District: Reno

13th District: Fairfield

27th District: San Jose
**Swap Shop**

**FREE WANS FOR ENGINERS**

**FOR SALE:** 1900 Trails Charter Membership.

**FOR SALE OR TRADE:** 82 Lincoln Arc. Great tires/spare exc. stereo, CB 451< mi (408)267-4001 Harry after 6 pm. Reg# 95826 Reg# 0738743 12/89

**WANTED:** Dozer Case 450 6 way. Rick (415) 422-0002 Reg# 603424 12/89

**FOR SALE:** Rancho BJOV-3. one (lot) (99 674-9359 Pleasant Hill, Ca SS#550-15-8246

**FOR SALE BY OWNER:** Home, 2 Bdrm, 1 1/2 B. remodel, in McCloud, Ca 96057 (530)369-6133 Reg# 10600-835 12/89

**FOR SALE:** 70 Toronado all orig, 83K mi. Extra clean 454 Chev eng. Fully self-cont. Shankles (916)626-6304 SS#562-72-7421

**FOR SALE:** 82 Lincoln Arc. 35 or more years of membership as of November 1989, and have been determined to be the last time by the state. The state has no records to the contrary. Lee Wright, born 7/4/89.

**FOR SALE OR TRADE:** 82 Lincoln Arc werner 24-250 Diesel, exc. cond. less than 5 hrs use. Trailer mounted 100 bounty 6,000 invested. No. 430000 or trade for late model US.

**WANTED:** Evinrude or Johnson 35-HP. 78 or later outboard motor. 6400 Madden Ave Live Oak, Ca 95953 (408)691-2548 Reg# 39061 12/89

**FOR SALE:** 84 Motorhome Pace Arrow 34'. Excellent condition. 22,000 mi. good-gas. Death forces sale, will negotiate. Equipt. w/tilt trailer-water trailer air oper. deck up's, bldg w/Washer, shower etc. & 87 37' of charge to members in good standing for the sale of personal items or real estate. To place an ad, simply type or print your ad legibly and mail to Operating Engineers Local Union 3, 474 Valencia St., San Francisco, Ca 94103, ATTN: Swap Shop. You must include your Registration Number. Ads are published for two months. Please notify the office immediately if your item has been sold. Business related offers are not eligible for inclusion in Swap Shop.

**FOR SALE:** 1900 Trails Charter Membership.

**FOR SALE:** Charter membership w/Holiday Resorts Inc. Affiliated w/Cool-Coast- Real Estates, $250.0.0.0. William Rosamond P.O. Box 183 Cedar Ridge, Ca 95226 Reg# 0894927-215 Reg# 094150 11/89

**FOR SALE:** W V Fox 4 6x2 dr 2 dr 11K g.m. good-geos. Drinks! sales will sell. Reg# 550 880 Sonoma (707)307-4670 Reg# 1235010 11/89

**FOR SALE:** Head Shop Deep Rock eqnipment. w/tilt trailer-water trailer air op. stand mini-pump-installation tool, $4,500. (916)258-2871 Reg# 1128311 11/89

**FOR SALE:** 1 Conversion auto almost new $750. beds tax for cost. 8.10-16 worn 3 times, full length, dr mink $505. Tony Levy 1425 14th St., San Francisco, Ca 95322-4123 Reg#100036-039

**FOR SALE:** House 3 bdrm, 1 1/2 ba. remodel, in Woodland, Ca 95695 (415)662-7516 Reg#1163162 12/89

**FOR SALE:** 150 Ford Conversion 28K mi. exc. cond. auto-overdr. AM/FM stereo/Cass 2 bed room. 1178350 12/89

**FOR SALE:** 150 Ford Conversion 28K mi. exc. cond. auto-overdr. AM/FM stereo/Cass 2 bed room. 1178350 12/89

**WANTED:** 84 FORD Elita 1 owner, orig. WANTED:** Need help in locating copy of Rancho BJOV-3. one (lot) (99 674-9359 Pleasant Hill, Ca SS#550-15-8246

**FOR SALE:** 25' Overland Class A motorhome, ready to go. New Honda 4,000 watt liq. FOR SALE: 76 FORD Elita 1 owner, orig. $200 Chris C. Kinzel 739 E. Pinedale

**WANTED:** 86 Motorhome Eldorado 31' This price pm. (707)797-8117 p.m. Will Jeff Bolden, Jr.

**FOR SALE:** 77 Ford T-Bird exc. cond. new AM/FM stereo/Cass 2 bed room. 1178350 12/89

**FOR SALE:** Charter membership w/Holiday Resorts Inc. Affiliated w/Cool-Coast- Real Estates, $250.0.0. William Rosamond P.O. Box 183 Cedar Ridge, Ca 95226 Reg# 0894927-215 Reg# 094150 11/89

**FOR SALE:** Head Shop Deep Rock eqnipment. w/tilt trailer-water trailer air op. stand mini-pump-installation tool, $4,500. (916)258-2871 Reg# 1128311 11/89

**FOR SALE:** House 3 bdrm, 1 1/2 ba. remodel, in Woodland, Ca 95695 (415)662-7516 Reg#100036-039

**FOR SALE:** 73 Boat Seal(ing 15 1/2 ft tri-...
Apprenticeship Act celebrated  
(Continued from page 5)

Organized labor, trying to protect its immediate interests, had traditionally worried that technical training would be used by employers to create surplus labor and thus drive down wage rates. Employers, likewise trying to protect their own immediate interests, looked at technical schools as a reservoir of youthful labor that could be utilized at no cost to employers.

Under the programs instituted by the Shelley-Maloney Art, labor and management began to jointly accept responsibility for insuring an adequate supply of competent labor for society's needs. At the same time, the act provided a mechanism for preparing America's young people for work.

Arguing for apprenticeship standards during the depths of the Great Depression, a few years before Shelley-Maloney was passed, a report by Mooney's committee put the issue in broad perspective: "We do not want history to repeat, nor a condition to be reestablished wherein millions of young people graduating from schools can find neither employment nor any hope for employment... We urge on organized employers and labor alike the proper training of an apprentice as a duty owed not only to the apprentice, but to society as a whole, and to the state and nation, and that the apprentice should be accepted as a legitimate, beneficial and necessary part of industry, not as a boomer and a burden, but as the nation's greatest asset."

Fight not over  
The fight for apprenticeship standards is not entirely over, according to at least one speaker at the Shelley-Maloney 50th Anniversary celebration. Lloyd Moul, a former lobbyist for the California Conference on Apprenticeship, warned that some anti-union forces still seek to erode apprenticeship standards.

"It's unpatriotic," Moul said of recent attempts to weaken sections of state law requiring the use of apprentices on public works. "The wealth of this nation is in the skills and knowledge of its people."

Moul said all pro-labor forces should lobby for the protection of apprenticeship standards. Explain to politicians, Moul urged, what it means "to give people the ability to make a living for the rest of their lives."

Historic transportation bill  
(Continued from page 5)

million to 31 million by 2010. The congestion that seems so insufferable today will grow much worse if the state fails to take decisive action now.

One of the chief obstacles to action is the Gann limit on state spending, imposed in 1979 by a voter referendum. Gann limit has effectively strangled the public sector during the 1980s, resulting in serious decay of the state's roads, highways, bridges, schools and other public infrastructure. As California enters the 1990s, deteriorating roads and services threaten to seriously undermine the state's potential for economic growth.

SCA-1 would modify the Gann spending limit in two important ways.

First, it adds a new growth factor to state and local spending limits so that public spending can grow along with the economy.

Second, it exempts all capital outlay from the spending limit so that necessary investments in transportation can be made without triggering corresponding cuts in other important public services.

Accommodating growth

But SCA-1 is not simply a formula for unchecked growth. Unlike the Gann limit, which has rendered government helpless as the population expands, SCA-1 attempts to involve local government in finding ways to accommodate growth in a rational manner.

Under SCA-1, each county would be required to come up with a congestion management plan which would specify congestion "goals" for all its various roads. The county would be required to develop a seven-year capital improvement program to reduce congestion and would have to take congestion targets into account in any land use decisions.

Any county not in conformance with the plan would risk losing revenue from the new fuel tax.

Art Bauer, executive director of Californians for Better Transportation, called the planning requirement "one of the more innovative aspects of the bill. It starts dealing with something everybody's concerned about."

Interview with Vern March  
(Continued from page 9)

up those two floors that fell apart.

Engineers News: What did it feel like to get back in the crane the first time?

March: Really shaky. In normal working conditions the thing moves around quite a bit. Every little move anywhere you have a little, everything, I'd feel a little rumble like a bus going by, it made me really nervous and I'd wonder if it was time to bail out of the cab. I definitely didn't want to experience that again. I was pretty nervous the first couple of days and it got better and better as a little more time went by. But I was really a lot more cautious than I was before and going a lot slower.

Engineers News: Earlier you said you got a call to go to the San Francisco job site where the crane collapsed last week.

March: Swinerton and Walberg heard I was available. I got a call Monday morning which was the day before the crane fell down. They needed someone to run the thing after (The Erection Co.) pulled out.

I said, "O.K." (On Tuesday) I was up there at 0700 and I stepped at my sister's house up and there was a message to call my wife. She told me about the accident. She didn't know whether to tell me or not. She knew how the earthquake had affected me. The news hit me hard - two near-misses right in a row.

I don't know how to describe my feeling about that. I was really upset. I started wondering what is happening with me and those tower cranes. Either I'm really living right or disaster is following me around. I'm somewhere in between those two thoughts.

Those couple of days after the earthquake I was a complete mess. I'd been waiting for some time off. My wife sent me a card and I would come out here and say, "I'll come out here and straighten the garage," and I'd walk out here and just kind of stare at stuff and I couldn't focus. I couldn't get that picture of the building coming apart out of my head.

I was having bad dreams. You know how when you're a kid and something bad happens to you and you just want to sleep to kind of escape everything. Well, that's all I wanted to do and then when I'd go to sleep I'd have these dreams and I'd wake up shaking. For the first two or three days afterwards I was an emotional mess.

Engineers News: So, what happens now?

March: When my wife informed me about this crane collapsing, she said she thought that maybe this is the last look for something else - something a little closer to the ground maybe (laughing).

A lot of my family members are saying, "Don't do this anymore." They think this is two very close calls. I'm definitely giving this a second thought, and I'm thinking what am I going to do for a living?... Right now I'm just taking some time off and trying to think about what my next move is.

Measure B to raise $355 million  
(Continued from page 16)

ized by Measure B will raise $355.5 million over the next 20 years.

The past three months have been very busy with negotiations and numerous night meetings taking place at Alex Hale of Granite Construction Salinas Branch says this year has been the busiest since he has been there and that 1990 looks to be even busier. (Continued on page 20)

Measure B, there will be even more work in the area.

I want to thank all the Local 3 members who volunteered their time to help put temporary buildings in Santa Cruz so the merchants can get back in business before the holidays and recoup some of their losses.

I would especially like to thank Steve Spence of King Crane for donating time on a Saturday and for donating his crane to help erect the tents. Along with Steve, many thanks to Art Alger, owner of Peninsula Crane and Rigging, for donating one of his cranes and to Operator Randy Swanson for donating his Saturday and Sunday to run Peninsula Crane. It was a great effort put forth by the volunteer workers for all the trade unions.

Bob Delaney  
Business Rep.