

Engineers News



VOL. 47, NO. 12

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



DECEMBER 1989

Searching for the cause

**Cal-OSHA still investigating
why crane collapsed, killing
five workers (story on page 3).**



FOR THE
Good & Welfare

By Tom Stapleton
Business Manager

This is a heartfelt thanks to operating engineers everywhere who have responded so generously to our call for help to assist victims of last October's earthquake.

Two days after the earthquake hit, Local 3 set up an earthquake relief fund. Local 3 contributed the first \$50,000, which was given to the American Red Cross. Since then, over 150 individuals and organizations have sent in checks ranging from \$5 to \$10,000 to help victims of the earthquake.

On Nov. 20, representatives from Local 3 and other key organizations who contributed to the earthquake disaster fund presented checks totalling \$58,000 to Watsonville, Santa Cruz and Hollister, three communities that suffered the most damage (see page 13).

Our International Union also set up a disaster relief fund to help operating engineers whose homes suffered damage in the earthquake. Local unions and members from all over the nation are contributing to this fund. For example, Business Manager Vincent Giblin of Local 68 in New Jersey sent \$25,000 collected from members of his local. We will publish a full report in *Engineers News* of who contributed to the International Union's relief fund as soon as we receive the information from them.

General President Larry Dugan and Secretary-Treasurer Frank Hanley have asked our union and Local 39 to work together to administer the distribution of these funds to operating engineers and stationary engineers who suffered financial loss in the earthquake.

The responsibility of establishing proper criteria for administering these funds to worthy recipients is a heavy one. Although many have given generously, I have no doubt the need will exceed the available funds. We will do our best to see to it that financial assistance is rendered to those who need it most.

I would like to extend special thanks to the following organizations and individuals who have contributed to Local 3's earthquake relief fund:

Organizations: Hawaii Industry Stabilization Fund (\$10,000), Operating Engineers Local 12 (\$5,000), Operating Engineers Local 3 Federal Credit Union (\$10,000), Foundation for Fair Contracting (\$10,000), Heavy and Highway Committee (\$10,000), Modesto City Employees Assc. (\$500), C.W. Sweeney (\$2,500), McMorgan & Co. (\$2,000);

Individuals: Stephen Bentivoglio, Robert Clark, Don Doser, James Earp, Larry Edginton, Gloria Gardner, John Jaquysh, Don Luba, William Markus, Judy McPhee, Larry Miller, Hank Munroe, Jack Short, T.J. Stapleton, Edward Waldo, Bob Baroni, Cheryl Posthuma, Walter Powers, Greg Gunheim, Donna Lake, Robert Miller, Chuck Smith, Rob Wise, Chuck Billings, Norvin Cox, Ray Morgan, Richard Glead, Lynn Barlow, Virgil Blair, James Cologna, Kay Leishman, H.K. Pang, Don Strate, Verlyn Shumway, Kaelynn Tuckett, Wally Lean, Ken Allen, Mark August, Brian Bishop, Dennis DeCosta, Rodney Farnum, Claudia Hassler, Irene Rust, Jack Baugh, Robert Britton, Samille Harris-Carlson, Lynn Rossman Faris, Dan Valesano, Bob Blagg, Mario Dumlao, Ray Helmick, William Reeves, Joyce Skeen, Gerald Steele, Kathi Westlake, Bill Burns, Carol Swaner, Monty Montgomery, Pat O'Connell, Bob Sheffield, Harold Smith, Charles Williams, Dave Coburn, Lucia Johnson, Dan Mostats, Eugene Pennington, Barbara

(continued on page 20)

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 capitol.

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 the challenges facing Solidarnosc as the union attempts to get the Polish economy moving.

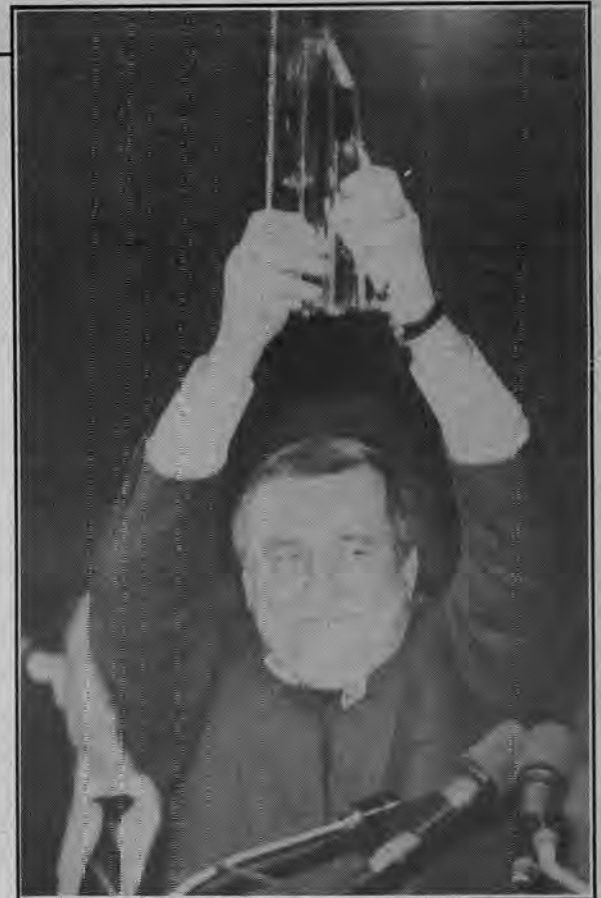
"Today much more depends on us than ever before in the past 40 years," he said.

"... 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 and President George Bush pledged on the eve of his arrival in the U.S.

"No one knows how much time we have left to reform our economy, but we all know it is not much. . ."

"Our country needs your experience, your



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

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.

Engineers News



- | | |
|-----------------------------|-----------------------------|
| T.J. (Tom) Stapleton | Business Manager |
| Don Doser | President |
| Bob Skidgel | Vice President |
| William Markus | Recording-Corres. Secretary |
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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, Jan. 6, 1990, at 1 p.m., at the Seafarers International Union Auditorium, 350 Fremont St., San Francisco, California.

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 "luffing" 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



Rescue workers move portion of crane's boom off crushed taxi cab to remove injured victims.

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

Construction and rescue workers clear away fallen debris in attempt to reach crew members who fell to their deaths.

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 making no conclusions on what caused 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 any person 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 on the 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 ap-



Sheedy moves in hydraulic crane to begin removing wreckage.

prentice must pass a written and "hands-on" skills test on at least two different classifications of equipment. Journeymen union 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.

Collapse

(Continued from page 3) has any kind of a problem. They put their lives in his hands every day. They'll walk off the job if they see any problem at all."

Union officials in Local 612 attest to Boggess as a "pure professional," whose services were in demand with every employer he ever worked for.

The three ironworkers who died were also employees of The Erection Company, based out of Seattle, WA. The are identified as Steve Tilton, 35, Spanaway, WA; David Stephen Graden, 34, Kirkland, WA; and Paul D. Cline, 49, Renton, WA.

The bus driver, Tay Holden, 39, of Berkeley, CA was a member of the United Transportation Union. She was an accomplished musician and a member of the San Francisco Folk Music Club.

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 winners, 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 1st runners-up for study at any accredited college or university, one awarded to a daughter and one to a son of Members 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 rule out 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 a least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, 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.

Awarding 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 normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the Scholarship winners selected.

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:

All of the following items must be received by MARCH 1, 1990.

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

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

3. **Letters of Recommendation**—every Applicant should submit one to three letters of recommendation giving information about his/her character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the applications, or sent directly by the writers to Local No. 3.

4. **Photograph**—A recent photograph, preferably 2 inches by 3 inches with 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 sent to:

William M. Markus
Recording-Corresponding Secretary
Operating Engineers Local Union 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 officials from northern California gathered in Oakland to commemorate the 50th anniversary of the Shelley-Maloney Act.

Shelley-Maloney, enacted in 1939 by the state legislature, established California's current system of apprenticeship training. While apprenticeship seldom occupies the public spotlight, and is probably taken for granted by most people, the service it provides is of fundamental importance 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 teachers, each worker would still be re-inventing the wheel. And humans 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, apprenticeship bound a boy to his master. The first labor law in California, passed in 1854, pertained to indentured 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 journeyman.

However, America's need for skilled craftworkers in the 19th Century was filled largely through immigration and the institution of apprenticeship received 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 people; it lacked a way to train them for any opportunities that might be created.

In this desperate environment

the seeds of the modern apprenticeship system were sown with the passage of the National Industry Recovery Act under President Franklin D. Roosevelt in 1933. In 1934, FDR's Secretary of Labor, Frances Perkins, organized the Federal Committee on Apprentice Training, and two months later the California Committee on Apprentice Training was established. Its chairman was a man many regarded as the father, or at least the midwife, of modern apprenticeship in California: Archie J. Mooney.

Mooney's monumental task

According to Charles F. Hanna, a former chief of the Division of Apprenticeship Standards and co-chair of this month's Shelley-Maloney celebration 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 committee 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 guidance by government."

A new era of labor-management cooperation on apprentice-

ship training was about to begin.

The National Industrial Recovery Act was declared unconstitutional by the Supreme Court in 1936, dealing a temporary setback to Mooney's efforts. But Mooney's team continued developing standards for joint labor-management apprentice training and, in 1937, the California legislature overwhelmingly passed legislation to implement joint apprenticeship training programs.

Unfortunately, the governor "pocket vetoed" the bill while the legislature was out of session, making an override vote impossible. The bill was dead.

But it took more than a veto to discourage Archie Mooney, according to Grace J. Kelly, Mooney's long-time secretary and a former consultant to the Division of Apprenticeship Standards. 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



Charles Hanna listens as Grace Kelly tells of Archie Mooney's contribution to 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 standards ready for implementation when the Shelley-Maloney Act went into effect in September of 1939.

Profound shift

The Act brought about a profound shift in the way that employers and organized labor thought about apprenticeship. Organized labor, trying to protect its immediate interests, had traditionally worried that technical

(Continued on page 20)

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 transportation measure slated to go before California voters next June.

The check, officially presented on Nov. 9, represents an investment 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, too."

SCA-1, if approved, would generate \$15 billion for road construction and other transportation 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 additional \$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 California's transportation infras-

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 population growth and the many problems growth is creating.

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

(Continued on page 20)

YOUR CREDIT UNION**Direct deposit
a good idea!****Bill Markus**

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

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 can apply for an ATM card which will allow you to access your account at any ATM machine displaying the STAR and EXCHANGE logos, withdraw up to \$200 cash per day, any hour of the day, day or night.

And, it's easy to do. Just call the Credit Union and any of their Savings Representatives can assist you in getting started.

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)

FRINGE BENEFIT FORUM

By Don Jones, Fringe Benefit Director



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 Lafferty, Pete Ekberg, Merle Sheltenbarger, 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

1989 year-end summaries (W-2P 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.

A special note for W-2P recipients: you will be receiving two W-2P's. One will reflect benefits paid to you from New York Life for the period Jan. 1989 through Aug. 1989. The other will reflect benefits paid to you from the Trust Fund Office for the period of Sept. 1989 through Dec. 1989.

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

A Pension Plan note

The Pension Trust Fund for Operating Engineers has been around since 1958, and is currently paying more than 9,700 pensioners and beneficiaries monthly benefits totalling 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 62 (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 1/01/88) and Retirees with at least 10 Pension Credits earned in Local 3 have recently been granted a \$25 permanent increase (effective 10/01/89).

A. R. P.

When you get what you want in your struggle for self

And the world makes you king for a day.

Just go to a mirror and look at yourself

And see what that man has to say.

For it isn't your father or mother or wife

Whose judgement upon you must pass,

The fellow whose verdict counts most in your life

Is the one staring back from the glass.

Some people might think you're a straight-shootin' chum

And call you a wonderful guy, But the man in the glass says you're only a bum

If you can't look him straight in the eye.

He's the fellow to please, never mind all the rest,

For he's with you clear up to the end.

And you've passed your most dangerous, difficult test

If the guy in the glass is your friend.

You may fool the whole world down the pathway of years

And get pats on your back as you pass,

But your final reward will be heartaches and tears

The man in the glass

If you've cheated the main in the glass.

Happy Holidays from the 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-appearing 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 ass 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

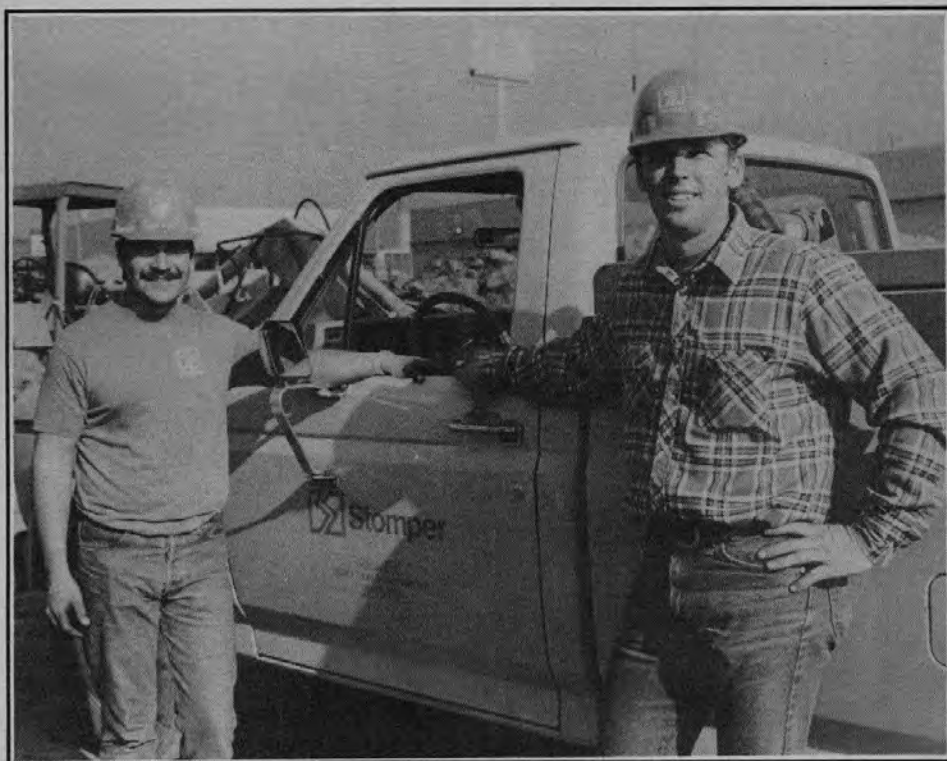
Two months after the 7.1 earthquake that ravaged the Bay Area, many of the scars are rapidly on the mend. The collapsed Cypress Viaduct, which became a visual symbol of the destructive power of the earthquake, is almost entirely gone. The next six pages provides a photographic chronicle of how our members 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 Olshan 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 re-

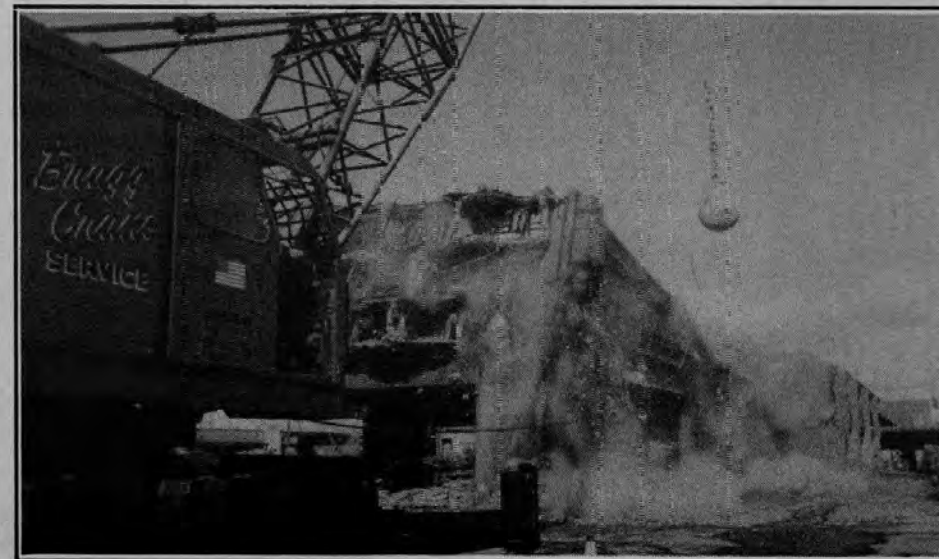
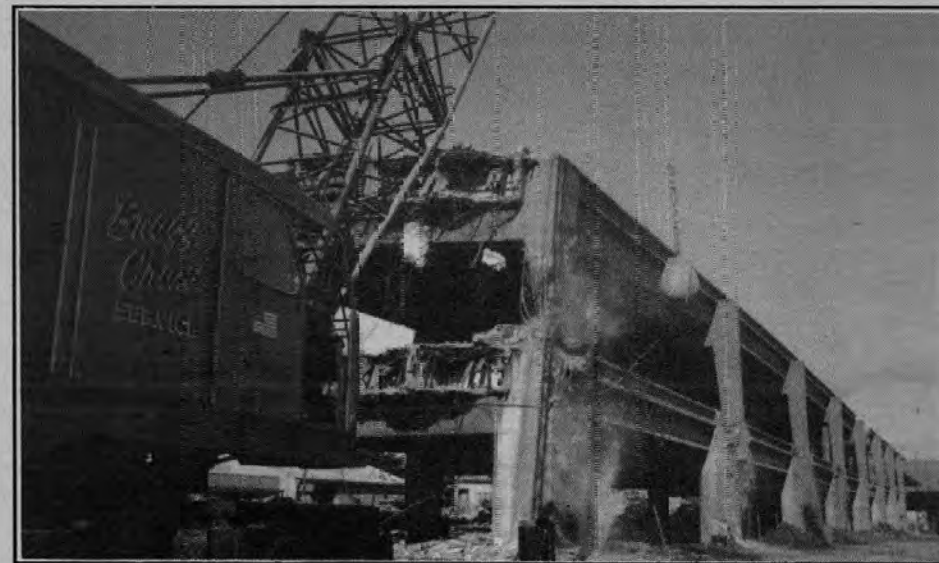
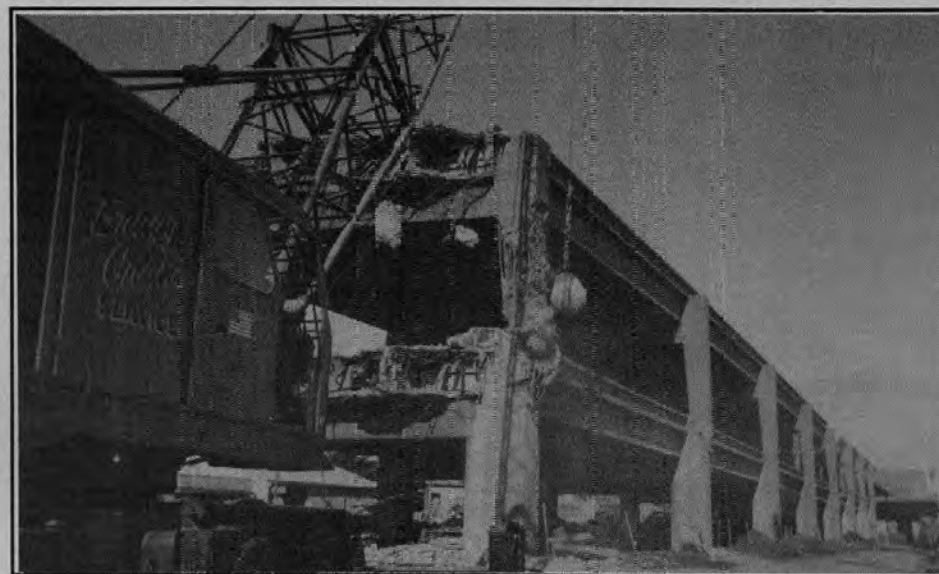
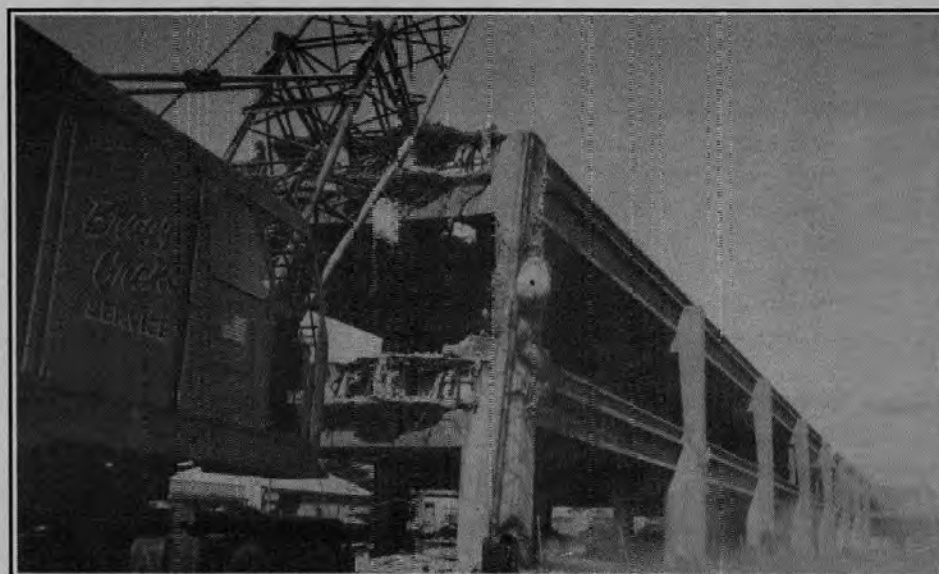
placement can be designed and built. Despite the extent of the damage, nearly all the damaged structure has been removed, with the exception of a one block section which somehow survived the quake. Engineers and scientists are in the process of conducting tests which simulate an earthquake in an effort to learn how the structure failed. The tests are scheduled to be completed by the middle of this month.



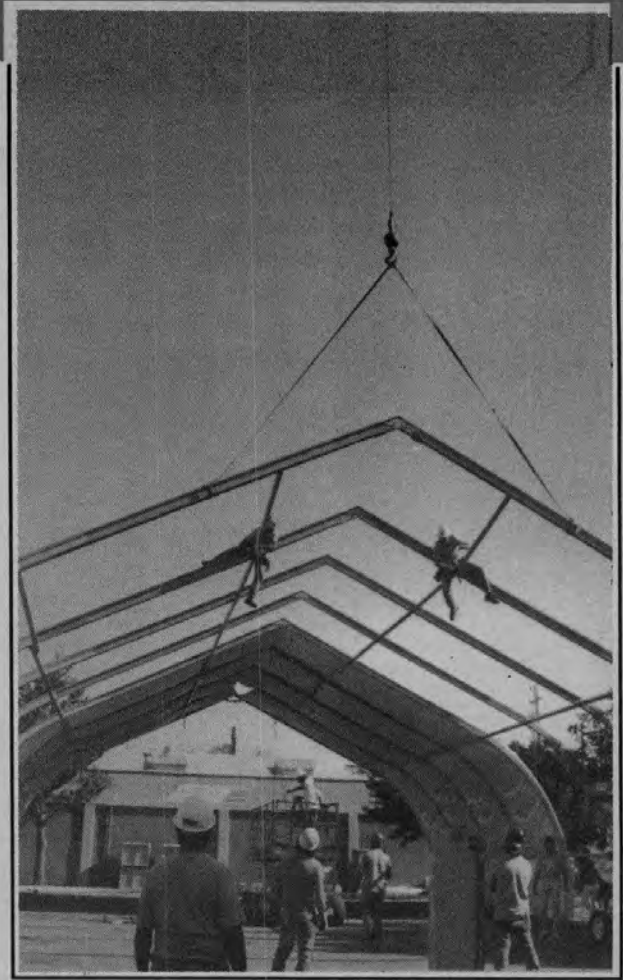
Local 3 members Andre Rodriguez and Mike Kohn (above) have been doing demolition on the Cypress structure for Stomper, since about two weeks after the earthquake. Below are two photos taken from the same location, one only two days after the earthquake, and the other on Dec. 5 after the section had been 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 give temporary assistance. Assisting are (left) eight-year Local 1 Police Dept. and Culinane. Dem... store (right) was Manuel and To...

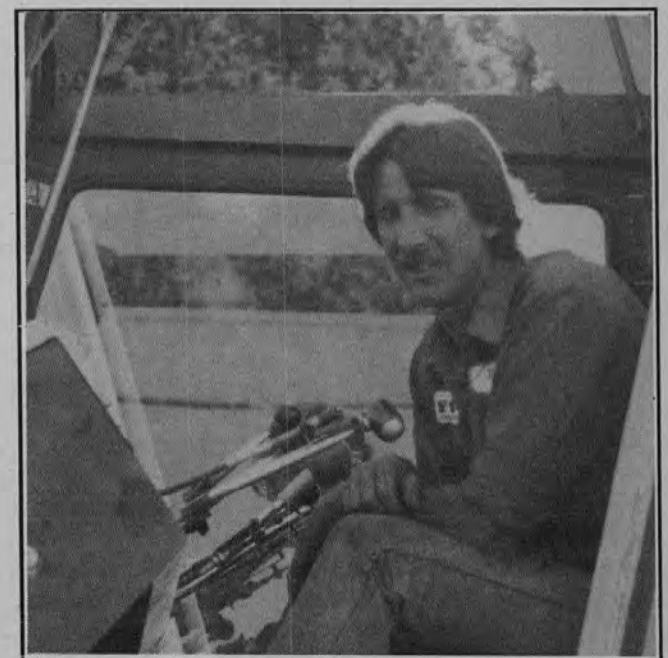


Union volunteers put Santa Cruz merchants back on their feet in time for Christmas

On the 11-1 and took over Cruz. By the wasn't n The city had been Oct. 17 took two millions property were des ruined. W back on t busy Chr season, lo staring at ter on top ral disast faced a ho out jobs.

It's the that bree for the 20 who gathe Saturday, They were the city's business i big shopping Christmas after Thar ing trades the skills.

While c looked on about con large vin block we Pacific C long bee ness cer member



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 Earp 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 rumbler here — just a little bit, a typical Bay Area rumbler.

I definitely was the first one to feel it. So, I whistled 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 it was still just rumbling. Right about that time is when it cut loose and it started shaking violently.

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 inside of the cab there like a pinball and I'm watching the building start to come apart. I guess the really violent shaking only last about eight seconds — I'm not sure how long — but the beams started falling.

Big floor beams started coming loose and falling, bundles of deck started coming through, and one of the last things I remembered seeing was a big column that was standing by itself, that wasn't

tied in with the rest of the stuff we were doing. It went over the side. And one of the last things I remember seeing before it stopped was the last four feet of that thing or so disappearing over the side.

When I saw that column go, it was like a scene out of a disaster movie. It was kinda like a dream, and that was when I said goodbye. I figured pretty soon I'd be in the street, too.

Engineers News: How far up were you in the crane?

March: We were putting together 15, 16 floors and I figure I'm up about three or four floors higher than that, so it was close to 300 feet.

It was at that time it flashed through my mind 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.

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 totalled. The counter jib, when there's no load

After two near misses in as many months, Local 3 crane operator Vern March decided to take some time off to enjoy his family and pursue his favorite recreation, dirt biking.



on it with the machinery and the counter weights, it's loading toward 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 structurely totalled.

Engineers News: Was it a free standing crane?

March: It was tied in at the 10th floor. We had already jumped it once.

Engineers News: Was anybody injured?

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 deck, 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.

When we were all on the ground and we were still kind of all looking at each other, the kid grabbed me and hugged me. It's

hard to describe, except the appreciating that we were there.

Engineers News: What about the building?

March: There were actually only a few pieces 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 started 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 Bay Bridge has collapsed and freeways collapsed!" That's when I really got an idea of how severe it was around the area.

Engineers News: When did you go back on the job?

March: A week later, to start taking the whole crane down and put a new one up. In that weekend we straightened back

(Continued on page 26)

ers (left) construct vinyl pavillon to shelter to Santa Cruz businesses. Below, from left) Sgt. Pat Reedy, an Local 3 member with the Santa Cruz and Local 3 Business Rep. Barbara Cullinane, and Local 3 member with the Santa Cruz Police Dept. Sgt. Pat Reedy. The work was carried out by Local 3 operators and Sgt. Pat Reedy of Husky Crane.



weekend of Nov. 11, amidst wreckage and debris, union laborers began to clear the downtown Santa Cruz area. In the wake of things, there was nothing to take over. The downtown area was devastated by the earthquake, which destroyed lives and inflicted millions of dollars worth of damage. Buildings were destroyed, merchandise was lost, and there was no way to get on their feet for the Christmas shopping season. Local businesses were facing an economic disaster. Their employees were out of work during the holiday season with-

out of a sort of situation of despair. But not long after, union members returned to downtown Santa Cruz on Nov. 11, at 6 a.m. They determined to put the merchants back in business as soon as possible. The first day of the Christmas season: the Friday after Thanksgiving. As builders and workers, they had to do what needed to be done.

Curious residents and union workers set about constructing seven vinyl pavilions just one block away from the devastated Garden Mall that had been Santa Cruz's business center. Two Local 3 members were at the heart of

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 Employees 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

help bring down the Ford department store. Approximately 60 percent of the buildings in the five-block Garden Mall area had to be demolished as a result of 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. 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 nearly at hand, merchants were facing economic disaster as well.

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

far 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

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.



Working repairs on the Lake Elman Dam for Stevens Creek Quarry are (above, front row, from left) Viviano Rodriguez, a 24-year member, Rick Nichol, six years and Jim Vosburgh, seven years. Back row, from left: Mark Naucus, 10 years, Thomas Trumbull, two years, Brian Phelps, five years, Lew Nisich, 20 years, Richard Voss (owner), 13 years and Ken Ruddell, 25 years. Lew Nisich's father, Lew Nisich Sr., was one of the operators who helped build the dam 40 years ago. Top: Rick Nichol climbs face of the dam.

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 Cullinane. Operating Engineers Local 12 pledged an additional \$5,000 for Hollister.

Mayor Mardi Wormhoudt (right) accepts checks for earthquake relief in Santa Cruz: \$10,000 from Foundation for Fair Contracting, \$10,000 from Local 3 Credit Union, and \$5,000 from 46-county Northern California Heavy and Highway Committee. From left: Local 3 Business Rep. Barbara Cullinane, Local 3 Director of Public Relations Jack Baugh, Laborers Local 297 Business Manager Tom "Red" Scardina, Local 3 Business Rep. Bob Delaney, Mayor Wormhoudt, Local 3 V.P. (retired) Bob Skidgel, Local 3 Treasurer Don Luba, Foundation for Fair Contracting Director Chuck Center.



Union representatives (left) present checks to Mayor Betty Murphy of Watsonville for earthquake relief: \$10,000 from Local 3 members, \$10,000 from the Hawaii Industry Stabilization Fund, and \$5,000 from the 46-county Northern California Heavy and Highway Committee. From left: Laborers Local 297 Business Manager Tom "Red" Scardina, Local 3 Business Rep. Bob Delaney, Local 3 Treasurer Don Luba, Mayor Murphy, and Local 3 President Don Doser.



October 17, 1989

5:04 p.m.

(Editor'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!



American Red Cross

St. Louis Bi-State Chapter
Office of Labor Participation

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

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 turnout. 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.

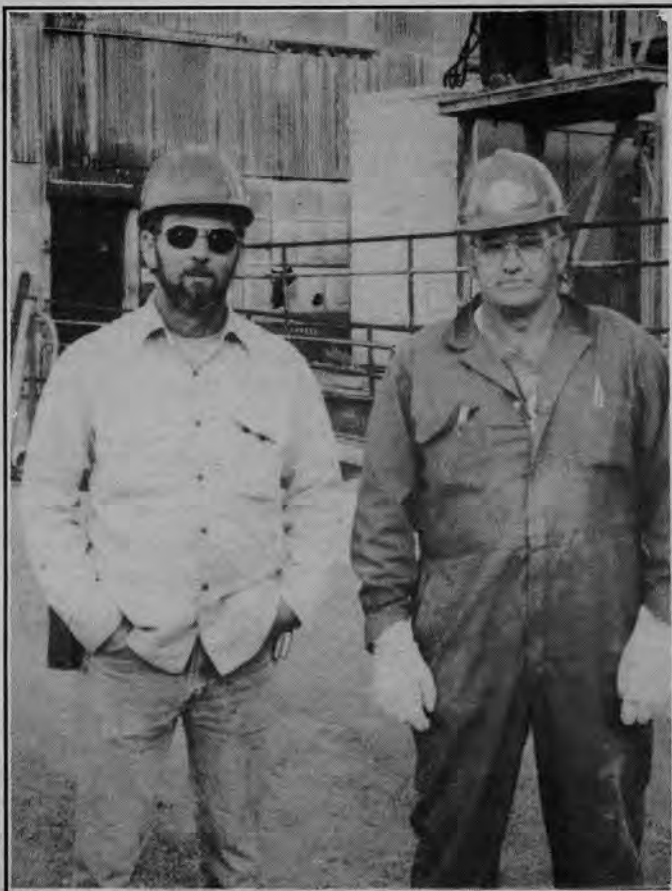
Then it's the same old story, three more years of a dozen or so people making the decisions for everyone and getting cussed and criticized by union and non-union members a like.

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 members Lita Lance (right) and Allen Hermance check out the latest copy of *Engineers News* in the parts room at C. E. Basic in Gabbs, Nevada. Lance oversees inventory and distribution. Hermance is a welder and fueler-luber.



Kelly Hanifen (left), a chief steward for Local 3, is leadman in the maintenance shop at C. E. Basic in Gabbs, Nevada. Everett Nay (right), also a chief steward, is relief leadman. Both have served as union negotiators.

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.

He married Debra Coundrey in El Dorado Hills, Ca., on Aug. 4, 1973.

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 Bat-

tle 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 fam-

ily 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.

NEWS FROM THE DISTRICTS



Brian Phelps is an operating engineer by training, but last June this Local 3 member temporarily took on the role of firefighter when a neighbor's home was consumed by a massive fire. Phelps grabbed a hammer from his car and tried pulling away the plywood covering the building's front door. When that didn't work he kicked down the back door and pulled Carl Costa, the building's owner, outside. Costa, critically injured in the fire, later died.

Bowling unites Hawaii members

Early in 1989, brother Sam Kekaulike brought up the idea to brother "Kini" Lepolp (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 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. We have 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 spouse 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 second round. We are going to have 5 people on a team (mix league) bring your full team if you wish.

Aiea bowl has a lot of parking, a restaurant, a lounge with a bar and

games for the Keikis. They also have bowling balls and bowling shoes if needed (on a first come basis).

For more information and sign up, please call the office and ask for Val (845-7871) 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

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 Ice 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 private projects.

Granite, Teichert, 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 an 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 Yturiga, Ron Iler, Andy Mullen and Derlin Proctor.

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.*

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.

Oakland

Gradechecking 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 dozer 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 back when I met District Rep. Darell Steele of Local 3. My organization (The Yuba Sutter Youth Soccer League) was trying to create a 21 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 do the project.

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 Fremont 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 has required the U.S. to borrow heavily from abroad to pay for the rise of imports. The 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 1985 to \$2.6 billion in 1988, in various locations across the U.S.

Strong governmental action is urgently needed

if meaningful progress is to take place, 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 leeches 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

union membership together as a strong voting block in support of better labor laws. We need to support candidates who focus on real problems that affect all of us, and oppose candidates who only serve a wealthy few who have the technology and money to manipulate the attitudes of the voting public.

These sophisticated anti-worker campaign drives are designed by special interest (full-time employee) campaign wizards to mislead the public, using ambiguous language to make the issues impossible to interpret. More effective yet, they distract the voters' attention toward side issues, intentionally taking the voters' attention away from critical issues.

Let's not continue to fall victim to this political trickery. Remember, your union dues pay for the research it takes to make wise decisions that are in the best interest of all Local 3 members.

Please read your *Engineers News* for political information and a better understanding of what we need to do.

I wish you all a very happy Holiday Season.

*Darell Steele
District Rep.*

Measure B approved by a hair in Monterey Co.

Members put jobs bill over the top

I hope everyone is pretty much back to normal by now after the big shocker felt 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 Natividad 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 polls.

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 autho-

(Continued on page 20)

NEWS FROM THE DISTRICTS

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 glistening on rooftops and windshields. It is the time of year to pre-heat those diesel engines for a long time. Then comes the sputtering, smokey 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 Argonauts 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 Spessard, the Superintendent on Ghilotti's Freitas Creek Job, is much ahead of schedule with the dirt moving there, and is talk-

ing of retirement when this project is over. The Ghilotti crew chipped in and presented manual 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, Blademan 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 Rus-

sian River. Gotta keep those haul-trucks moving!

Enough about dirt!

Out along the Mendocino-Fort 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 be keeping 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, 50 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 best 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 Teamsters, Kirk Smith from the Plumbers & Pipe Fitters, Rickie Bryan from the Operating Engineers Joint Apprenticeship Committee, and Warren Broadhead from the Federation of Teachers for attending the meetings to show their support.

*George Stavros
Business Rep.*

Union Yes!

DISTRICT 01 ELECTION

On January 16, 1990, at 8:00 p.m. at the regular quarterly District 01 membership meeting, there will be an election for a District 01 Executive Board Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the following location:

Seafarers International Auditorium
350 Fremont Street
San Francisco, Ca.

District Meetings

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

December

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

January 1990

- 6th Semi-Annual Meeting Saturday 1:00 p.m.**
Seafarers International Aud.
350 Fremont St. San Francisco
- 9th District 4: Eureka**
Engineers Bldg. 2806 Broadway
- 9th District 17: Kauai**
Wilcox Elementary School, 4319 Hardy Street
- 10th District 17: Kona**
Konawaena School Kealakekua
- 10th District 7: Redding**
Engineers Bldg. 100 Lake Blvd.
- 11th District 6: Marysville**
Engineers Bldg. 1010 "I" Street
- 17th District 1: San Francisco**
Seafarers Int. Aud. 350 Fremont Street
- 23rd District 17: Maui**
Kahului Public Library,
90 School Rd. Kahului, Maui
- 24th District 17: Hilo**
Kapiolani School, 966 Kilauea Ave.
- 25th District 17: Honolulu**
Kalihi Waena School, 1240 Gulick Ave.

Retiree Meetings

Revised for special called meetings where possible.

- Eureka-Alpha Chap.** Tues. Jan. 9, 1990 2 p.m.
Operating Engineers Bldg. 2806 Broadway
- Redding-Beta Chap.** Wed. Jan. 10, 1990 2 p.m.
Moose Lodge, 320 Lake Blvd.
- Marysville-Gamma Chap.** Thurs. Jan. 11, 1990 2 p.m.
Veterans Memorial Bldg. 249 Sycamore, Gridley, Ca.
- Fairfield-Napa-Chi Gamma Chap.**
Tues. Jan. 16, 1990 10 a.m.
Embassy Suites, 1075 California Blvd. Napa, Ca.
- Ignacio-Chi Chap.** Tues. Jan. 16, 1990 2 p.m.
Alvarado Inn. 6045 Redwood Ave. Novato, Ca.
- S.F.-San Mateo-Kappa Nu Chap.**
Wed Jan. 17, 1990 10 a.m.
IAM Air Transport Employees, 1511 Rollins Rd. Burlingame, Ca.
- Ceres** Tues. Feb. 6, 1990 10 a.m.
Tuolumne River Lodge, 2429 River Rd. Modesto, Ca.
- Stockton-Eta Chap.** Tues. Feb. 6, 1990 2 p.m.
Operating Engineers Bldg. 1916 N. Broadway
- Fresno-Theta Chap.** Tues. Feb. 13, 1990 2 p.m.
Laborers Hall, 5431 East Hedges
- Auburn-Epsilon Chap.** Tues. Feb. 20, 1990 10 a.m.
Gold County Fair, 1273 High St. Auburn, Ca.
- Sacramento-Zeta Chap.** Tues. Feb. 20, 1990 2 p.m.
Laborers Hall, 6545 Stockton Blvd.
- Oakland-Nu Chap.** Thurs. Feb. 22, 1990 10 a.m.
Oakland Zoo-Snow Bldg. 9777 Golf Links Rd.
- Concord-Mu Chap.** Tues. Feb. 27, 1990 10 a.m.
Concord Elks Lodge # 1994, 3994 Willow Pass Rd.
- Salt Lake City-PI Chap.** Wed. Mar. 7, 1990 2 p.m.
Operating Engineers Bldg. 1958 N. W. Temple
- Reno-Xi Chap.** Thurs. Mar. 8, 1990 2 p.m.
Carpenters Hall, 1150 Terminal Way Reno, Nv
- Ukiah** Thurs. Mar. 22, 1990 10 a.m.
Discovery Inn, 1340 N. State St. Ukiah, Ca
- Santa Rosa-Chi Beta Chap.** Thurs. Mar. 22, 1990 2 p.m.
Veterans Memorial Bldg 1351 Maple St.
- San Jose-Kappa Chap.** Tues. Mar. 27, 1990 2 p.m.
V.F.W. Post 3982, 1313 Franklin St. Santa Clara, Ca.
- Watsonville-Iota Chap.** Thurs. Mar. 29, 1990 10 a.m.
V.F.W. Post # 1716, 1960 Freedom Blvd. Freedom, Ca.

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 Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1990. The schedule of such meetings at which the Grievance Committee members will be elected, is as follows:

January 1990

- 9th District 4: Eureka**
Engineers Bldg. 2806 Broadway
- 9th District 17: Kauai**
Wilcox Elementary School, 4319 Hardy Str.
- 10th District 17: Kona**
Konawaena School Kealakekua
- 10th District 7: Redding**
Engineers Bldg. 100 Lake Blvd.
- 11th District 6: Marysville**
Engineers Bldg. 1010 "I" Str.
- 17th District 1: San Francisco**
Seafarers Int. Aud. 350 Fremont Str.
- 23rd District 17: Maui**
Kahului Public Library,
90 School Rd. Kahului, Maui
- 24th District 17: Hilo**
Kapiolani School, 966 Kilauea Ave.
- 25th District 17: Honolulu**
Kalihi Waena School, 1240 Gulick Ave.

February

- 6th District 3: Stockton**
Engineers Bldg. 1916 North Broadway
- 13th District 5: Fresno**
Laborer's Hall 5431 East Hedges
- 20th District 8: Sacramento**
Laborer's Hall 6545 Stockton Blvd.
- 22nd District 2: Oakland**
Warehousemen Local #6, 99 Hegenberger Rd.

March

- 7th District 12: Salt Lake City**
Engineers Bldg 1958 W.N. Temple
- 8th District 11: Reno**
Musicians Hall 124 West Taylor
- 13th District 04: Fairfield**
Holiday Inn 1350 Holiday Lane
- 22nd District 10: Santa Rosa**
Veterans Bldg 1351 Maple Str.
- 27th District 9: San Jose**
Labor Temple 2102 Almaden Rd.

Election of Geographical Market Area Addendum Committeemen

Business Manager T. J. Stapleton has announced the election of Geographical Market Area Addendum committeemen 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 Committeemen.

(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" Journey-

man

(d) He must be a member in good standing

(e) Must not be an owner-operator.

No members 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 4: Eureka**
Engineers Bldg. 2806 Broadway
- 9th District 17: Kauai**
Wilcox Elementary School,
4319 Hardy Street

- 10th District 17: Kona**
Konawaena School Kealakekua
- 10th District 7: Redding**
Engineers Bldg. 100 Lake Blvd.
- 11th District 6: Marysville**
Engineers Bldg. 1010 "I" Street
- 17th District 1: San Francisco**
Seafarers Int. Aud.
350 Fremont Street
- 23rd District 17: Maui**
Kahului Public Library,
90 School Rd. Kahului, Maui
- 24th District 17: Hilo**
Kapiolani School,
966 Kilauea Ave.
- 25th District 17: Honolulu**
Kalihi Waena School,
1240 Gulick Ave.

February

- 6th District 3: Stockton**

- Engineers Bldg.
1916 North Broadway
- 13th District 5: Fresno**
Laborer's Hall 5431 East Hedges
- 20th District 8: Sacramento**
Laborer's Hall 6545 Stockton Blvd.
- 22nd District 2: Oakland**
Warehousemen Local #6,
99 Hegenberger Rd.

March

- 7th District 12: Salt Lake City**
Engineers Bldg 1958 W.N. Temple
- 8th District 11: Reno**
Musicians Hall 124 West Taylor
- 13th District 04: Fairfield**
Holiday Inn 1350 Holiday Lane
- 22nd District 10: Santa Rosa**
Veterans Bldg 1351 Maple Street
- 27th District 9: San Jose**
Labor Temple, 2102 Almaden Rd.

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 Act, 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. . . [W]e urge on or-

ganized 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 bother 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. The 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 or eliminate 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."

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 City Hall for the Cogen Plant that O'Brien Energy wants to build in Salinas. The Building Trades Council and the company have put together a project agreement that ensures the plant will be built union.

Speaking of the Cogen Plant, there are two more planned for Firesone and Speckles. So there is a

Stapleton

(Continued from page 2)

Siegel, Darell Steele, Robert Criddle, Tom Hester, William Horan, Wendell King, Sandy Nichols, Henry Denton, Patricia Bonar, John Bonilla, Frank Herrera, Bill Marshall, Hugh Rogan, Robert Wagnon, Dave Young, Lew Bratton, Robert Delaney, Don Incardona, Frank Rodriguez, Max Spurgeon, Jose Tarin, Dennis Jeffery, Toni Jones, Jerry Bennett, Ron Iler, Andrew Mullen, Derlin Proctor, Robert Yturiaga, William Schneider, John Toney, Don Jones, James Aja, Kenneth

Bettis, Robert Beall, James Fagundes, Chuck Center, Ron Wood, Terry O'Toole, Russell Tucker, Joan Williams, Daril Wiley, Art McArdle, James Brown, Peter Fogarty, Valerie Shideler, Paul Preston, Richard Cary, Ed Hunnicutt, Allen Collingwood, Roy Braley, Maude Mullineaux, Harold Meadows, Don Barney, Robert Aspenall, Roy Dunlap, H.L. Spence, Lester Wahlen, Robert Lehman, Chiyoko Nakamura, Davis Salas, Robert Jones, James Killean, Judith Miller, Robert Hultsman, Wright Seal, Rupert Dziuk, Joseph Parkinson, F.A. Buhler, Walter Markee, Sam Cooper, Martin Azparren, Tee Zee Sanders, Harold Lewis, Eugene Schaufler, Jim Bone, Jack Khara.

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 and every little rattle, everytime 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 getting firewood and at I stopped 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 really 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 garage is a mess 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 a sign to 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're thinking 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.

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.