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Surveying BART's future

Union labor is building 3 BART extensions that will help meet Bay Area transit needs into the 21st century

(See story p.4-5)



Photo by Steve Moler



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

A couple of months ago in this column, I concluded my thoughts on the NAFTA battle by saying: "Someday we'll look Clinton in the eye and say, 'I told you so.' Meanwhile, we've got other work to do."

The "other work" I referred to was, of course, the need to secure a new national health care package.

Clinton will have his hands full, especially since other powerful groups are mobilizing their opposition by submitting their own plans (see article this page).

But I can't help saying a little "I told you so" on NAFTA, because it's happening already. Articles all over the country are reporting on firms who are planning to make their moves to Mexico before the ink on the NAFTA bill has even had a chance to dry. For example:

- In Logansport, Ind., 300 members of Paperworkers Local 7668 will lose their jobs by the end of 1994 with the shutdown of plant operations by the White-Rodgers Division of Emerson Electric Co. Production lines are being moved to Emerson's facilities in Juarez.

- Ten days after the trade agreement became operational, 136 workers at Nintendo of America in Redmond, Wash., were handed pink slips. Although the computer game company denied there was any connection with NAFTA, the layoffs coincide with Nintendo's announced opening of assembly operations in Mexico.

- The same day, Key Tronic Corp. in Spokane, Wash., said it would eliminate the jobs of 100 full-time workers and 200 temporary workers and transfer the production of computer keyboards to Juarez.

- While Pittsburgh-based Westinghouse Corp. announced plans to slash 6,000 workers from its payrolls over the next two years, it was mute about relocating more of its operations to Mexico. During the late 1980s, Westinghouse phased down production at plants in Ohio, Pennsylvania and Texas, and moved operations to Mexico.

Mike Ridenour, who has headed the Logansport local for the last nine years, said the plant will have only a skeleton crew left in a couple of months. At its peak, the plant had employed 700 members of the Allied Industrial Workers.

"For workers on the shop floor, the acronym NAFTA has another meaning," he said. "It stands for 'No American Factory Taking Applications.'"

In the local's last round of negotiations with the Emerson Electric subsidiary, he said, "We asked what we could do to save the plant from shutting down."

Management's response was, "absolutely nothing." It pointed out that profits from the plant were not reaching the company's target and that it was gearing up for the move to Mexico. Emerson has been operating low-wage maquiladora plants in Juarez and Nuevo Laredo for several years.

Maquiladora wages average \$1.64 an hour, compared with \$11.94 in U.S. factories.

Well, Mr. President, we told you so.

A little bit of 'I Told you so' on NAFTA

Unions plan aggressive drive on Clinton's health proposal

Labor will bring to bear every available resource, doing "whatever it takes" to help enact comprehensive health care reform, AFL-CIO President Lane Kirkland declared in a recent AFL-CIO News report.

It would be "a crime and a shame" to allow other "phony bills" masquerading as reform to undermine Clinton's proposal, he said.

Kirkland pledged that workers and their unions would be "aggressive" in advancing a program that really deserves the name of Health Security Act.

The need for change in the nation's crumbling health care system has been apparent to workers for many years, Kirkland said.

He stressed that no one has had "more bitter experience" with the American medical care system than trade unionists. Yet, it was labor that pioneered such health programs as employer-paid insurance, direct prepaid medical care facilities and options to control costs and maintain access for working people.

Health care has become a hotly contested issue at the bargaining table over the past decade. More than 75 percent of recent work stoppages are due to disputes over the costs of medical care coverage. Many trade unionists have forgone wage increases in attempts to maintain their current level of health benefits.

The present system also fails to protect responsible employers who provide insurance coverage for their workers — but are forced to compete with those employers who do not.

Kirkland conceded that the bitter NAFTA defeat has left "lingering pain on the part of many of our affiliates and on our part."

"That makes it all the more essential to 'detach this issue from those concerns' and not allow those problems to interfere with potential health care reform, Kirkland said.

Labor will bring the same vigor and commitment to health care it brought to NAFTA, Kirkland said, noting it may be possible that labor will spend more than it was forced to spend on NAFTA. Kirkland has written to all affiliates to explain labor's commitment to the bipartisan, broad-based Health Care Reform Project and the financing necessary to see the fight through.

The AFL-CIO has repeatedly stressed the key elements that must be contained in the final product:

- quality of care,
- universal access to care,
- a comprehensive package of benefits,
- cost controls
- fair financing.

Only two pieces of legislation—the Health

Security Act offered by President Clinton and the single-payer proposal of Rep. Jim McDermott (D-Wash.) and Sen. Paul Wellstone (D-Minn.)—meet those criteria, Kirkland said.

The federation and its affiliates have undertaken a massive education campaign complete with field briefings, written materials and videos to help trade unionists understand the stakes, the issues and the reasons for supporting the Health Security Act.

The Health Care Reform Project, inaugurated by Sen. John D. Rockefeller IV (D-W.Va.), enables unions to join forces with consumers, providers and business groups that also agree on the basic tenets of the Health Security Act. The project's first television ads were scheduled to begin before Feb. 1.

The group also has announced its firm opposition to a proposal by Cooper and Sen. John Breaux (D-La.), which is viewed as the best chance for businesses who have profited from the current health care system to avoid real reform. While it may look like reform, Kirkland said, it fails to meet the tests of universal coverage, comprehensive benefits, measures of quality, fair financing and cost-control measures.

Under the Cooper-Breaux plan, employers and insurers can continue to drop workers with high medical bills; if you lose your job, you're also out of luck. Personal cost savings occur only if you choose the lowest-cost, barebones plan, and those with better-than-average benefits could face substantial new taxes.

Engineers News



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On the Cover

Surveyors Donna Corti and Scott Clayton, of Homer J. Olsen, Inc., work on the tie-in to the Bay Fair BART Station in San Leandro, which is part of the \$517 million Dublin-Pleasanton extension project.

At last, U.S. economy rebounding, California recession bottoms out

The news Operating Engineers have been wanting to hear since 1990 is now being reported regularly in government reports, the media and corporate board rooms. The U.S. economy is finally rebounding from three years of recession and appears poised for recovery.

Even the battered California economy, after suffering the longest and deepest recession in state history, is showing signs of recovery. Although California still is among the weakest state economies in the country, economists generally agree that the worst is finally over.

Has Calif. bottomed out?

Evidence that California's recession has bottomed out is beginning to mount. Major layoffs by California aerospace firms have slowed dramatically since the first quarter of last year. Sales of existing single-family homes have posted gains for six consecutive months through November, and the number of Californians who defaulted on their home mortgage sank 20 percent from June to December, according to state statistics.

Over the past year, the state's employment rate actually grew by 106,000 jobs, while unemployment dropped from 9.8 percent to 8.7 percent. From December 1992 to December 1993, payroll jobs were up 1.6 percent in heavy construction, 1.4 percent in apparel manufacturing, 2.4 percent in business services, 3.9 percent in water transportation, and 1.4 percent in trucking, which is one of the first sectors to improve when business picks up.

Overall U.S. economy rebounding

There is almost undeniable evidence that the country as a whole is shifting into economic recovery. The country's gross domestic product, the output of goods and services, grew at an annual rate of 5.9 percent during the fourth quarter of 1993, the fastest pace in six years. This figure brought the average growth for 1993 to 2.9 percent, the highest level since 1978, when GDP grew 3.9 percent for the year.

Higher demand for such items as new cars and computers pushed factories to boost output to a five-year peak in 1993, according to the Federal Reserve Board. Factory output climbed 4.2 percent in 1993, the fastest pace since a 4.4 percent recording in 1988, and nearly double the 2.3 percent gain in 1992. Construction of new housing increased 3.9 percent in November, and single-

family housing starts increased 4.5 percent in October.

Forecasts also look good

If the 1993 economic figures are encouraging, the forecasts for this year – and for the rest of the decade – appear even brighter. Raymond Brady, research director of the Association of Bay Area Governments, told a group of local government officials and business managers in Oakland January 26 that California has suffered a "contained depression," surpassed only by the Great Depression in severity, but is poised to begin a "crawlback" to recovery. By 1997, he said, the Bay Area will be out of the woods completely, but the recovery will not match the sharp rebound seen after the 1981-82 recession.

The University of California, Los Angeles, Business Forecasting Project predicts California will experience modest increases in residential construction in 1994 that will lead to a corresponding rise in construction employment this year. Lower home prices and a slight upturn of the state's economy in the second half of 1994 should push housing starts to 130,000 in 1994 and 186,000 in 1995, the UCLA BFP said.

Meanwhile, non-residential building will bottom out in 1994 at \$6.4 billion but will then undergo rapid expansion averaging more than 9 percent annually for the rest of the decade, according to the UCLA BFP. Commercial office construction, however, will remain weak for the rest of the decade. And even with

CONSTRUCTION SPENDING

DEC./513.1 BILLION

Billions of dollars, seasonally adjusted



Source: U.S. Dept. of Commerce

CHRONICLE GRAPHIC

the near-term recovery in residential and non-residential building, California construction employment will not regain its 1990 level until 1997. The UCLA BFP forecast predicted that construction jobs in California would increase 2.8 percent this year and 6.2 percent in 1995.

Home building leads way

To provide an example of what the UCLA BFP is referring to, one of the largest California home builders, Kaufman and Broad Home Corp., reported last month that it expects to build 9,000 homes this year, 50 percent more than the 6,000 the corporation built last year. Better yet, one-quarter of

Even before L.A. quake, seismic retrofit program woes persist

Even before last month's Northridge earthquake in Southern California, transportation officials testified before a state legislative committee last month that California had allocated only about one-third of the projected \$1 billion needed to shore up highways against seismic stress.

According to a report released by the state Assembly Transportation Committee, less than 10 percent of 1,056 multiple-column bridges slated for seismic retrofits after the 1989 Loma Prieta earthquake have been completed, while another 334 are in various stages of construction. It will cost a total of \$1.5 billion just to shore up those bridges and 15 large toll bridges around the state, the report said.

The transportation committee estimates that the state faces a shortage of as much as \$6 billion in highway repair and construction accounts later in the decade. Building officials already have identified about \$1 billion in earthquake-related structural damage in Los Angeles, with only 60 percent of damaged buildings inspected so far.

There may be some relief on the way. President Clinton announced last month that he'll ask Congress for about \$4 billion in earthquake aid, which could help prevent seismic retrofit money slated for Northern California from being diverted to Southern California.

In another helpful move, the Environmental Protection Agency cancelled plans to withhold as much as \$800 million in federal highway funds because of the state's refusal to establish centralized auto emission inspection stations. However, without a compromise federal clean air laws could put those funds in jeopardy next year.



A California Assembly transportation committee reports that only a fraction of the seismic retrofit work, such as this on the Central Freeway viaduct in San Francisco, has been completed.

the company's 100 current projects are located in the nine Bay Area counties, in communities such as San Jose, Gilroy, Hollister, Salinas, Oakley, Pittsburg and Antioch.

On a national level, the National Association of Home Builders reported in its year-end report that the housing recovery is in full swing, evidenced by the strong showing in housing starts in 1993, the best year since 1987. Starts for 1993 will surpass the 1.1 million mark and will be the best showing since 1987, when 1.146 million single-family homes were started, the NAHB said. The NAHB is projecting 1.183 million single-family housing starts for 1994, a 7.3 percent increase over

(Continued on page 10)

Better late than never

After a 20-year building hiatus, BART finally has begun building three extensions that will add 24 miles to the existing 71-mile system



Union labor is building BART's first major upgrade since the system opened between 1972 and 1974.

*By Steve Moler
Assistant Editor*

First of a three-part series

An appropriate metaphor to describe the Bay Area Rapid Transit District's expansion program might be that of a grizzly bear. After a 20-year construction hibernation, BART has awakened with a big roar and is charging forward with an ambitious \$2.6 billion expansion program that's putting quite a few Operating Engineers to work in three counties.

The first phase of BART's expansion program will add 34.5 miles of new double track, 11 stations and more than 18,000 parking spaces to the existing 71.5-mile system that first opened in 1972. Three of BART's five expansions are currently under construction and two more are in the planning stages.

Three extensions under construction

In the East Bay, BART began construction in fall 1991 on the Dublin-Pleasanton extension, a \$517 million project that will advance BART 14 miles from the Bayfair station in San Leandro, up the medians of I-238 and I-580 to the Livermore Valley (See related story pages 6-7). Two new stations — at Castro Valley and East Dublin — will accommodate an estimated 22,480 daily riders when they're completed in 1995. A third station at West Dublin, to be built in the I-580 median by Stoneridge Mall, is expected to be completed in 1997.

At the same time, BART broke ground in neighboring Contra Costa County on the \$506 million Pittsburg-Antioch extension, which includes nearly eight miles of new double track, two new stations and their accompanying parking facilities. This project also features major improvements to Hwy. 4, including lowering the Willow Pass Grade some 65 feet to make way for the new BART tracks that will extend down the freeway's median.

Across the bay, BART is extending the Daly City line an additional 1.6 miles to Colma, a \$170 million job that also features a five-story, 1,400-space parking garage and connecting pedestrian and vehicle bridges. The Colma extension is part of BART's goal of advancing the system another 6.4 miles to San Francisco International Airport later this decade.

SFO extension by 2000?

The SFO extension will cost an estimated \$757 million to \$960 million depending on the final route alignment and whether a subway option is ultimately approved. This month, BART is expected to release an environmental review and cost estimates of several proposals. After public hearings, transit officials will choose one plan to study further, with a final decision expected in September.

The SFO extension will likely in-

clude three new stations at Hickey, Tanforan and the airport. BART, SFO and local governments are still considering whether to build the SFO station next to the airport terminal or about a mile away near U.S. 101 and move passengers to the airport via an automated people-mover.

A fourth project, the \$540 million Warm Springs extension from the existing Fremont station to new stations at Irvington and Warm Springs in southern Alameda County, was scheduled to begin this year but is on hold because of a dispute between BART and the City of Warm Springs.

More than just tracks and stations

What is making BART's construction program even more fruitful for Operating Engineers and other construction trades is the significant amount of additional infrastructure work going on in conjunction with the three extensions.

At the Pittsburg-Antioch extension, for example, Kiewit Pacific is currently working on two projects to upgrade and widen Hwy. 4 to accommodate the new tracks. Because Hwy. 4 over Willow Pass is too steep for BART trains to climb, Kiewit is in the process of lopping 85 feet off the pass so the grade can be reduced from 7 percent to 3.5 percent, a contract worth \$41 million. Kiewit is also building the nearby \$29 million

Bailey Road interchange.

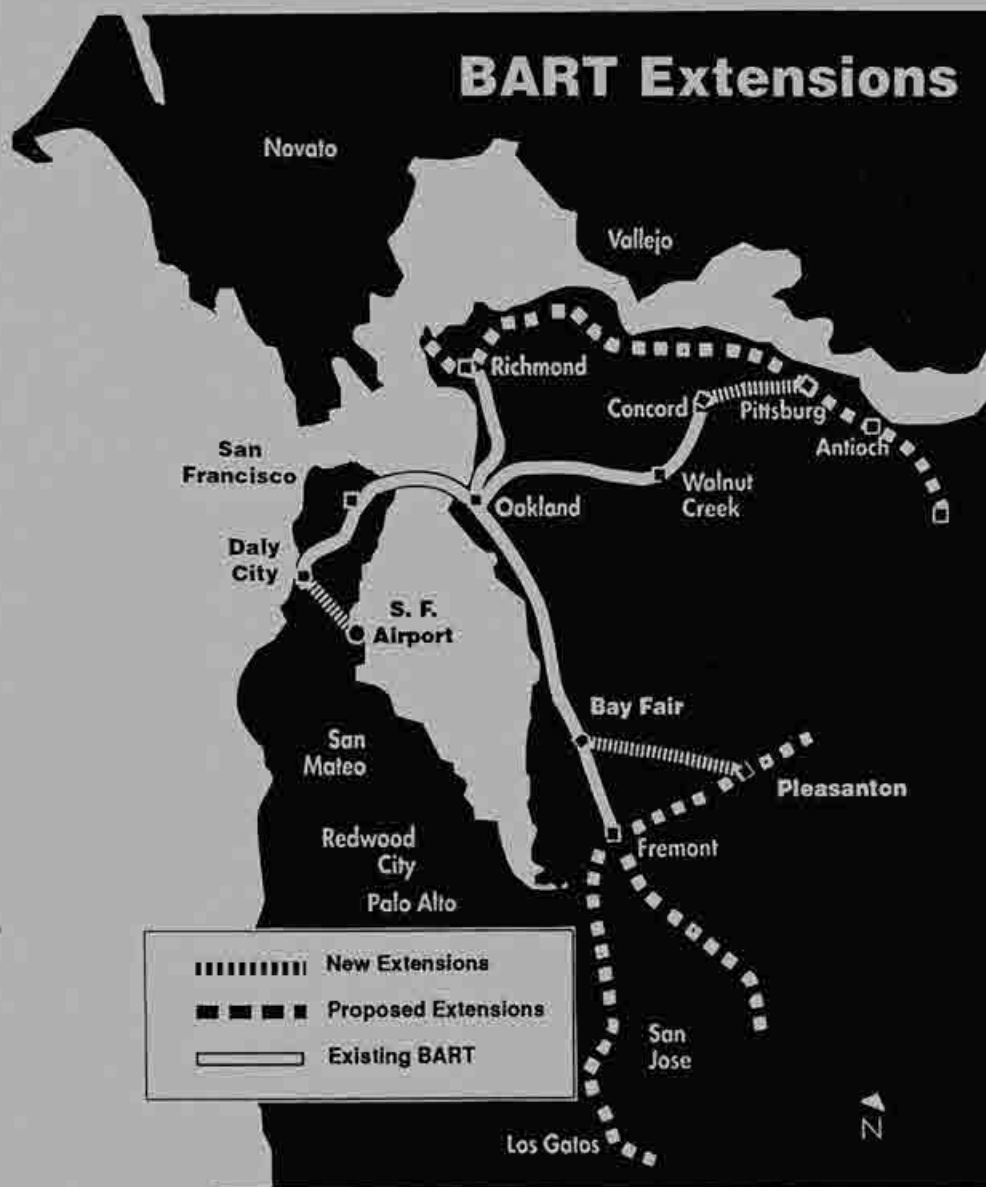
Hwy. 4, which carries roughly 100,000 vehicles a day, is being widened from four to eight lanes to accommodate the growing population of eastern Contra Costa County. Pittsburg, Antioch and Brentwood have seen their combined populations increase from about 80,000 in 1980 to more than 121,000 in 1991. The unincorporated communities of Oaklay and West Pittsburg are also growing rapidly.

The Dublin-Pleasanton extension is requiring extensive upgrades of I-238 and the I-580 median. Kiewit Pacific started last month on a \$321.6 million project to widen I-238, and Kasler Construction based in San Bernardino, Calif., has been awarded a \$29.3 million contract to widen I-580 and build trackway from Foothill Road to Tassajara Creek.

There's also roughly \$23.2 million worth of bridge construction to be completed along this extension route, the two largest being a \$10.2 million contract to construct bridges over San Lorenzo Creek and East Castro Valley Boulevard, and a \$7 million agreement to build bridges over Redwood Road, Crow Creek and Crow Canyon Road. Dan Caputo Company is undertaking both projects.

What took so long?

So why did it take BART nearly



two decades to get its first major expansion program on track? For the same reasons so many other major public works projects in California either never get off the ground or suffer years of delays. Environmentalists, weak politicians, short-sighted local governments and selfish residents have managed to stifle BART's efforts to provide the Bay Area with an extensive, efficient light-rail system.

BART's current expansion program is actually part of the agency's original 1956 master plan to ring the entire Bay Area by 1990 with 300 miles of BART routes linking nine counties. In those days, BART envisioned electrified trains running as far north as Santa Rosa, Napa and Fairfield, east to Livermore and Brentwood and south through San Jose to Los Gatos.

Bay Area transit planners even wanted to build a second auto deck on the Golden Gate Bridge and construct another bridge across the bay linking either Alameda or San Leandro with the vicinity of Army Street, India Basin or Hunters Point in San Francisco.

Endless environmental lawsuits

But an endless series of environmental lawsuits, political squabbles, local government infighting, neighborhood revolts and federal and state budget cuts nixed the auto deck and bridge projects and left the BART system only 25-percent complete when it opened between 1972 and 1974. Even when BART completes its current expansion program by decade's end, just slightly

more than 100 miles of track serving the same five counties will make up the BART system.

BART's problems started when transit planners in the late 1950s developed a controversial plan, similar to the auto deck scheme, to put tracks on a new lower deck of the Golden Gate Bridge. But late in 1961, San Mateo County, saying it was adequately served by Southern Pacific commuter trains, withdrew its membership in BART, leaving insufficient taxable property to finance the Marin County line. Marin subsequently withdrew from BART a year later. That same year, voters in Alameda, Contra Costa and San Francisco counties approved a tax plan to build the current system.

But areas of southern Alameda and northern Contra Costa counties that were taxed to build BART but didn't receive service demanded extensions before non-BART counties such as Santa Clara and San Mateo were served. Because of this dispute, and several others, some 17 years passed before ground broke on the first two extensions.

Bickering continues today

And as BART attempts to advance its line from Colma to SFO, the wrangling continues. BART's plan calls for trains to run in an open trench from Colma, cut through downtown San Bruno and stop in Millbrae across the freeway from the airport, which would be an intermodal station where passengers would transfer to CalTrain or SamTrans or ride an automated people mover to the airport.

But the Millbrae City Council, fearing BART-related crime and noise, told transit officials last month that the city wants no station at all, a decision that essentially axes the airport station. San Bruno residents are circulating a petition opposing the downtown BART stop, and the chamber of commerce is fighting a proposed station at Tanforan shopping mall. Some city officials argue that San Bruno doesn't need BART at all.

Transit officials call these kinds of disputes the "NIMBY" – Not In My Back Yard – syndrome that has doomed so many other good public works projects over the years. South San Francisco Councilwoman Roberta Tegilia told the *San Francisco Chronicle* last month: "Everyone is thinking about 'my neighborhood, my this and my that.' You can't be so shortsighted. The roads are already full. We've got to think of the future."

It couldn't be done again

Given today's mind-boggling maze of paperwork, environmental reviews and public hearings, transit experts doubt construction of the existing 71-mile BART system could be duplicated today, much less in the 10 years it took to build the original system. For BART to simultaneously build three extension projects today has been, in itself, a monumental achievement.

Several Bay Area experts on transportation politics have admit-

ted publicly in recent years they doubt the Bay Area would allow even the Golden Gate Bridge to be built today. Voters in 1972, by a ratio of 3 to 1, turned down a chance to relieve traffic congestion by building another bridge across the bay. A Southern Crossing Bridge, as it would have been called, would have required massive causeways in the bay, and local politicians of terminal cities feared increased traffic congestion.

The lack of public support for major transportation projects has forced BART to switch tracks and adopt new strategies. In place of new BART routes, the transit agency has implemented its Fast Track program that will use existing infrastructure and right-of-ways to expand rail service to outlying Bay Area communities. BART has plans to acquire more than 200 miles of rail track for commuter trains for the North Bay, South Bay and the Altamont commuter rail. Unfortunately, these types of projects don't put Operating Engineers to work.

Given California's current anti-business and burdensome regulatory climate, BART's Phase II and III, which would take lines south to San Jose, from Dublin north to Walnut Creek and from Richmond around to Crockett, certainly seem in doubt. The three BART extensions currently under construction, and the proposed Colma-SFO extension, may be the last built for a long time.

BART's three extensions

Pittsburg-Antioch

Project: \$506 million for 7.8 miles of double track extending northward up Port Chicago corridor, up median of Hwy. 4 to West Pittsburg, two stations and accompanying parking facilities at North Concord-Martinez and West Pittsburg.

Timetable: Construction began in fall 1991 and will finish in 1997.

Contractors: Tutor-Saliba (trackway), Conco Cement (N. Concord Station), R.M. Harris (trackway), Kiewit (Hwy. 4 improvements).

Peripheral construction: Upgrade and widening of Hwy. 4, including lowering Willow Pass Grade 65 feet.

Dublin-Pleasanton

Project: \$517 million for 14 miles of double track from just south of Bay Fair station eastward up median of I-238 and I-580 to West Dublin, three new stations at Castro Valley, East Dublin and West Dublin.

Timetable: Construction began in Sept. 1991, will finish in 1995, with exception of West Dublin station, which will be completed in 1997.

Contractors: Homer J. Olsen (trackway), Kiewit Pacific (I-238 improvements), R.M. Harris Co. (trackway), Walsh Pacific (Castro Valley Station), Dan Caputo (bridges), Conco Cement (trackway), Amelco Electric (trackway), RGW (bridges), Kasler Construction (I-580 improvements), Benco Construction (bridges).

Peripheral construction: Upgrading and widening of I-238 and widening of I-580 median, including numerous bridges.

Colma

Project: \$170 million for 1.6 miles of BART line from Daly City station southward to Colma, one station with five-story parking garage. **Timetable:** Ground broken in May 1992, with project completion expected by late August 1995.

Contractors: O.C. Jones & Sons (station foundation, trackway), Dillingham (trackway, subway structure, station), Morse-Diesel (parking garage, bridges).

Union contractors accelerate completion of Dublin-Pleasanton BART extension



Top left: On a Greer trencher is Von Stacher.



Top right: Construction of the Dublin-Pleasanton BART extension moves closer to completion along the I-580 median near Castro Valley.

Center: Redgwick's paving crew on I-580.



Bottom: An artist's rendering of the Castro Valley BART station, which is being built by Walsh Construction, illustrates the extensive parking facilities. Operating Engineers are building along the Dublin-Pleasanton extension.



Of the three BART extensions currently under construction, the 14-mile Dublin-Pleasanton route in Alameda County is the longest and most expensive. The project has been divided into 16 major contracts worth an estimated \$276.7 million, and if all goes as planned the new route will be carrying passengers by late 1995.

The route will take BART from the San Leandro-Hayward area over the Dublin Grade via I-238 and I-580 into the rapidly growing Livermore Valley in eastern Alameda County. The extension includes 14 miles of double track, three new stations and parking facilities for 5,600 vehicles, plus major upgrades and widening of I-238 and I-580 so the two freeways can carry BART tracks down their medians.

Homer J. Olsen Company has almost completed \$11.2 million worth of work on the tie-in to the existing Bay Fair station in Hayward and trackway leading to I-238. Most of the construction has consisted of underground electrical work, one ground-level trackway and structures for a second elevated trackway. A lot of the work has been done at night to minimize disruptions to the existing Fremont BART line.

Kiewit Pacific has just begun work on upgrading and widening I-238, a project worth about \$32.2 million, that calls for the freeway to be raised and widened to make way for the new BART tracks. Kiewit has just begun work on a tunnel that will take the trackway from the end of Homer J. Olsen's tie-in, underneath the freeway and up to the I-238 median.

R.M. Harris Company has completed the trackway and bridge work from the I-238/I-580 interchange to Castro Valley, and Walsh Pacific is now about halfway through building the Castro Valley station and the 1,200-space parking lot, a contract worth about \$20.6 million.

Part of the station construction includes constructing a pedestrian tunnel under the westbound lanes of I-580 so passengers can enter the station at ground level, pass beneath the freeway and rise to the train platform in the freeway median. Walsh is expected to finish this job in summer 1995.

Dan Caputo Company is nearing completion of three major bridges over Redwood Road, Crow Creek and Crow Canyon Road, and Conco

Cement Company is more than halfway through building the trackway from near the Castro Valley station to East Castro Valley Boulevard, with Dan Caputo building the structures over San Lorenzo Creek and East Castro Valley Boulevard.

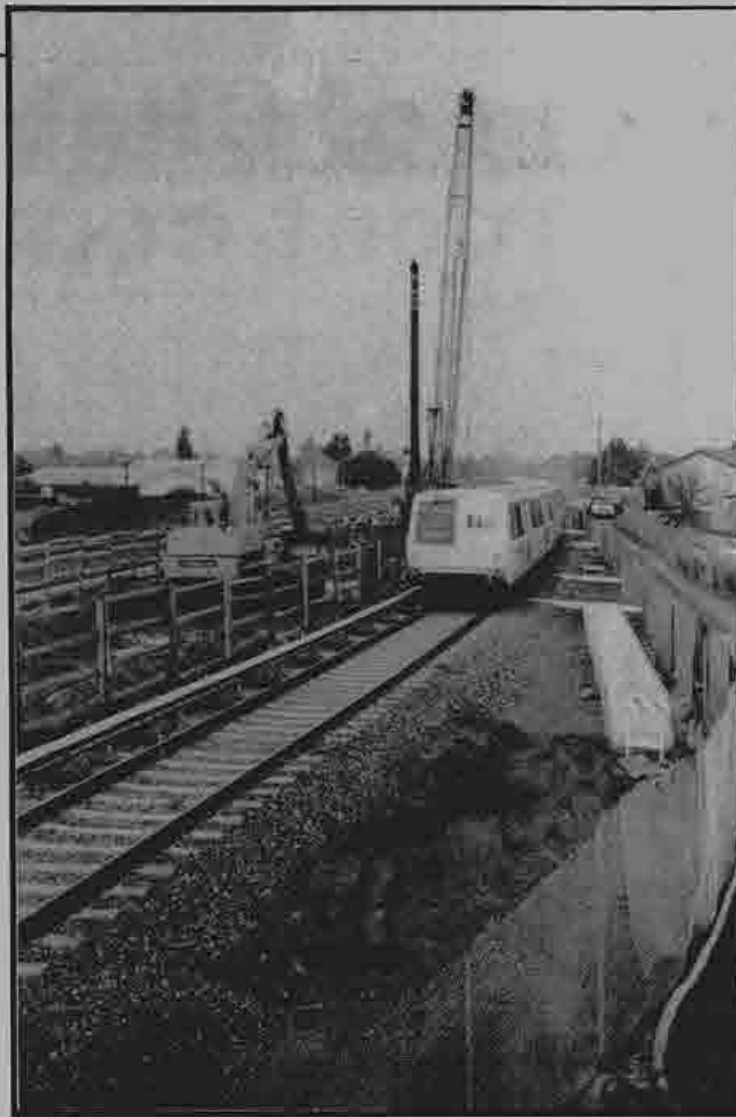
Amelco Electric is almost finished with the trackway from East Castro Valley Boulevard to Foothill Road, with Raisch Gradeway having already completed in July 1992 bridges over Eden Canyon and Shaefer Ranch roads. Kasler Construction out of Southern California has just begun a \$29.3 million Caltrans administered project to widen I-580 and do the trackwork from Foothill Boulevard to Tassajara Creek.

Because the bridge carrying Hopyard Road over I-580 isn't high enough to accommodate BART trains, Benco Construction began removing the existing bridge in July 1993 and will finish the new and improved version this summer.

At the end of the line, the \$20 million East Dublin-Pleasanton station will be built, beginning this summer, in the I-580 median above the old Southern Pacific Railroad underpass at Hacienda Business Park. Operating engineers will be doing the grading and paving on parking lots on the north and south sides of the freeway that will accommodate 3,000 vehicles.

A proposed West Dublin-Pleasanton station, to be built in the I-580 median adjacent to Stoneridge Mall just west of the I-680 interchange, is scheduled for completion in 1995 provided funding can be secured.

Recent rail bond initiatives that Local 3 endorsed and members supported in the early 1990s are beginning to pay off. Funding for the Dublin-Pleasanton extension is coming in part from revenues generated from Prop. 108 bonds. Additional funding is coming from bridge tolls, federal and state grants, San Mateo County Transit District tax and Measure B half-cent sales tax money approved by Alameda County voters in 1986.



Bottom left: Redgwick Construction Co. Operating Engineers are from left: Leroy Stanton Jr., Mike McCuaig and Frank Tuculet.

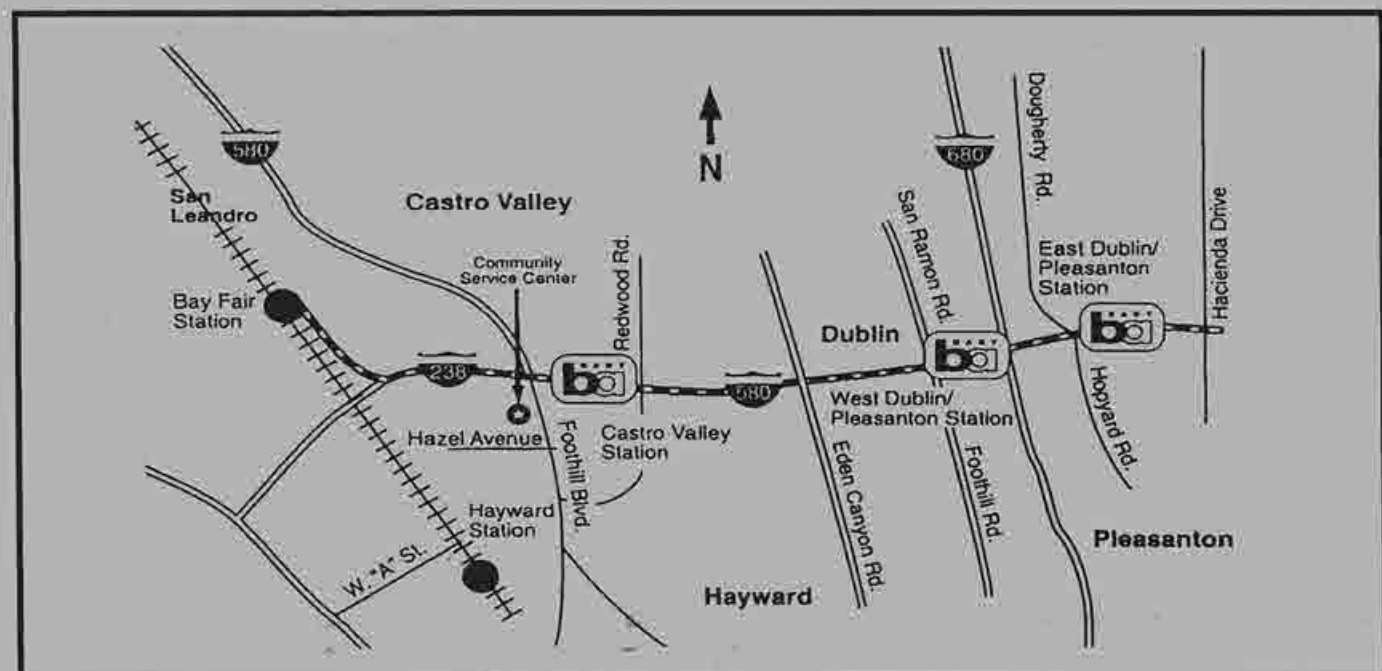
Bottom right: Owner-operator Gordon Bell on his Case 580 backhoe.



Top left: Homer J. Olsen's crews worked in extremely confined work space between BART tracks on the tie-in to the Bay Fair station.

Top right: At Holmer J. Olsen's job is Jesse Bates operating a Cat 14G motorgrader.

Center: BART Extension map.



Labor reform aim of Clinton's worker-management commission

The question many union members must be asking following the North American Free Trade Agreement fiasco is how committed is President Clinton to organized labor? After supporting – and winning enactment of – the free trade pact unionists probably think Clinton at best possesses only a casual interest in the plight of working people.

But judging from a major White House initiative, which could have a more profound impact on working Americans than NAFTA, Clinton not only supports labor but is working hard to ensure its survival.

Two months after his inauguration in January 1993, Clinton made the somewhat surprising announcement that his administration was creating a commission to explore ways to improve worker-management relations.

The new 10-member Commission for the Future of Worker-Management Relations, chaired by former Ford administration Labor Secretary John Dunlop, set out to determine if there were new methods or institutions that should be encouraged or required to enhance productivity through improved labor-management cooperation and employee participation, and whether current laws and collective bargaining practices should be changed to improve productivity and reduce conflict. The commission held its first meeting in May with a mandate to report back to Clinton within a year.

Formation of such a commission of course delighted organized labor. AFL-CIO President Lane Kirkland said last March that the formation of the commission "could not be more timely," because despite the "promises of the law," workers do not currently enjoy freedom of association," demonstrating the continuing failures of the current system and the urgency of the work of the commission.

According to White House statements, Clinton's ultimate goal is far-reaching reform of the nation's labor laws, attempting to establish what Labor Secretary Robert Reich refers to as "a level playing field" between unions and management.

Why does Clinton care at all about labor reform. Because labor's membership decline over the past 30 years – from 40 percent of the private-sector work force in the 1950s to just 12 percent today – undermines Clinton's long-term economic plans. Clinton wants to create "high-



Labor Secretary Robert Reich tells the AFL-CIO Executive Council last May about his blue ribbon commission to explore ways of restoring fairness for workers and their unions in labor-management relations.

wage, high-skill" jobs and force industry to abandon its Reagan-Bush era obsession with short-term profits. Without a strong union movement, he believes, such strategies cannot succeed.

The Clinton administration has looked at the rise in unionization in Canada and Western Europe as examples of how the United States, as far as unionization is concerned, is going in the wrong direction. As late as 1970, 31 percent of all Americans and 37 percent of West German workers belonged to unions. Yet by 1987, U.S. membership had shrunk to 17 percent, while West Germany's had grown to 43 percent. During this time, West Germany's economy grew at an average per capita rate of 2.4 percent a year, nearly double the U.S. rate.

Switzerland, like the United States, had a union density of 31 percent in 1970. By 1987, Swiss union membership stood at 33 percent and its yearly growth averaged 4.6 percent, nearly triple the U.S. level. As a result, Swiss per capita income rose to \$30,000 by 1989 compared to \$21,000 for the United States.

Meanwhile, Canada's economy grew at an average 4 percent rate while unionism went from 32 percent to 36 percent during the same period. On the other hand, while American unions declined, our economy grew at only a 1.6 percent annual rate.

The data clearly show the fallacy behind the argument that non-union industry is more competitive than

industry in unionized economies. Instead, these statistics lend credibility to the fact that union labor in the United States, in many cases, is more – not less – productive than non-union labor, and this is what Clinton is basing some of his economic thinking on.

The Clinton administration established the commission so it could gather information and hear testimony from union and business leaders throughout the country on the condition of union-management relations. The commission's conclusions and recommendations would then be used as a building block to amending the National Labor Relations Act, the primary federal statute that governs private-sector labor-management relations.

The commission began last fall by holding a series of regional hearings in which it heard testimony from groups and individuals ranging from work force institutions and chambers of commerce to small companies and multinational corporations.

In a December 15 hearing, William Stone, president and CEO of Louisville Plate Glass Co., told the commission, "When the average small business deals with a union, it is analogous to a mouse dealing with a gorilla." With limited expertise in labor negotiations, most small businesses, Stone said, are at a marked disadvantage when dealing with a union, which can call on the support of a large parent international organization for resources and support.

But most of the testimony has been taken up by witnesses from

unions who have stated that labor-management relations in general are still hampered by management efforts to avoid unionization.

Robert A. Georgine, president of the AFL-CIO Building and Construction Trades Department, testified that the construction industry represents a significant group of so-called contingent workers that has seen representational rights eroded as the result of changes in labor law.

He said that the laws take into account that construction workers are not attached to a particular employer, rather to the industry itself within a geographic region. Because of double-breasting and the increased willingness of employers to operate totally non-union when contracts expire, Georgine said, "it has become virtually impossible for construction workers to avail themselves of their statutory protected rights to secure and maintain collective bargaining representation." He described for the commission how a contractor who owns two companies – one union, the other non-union – can circumvent their legal obligation to workers by using one company to underbid the other.

In a December 22 interview with The Bureau of National Affairs, Dunlop said that judging from the testimony he's heard so far a sharp dichotomy in U.S. labor-management relations is apparent. Although many constructive examples of labor-management relations exists, there is clearly the "dark side," which he said is characterized by work places that are non-productive, where hostility between workers and management prevail, and where workers are commonly discharged for attempting to organize.

When asked whether a strong labor movement is important to the United States, Dunlop said that he knew of no democratic industrial society that does not have a significant labor movement, and "I'm not inclined to see why this country should be all that different from other industrial countries."

Dunlop did say that he doesn't expect the commission to draft specific labor law reform legislation in its report due this year. Instead, Dunlop expects the final report would look at several broad issues that have been the focus of the hearings held over the past several months, including employee participation programs and their legal status and the issue of employees' right to organize.

Unions pushing hard for OSHA reform legislation

An article in last month's *Engineers News* concerning how labor is faring in the 103rd Congress touched briefly on OSHA reform, legislation currently making its way through Congress that will overhaul the Occupational Safety and Health Act of 1970. Because this legislation is probably the single most important labor initiative this year for the Building and Construction Trades, more details of the bill are provided so Local 3 members can join the campaign for OSHA reform.

For the past several years, the AFL-CIO has been trying to persuade Congress to amend OSHA in response to increasingly deteriorating health and safety conditions in the American work place. The grim statistics speak for themselves.

Each year more than 10,000 U.S. workers are killed by occupational hazards, one worker every hour every day. Roughly 2,500 of those deaths are among construction workers. Another 50,000 to 100,000 workers die each year from occupational diseases caused by exposure to lead, benzene, asbestos and other substances. And another 6 million workers each year are injured on the job, one every five seconds.

Since OSHA went into effect 23 years ago in April 1971, the act has never been amended despite dramatic changes in the work place. Technological advances have brought about new manufacturing processes that use more powerful and dangerous chemicals, industrial machinery is faster and more advanced, and rapid technological change requires new and continued worker training.

Unions traditionally have been the loudest — and often the only — voice in the fight to improve working conditions, especially those that endanger workers. Last March, the Occupational Safety and Health Reform Act, HR 1280 in the House and S 575 in the Senate, was introduced in Congress with strong backing from the AFL-CIO and its affiliated local unions.

Some of the bill's principal provisions include:

- Establishment of safety and health programs and training before job assignments, with annual retraining
- Establishment of joint labor-management safety and health committees for work sites with more than 10 employees
- Immediate abatement of hazards, strengthened criminal penalties and a role for workers and their representatives in the settlement of citations
- Establishment of a system of oversight and coordination on multi-employer construction projects and an office of construction safety within OSHA
- Coverage of state and local public employees, who are now excluded from OSHA coverage in 27 states.
- The right to refuse unsafe work and protection from discrimination for reporting injuries, illnesses and unsafe conditions

OSHA was originally enacted to provide work-

ers with broad protection against occupational hazards and illnesses. But a law is only as good as its enforcement, and in OSHA's case, carrying out the intent of the act has languished.

A visit from an OSHA inspector is literally a once-in-a-lifetime occurrence. The federal government has fewer than 1,000 inspectors to cover 3.5 million work sites, which means that OSHA can inspect each work place only once every 84 years.

And even when OSHA does inspect, employers often receive nothing more than a slap on the wrist. The average penalty for having a condition posing a threat of serious harm to workers is only \$800. In OSHA's 23-year history, only 22 people have been prosecuted for criminal violations of OSHA, while the Environmental Protection Agency has successfully prosecuted 500 defendants for criminal violations of environmental laws in the past 10 years.

What's even more amazing is that the government's commitment to its workers lags behind its commitment to wildlife. The agency's annual budget is \$288 million, or \$1.16 per citizen, while EPA is allocated \$7 billion annually, or \$28 per citizen. Protection of fish and wildlife is given \$1.1 billion, or \$4.40 per citizen, each year. Furthermore, we've spent more than \$87 billion to clean up the saving and loan industry.

OSHA reform addresses some of the act's major deficiencies. The bill, for example, would enable OSHA to develop chemical standards protecting workers from cancer that could be as stringent as environmental standards. It would also expand the categories of violations subject to criminal sanctions and increase prison terms for criminal violations, in part, to address objections that current penalties are too weak to encourage federal prosecutors to pursue OSHA cases.

OSHA reform received a boost in December when Labor Secretary Robert Reich announced the Labor Department "will strongly support" S 575 and HR 1280. In particular, Reich likes provisions calling for joint worker-management safety and health committees for firms with 11 or more workers, stiffer criminal penalties and reinstating OSHA's aborted airborne exposure rules.

Of course, conservative Republicans and non-union employer groups such as the National Association of Manufacturers and the Associated Builders and Contractors vehemently oppose the legislation, contending the bill would mandate a



During last year's Worker Memorial Day rally at New York's Union Square, union members pushed for OSHA reform.

host of costly new safety regulations for U.S. companies.

Among some of the bill's problems, according to the manufacturers association, are the hazard abatement provisions, which would require immediate abatement of most serious hazards rather than allowing employers to wait until any contested citations are settled by the OSHA Review Commission, thus eliminating an employer's right to contest citations.

The criminal sanctions portion of the bill is also making employers very nervous. The manufacturers association said in congressional testimony that the bill would make chief executive officers and front-line supervisors subject to penalties even if they had no intention of injuring a worker, and that OSHA safety inspections would turn into potential criminal investigations.

While employers complain that improving work-place safety and health will cost American business too much, labor is making the case that the cost to American workers is far too great now, and that the nation cannot afford not to act.

Local 3 is urging members to join the campaign for OSHA reform by writing to your congressional representatives urging them to support S 575 and HR 1280. You can also help keep the occupational safety and health reform debate alive by writing a letter-to-the-editor in your local newspaper.

(Continued on page 17)

FRINGE BENEFITS FORUM

By Charlie Warren, Fringe Benefits Director



Retiree Association meetings continue

A new round of Retiree Association meetings has begun, so be sure to check the schedule on page 22 and come on out to the meeting in your area. We welcome newcomers to the retiree ranks. We'd like to see you at one of the meetings. You'll meet some of the people you have worked with over the years, and you'll probably make some new friends as well.

Representatives from the union, the Trust Fund Service Center Office and the credit union will bring you up to date on the latest goings-on. We also ask for your input about the benefit programs so we can keep them fine-tuned to meet the varying needs of the retirees. So come on out and join us. See you there.

Meeting change: the Fresno Theta Chapter will meet on Thursday, February 10, at 2 p.m., at the Laborers Hall, 5431 East Hedges, Fresno. The meeting date was incorrectly listed in last month's *Engineers News*.

Medicare risk plans

You may have seen in the news recently that many health plans are offering "Medicare risk" plans. Many such programs offer an HMO style of benefits to persons who have Medicare Parts A and B. In return for a monthly premium from the government, these programs provide health care to participants at a level that is at least the same as that of Medicare.

Participants must obtain all medical care from

the plan's own network of doctors and hospitals. If participants go outside the network for routine care, neither the plan or Medicare will pay for the care. The impact this matter may have on retirees, their spouses and the Retiree Medical Plan is currently under review. Please watch this column for updates.

Managing your health care

It's always a good idea to discuss what the physician's fee will be with your doctor, or other providers, before services are rendered. In order to receive the best benefits available under the Operating Engineers plan, use a contract provider if possible.

Examine the statements for services you receive from your provider. Discuss any discrepancies with the provider before submitting to the trust fund for payment. It is not necessary to submit a completed claim form with every claim. However, the insured person's name and social security number must be on the statement. Always submit itemized statements. Benefits cannot be issued from a "balance due" bill.

Questions about your pension?

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

check?

A: If you do not receive your pension check by the 10th of the month, contact the Fringe Benefit Service Center at (510) 748-7450 or the Trust Fund Service Center at (415) 777-1770. A stop-payment order will be placed on the lost check and a replacement check issued at once.

Q: Who should be notified of my new address?

A: If you move, let the trust fund office and the union office know your new address as soon as you know it. Every effort will be made to timely change the address for your pension check. Be sure to have a forwarding address on file with your local post office, so you have no interruption in your mail service.

Confidentiality vital to EAPs

Employee assistance programs (EAPs) don't have much credibility with employees if they aren't confidential. Some states have passed laws requiring strict confidentiality in EAPs, and the Employee Assistance Professionals Association (EAPA) promotes confidentiality as one of its top legislative goals. According to EAPA standards: "The EAP professional shall prepare and implement a written confidentiality policy consistent with all professional standards and ethics and adhere to all other regulations that may apply to information in the possession of the EAP."

Limited confidentiality

Sometimes an EAP cannot be completely confidential, such as when a company requires notification if, for example, a safety-sensitive worker has a drug problem. When policy requires that an EAP disclose that worker is using drugs, the EAP has limited confidentiality, and must explain the provisions of this before consulting with a client.

"Disclosures specified by government guidelines and EAP policy will be communicated to users of EAP services," the EAPA standards say. "The limits of the confidentiality policy shall be disclosed in writing to those who use the EAP."

State laws

Some states have already set confidentiality requirements for EAPs. Under the EAP licensing law of Tennessee, for instance, EAPs must obey the same confidentiality rules as licensed psychologists, doctors and social workers. Under Florida law, an EAP serving the private sector may only refuse to release confidential information if the EAP feels such disclosure would harm the employee or the EAP. Florida, Georgia and North Dakota protect EAP records for state employees.

For more information, contact the EAPA, 4601 N. Fairfax Drive, Suite 1001, Arlington, VA 22203.



ADDICTION RECOVERY PROGRAM

1-800-562-3277

Hawaii members call

1-800-842-4624

U.S. economy rebounding

(Continued from page 3)

last year. For 1995, the NAHB's prediction is for 1.170 million single-family housing starts, a 1.1 percent decline from 1994.

Calif. construction recovery

The Construction Industry Research Board predicts that California's construction industry is poised for a mild recovery of about 8 percent in 1994, with residential building construction leading the recovery with a forecasted 17 percent increase in annual dollar volume, while non-residential building is expected to show a slight increase of 2.4 percent. Accordingly, the building upswing should brighten prospects for increased site preparation and utility subcontracting work.

California highway construction is expected to deliver \$1.4

billion in new work this year, according to the California Department of Transportation. One of the largest projects is the \$465 million replacement of the Cypress freeway viaduct, which collapsed in the 1989 Loma Prieta earthquake.

In other Northern California highway construction projects, Caltrans plans to advertise \$37 million for Hwy. 93 in Contra Costa County and \$72 million for more widening and reconstruction projects at the I-680/Hwy. 24 Walnut Creek Interchange. Caltrans is also about to advertise \$100 million for the retrofit of the Bay Bridge terminal separation viaduct in San Francisco, which, like the Cypress freeway, was severely damaged in the Loma Prieta earthquake.

YOUR CREDIT UNION

By Rob Wise, Credit Union Treasurer



Banks gouge customers with excessive bad-check fees

The Consumer Federation of America recommends using a credit union checking account because banks are charging excessive fees on bounced checks. A bounced check is one returned to the consumer unpaid because there was a shortage of funds.

In 1992, according to CFA estimates, banks netted \$3.67 billion from bad-check fees.

That's about 11 percent of a bank's earnings. "It's a good example of outright price gouging," says Chris Lewis, CFA's director of banking and housing.

Banks charge an average of \$18.35 for a bounced check. The average bad-check fee with a credit union is \$12.97. Your credit union charges \$7.50, a considerable difference to what banks charge.

Banks have been known to increase their bounced-check income by processing a customer's largest checks first. In doing so, the consumer's

account balance is depleted quicker, allowing the bank to charge bounced-check fees on all other checks written for smaller amounts processed that day.

For example, if an account has a \$200 balance and checks for \$5, \$10 and \$300 are written, the bank would process the largest check first and treated as an overdraft. All three checks would then become overdrafts and the bank would charge for each check.

Should the same thing happen on your checking account at the credit union, the \$5 and \$10 checks would clear first and the larger check would be returned for non-sufficient funds. Only one returned check fee would be charged.

Many banks charge higher bounced-check fees on "free" or no-frills checking accounts even though the bank's costs remain the same for all accounts. Once again, your credit union saves you money because our checking accounts are all charged the same returned check fee, and there is no monthly service charge or per-check charge.

Banks will often assess a fee for each day an account remains overdrawn, even on weekends

even when the bank is closed and customer deposits can't be credited to their account.

Your credit union does not condone this practice. Most members do not intentionally overdraw their accounts. It usually is overdrawn in error. With our Overdraft Protection Program there is no need to concern yourself with bounced checks. Should a shortage occur in your checking account, you may choose to have funds transferred from your savings or added to your VISA card balance.

Why let banks continue to gouge you? Bring your checking account to your credit union and enjoy our many benefits. You may open a checking account by mail or when visiting a branch office.

New Sacramento branch office

Watch for the February opening of our second Sacramento credit union branch. It will be located in the new Sacramento union office at 4044 North Freeway Blvd. by the Arco Arena. Members will be able to use this branch or the branch at 9806 Old Winery Place, Ste. 22, for credit union business.

TEACHING TECHS

By Art McArdle, Administrator

New hands-on schedule announced



Throughout the year we like to recognize our instructors who make the Northern California Surveyors Joint Apprenticeship Committee a driving force in the surveying

industry. This month we honor two: Merle Eli and Tony Rubio.

Merle came to the NCSJAC from the Redding area, where he worked for several employers and was in business for himself. Merle is a licensed land surveyor and has worked all facets of surveying. He now works for Greiner Engineering (Bissell & Karn) as its construction coordinator.

Merle does an outstanding job, and we at the NCSJAC want to thank him for his dedication to the surveying industry. Merle Eli is the NCSJAC correspondence instructor and does on-going instruction with about 35 students. He calls students on a weekly schedule, and students call him. Our administrative assistant, Joanie, keeps the correspondence moving between Merle and the students. Thanks again, Merle.

We are sorry to lose Tony Rubio from our San Jose class. That class was temporarily closed due to the economics of the construction trade. Tony has been around sur-

veying for many years and has worked with Creegan & D'Angelo for a good portion of those years.

Tony is now employed at Kier & Wright. Tony completed the NCSJAC party chief program and was certified in all specialties in 1979; he is also an LSIT. He was always there when we needed him, and I am sure he will be there again when work picks up. Don't go too far away, Tony, as we will be after you again soon!

People like Merle and Tony – and many others – make the NCSJAC program what it is – the best construction surveying course anywhere! Thanks to both of you from the JAC and staff.

We are planning a hands-on competition this year. However, it will probably be at the Rancho Murieta Training Center rather than the Sacramento Job Corps. It has not been determined exactly how the competition will happen, but everyone should be thinking about May 14.

As you know, economics has dictated to us that we close two of our related training classes and cut back on classes in all other areas. Regular classes still meet in the Oakland and Sacramento district union halls and in Martinez at the Martinez Adult School. All students outside of those areas are currently on correspondence.

We hold Saturday hands-on classes for all students, including correspondence people, in Oakland

and Sacramento. Martinez joins the Oakland class for hands-on. For hands-on only, Sacramento meets at the RMTTC. The date and topic schedule for the hands-on are as follows:

- Saturday, Feb. 12, leveling
- Saturday, March 12, curve staking
- Saturday, April 9, traverse surveying
- Saturday, May 14, hands-on competition

Saturday classes meet from 8:30 a.m. to 12:30 p.m. Details about the hands-on competition will soon be available.

Until May 31 regular evening classes will meet only one evening per month. Then, effective June 1, when hands-on Saturday classes end, the regular evening classes will meet two evenings per month.

The 1994 evening class schedule through August is as follows:

- February:**
Oakland-Feb. 23
Martinez-Feb. 23
Sacramento-Feb. 24
- March**
Oakland-March. 23
Martinez-March. 23
Sacramento-March 24
- April**
Oakland-April 20
Martinez-April 20
Sacramento-April 21
- May**
Oakland-May 25



Top: Merle Eli.

Bottom: Tony Rubio

Martinez-May 25
Sacramento-May 26

June

Oakland-June 8, June 22
Martinez-June 8, June 22
Sacramento-June 9, June 23

July

Oakland-July 6, July 20
Martinez-July 6, July 20
Sacramento-July 7, July 21

August

Oakland-Aug. 10, Aug. 24
Martinez-Aug. 10, Aug. 24
Sacramento-Aug. 11, Aug. 25

We hope to begin our 1994-95 hands-on Saturday schedule in September, and we also hope to resume regular weekly evening classes. We will provide you with an updated schedule for the rest of 1994 (September through December) as soon as it is available.

NEWS FROM THE DISTRICTS

Sandy City public employees join Local 3 ranks in Utah

SALT LAKE CITY – Employees working at Sandy City the past several years worked under an administration that didn't address the concerns of its employees. About a year ago, some of these disgruntled employees banded together and joined Local 3. Their efforts paid off.

Just prior to the November 1993 election, the union and its members organized phone banks, gave support and ultimately and successfully elected new Sandy City Mayor Tom Dolan. Immediately following the November election, the newly-elected mayor met with Local 3's Utah Grievance Committee, Sandy City Steward Dick Sayer, District Representative Kay Leishman and me, along with the president of the Utah AFL-CIO Ed Mayne.

As a result of this meeting, the future of Sandy City employees is very bright. The open-door policy established by Mayor Dolan for the union and its members created much-needed channels of communication between the city administration and employees. The first week following

the mayor's inauguration, Dolan met with me and Dick Sayer. This meeting enhanced the mayor's dedication and commitment to Local 3 members and their representation.

Our recent membership meeting with Sandy City was successful because it erased the lurking fear and hesitation of employees in allowing themselves to be involved in the union. As I write this, dedicated members have recruited an additional 15 new members. Continuous momentum will give Local 3 a majority of members in the maintenance division of Sandy City employee ranks.

I would like to thank Mayor Dolan for his effort and progressive thinking in helping Sandy City employees. In addition, these accomplishments were made through the hard work and dedication of Local 3's members employed by Sandy City.

We won a National Labor Relations Board election at Meadow Valley Contractors, which is working a project on an additional runway at

Salt Lake International Airport. Matters are finally working out, though the road was rocky. This election was held October 5-6. The company appealed the election because of three challenged ballots, which certainly could have turned the outcome in the company's favor.

Local 3's legal department challenged the three votes with the regional NLRB office in Denver. It took almost two months, but we got a favorable decision from the board allowing the results of the election to stand in our favor. The company has appealed the decision to the NLRB headquarters in Washington D.C. But that second appeal didn't stop Local 3 from making continued efforts to obtain a fair and equitable contract for employees of Meadow Valley on this project.

Kay Leishman and I have met with the company numerous times attempting to resolve issues. We even made a trip to the owner's office in Moapa, Nev., to try to inform him of the union's position. Through our determination and persistence

we will obtain this contract.

On January 14, the company responded in favor of signing the contract by January 17. I'm hoping we can count on the company's word.

*George Stavros,
Business Rep.*

Winter is here, and work is slow in southeastern Utah. At press time, bids have been let on the Rainbow Point Rim Road at Bryce Canyon National Park, a contract worth about \$7.5 million, and on I-15 Orem at 800 North to Provo at Center Street.

The state needs to complete funding before bidding the next section of Provo Canyon. This could happen any day. The Central Utah Water Conservancy District has advertised for engineering design proposals of the Monk's Hollow Dam and Upper Diamond Fork pipeline. We hope the conservancy district will advertise for construction bids before too many more years pass.

*Verlyn Shumway,
Business Rep.*

Scholarship Contest Rules for 1994

General rules & instructions for Local 3 College Scholarship Awards 1993-1994 school year

Four college scholarships will be awarded to sons and daughters of Local 3 members. Two scholarships of \$3,000 each will be awarded to the first place female and male applicants. Two scholarships of \$2,000 each will be awarded to the runner-up female and male applicants.

These scholarships must be used for study at any accredited U.S. college or university. The Local 3 Federal Credit Union will contribute half the amount of each of the four scholarships.

The Local 3 scholarships will not impose restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not rule out scholarship aid from other sources.

Who may apply:

Sons and daughters of members of Local 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 3 are eligible to apply for the scholarships. The parent of the applicant must have been a member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of either: (1) the fall semester (beginning in 1993),

or (2) the spring semester (beginning in 1994), 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, 1994 and March 1, 1994.

Awarding scholarships:

Upon receipt of the application and required forms, Local 3 will verify the membership of the parent. The application will then be submitted for judging to the University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local 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 at the July semi-annual meeting of Operating Engineers Local 3. The checks will be deposited in the win-

ning students' names at the college or university they plan to attend.

Instructions:

All of the following items must be received by March 1, 1994.

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 or she designates and returned directly to Local 3 by the official completing it.

3. Letters of recommendation: applicants should submit one to three letters of recommendation giving information about their character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. Please submit all letters of recommendation with the application.

4. Photograph: a recent photograph, preferably 2 inches by 3 inches, with the applicant's name written on the back. The 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:

Robert L. Wise
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Road
Alameda, CA 94502-7090

NEWS FROM THE DISTRICTS

Dry winter keeps projects rolling

SACRAMENTO — As of mid-January, there are about 500 members on the out-of-work list. Because of low rainfall several projects in the valley are still in full operation.

In Yolo County, Oliver de Silva and MCM Construction are working full-time at the Richards Boulevard overcrossing in Davis. Sterling Holloway has just completed the demolition work at Hughes Hall dormitories at UC Davis. Perini Construction is putting the final touches on the university's social science building.

Oliver de Silva has just completed the on-site paving at the new California Highway Patrol logistics building in West Sacramento. Teichert is working on the widening and paving of Beamer Street in Woodland. The company is also performing the site work for an apartment complex on West Capitol Avenue in West Sacramento. In relation to this project, the streets must be opened to tap into the existing services.

Rock, sand & gravel industry

As for the rock plants in Yolo County, Teichert's Woodland branch is still working a full crew, with the majority of them working on winter repairs. Solano Concrete is working its entire crew, including two 633 scrapers.

Syar Industries in Madison is not as fortunate as its two union competitors, as it is working about half its crew. We hope things will pick up for the company soon.

Work in the shops is moving along steadily. Layne-Western Drilling Inc., Woodland, has continued to pick up work. In the past year, we have initiated about eight new members into this unit.

New three-year contract

As of last December 1, we entered into a three-year agreement with Layne-Western. The members seemed very satisfied with the improvements in the contract. Everybody picked up moderate increases in wages. Contributions to the pension plan were increased, and the employer picked up the \$9 per month needed on the health and welfare plan. Two more sick leave days were also added. We would like to commend job stewards Marty Roberts and Dan Morris on a job well done during negotiations.

Tenco Tractor and Forklift in West Sacramento is also pretty busy. In recent months the Truck Division has hired several new members. It won't be long before we are back in negotiations with Tenco, as its contract expires on August 31.

SMA Equipment has enough work to keep its entire crew busy to this point. Equipment rentals are holding their own, and we hope they have a good 1994 season.

In Sacramento County, RGW is finishing its phase of the new construction project at the Sacramento Metropolitan Airport. Teichert is also scheduled to lay down some pavement at this site. Walt's Concrete from Oregon, which signed our Northern California Master Agreement, is a subcontractor to Granite Construction for the concrete paving of an auxiliary runway. Six Local 3 members and four travelers are currently employed by Walt's Concrete at this site.

Downtown Sacramento work

In the downtown Sacramento area, Hensel Phelps has several months work left at the state archives building. At the helm of the outside lifts are preferred members Lou Costa and Ed Parsons. They're responsible for hauling workers and materials to the various building floors. They don't have much time for breaks. They try to keep everybody happy, including tradespeople, foremen, superintendents, subcontractors. Most important, it is their job to keep order and try to maintain a safe environment for their fellow tradesmen and other job-site personnel. They do a fine job. Also employed as the resident crane operator is Randy Fisher, who is a 13-year member. McCarthy Construction, currently working at

Hensel Phelps has several months work left at the state archives building.

the Civic Center project, is working two shifts. Scooter Gentry and Don Moran are at the controls of the Lebler tower crane, which is able to reach out 284 feet from center pin, the longest reach on the West Coast. Employed as chief surveyor is 25-year member Tom Jesser.

Out-of-town contractor goes union

Just breaking ground at the new attorney general's building is OPUS Corp. from St. Paul, Minn. So far it has subcontracted everything out to union contractors, and we hope the company will continue this practice. The site work was performed by Teichert Construction.

Bob Pettus Backhoe Service has two backhoes on site. Stoer & Graff is driving the piles with Randy Murphy at the controls of the crane and Ed Martinez on the forklift. Cal Erectors will be erecting the steel. Currently on its payroll is Jerry Mendes, who will be operating a Lebler huffing crane. This crane is actually a tower crane that operates like a conventional crane. With 200 feet of boom, this crane is capable of lifting 15,000 pounds 197 feet from the center pin. At 15 degrees, the cab is 160 feet from the ground. At some point in the job the crane will be jumped another 120 feet.

SMUD has also broken ground on its new administration building project off 65th Street. Hensel Phelps is the general contractor on this project. Backhoe operator Jim Robertson is on the company's payroll. Scheduled to perform the site work is RGW Construction.

Western Pipeline has signed an agreement to do the underground work. Four members are currently working on this project. Sacramento Excavating has two backhoes on the project. Owner-operator Don Tilford is working his backhoe for Collins Electric on the site.

Just off 42nd Street Stacey and Witbeck is per-

forming some new construction and repair work for the light-rail system. Jim Willis is running the excavator, Dane Keiser the rubber-tired backhoe and Ralph Davis is on the loader. They have been working plenty of hours on this project including Saturdays and Sundays.

Upcoming projects to watch

- SMUD is planning to build four co-generation plants in the greater Sacramento area. The first one to be let this year is called the Carson Ice Co-Generation Plant and will be located at the Sacramento Regional Wastewater Treatment Plant in South Sacramento.

- Century Contractors West has signed a building trades agreement. This means the project will be all union. The second project to be let is the Sacramento Ethanol and Power Co-Generation Plant located in the unincorporated community of Rio Linda in North Sacramento. The contract has not been awarded yet.

- The third project is the Proctor & Gamble Co-Generation Power Plant located at P&G's facility in Sacramento. No contractor has been awarded on this project either.

- The fourth project is a co-generation plant located at Campbell Soup Co. in Sacramento.

We're hoping all these projects will go up for bid this year. Also, in conjunction with these projects is the proposed 65 miles of 20-inch carbon steel pipe, which will transport natural gas from Winters to the four co-generation plants in Sacramento. SMUD is also interested in purchasing natural gas from the Mojave pipeline project, which consists of another pipeline project originating in Bakersfield and going north to the Sacramento area.

Also in the planning stages are two more 30-story buildings that could possibly be let this year. Local economists have predicted that we will see much improvement in the housing market this year. This upswing should create more subdivision work for our members this year.

Local 3 members' success story

We would like to mention a success story. About two years ago, 30-year members Jim Lee and Dan Gwaltney purchased the Stan Gilbert Company. Since that time, they have been able to keep a crew of eight operators and 10 laborers pretty busy with about \$3.3 million of work this past season. Most of their work consists of grading, paving and site work. Currently they are finishing up their projects at Latrobe Road in El Dorado Hills and Oak Hills School in Roseville.

Some other projects they have that are just breaking ground are a school in the Laguna area, road improvements on Stockton Boulevard in South Sacramento, a paving project in Grass Valley and Vacaville. We wish them continued success.

As most of you know, we have moved the district office to 4044 North Freeway Boulevard in North Sacramento. We are happy to announce that American Diversified Pharmacy, our prescription drug center, will be doing business from our building effective January 24.

Frank Herrera, Business Rep.

NEWS FROM THE DISTRICTS

Contract changes improve Hawaii members' future

HONOLULU – Your union has made several changes in the last 18 months that were made possible because of your participation and cooperation. Here are some of these accomplishments:

We are in the second year of the Master Construction Agreement and Master Paving Agreement that has a total increase of \$7.75 per hour over a five-year period. This is a very welcome agreement for our members, who for many years took a back seat to California, even though our cost of living is higher. That is no longer the case.

For members in the trucking industry, there was \$5.52 per hour over the term of the agreement. The first increase of 50 cents goes into effect on March 1. The members elected to have the first 50 cents go into wages. Thereafter, every six months there will be an additional 50-cent increase, along with increases in health and welfare during the five-year contract.

We have put together a statewide Concrete Industry Agreement covering concrete pumpers. Thanks to the efforts of organizer Stan McCormick we now have our first group of pumpers. They are employed by American Standard Concrete. Welcome aboard brothers and sisters.

We have drug language and a policy now in effect that covers pre-hire, post accident, for cause and random testing. Under the guidance and confidentiality of Jim Merrick, there is an addiction recovery program in place to help members that are at a turning point. The ARP makes sure we have dependable, competent and safe workers on the job sites.

We now have two Hazmat-certified instructors on staff with the joint apprenticeship training. Administrator Nelson Umiama and Chief Instructor Allan Parker have been conducting Hazmat classes throughout Hawaii, and so far they have certified over 100 members since July. This was the first time Hazmat classes were ever offered

in Hawaii.

The apprenticeship training facility in Kunia has been in operation since June. Instructors Allen Kumalae and Sam Spencer will start training POP apprentices this month. They've had retraining for journey upgrades and developed an oiler-gradechecker class. If you would like information regarding training of any sort, please call the JAC at (808) 845-7871.

The Stabilization Fund, under the leadership of Willy Crozier, has been active at the state Legislature and successful in getting a law passed that will give local contractors a preference when they are bidding against an out-of-state contractor. Licensing crane operators are another priority for us in the years ahead.

The hiring or out-of-work list is now on computer. This means faster service and assures that everyone is

being treated properly. Dispatching is very important to you and every person that signs up for work.

We are currently in the planning stages for the retiree's picnic and the annual district picnics. The dates and schedules will appear in the *Engineers News*.

Over the past year, we have had much support from the officers, especially Business Manager Tom Stapleton and President Don Doser,

both of whom have worked closely with me and the other office staff towards making your present and future better. We have worked to improve the collective bargaining agreement, increase your wages with better security, and also respond to your present needs and plans for the future. Together we can build a better union for one and all.

*Joe Trehern,
District Rep.*

Hawaii goes heavy on Hazmat

HONOLULU – Hazmat classes were recently held in Kona on the Big Island and in Lihue on Kauai. These classes were well received by our members who are presently out of work.

This training opportunity during a slow work period allowed members to improve their knowledge to become more employable while preparing to meet the Hazmat challenge. To date, 112 members have received certification.

The next couple of months will be our busiest, with 40-hour classes being held in Honolulu on eight consecutive, 10-hour Saturdays and a 10-hour class Tuesday through Friday on Maui. These classes are in addition to on-going POP, SRT and journey upgrading classes being held at our training center in Kunia, Oahu.

Our heavy instructional load is made so much easier by the support shown by our members who have been attending all of our classes. We demand a lot from our students, but we give them more than they expect, and this so far has been a workable formula.

Members who have attended our Hazmat classes are encouraging other members to sign up for future classes. With such good word-of-mouth advertising, we are committed to making sure the continuous flow of new and interesting information will never be lacking. We thank all of the members for participating, and we look forward to seeing you at your eight-hour refresher class.

*Nelson P. Umiama,
state administrator,
and Allan Parker,
chief instructor*

Top: Back row from left: Allan Parker, Wilford Pulawa, David Bess. Front row: Frank Yoro, Vicki Stone, William Pierce, Cherie Kinchloe, Randy Obatake, Ryan Carvalho, Jimmy Terui, James Kaul.



Bottom: Front row: Alfred Isabel, John Ferreira, Mel Davis, Nelson Umiama, Hugh Hurley, Willard Rapoza, Edward Navas, Gary Campbell, Joseph Enriques, John Kekahuna. Back row: Colin Souza, Steve Lauro, Albert Colburn, Herman Hopke, Nanny Lorberbaum, Querico Pacatang, Brenda Kauhi, Jesse Valera, Ray Sojot, William Gonzales, Noreen Kimitete, Marvin Naihe, Alsworth Sam Lee, Victorini Gomez, Connie Pohina, Kathleen Sumi, David Kaawa.



NEWS FROM THE DISTRICTS

Kona members campaign for Kealakekua Ranch project

HONOLULU – Kona Operating Engineers attended public hearings in Kealakekua, Kona, to show support for the Kealakekua Ranch lands project.

On November 10, the first public hearing was held by the Planning Commission regarding the Kealakekua Ranch lands project. This hearing was very well attended with an overflow crowd of support-

ers and opponents. Both sides were well represented in numbers and speakers. Brother Jesse Manlapit did an excellent job of contacting and coordinating our efforts for this hearing.

We want to thank all of our union brothers and sisters who showed up to support our position on this project and especially speakers Warren Lahara and Jesse Manlapit who led

the charge at this event.

There will be more hearings on this project, and we will need much more help at these meetings and hearings as we proceed the way towards approval. Please come out to

support your union as these are the projects that provide work for Operating Engineers.

*Willy Crozier,
Administrator,
Hawaii Stabilization Fund*



Top left: Ray Sojot, David Yamakawa, Bill Freitas, Ronald Branco, Q. Pacatang, Hugh Hurley, Eddie Navas, Alfred Isabel, John Kekahuna, Specialist Jesse Manlapit.

Bottom: Warren Lahara testifying in support of project.

Top: Specialist Jesse Manlapit testifying in support of project.

Bottom: John Kekahuna, Larry Imai, Specialist Jesse Manlapit, Warren Lahara, Eddie Navas, Q. Pacatang, Ray Sojot.

Some improvement seen in subdivision construction

FAIRFIELD – Work in our district is in better shape than a year ago. We've had fewer layoffs, and there has actually been some recalls.

As far as private housing projects are concerned, the New Beginnings 74-home subdivision in Dixon – the owner-developer being Forecast Homes – is in the final planning stages.

The 97-home Victorian Harbor subdivision in Suisun City, with O'Brian & Hicks the general contractor, has been temporarily deferred.

O'Brian & Hicks is also the general contractor of the 132-lot Foxwood subdivision in Vacaville that's also been temporarily deferred.

Wherry Housing has a subdivision in the plan-

ning stages. Construction will include \$7 million worth of underground drainage, sheet revision, additional parking, sidewalks, bike trails and a substantial amount of landscaping. Lightner Property Group's Parker Ranch, at Airbase Parkway and Walters Road in Fairfield, will contain 350 single-family homes and 200 townhouses.

The Fairfield District will be helping host Local 3's Family Day at Marine World-Africa USA Sunday, April 24. See back page of *Engineers News*, page 24, for details and ticket order form.

Dillingham Construction is going to town at the Fleming Hill Water Treatment Plant, the pro-

ject that was featured on the cover of the December 1993 *Engineers News*. The 15 operators on the job are helping Dillingham keep the project on schedule.

Congratulations to Mike Taylor on his recent marriage, and to Sheryl Goodhue on the birth of her baby girl.

We'd like to encourage you to attend our March 8 district meeting at the Fairfield hall. We will have elections for Grievance Committee, Market Area Committee and an Election Committee person. Work safe!

*Dave Young, District Rep. and
Roger Wilson, Business Rep.*

Projects close shop for winter

MARYSVILLE – Work in Marysville has slowed down some, mostly due to the winter weather moving in.

Baldwin Contracting is paying in various locations, weather permitting, of course. The rock plant crew and shop mechanics are on winter layoff. The Hallwood Plant is going through a complete rebuild and will be down for about 45 days.

The equipment dealers' shops are also slow due to the weather and the economy. Jaeger Construction from Yuba City has a little work going on west of Live Oak on a pump station, with Stroer & Graff from Antioch driving the piling.

Watkins and Bortoluss from San Rafael was low bidder, at \$397,779,

on the East 20th Street overcrossing landscape work in Chico and is moving in to start.

Granite Construction has set up a hot plant in the Yuba River Gold Field area and should be ready for business. Granite's project at the Oroville Airport is down for the winter. Granite was also low bidder, at \$570,739, on the Hwy 70 rehabilitation project in Oroville.

We have a few projects coming up for bid for the City of Chico, such as the first phase of the Wildwood project to construct a seven-acre playing field with pedestrian paths, parking lots, lighting, irrigation and pumps, landscaping and utilities. We also have a City of Chico project to remove two, 10,000-gallon under-

ground fuel storage tanks and install two, 12,000-gallon fuel storage tanks.

For Caltrans in Plumas County, we have a bridge widening and construction of passing lanes near Storrie on Hwy. 70 north of Chambers Creek. For the City of Marysville, we have some improvement work at the city's waste water and collection treatment plant and the demolition and removal of two buildings in Marysville.

The Chico Recreation and Parks District has the Oak Way Park Landscape and construction of curbs and gutters, drain inlets, concrete pipe work, sewer lines and the landscape water lines.

We have a few projects coming up

in the Marysville District that may require us to call on you, the member, for help. That help will be to get friends of labor elected on the county boards of supervisors and the city councils.

We have openings coming up this year in both the supervisors and city council seats, and now is the time to start working on building the foundation for the future. If we don't get the "no growers" out and get some friends of labor in, we won't have much of a future. I am asking for your help and support this year to try to get pro-union candidates elected into those open slots.

*Dan Mostats,
Business Rep.*

Demolition begins on Cypress fwy.

OAKLAND – Work in northern Alameda County has remained stable for the past few months with some visible signs of improvement. The public works sector continues to provide the bulk of the work for our members.

Evans Bros. Inc. of Livermore has begun demolition on the remaining portion of Oakland's Cypress freeway viaduct, which was severely damaged in the 1989 Loma Prieta earthquake. This job should keep several Operating Engineers busy for the next few months.

RGW Construction has been busy building a new railroad bed for Southern Pacific. When the new rails are laid, the old track route will become the new right-of-way for the Cypress re-

placement. As many as a dozen Operating Engineers have been working on this project, and we hope the hands will have continued employment when RGW begins work on a \$28 million contract from Caltrans to build a portion of the Cypress replacement.

O.C. Jones has kept a small crew doing incidental work on I-880 in San Leandro. Once the Williams Street overcrossing is completed and a new barrier rail is installed in the median, the entire freeway will be overlaid from Davis Street to Route 23. Many night shifts lie ahead for O.C. Jones' paving crew.

*Myron Pederson,
Business Rep.*

Attention San Jose District members

There will a gradesetting class held Friday, February 18, at 7 p.m., at the San Jose District hall, 760 Emory Street in San Jose.

The instructor will be Chan Park. Any questions, call the hall at (408) 295-8788.

I-280 connector in S.F. may open a year early

Operating Engineers working on the seismic retrofit of the connector ramp that takes vehicles from northbound U.S. 101 to northbound I-280, which passes through China Basin into downtown San Francisco and towards the Bay Bridge, will be working seven days a week so that the quake-damaged ramp can be opened this fall, a year earlier than originally expected. The ramp, which carried more than 10,000 vehicles a day, has been closed since the 1989 Loma Prieta earthquake.

Engineers studying the ramp have determined it would require less extensive work than designers initially thought. To speed up the project, Caltrans decided to have construction crews work seven days a week, something the agency has never done before. But seismic retrofit work on the rest of the U.S. 101/I-280 interchange, which began last month, will still require the previously expected two years to complete.

Are crumb rubber asphalt fumes hazardous?

Even though the federal government has concluded that asphalt containing scrap-tire rubber (crumb rubber) does not pose a risk to workers who are exposed to the potentially carcinogenic fumes, the Laborers' International Union says more research is needed.

The union said that not only does asphalt and asphalt fumes pose a health risk to exposed workers, but that adding crumb rubber to asphalt may increase the cancer risk even further. The Laborers called on the Department of Transportation to set aside a congressional mandate requiring DOT to use crumb-rubber asphalt in federal highway construction until "definitive and scientifically valid conclusions can be reached on the questions of the threat to human health."

The federal government has felt that putting scrap rubber into asphalt is an effective way to recycle old tires. So under the Intermodal Surface Transportation Efficiency Act of 1991, DOT and the Environmental Protection Agency were required to determine the health and environmental effects of producing and using asphalt pavement containing crumb rubber before implementing the requirement.

Both agencies concluded last year that there was "no compelling evidence" that the material substantially increases the threat to human health over that of conventional asphalt pavement. The Laborers, however, disputed the findings, saying the report "was derived from insufficient information and is fundamentally flawed." More comprehensive study is needed before the government embarks on a policy that mandates use of the material in new highway construction.

Balanced budget amendment gathers steam

A bill to amend the U.S. Constitution to require a balanced federal budget seems to be gathering momentum. Proponents in the Senate, which is expected to vote on the issue February 22, claim they have 60 of the 67 votes needed to pass the legislation, which organized labor vehemently opposes because of the massive cuts in government services such a law would require.

Labor warns that such an amendment would require huge tax increases, large-scale reductions in Social Security benefits and major cuts in Medicare and Medicaid, programs that would adversely affect the poor and middle class. The amendment would also seriously jeopardize the Clinton administration's health care reform, legislation organized labor vigorously supports.

Under the proposed amendment, the president would be required to send a balanced budget to Congress every year except in cases of national emergency. Congress in turn would be required to adopt a balanced budget unless 60 percent of the lawmakers in both houses voted to override the amendment for that year. If Congress approves the amendment, it will move to the state legislatures for ratification. Three-fourths, or 38, of the states would have to approve the amendment in order for it to become final.

Health care reform update

Now that President Clinton's health care reform legislation has been submitted to Congress, Senate Majority Leader George Mitchell, D-Maine, said that several Senate committees will be given jurisdiction over differing parts of the package.

Normally one committee is given primary jurisdiction over a measure, but in the case of Clinton's health reform package at least a half-dozen committees will have authority over one part of the bill or another. But Mitchell cautioned Americans that health care reform will be hard to pass. He said the only way to get the bill passed is if all across the country people tell their legislators "we want it done and we want it done now."

OSHA reform legislation

(Continued from page 9)

Below are two sample letters that can be used as a basis for a letter-to-the-editor. The same letters can also be used as a basis for a letter to your congressional representative. Use the spare time you have during the slow winter months to get involved.

Sample Letters

Dear Editor:

The Occupational Safety and Health Act went into effect 22 years ago in April 1971, and it has never been amended. Congress has updated the Clean Air Act, the Superfund law for hazardous waste cleanup and the federal Mine Safety law but left rules to safeguard workers languishing.

While the work place and the jobs people perform have changed immensely over the past two decades, the federal law to protect workers from senseless deaths and injuries has not changed. Some problems, like cumulative trauma disorders from poor job design and indoor air pollution, were unheard of in 1971.

Occupational deaths and injuries impose tremendous costs on workers, employers and society. The cost of workplace injuries and illnesses alone is an estimated \$83 billion a year.

Clearly, legislative reform is overdue. The Comprehensive Occupational Safety and Health Reform Act, pending in Congress, would provide workers a voice in their own safety through the establishment of joint labor-management safety and health committees, step up training requirements, give workers the right to refuse unsafe work and address special hazards in the construction industry.

Dear Editor:

Society's vital environmental tasks have included building a safe and sustainable planet, slowing global warming, reducing hazardous wastes, increasing energy efficiency and protection for endangered species.

Missing from that list is the forgotten environment of the work place - factories, construction sites, offices, farms - where exposure to toxic chemicals and unsafe conditions claim a staggering toll on working men and women.

Each year nearly 10,000 workers are killed on the job and more than 6 million workers are injured or diseased due to job hazards.

Funding for worker safety and health is woefully inadequate. The federal government this year will spend a minuscule \$1.16 per citizen for job safety and health protection. Even fish and wildlife protection funding exceed worker safety and health, at \$4.40 per citizen.

Clearly, legislative reform is overdue. The Comprehensive Occupational Safety and Health Reform Act, pending in Congress, would provide workers a voice in their own safety, extend coverage to public employees, require safety and health training, give workers the right to refuse unsafe work, strengthen OSHA enforcement and address the special hazards on construction sites.

NEWS FROM PUBLIC EMPLOYEES

Rescue rangers

In addition to serving as park rangers, San Mateo County Harbor Patrol officers are involved in search and rescue

If you happen to be a fishing or pleasure boat owner whose vessel is moored at Pillar Point or Oyster Point harbors in San Mateo County, your life and investment are in good hands. The 12 harbor patrol officers working at these two sites are some of the best in the business and have the commendations to prove it.

In case you're not familiar with the area, the San Mateo County Harbor District was formed in 1933 to develop, operate and maintain Pillar Point Harbor on the Pacific Ocean at the north end of Half Moon Bay and Oyster Point Marina/Park on the bay just north of San Francisco International Airport.

The harbor patrol officers joined Local 3 in 1976 because, as Bob McMahon, now the Harbor Master, explains: "This place really needed a union. The pay was low and we didn't have any medical insurance. The union said we'll represent you, and they've done a real good job ever since."

The Pillar Point Harbor Patrol made national headlines last June 2 when it was involved in the capture of a fishing boat, the 52-foot Pelican, that allegedly attempted to smuggle 130 Chinese immigrants into the United States. The Pelican was the first of a wave of small vessels apprehended off the East Coast and West Coast last summer for alleged immigrant smuggling.

Harbor Patrol Operator John Draper recalls that June morning when smugglers tried to unload their human cargo at John's personal boat slip, which happened to be empty that day.

"The Pelican tried to dock at my slip, so I asked them to move," John said. "But when they tried to back out, they bumped the dock and then backed into another boat. The cap-

tain apparently had already left the area. We scrambled below deck to turn off the engines, and that's when we discovered the Chinese immigrants hidden below deck."

The FBI and Immigration and Naturalization Service converged on the scene, and later that day, took the Chinese into custody. Images of exhausted and bewildered Chinese being loaded onto buses appeared on the network evening news and on the front pages of many major metropolitan newspapers.

In addition to enforcing harbor and navigational regulations, the Pillar Point Harbor Patrol also engages in search and rescue. Over the past 20 years, the officers have performed an average of 110 rescues annually, many of those in seas rough enough to frighten even the most seasoned sailors.

The harbor patrol's primary rescue tool is the 32-foot Patrol Boat Radon, which, with its two Chevy 454-cubic-inch V-8 engines, can reach speeds of 45 mph. The Radon is the only patrol boat on station between Ft. Bragg and Monterey Bay, a distance of about 160 miles. The boat is equipped with a Loran plotter that gives the crew its exact position in latitude and longitude, a Furuno radar for spotting other vessels at sea and a VHF radio with directional finder so when a boat radios for help the Radon crew knows exactly where the signal is coming from.

The U.S. Coast



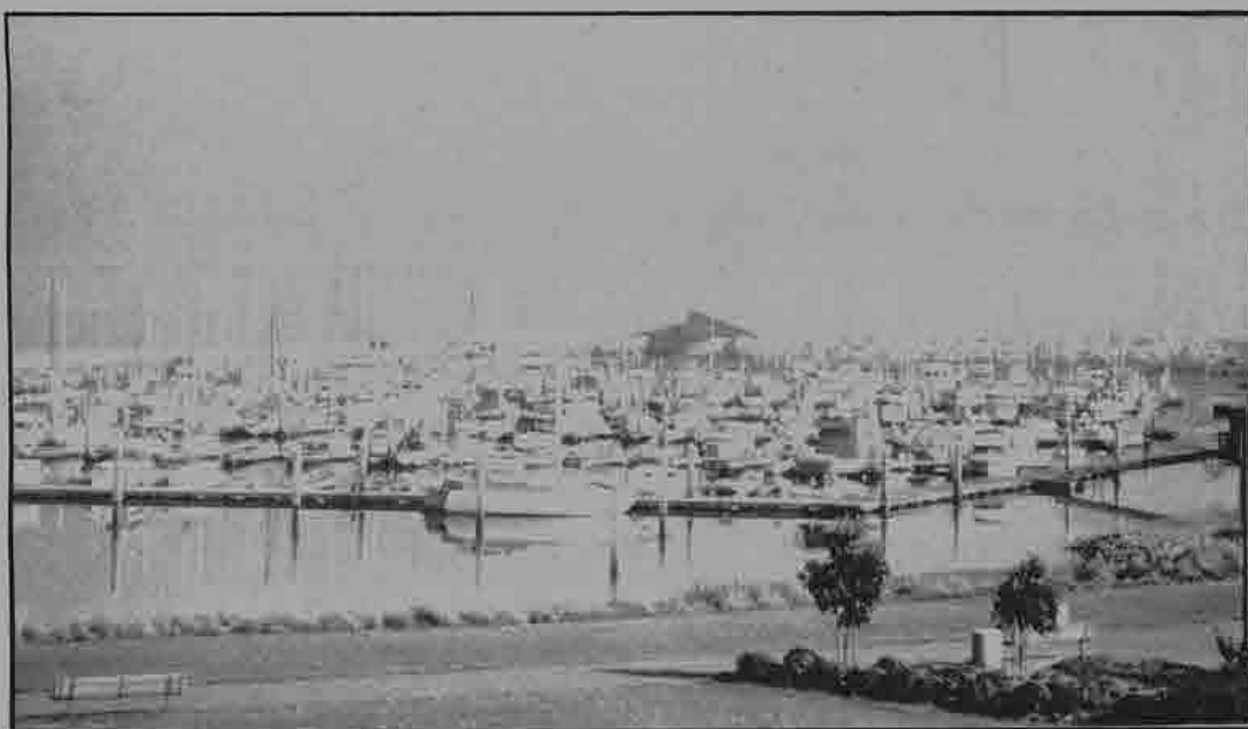
Top: Aboard the Patrol Boat Radon are from left: Harbor Patrol Operators Scott Cook, John Draper, Rick Krebs, Business Agent Ed Lieberman and Harbor Master Bob McMahon.

Center: Harbor patrol officers John Draper and Rick Krebs provide the public with boating and fishing information.

Bottom: Harbor patrol officer John Draper uses the Radon's radar to check for other vessels while on patrol.



NEWS FROM PUBLIC EMPLOYEES



Above: Oyster Point Marina/Park contains 550 berths for pleasure craft and 25 acres of park land.

Below: Business Agent Ed Lieberman with Harbor Patrol Operator Bob Corbell at Oyster Point Marina/Park.



Guard has decorated the Radon crew three times for performances beyond the call of duty. One of those daring rescues occurred about 10 years ago during a vicious Pacific storm. A 23-foot pleasure craft, with a family of four on board, slammed into a reef just outside the harbor's outer break water. The mother, her 9-year-old son and 22-month-old baby were swept overboard. The crew of the Radon maneuvered through 10-foot swells to reach the stricken craft and scoop the mother and two children from the ocean before they drowned.

Most of the officers' time, though, is spent doing more routine duties such as giving out information to the public about boating and fishing, maintaining the harbor's 140 recreational and 230 commercial berths, enforcing parking regulations, collecting fees for the six-lane boat

launch ramp, and so on.

Across the peninsula at the Oyster Point Marina/Park, work for the five Local 3 harbor operators there is somewhat different than at Pillar Point. Oyster Point has some 25 acres of park land that includes a small swimming beach, fishing pier, picnic area, and jogging and hiking trails. Another 25 acres contain berths for pleasure boats and a boat launch ramp that handles an average of about 100 boats on a typical weekend day.

Also, Oyster Point doesn't engage in search and rescue at the level of Pillar Point. Oyster Point uses a 24-foot Fletcher rigid-haul inflatable craft for search and rescue in and around the harbor. Anything beyond the harbor's break water is the Coast Guard's responsibility.

Oyster Point's harbor patrol officers perform the same law enforce-

ment of harbor and navigational regulations as Pillar Point, and they maintain the electrical system, lighting and pumps for the 550 pleasure boat berths.

Harbor Patrol Operator Bob Corbell, who worked several years at Pillar Point before transferring to Oyster Point, says his job involves a lot of public relations. "We do low-key law enforcement and spend a lot of time helping the tenants. We're real mellow," he said.

Cities' finances improve

City and state officials nationwide report that financial conditions in their jurisdictions improved last year as a result of the economic recovery, and they expect the improvements to continue this year, according to a survey by the National League of Cities and reported in the *Washington Post*.

Nearly 62 percent of 374 elected municipal officials surveyed described overall economic conditions in their communities as "good" or "very good." Only 23 percent said conditions worsened over the past year. In two previous surveys, about half the officials reported conditions were growing worse.

NLC President Sharpe James said America's cities and towns are beginning to show signs of rebounding from 10 years of tough economic times. In assessing their cities' fiscal conditions, about two-thirds of the officials said their budgets were in "good" or "very good" shape. Eighty-four percent said they were able to maintain or had improved their cities' level of services and expect that to continue in 1994.

The biggest concerns, however, remain stubborn unemployment rates, rising violence and the federal government's reluctance to fund mandates imposed on local governments.

The National Conference of State Legislatures also said that nearly all the states report that their budgets have improved compared with a year ago. Most states project stable or improving financial conditions this year, the NCSL reported.

States and cities dealt with sluggish revenue growth and cost overruns during the recession because of shrinking tax bases and increases in entitlement spending, such as medical care for the poor, the NCSL said. Having to meet federal mandates for administering environmental, social services and other laws enacted by Congress also hurt state and local budgets.

The NCSL survey showed 24 states, the District of Columbia and Puerto Rico reporting on-target revenues through the early months of fiscal 1994, while 21 states said revenues were above projections. Only five states reported revenue collections so far this year below projections.

The largest concentration of states with above-target revenue collection was found in the Plains and Rocky Mountain states, while sharp increases in sales taxes and income taxes led Arizona to its best revenue performance in six years, the conference report said.

Alaska's revenue shortfall of 15 to 20 percent, the largest reported, was due to lower-than-predicted petroleum prices. Hawaii reported its revenues were affected by decreased tourism resulting from hurricane Iniki. California and Nevada are expected to have on-target general fund collections in fiscal 1994, while Utah is predicting slightly more than 1 percent above-target collection.

Most states expect their spending to remain close to budget projection, although 10 states said they expect overruns in their health care programs and six predicted spending shortfalls. If current trends continue, states can expect less financial pressure as they work on fiscal 1995 budgets, the NCSL report said.

NEWS FROM Rancho Murieta Training Center



Another training opportunity

HDRs can get EPA refrigerant recovery and recycling certification by exam through RMTC

By Larry Uhde,
RMTC administrator

All of us are aware of the poor economy and resulting tough times. The apprenticeship program faces the never-ending challenge of finding sufficient funds to provide the training for current and future members. The most effective method is through teamwork, whether that means one program working with another or members working together and pooling their knowledge and resources.

In 1993, Frank Hanley, general president of the International Union of Operating Engineers, appointed an advisory committee to study the training needs of the IUOE membership. I am very pleased to have the opportunity to serve on this committee, which is compiling information on training materials, as well as training opportunities available from the various apprenticeship programs throughout the United States and Canada.

Once we can determine available training materials, every effort will be made to standardize, and then develop a method of sharing the material to help reduce the development cost to each program, while at the same time, provide each program with the best possible training materials.

The IUOE is also looking at what role it can take in assuring that the membership has the necessary training and curriculum to maintain its high skill level. The IUOE, for instance, was instrumental in developing a Hazmat training program. In areas like Hazmat, and certain types of certification, the IUOE can provide the kind of assistance that reduces the member's training costs.

Section 609 of the Clean Air Act Amendments of 1990

The most important part of the amendments to Section 609 of the Federal Clean Air Act have to do with servicing motor vehicle air conditioning and technician certification. The act states:

Servicing Motor Vehicle Air Conditioners—Effective January 1, 1992, no person repairing or servicing motor vehicles for consideration may perform any service on a motor vehicle air conditioner involving the

We have just received a notice from the IUOE for just such an opportunity. Under Section 609 of the Clean Air Act's Refrigerant Recycling Rule, heavy equipment mechanics servicing air conditioning systems in non-road vehicles are required to be properly certified by an Environmental Protection Agency approved program. This certification can cost as much as \$100 per person.

To comply with this regulation, the IUOE Training Department has made arrangements with the National Institute of Automotive Service Excellence to offer a program featuring a refrigerant recovery and recycling review and quiz. Individuals that successfully complete the

quiz will receive a certificate and wallet card. The cost to take this quiz is \$12. Those members interested in taking advantage of this program should contact the training center at (916) 354-2029, and we will make arrangements to send you the review booklet and test.

The program complies with the regulations set forth in Section 609 of the Clean Air Act Amendments of 1990 and is an example of some of the things that we can do when we work together. The IUOE Advisory Committee has a strong commitment to teamwork and the development of programs that will assist our members in maintaining the skills needed to succeed in today's

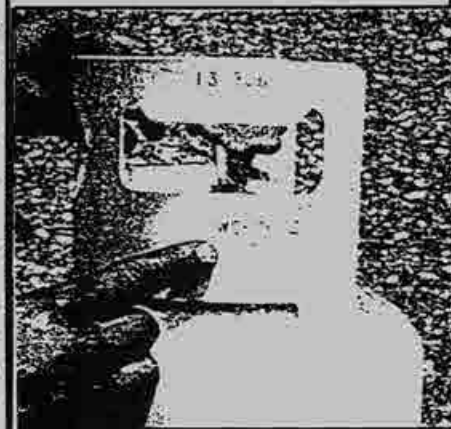
competitive work place.

Although not all of our members have a need for the refrigerant recovery and recycling certificate, I hope those of you who do will find this program beneficial. To the extent possible I will try to keep the members informed of the training opportunities available either through our program or through the IUOE.

I would like to encourage all of you to let us know what training you are interested in so we can provide the training—or locate a source where you can receive the training—you are interested in. Our success is almost a sure thing if we work together.



REFRIGERANT RECOVERY AND RECYCLING QUIZ
DIRECTIONS: Each of the questions or incomplete statements in this test is followed by four suggested answers or completions. Select the one which is best in each case, and then blacken the corresponding space on your answer sheet.
YOU MUST ANSWER 17 OF 20 QUESTIONS CORRECTLY
...ing a container of recycled refrigerant for excess non-condensable gases (air), the container of direct sunlight at a minimum temperature for a given period of time. What is the
C) 100°F for one hour
D) 65°F for twelve hours
...ant from a system, how long should you wait after turning off the recovery/
the system still has pressure? C) More than
... More



Election Committee Notice

Robert L. Wise, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3, Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for members of the Election Committee which will conduct the election of officers and executive board members in the month of August 1994.

Article XII, Section 3, Elections:

(a) The election of officers and district members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the membership of this local union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) member from each district in which nominations will be made. The member shall be nominated and elected by secret ballot at the regular quarterly or specially called district meetings by vote of those members present whose last known address, as shown on the records of the Local Union ten (10) days

prior to the first such district meeting in March preceding the election, was within the area covered by the district. Each nominee shall be a registered voter in the district in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any office or position.

The nominee for committee member in each district receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

Meetings to elect Election Committee: March 1994

- 2nd District 12 - Salt Lake City, Engineers Bldg., 1958 W.N. Temple
- 3rd District 11 - Reno, Carpenters Hall, 1150 Terminal Way
- 8th District 04 - Fairfield, Engineers Bldg., 2540 N. Watney Way
- 15th District 10 - Santa Rosa, St Eugene's Church, 2323 Montgomery Dr.
- 22nd District 90 - San Jose, Labor Temple, 2102 Almaden Rd.

April 1994

- 12th District 40 - Eureka, Engineers Bldg., 2806 Broadway
- 13th District 70 - Redding, Engineers Bldg., 20308 Engineers Lane
- 14th District 60 - Marysville, Cannery Workers, 3557 Oro Dam Bl, Oroville
- 19th District 80 - Sacramento, Engineers Bldg., 4044 N. Freeway Bl.
- 21st District 20 - Concord, Elks Lodge No. 1994, 3994 Willow Pass Rd.
- 25th District 17 - Kona, Konawaena Int. High School, Cafeteria, Kealahou
- 26th District 17 - Hilo, Hilo ILWU Hall, 100 W. Lanikaula Street
- 27th District 17 - Maui, Waikapu Comm. Ctr., 22 Waiko Pl., Wailuku
- 28th District 17, Honolulu, Farrington High School Library, 1564 King St.
- 29th District 17, Kauai, Kauai High School, Cafeteria, Lihue

May 1994

- 5th District 01 - San Mateo, Electrician's Hall, 302 8th Ave.
- 10th District 30 - Stockton, Engineers Bldg., 1916 North Broadway
- 12th District 50 - Fresno, Laborer's Hall, 5431 East Hedges

Bring your dues card

All members are reminded to carry their paid up Local 3 dues card with them when attending a semi-annual, quarterly district or specially called meeting of the union.

Your paid up dues card is proof of your good standing status as a member of IUOE Local 3 and your right to vote in such meetings and/or participate in the business of the union.



UNION PRIVILEGE LEGAL SERVICE

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- Free document review
- 30% discount on complex matters

Contact Your Union or Call

1-800-452-9425

For Lawyers Near You

HONORARY MEMBERS

As approved at the Executive Board Meeting on January 8, 1994, the following retirees have 35 or more years of membership in the Local Union, as of January 1994, and have been determined to be eligible for Honorary Membership effective April 1, 1994.

James H. Audrain	0962042
Thomas Butterfield	0698468
Dale M. Erickson	0983214
Manuel Flores	0817455
L. T. Haines	0995948
Alvin Hinchman	0848375
Clifford Lawrence	0868727
Paul McCrory	0982992
Ysidro Ortiz	0899604
Gordon Pace	0892709
Joseph Pacheco *	0899428
Charles Scales *	0796024
E. J. Tarchini	0987287
Ray Voss	0969718

* Effective January 1, 1994



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11. I certify that the statements made by me above are correct and complete.				
Signature and Title of Editor, Publisher, Business Manager, or Owner				
J. Stapleton				

Departed Members

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

SEPTEMBER

Doug Patters of Livermore, Ca., 9/28; **James Watson** of Mt. View, Ca., 9/29.

OCTOBER

Frank Bernd of Reno, Nv., 10/27.

NOVEMBER

Carl B. Godsell of Minot, Nd., 11/6; **Elmo White** of Marysville, Ca., 11/28.

DECEMBER

John Ahlfs of Ottertail, Minn., 12/7; **Robert Bond** of Oroville, Ca., 12/3; **John Cunningham** of Walnut Creek, Ca., 12/21; **James J. Delaney Jr.** of S. Lake Tahoe, Ca., 12/1; **Jesse Dyer** of Benicia, Ca., 12/5; **Ed Dye** of Montague, Ca., 12/4; **Carl Enz** of Pleasant Hill, Ca., 12/2; **C. W. Gardner** of Monroe, Ut., 12/20; **Lee Garner** of Durham, Ca., 12/8; **G. Gava** of Richmond, Ca., 12/31; **Maurice Graham** of Salem, Or., 12/23; **Harlan Gravelle** of San Jose, Ca., 12/4; **Arden Gregory** of Muskogee, Ok., 12/22; **Robert Hall** of Rocklin, Ca., 12/16; **M. A. Hamp** of Salt Lake City, Ut., 12/17; **Rey Ivie** of Springville, Ut., 12/6; **Francis Kalaukoa** of Kaneohe, Hi., 12/14; **Elmo Longstroth** of Ogden, Ut., 12/14; **Mark Mayer** of Elko, Nv., 12/20; **Duane Miller** of Suisun City, Ca., 12/3; **Frank Mooser** of Placerville, Ca., 12/14; **Robert Robbins** of Willits, Ca., 12/19; **Al Sharits** of Auburn, Ca., 12/23; **Glen Stevens** of Red Bluff, Ca., 12/4; **Joe Valencia** of Pleasanton, Ca., 12/21; **Gordon Vaughn** of West Plains, Mo., 12/20; **Charles Walters** of Meridian, Ca., 12/3.

Election of Geographical Market Area Addendum Committeemen

Business Manager T. J. Stapleton has announced the election of Geographical Market Area Addendum Committeemen at each of the Northern California and Reno regularly scheduled district meetings and/or at specially called meetings to be scheduled during the first quarter of 1994 with eligibility rules as follows:

1. No member shall be eligible for election, be elected or hold the position of Geographical Market Area Addendum Committeeman unless he is:
 - (a) living in the committee's Geographical Market Area,
 - (b) an employee in the construction industry in the area,
 - (c) an "A" journeyman,
 - (d) a member in good standing,
2. No member shall be nominated unless he or she is present at the meeting and will accept the nomination and the position, if elected.
3. No member is allowed to serve more than two (2) consecutive terms on the Geographical Market Area Committee.
4. No member may be an owner-operator.

The schedule of the meetings in which these elections will be held appears on this page under "District Meetings."

Please note that the **Fresno Retiree Association** meeting is **February 10**, not February 17 as reported incorrectly in last month's Engineers News.

1994 Grievance Committee Election

Recording Corresponding Secretary Robert L. Wise has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Grievance Committees shall take place at the first regular quarterly district or sub-district meeting of 1994.

The schedule of these meetings appears on this page under "District Meetings."

District Meetings

District meetings convene at 8 PM with the exception of Hawaii meetings and specially called meetings, which convene at 7 PM.

FEBRUARY

- 1st **District 30: Stockton**
Engineers Bldg.
1916 North Broadway
- 1st **District 17: Kauai**
Kauai High School
Cafeteria, Lihue
- 3rd **District 80: Auburn ***
Auburn Recreation Ctr.
123 Recreation Drive
- 3rd **District 17: Kona**
Konawaena Int. High School
Cafeteria, Kealahou
- 8th **District 01: San Francisco**
Seafarers Int. Aud.
350 Fremont Street
- 10th **District 50: Fresno**
Laborer's Hall
5431 East Hedges
- 22nd **District 20: Oakland**
Holiday Inn Airport
880 Fwy/Hegenberger
- 24th **District 80: Sacramento**
Engineers Bldg.
4044 N. Freeway Blvd.

MARCH

- 2nd **District 12: Salt Lake City**
Engineers Bldg.
1958 W. N. Temple
- 3rd **District 11: Reno**
Carpenters Hall
1150 Terminal Way
- 8th **District 04: Fairfield**
Engineers Bldg.
2540 N. Watney Way
- 15th **District 10: Santa Rosa**
St. Eugene's Church
Msgr Becker Ctr.
2323 Montgomery Drive
- 22nd **District 90: San Jose**
Labor Temple
2102 Almaden Road
- 24th **District 90: Freedom ***
Veterans of Foreign Wars Hall
1960 Freedom Blvd.

* Denotes specially called meeting. The only purpose of the Auburn meeting on Feb. 3 and the Freedom meeting on Mar. 24, is for the Election of Geographical Market Area Addendum Committeemen.

1994 RETIREE ASSOCIATION MEETINGS

FEBRUARY

- 1st **CERES - 10 AM**
Tuolumne River Lodge
2429 River Road Modesto, CA
- 1st **STOCKTON - 2 PM**
Operating Engineers Bldg.
1916 N. Broadway
- 8th **SAN FRANCISCO/SAN MATEO - 10AM**
IAM Air Transport Employees
1511 Rollins road Burlingame, CA
- 8th **IGNACIO - 2 PM**
Cattleman's Restaurant
6090 Redwood Blvd. Novato, CA
- 10th **FRESNO - 2 PM**
Laborers Hall
5431 E. Hedges
- 22nd **CONCORD - 10 AM**
Concord Elks Lodge #1994
3994 Willow Pass Rd.
- 23rd **OAKLAND - 10 AM**
Oakland Zoo, Snow Bldg.
9777 Golf Link Rd.
- 24th **AUBURN - 10 AM**
123 Recreation Dr.

24th SACRAMENTO - 2 PM

Operating Engineers Bldg.
4044 N. Freeway Blvd.

MARCH

- 2nd **SALT LAKE CITY - 2 PM**
Operating Engineers Bldg.
1958 W. N. Temple
- 3rd **RENO - 2 PM**
Carpenters Hall
1150 Terminal Way
- 8th **FAIRFIELD - 2 PM**
Operating Engineers Bldg.
2540 North Watney
- 15th **UKIAH - 10 AM**
Discovery Inn
1340 N. State Street
- 15th **SANTA ROSA - 2 PM**
Luther Burbank Center
50 Mark West Springs Rd.
- 22nd **WATSONVILLE - 10 AM**
V. F. W. Post #1716
1960 Freedom Blvd.
- 22nd **SAN JOSE - 2 PM**
Italian Gardens - Garden Room
1500 Almaden

Swap shop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. To place an ad, simply type or print your ad legibly and mail to Operating Engineers Local 3, 1620 S. Loop Rd., Alameda, CA 94501, ATTN: Swap Shop.* Ads are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in Swap Shop.

*All ads must include Member Registration Number. Social security numbers not accepted.

** All ads should be no longer than 50 words in length. 3/31/91

Swap Shop

FREE WANT ADS FOR ENGINEERS

FOR SALE: Boat Renault 16' I/O less 80 hrs since new. Ex. cond. full canvas/extras, \$7K. '88 classic kit companion 29' 5th. wheel. Fully loaded w/extras. Non smoker, travel less than 40 hrs, new cond. \$17K. And 12-1/2 acres in Kalamata Nat'l Forest, approx. 20 mi. w. of Yreka, Ca., in good deer hunting/fishing area. All year spring/well. Good building site \$20K. Call (916)626-3223. Reg.#879730. 11/93

FOR SALE: '64 Boat Craftron 26', Chrysler Marine eng., 440hp, forward and reverse trans. outrigger, all steel hull, ribbed winch included, L.O.A. is 25' 11", beam 8'13", draft 2' 0", displacement 6,500 lbs., includes trailer-4wheels, brakes, anchor, compass. Make offer. Call (916)622-7078. Reg.#0494247. 12/93

FOR SALE: '63 Buick Skylark conv. alum. V8, auto all power all org. 4K OBO. Also, German Shepherd pups, AKC, OFA, champion sire, repeat breeding lg. heavy bone, show quality. \$400-450. Call (209)835-3004. Reg.#2151595. 12/93

FOR SALE: '65 Chev. P.U. Parting out, long bed, \$25-\$250. Lincoln, CA Call (916)645-6001. Reg.#2093139. 12/93

FOR SALE: '89 Motor home 27' Tioga Arrow w/Ford 460 fuel injected, less than 10K mi., loaded w/lots of extras, beautiful, priced to sell \$26K. Contact: Tony Winton, P.O. Box 7169, So. Lake Tahoe, CA 96158. Reg.#1720566. 12/93

FOR SALE: '78 Ford C700-391, V8, 5 & 2 speed axle, power steering, juice brakes, dual tanks, 20 ft. flatbed completely gone thru. \$2,500. Also, '51 Ford F5, 2-1/2 ton flatbed. Flathead V8, 4 and 2 speed axle. Extra motor for parts. \$500. Call (916)878-7208. Reg.#750462. 12/93

FOR SALE: Mobile home 55+ adult pk., Concord 24'x64' - 2bd/2ba. new carpets/linoleum/roof/stove. Central heat washer/dryer, microwave, wet bar, lg. family room, dining room. Club house, saunas-games-mystery trips. Close to Bart-security patrolled, screened porch, 2 electric sheds. Call (510)689-4932. Reg.#0921384. 12/93

FOR SALE: '74 Diesel Pusher Newell Coach w/new remanufactured 3208 CAT engine w/1200 mi., still under warranty. Complete interior upgrade in 91.3 roof air and 7 kw Koeller generator. Too many amenities to list. \$79K. Call (707)275-2496. Reg.#1126182. 12/93

FOR SALE: '79 Lincoln Continental Mark V, all white, very clean, fine collector car, 45K mi., \$5,500. Call (408)238-4248. Reg.#0467674. 12/93

FOR SALE: '63 Olds Cutless F85, 215 cu. in., aluminum eng. w/4 barrel carb. (1) 4 door wagon w/factor air & (2) 2 dr. Sedans D.M.V. name op. not driveable, make good project cars. Good restorable cond. one has floor consul. All 3 for \$950. Call (916)344-7916. Reg.#1091182

12/93

FOR SALE: Rabbits & Cages Mini Rex-Holland Lops & Dwarfs, also goats and Appaloosa Gelding. Call (209)823-5863. Reg.#1584166. 12/93

FOR SALE: '82 Travel trailer 35' Fleetwood, Wilderness. Very clean, everything works, A/C, roof mounted TV antenna. Good shape, great floorplan includes living room, \$6,500. Call (801)798-1242. Reg.#2161232. 12/93

FOR SALE: Tavern Tehema Co., 2100 sq. ft. cement block bldg and 2 bdrm apt. 3 acres under irrigation. Deep well w/submersible pump. Sep. trailer pad, all utilities, plenty of parking & room for expansion. \$69,950. Call (916)243-4302. Also 8 unit apt. 6-2 bdrm and 2-3 bdrm units. Laundry room and covered parking. Plenty of room for 8 more. Low vacancy factor. \$290K negotiable. Call manager (916)459-3160. Reg.#865537. 12/93

FOR SALE: Engine Caterpillar, completely reconditioned, asking \$3K. Call (707)762-4639 after 5pm. Reg.#1128351. 1/94

FOR SALE/TRADE: 6.09 acres. Located on Lake Ray Hubbard, east of Dallas in Rockwall Co., Texas. 20 min from Dallas. City water/sewage, park, school, hospital, boating, good fishing, nice brick homes in area. Good building site. Call Tom (510)634-2880 for more information. Reg.#0898233. 1/94

FOR SALE/RENT: 2 Homes Vallejo, 3bd/1-1/2ba, fireplace, dining room, sunken living room, garage. Richmond, 2bd/1ba, extra family room, carport. Owner will finance w/8% down payment. Call (510)758-7235. Reg.#1208472. 1/94

FOR SALE: 3 Lots Level/vacant Bullhead City, Az., side by side, each 105x42. Center lot has water, electricity and sewer/fenced in all sides. Near schools, shopping ctrs. and Nevada casinos. \$52,500. Call (408)238-3489. Reg.#1181795. 1/94

FOR SALE: Home 2,200 sq. ft. country kitchen, den 3bd/2ba, 4.56 ac. corner w/lots of road frontage. Fruit/nut trees, 2 wells & septic w/10'x50' mobile home. 10 min. to downtown Modesto. Asking \$425K. Consider trade. Also, Hamada 600 2 color offset press, excel. cond. \$6,500. Dark room 5' sink, \$200. Old multilith offset press \$500, PMT processor \$100, Ed- itwriter 7500 typesetter w/25 fronts \$2K. Call (209)538-3613. Reg.#0892454. 1/94

FOR SALE: HP 41's 2 at \$100 each. Also Honda Gen "5000EB" less than 1 hr. run time \$15K. Call (916)933-3576. Reg.#1510951. 1/94

FOR SALE: '67 Jeep PUC J 2000, 327 AMC motor, auto trans, camper shell, boat rack, tires transfer case rear ends good, parked in Yuba City \$1,175. OBO. Parting out Jeep J 2000 PUC, no motor, body & all running gears good shape, 4 spd. trans

w/adaptor for chev motor. \$775. OBO. 2 door 1 hood for Jeep J 2000 PUC \$75. OBO. Call (408)254-9036. Reg.#1046727. 1/94

FOR SALE: '64 T-Bird Blue, clean in/out, new 390 eng., 1K mi. on it. Elect. windows/air. No restoring needed. Will send photos if interested. Call (405)273-6015. Reg.#0587424. 1/94

FOR SALE: '79 Motor home Alasca, 69K, micro, color TV w/remote, AM/FM, cass; 3 way refr. w/new cooling unit, front tires, mufflers, shocks, 4.0 gen. fresh oil & tune up, storage pad, rack, roof and dash air, sleeps 6. \$12,500 neg. Call (408)688-6689. Reg.#2102567. 1/94

FOR SALE: '84 Motor home 25' Champion class C, loaded, 460 eng. \$15K OBO. Call (209)852-2639 after 6pm. Reg.#0982939. 1/94

ESTATE SALE: Sail boat Olympian 33' blue water. Fully equipped w/radar etc. \$25K OBO. Call (510)531-7036 or (510)482-5074. Reg.#2081049. 1/94

FOR SALE: GMC Syclohe, excellent condition, 18K mi., \$19,750 OBO. Call (707)763-8350 evenings. Reg.#1993073. 1/94

FOR SALE/TRADE: 2bd/2ba Foothills, den, great room dw., Jenaire/microwave, utility rm, landscaped garden, 27 mixed fruit trees, 3 water sources, well, City irrigation, garage, 2 carport, 2.759 acres., cyclone fenced/gated. Call (916)273-4224 or (503)856-3645. Reg.#0994102. 1/94

FOR SALE: '73 Michigan Scraper 210H, 21 yr. padlwhl. \$20K, DBO in frame 855- Cummins diesel, good cond., has easy ride suspension. Call (707)996-6073. Reg.#2094758. 2/94

FOR SALE: 3 Acres Shingle town area, 4K foot elev. on Hwy. 44, 24 mi. from Redding, 10 mi. to Lassen Park. All black top rds. Near small airport. Bldg. site cleared. Well & septic tank in beautifully treed, exclusive homes, 54 strict building code. 50K. Call Adam Gonzales (916)533-7474. Reg.#1006613. 2/94

FOR SALE: Mobile home 16'x70' w/9'x36' Arizona room, in Lake Havasu City, Az. 3bd/2ba, water softener, 8'x10' storage shed. Producing citrus trees on bubblers, minutes to boat launch in park w/lg. pool avail. Near Laughlin, Nv. casinos. \$37K. Call (602)764-3557. Reg.#0888970. 2/94

TRADE: S Boat 85% completed FGlass Pilothouse Cutter, head 4 & aft, built under Naval arch. dir., many extras, SSteel sinks. Want to trade for Ford escort (from a '91 station wgn. or later). Call or write, Ken & Aurora Mahoney, Ham radio sta. K60PG, 2036 Revere Ave., S. F., Ca., 94124. Call (415)282-4807. Reg.#883769. 2/94

WANTED for Collection: Union buttons Local 3 yearly buttons. Reply: Leo Teglia, 2535 Holman Way, Sparks, Nv.

Personal Notes.....

Santa Rosa: Michael Barker and Alyse Barker were married on 12/16/93. They will reside in Santa Rose. Congratulations to you both!

Congratulations to Field Representative for the Foundation for Fair Contracting, Valerie Schideler Esterovich, who gave birth to a beautiful boy on 12/20/93.

Also, congratulations to Joseph Meza and his wife Yvonne, on the birth of their daughter, Mariah Raquel, and to Mark and Deborah Hawkins, on the birth of their daughter, Ashley, 1/9/94 and to John and Tanya Mannix, on the birth of their daughter, Macy Kay, 9/9/93.

We would like to extend our sincere condolences and prayers to the families and friends of the following departed: Robert Robbins, 12/19/93; Harley Joliff, 12/28 and Robert Hise, 12/31.

Marysville: The Marysville District Office staff extends its sincerest condolences to the families and friends of the following deceased retirees: Paul Holt of Marysville; Elmo White of Marysville; Charles "Bud" Walters of Meridian, whose wife Mahona passed away just one month and one day later; and Wilbur Delle of Rackerby. Our sincere condolences are also extended to Glen Harper and family of Williams on the death of his wife Nora.

Reno: The Reno District would like to congratulate Local 3 member James Vinson and his wife on the birth of their newborn son, James Ellis Jr., on 12/23.

89431-2140. Reg.#1440290. 2/94

FOR SALE: '85 Travel Trailer, 29' Aljo Alliance, \$5,500. Also, '87 Nissan Pick-up, \$4K/OBO. Call (702)882-8327. Reg.#2023316. 2/94

FOR SALE: '59 Mobile home 10'x50' Spartan, awning/attached room/storage shed. In park w/pool. Call (916)682-2776. Reg.#1069090. 2/94

FOR SALE: Thousand Trails Unlimited campground membership. Good all campgrounds, now/future. Stay at your favorite place or all over the U.S. Safe & clean, activities/facilities for all ages. \$1,500 + transfer fees. Call (916)878-2204. Reg.#1737266. 2/94

FOR SALE: '50 Water truck Autocar, 4K gal. tank and pony motor, \$12,500. Horse trailer, 3 horse side by side. Call (209)826-9465. Reg.#1043556. 2/94

FOR SALE: Tow bar complete for '90-'91-'92 Honda. Call (209)727-5320. Reg.#0509659. 2/94

FOR SALE: '28 Ford Sport Coupe w/rumble seat \$10K OBO, '36 Ford 5 window coupe w/rumble seat \$12K OBO. Call (510)846-4080. Reg.#0342660. 2/94

FOR SALE: '76 BMW 530i 4 door/4 speed. Runs good. Good tires, body excellent. Needs paint & seat covers. \$1,400 OBO. Call (415)368-3202 every day after 6pm. Reg.#1840398. 2/94

FOR SALE: '83 Mobile home 14'x67', 2 bd/2 ba in excellent cond. Utility room, 125 lb. snow roof, cooler, R19 insulation, adult section of park, 18 mi. west of Redding, axle, tires mounted, all self-contained, shed on lot. \$19,950 OBO. Must sell. Call (916)221-0498. Reg.#2163430. 2/94

FOR SALE: Bee Hives 5 and 1 honey excluder, \$400. Call (916)988-3034. Reg.#402451

FOR SALE: Mobile home in 5 star family park, bedrm. community in Scotts Valley, Ca., has 1344 sq. ft. 2bd/2ba, lg. living/dining & family rms. Tiled kitchen counters, views of mtns. & valley. 2 decks, 10x24 screen rm. 5 lakes in park, heated pool, sauna, jacuzzi, club house, billiards & shuffle board rooms. Call (408)438-5130. Reg.#1025252. 2/94

FOR SALE: Mobile home Far West, 60'x24', double wide, one mile south of Orville Dam after bay, in East Biggs, Ca., 2bd/2ba on 0.53 acres. New alum roof (20 yr. guar.) new car port, new wood stove & hearth, new washer/dryer, 1-16'x10' storage shed & loft, one metal shed. \$69,500. Call (916)868-1644. Reg.#0822741. 2/94

FOR SALE: '63 Ford 1/2 ton pickup 75% restored, new engine, front-end, bed, door & window seals. Body in excellent shape, make offer. Also, '84 Chrysler New Yorker, runs good, 135K miles. \$750 OBO. Call (209)772-2705 or (209)943-2332. Reg.#1060122. 2/94

FOR SALE/TRADE: Vogue 29', 34 thousand, 3 air, new radials, microwave, TV, like new, \$19,500. Would take Case, Ford, Backhoe in trade. Call (916)846-4114. Reg.#494280. 2/94

FOR SALE: House Retiring? Come to Nevada! Nice new 2 bdrm, new paint, aluminum siding, fenced city lot, R.V. parking, low crime, friendly people, fresh air, hunt, fish, golf, senior center, walk to shop, low taxes, \$38K. Call (702)945-3586. Reg.#2160907. 2/94

FOR SALE: '93 Eide boat loader 404 elect. mounted on metal rock, for extended cab Ford pickup. Front mounted for use w/5th wheel, set up for 300 lb. 14' aluminum boat, + Eide transom wheel assembly 410/350-4 + tow bar for 2" receiver. Call (916)269-1336. Reg.#976294. 2/94

The price is right, the time is now!

The Operating Engineers Local 3 Family Day at Marine World Africa USA is back and better than ever. If you've been wanting to take your family to Marine World this year, you won't find a better deal anywhere. But time is running out, so don't delay. Order your tickets by March 15 and your name will be placed in the drawing to get a kiss from a killer whale! Such a deal!

Our Day Includes

- Exclusive lakeside picnic!
- Admission to all shows, exhibits and attractions.
- Free parking stub included on ticket.
- All-you-can-eat barbecue hot dog lunch with salads, beans and dessert from 11:30 a.m. to 1:30 p.m.
- Unlimited soft drinks and beer served from 11:00 a.m. to 2:00 p.m.
- Games for the kids.
- Door prize drawings.
- Face painting and balloon sculpturist for the kids from 11:30 a.m. to 2:00 p.m.
- Strolling jazz band.
- Surprise animal visits.

Adults \$17.00

Children \$13.00

Tots 3 & Under Free!

NO TICKETS SOLD AT GATE.

NO EXCHANGES OR REFUNDS

ADVANCE TICKET SALES ONLY



Operating Engineers Local 3

Family Day

Marine World Africa USA

Sunday, April 24, 1994

9:30 a.m. to 5:30 p.m.

	Number	Amount
Adult @ \$17.00 each		
Child (age 4-12) @ \$13.00 each		
No charge for children 3 and under. Total		

Member's Name _____

Street _____

City/State/Zip _____

Home Phone (_____) _____ Business (_____) _____

Social Security Number _____

What's new at Marine World?

Since our last picnic two years ago, Marine World has added some great attractions.

Dinosaurs

Travel back in time to a Jurassic forest filled with roaring prehistoric giants. In Dinosaurs, you'll discover 21 extraordinarily lifelike robotic dinosaurs, including a 24-foot-tall Tyrannosaurus Rex.

Shark Experience

A 300,000 gallon tropical reef tank surrounds a crystal clear tunnel that carries you underwater and right next to sharks as they navigate through the water.

- Make checks payable to:
Operating Engineers Local 3
- And send to:
Operating Engineers Local 3
1620 South Loop Rd.
Alameda, CA 94502
ATTN: Neal Sparks