

In the fold: Sometimes it takes a picket line to get a contractor into the trade union fold. Such was the case with Geo-Con, a Texas firm that had won a contract in Sacramento and was doing it non-union until the pickets went up. A project agreement was finally hammered out and now the firm sports the sign at right at its project gate. Pictured behind the sign are the business agents from Sacramento.



Tough words

Stanford economist and author Tom Peters has some tough words for American business and labor on how to fight foreign competition.

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Engineers News



Vol. 39, No. 3

Operating Engineers Local Union #3, AFL-CIO San Francisco, CA

March 1987



Jerry Dowd hangs up cleats

William G. "Jerry" Dowd, who brought the same strength to the labor movement that he once displayed on the football field, has retired as Regional Director of the International Union of Operating Engineers.

He has cleaned out his office in the union's headquarters at San Mateo, but he remains a vice president of the California Labor Federation and member of the Executive Council that guides the state AFL-CIO.

Dowd joined the Operating Engineers in the 1930's as a college student working summers in the construction industry.

Actually, he was a football star at St. Mary's College in Moraga during the glory days of the Galloping Gaels. In January of 1939 during his senior year he was captain of the team that beat Texas Tech in the Cotton Bowl. He went on to professional football after graduation.

Dowd, born in the Butchertown neighborhood of San Francisco, was All-City in all major sports at Lowell High School. In football he was tough enough to play center and fast enough to carry the ball when the need arose.

This athletic versatility served him well at St. Mary's, where Coach E. P.

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Protest against scab USX contract

Over 400 union members braved a steady rainfall to hold a demonstration in front of the Korean Consulate in San Francisco last month to protest the awarding of a \$350 million contract to a non-union, out-of-state contractor.

USS-Posco, a joint venture between a Korean steel maker and USX Corp., formerly U.S. Steel, bought the aging USX steel in Pittsburg last year. They immediately announced plans to completely renovate the old mill. According to the company, the new plant was to be the nation's most efficient steel mill.

The project is expected to take two years to complete and will employ 800 building tradesmen. It is to be the biggest single construction project in Contra Costa County in years. However, earlier this year, USS-Posco announced that the \$350 million project would go to BE & K Construction Co., a non-union contractor from Birmingham, Alabama.

USS-Posco is a joint venture of USX Corp. and Pohang Iron and Steel Co. Ltd., a South Korean company partially owned by the South Korean government. The new mill is expected to put

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Building tradesmen rally at Korean consulate in San Francisco.

Federal OSHA comes under heavy fire

While California prepares to dismantle its own highly successful Occupational Safety and Health Administration, Texas and Oklahoma are proposing to establish state OSHA's to regain control over their workers' safety and health.

The reasons are soaring rates of on-the-job deaths and injuries in both states.

Both states rely upon the federal OSHA standards and enforcement that would go into effect in California after shutdown of Cal-OSHA.

In both states there is a cry for something better.

In Texas, legislators propose to create a state agency to replace federal OSHA in an effort to lower job-related injuries and deaths.

Ironically, Texans are looking at Cal-OSHA as a model of what they want to achieve.

In Oklahoma, Labor Commissioner

"In Texas, legislators propose to create a state agency to replace federal OSHA in an effort to lower injuries and deaths."

Bill Paulk has proposed a 12-year program for reducing worker injuries and deaths at least to the national average by the year 2000. The key element is taking health and safety monitoring away from federal OSHA.

The Tulsa World reported last month that the Oklahoma labor commissioner was highly critical of the state's worsening health and safety record under federal OSHA.

About one Oklahoma worker in 10 suffers a job-related illness or injury

every year though there's been a loss of jobs in the oil fields and in construction where the highest injury rates historically have been found.

Paulk told the newspaper that federal health and safety laws and programs don't work for several reasons. He said what works for one state might not be applicable in another state. He also argued that the federal OSHA philosophy is so punitive that it is counter-productive.

"OSHA's approach is based on penalizing," Paulk told the Tulsa World. "(federal) OSHA wants to write the driver a ticket for going through a stop sign. We feel that is the wrong strategy. We feel it's better to educate the driver that it's dangerous to go through the stop sign."

In Texas, Gov. William P. Clements was considering a state task force to study ways of controlling worker injury

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Looking at Labor

By T.J. (Tom) Stapleton
Business Manager

It's been over two months since Governor Deukmejian served notice to the federal government of his intention to eliminate funding for Cal-OSHA, the state's highly regarded occupational safety and health agency and to turn safety enforcement back over to the federal OSHA program. By now, he may be having second thoughts about all the furor that has been generated over what would amount to a measly \$8 million in savings for the state budget.

Although it came as no surprise that labor unions would assail the governor's proposal, surely Deukmejian and his minions were not prepared for the total lack of support from the business community. Indeed, not one statewide business group has endorsed the governor's plan.

It's obvious that in his "cut and slash" campaign to generate an arbitrary \$1 billion surplus, Deukmejian lost sight of the fact that public education, medical care for senior citizens and job safety are programs for real people that really work.

Equipped with the finest pair of political blinders manufactured by the Republican Party, Deukmejian obviously cannot see the simple fact that job safety is an issue so important it cuts right through partisan politics and traditional labor/management lines.

He didn't realize there are far more people in this state who value job safety than the construction laborer working in a trench or the farmworker who no longer has to use a short handled hoe, thanks to Cal-OSHA.

Yes, the governor is being inundated with petitions from union workers from all over the state who are urging him not to eliminate Cal-OSHA. But Deukmejian is also receiving letters from employers and business people who are telling him things like this:

**From D. Victor Saleeby, Executive Vice President
The Scaffold Industry Association**

Your decision to cut funding for Cal-OSHA is one which runs counter to your policy of trying to do what is best for the citizens of this state. The Scaffold Industry Association ... Board of Directors voted unanimously ... requesting that you restore the funds earmarked for the Cal-OSHA program.

The Scaffold Industry Association is involved with OSHA programs throughout the nation on a day-to-day basis. No program can "hold a candle" to Cal-OSHA.

As an example, in the past 15 years we have made numerous trips to Washington, D.C., met with many officials and spent countless hours and dollars trying to effect revisions in the scaffold standards. Finally, after 15 years a proposed revision is being considered.

During that same period of time Cal-OSHA has efficiently cooperated in enacting changes we have proposed on numerous occasions. Cal-OSHA's democratic process of using Advisory Committees to develop recommendations for the Standards Board provides a forum that is impossible on a national level. It eliminates the monolithic federal system and substitutes a more efficient, flexible means to expedite needed changes, instead of waiting years to see results.

If retaining the Cal-OSHA program would mean the difference between life and death for one worker, or prevent a crippling disability, the program would be worth keeping. The life of someone else's loved one may seem a little impersonal, but if it were your son or daughter, where would your priorities lie?

**From Stewart E. Adams, President
Williams & Burrows, Inc.**

As a strong supplement to our formal internal safety
(Continued on page 9)

"Deukmejian cannot see the simple fact that job safety cuts right through partisan politics and traditional labor-management lines."

Editors' note: Retired Local 3 member Marvin J. White and his wife wrote the following letter to actor Charles Heston in response to a newspaper article they had read about his support of the right-to-work legislation in New Mexico. We applaud Brother White's willingness to take a stand for the principles of trade unionism.

Mr. Charlton Heston,
c/o ABC-TV Studios,
Hollywood, California

Dear Mr. Heston:

We have been fans of yours many years and we have watched your TV series "The Colbys" since it first started—up until we saw a photo of you in our Yuma Daily Sun Newspaper (Feb. 27th edition) promoting right-to-work legislation in the state of New Mexico. Now we will no longer watch your series or any future movies you may make.

Shame on you for promoting "right-to-work-for-less" legislation! I have been a member of the Operating Engineers Local Union No. 3 (San Francisco) for almost 33 years and was fortunate to retire in 1985 with a good pension, insurance, medical, dental and vision-care benefits, **thanks to my union.** My wife and I now live in Yuma, Arizona (a right-to-work state) and we are thankful I never had to earn a living here! It is a nice state to retire to but a poor one to work in. The standard of living in a right-to-work-for-less state is far below those that have good, honest, strong trade unions. Non-union workers have NO benefits or protection.

What a disappointment you are!

Mr. & Mrs. Marvin J. White
13329 47th Drive
Yuma, Arizona 85465

An award for legislative help

Local 3 Business Manager Tom Stapleton and Vice President Bob Skidgel recently received awards of recognition for their efforts to pass federal legislation on the relicensing of hydroelectric plants.

Jack Koehn, vice president over PG&E's government affairs department presents a plaque containing a copy of the Electric Consumers Act of 1986, signed by President Reagan into law Oct. 16, 1986.

The bill prevents city-owned utility companies from having an unfair advantage over utilities such as PG&E in the relicensing of hydro plants.



Engineers News

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ENGINEERS NEWS is published monthly by Local 3 of the International Union of Operating Engineers, AFL-CIO; 474 Valencia St., San Francisco, CA 94103. Second Class postage paid at San Francisco, CA. USPS Publication Number 176-560. Subscription price is \$6 per year.

Labor Roundup

Union logos can be worn in organizing

According to a recent decision by the United States Court of Appeals for the 11th Circuit, union insignias can be worn on company-issued hard hats during organizing campaigns.

In a split decision in 1985, the NLRB had ruled that Malta Construction, based in Conley, Georgia violated the Taft-Hartley Act, Section 8(a) (3) by firing a worker for wearing union insignia on a company-issued hard hat. The worker had supported an organizing drive in 1983 by Operating Engineers Local 926.

Malta Construction, a highway contractor, had fired the worker after he refused to remove the union insignia from his hard hat. Management contended that company policy required employees to wear orange hard hats devoid of all material except company-insignia for its safety reasons and so that they could be recognized at the job site.

The NLRB agreed with the union's unfair labor practice charges against Malta and ordered the member reinstated. The NLRB subsequently sought enforcement of its order from the 11th Circuit Court of Appeals.

On appeal, Malta argued that its policy against placing union stickers on company hard hats was justified by legitimate safety and business concerns. The court found, however, that Malta did not have any legitimate business or safety rationale for banning the wearing of union stickers on company hard hats. "The wearing of union insignia by employees, particularly during an organizational campaign, is fairly typical behavior and has been held to be protected under Section 7 of the National Labor Relations Act," the court's opinion held.



Down the hatch: New York City's sewers guzzle Coors beer as the owner of Goozie's bar helps Frontlash, the AFL-CIO's youth support group, uncup a statewide boycott of the anti-labor firm. Goozie's is the city's first tavern to dump the beer produced by Adolph Coors.



Art imitates life: The television comedy series, "9 to 5," about office secretaries won a salute from a union representing women who earn their living in clerical jobs. Karen Nussbaum, second from right, president of the National Association of Working Women, presented honorary memberships and union coffee mugs to the stars of the syndicated television show. With Nussbaum are actresses Valerie Curtain, Sally Struthers and Rachel Dennison.

Long Watsonville cannery strike finally comes to an end

Watsonville Canning and Frozen Food Co. workers reached a tentative agreement this month on a new contract to end one of the longest and bitterest strikes in California history.

Chuck Mack, president of Teamster Joint Council No. 7, called it a victory for the entire labor movement. He cited the strong support of the Bay Area Strike Defense Council, established last year by John F. Henning, head of the California AFL-CIO, and aid to strikers funnelled through AFL-CIO central labor councils.

"Magnificent support and assistance from the entire labor movement—ILWU, other Teamster locals and in particular the AFL-CIO central labor councils and building trades—was of monumental importance in sustaining the strikers and reaching a settlement," Mack declared. "They provided food-stuffs, money and bodies when we needed them and much more."

Not one worker crossed the picket line to go back inside the struck plant. Pickets marched every day for a year and a half, longer than any other picket line in the U.S. in recent years, Mack pointed out.

The new contract is with Norcal Frozen Foods, Inc., formed by 14 growers to whom Watsonville Canning owed \$7.3 million for produce supplied on credit during the strike.

The Norcal corporation emerged after Wells Fargo announced Feb. 27 that it was foreclosing on \$18 million in loans advanced to Watsonville Canning.

The strike began in September of 1985 when Watsonville Canning tried to impose a 30 percent cut in wages upon a production force whose pay averaged only about \$6.66. A thousand members walked out.

Other canneries and frozen food plants in the area settled after the union made concessions that reduced wages by about 17 percent. But Watsonville Canning refused to bargain. Scabs were brought in.

The settlement calls for Norcal to get rid of all scabs. Few of these had been

seen in recent weeks as attempts to operate behind the picket line dwindled down and apparently stopped completely.

Sergio Lopez, secretary-treasurer of Local 612, pledged that the union would work with Norcal "to save the frozen food industry in California."



Not identical twins: A much touted "maquiladora" program that was supposed to set up twin plants on either side of the U.S.-Mexican border to provide an equal number of jobs for workers in both countries is a failure, President Victor Muñoz of the El Paso AFL-CIO tells a protest rally. He pointed out to demonstrators at a trade show designed to lure American plants across the Rio Grande that the program has created 85,000 jobs in Juarez, Mexico while the El Paso "twin" plant employs only 5,000 American workers.

Let's get off our high horse and play the game

Stanford economist Tom Peters has tough words for American business and labor on how to deal with foreign competition.



Editor's Note: At a recent Democratic Party luncheon, author, professor and business expert Tom Peters was the featured guest speaker. He offered a thought provoking analysis of what's wrong with American business today. Excerpts of his address are printed below:

I would not say I have a coherent vision of where the Democratic Party ought to be. I would simply say I am a Democrat and I care about the future of the party. I think it is not inconsistent to be a party which is completely supportive of economic growth and at the same time stand for the traditional planks of equity that the party has traditionally been known for.

I'll start with a few negative comments. I think essentially that our economy is miserably sick. I think our industrial performance over the last 15 years has been despicable. Seventy five percent of our industries in the manufacturing sector, it is said, are under severe challenge by all sorts of international competitors from Korea to Singapore to Brazil to Japan.

We are losing market share in virtually every business you can name and we are losing market share for one simple reason that has nothing to do with "level playing fields," whatever they may be. It has to do with the simple reason that we make cars that don't work, semiconductors that don't conduct, computers that don't compute and machine tools that don't do whatever it is that machine tools do.

And we should get off our high horse about what a terribly unfair world it is. The world tilts radically in the direction of Japan. It tilts radically in our direction, as well. The support that we give to industry are at least as bizarre as anything that the Japanese could possibly dream up, though in fact, they're pretty good at exactly the same thing.

No one's hands are clean. Everyone's hands are unbelievably dirty and therefore, let's get on with playing the game as best we can.

I'm an optimist, because within the midst of this turmoil and devastation of the manufacturing sector some people say has already dislocated over 30 mil-

lion jobs, there are extraordinary examples of winning organizations.

In the back of my mind I have a list of what I think are probably the best 20 managed firms in the United States. It would probably surprise you what industry has the largest number of entrants on that list; the industry being steel. On my list of 20, there are three billion dollar American steel companies, each of which has out earned IBM by 45 percent over the last decade, is growing like the Dickens, employing more people, making products that work at doing very well.

What a bizarre contrast that is to what I consider the most symbolic event of the last 50 years in our economy. That was the raising of that marvelous blue and white silk flag in Pittsburgh with the logo on it: "USX."

For those of you not familiar with that small name change, it used to be a small American firm known as United States Steel. Now, in perfect acknowledgement of their lack of direction — I mean most people don't go quite that far, to put it in the name tag — but USX is a perfect symbolic indication of where our manufacturing base is and where our greatest companies are.

In fact, the really crazy thing is that two weeks after they raised the flag — they're an oil company now, of course — an Australian oil company wants to buy them, and what fascinates me is nobody cares!

Thirty years ago when the steel barons of Pittsburgh crooked their finger, Presidents Eisenhower and Kennedy alike came running. Now we're peddling the firm as an oil firm to Australia and it doesn't even make first page news in the business sections. And that's how radical this transformation has been.

The same thing can be said about that "exceptional" institution, the General Motors Corporation. It is not easy as a 100 billion dollar firm in the face of five years of protection that has cost the consumer \$500 per car, it is not easy to still lose 15 percent of your market share. And in fact they have done that, they continue to do it, they continue to lose ground, they continue to make the money which they are ripping off the

consumer and pouring it into places such as Hughes Aircraft and various insurance and finance companies. It's an utter disgrace.

It makes me nauseated to read in Fortune magazine, an interview with Roger Smith where he says the problem is the Japs. Where in the hell does that guy get off? Why should anybody care who he is, what he is, what he runs or listen to him?

The reason we care is obvious ... all the sensible projections now show that we will lose another 2.5 million cars worth of domestic automotive production capacity between now and the turn of the decade. And with that will go another 125,000 automotive jobs and at least that many indirect jobs.

"Let's speed up the revolution of the economy and let us spend thoughtful megabucks to help the millions of people who are being dislocated by that transformation."

Let us remember, we are all Detroiters. The number one industry which buys our semi-conductors is the automotive industry. For those who are in the service business, let us remember that the principle supplier to GM has not been U.S. Steel for years. It is in fact Blue Cross/Blue Shield. So we all remain Detroiters. That industry is of vital importance to every single one of us.

I am a follower of that industry. It makes me sick to my stomach to read the latest polls of automobile quality and to see that there is a great race going on between Chrysler and GM to see who can be the worst in the world on car quality. That's after five years of protection of that industry.

We have a series of winners. The winners, interestingly enough in virtually every industry ... are smaller, fletcher of foot, less bureaucratic, more quality conscious and more people conscious companies.

There is a great experiment going on 45 miles south of us as we sit here today. That experiment of course is the New United Motor Manufacturing, Inc. operation down in Fremont, CA. For those who don't realize the magnitude of this, let me assure you that NUMI is the greatest embarrassment that has yet occurred to General Motors Co. It is an embarrassment beyond belief for one simple reason, and that's because it works!

It was not supposed to work! GM is investing \$10 billion in the Saturn small car activity (in Tennessee) with one objective in mind and that is to prove that you can make cars without people. At NUMI, they decided not to put any capital for all practical purposes other than a couple buckets of paint into redoing that operation.

It is not a Smerna, Tenn. or Marysville, Ohio Greenfield operation. It is a UAW organized operation that was a GM UAW organized operation that is now a NUMI UAW organized operation. And the same, turned off, disaffected, dispirited GM employees in Fremont are now, within six months of the opening of that plant, producing the very best quality cars along with the Marysville, Ohio Honda in the United States of America.

They are doing it because of a radical attitude toward the workforce. They are not doing it because of robots. Let me tell you what's on my mind as to where I think we ought to be going, where I think we're on track, off track and so on.

I am pro-business, pro-business because I am pro-jobs. Jobs are the answer for urban centers. Jobs are the answer for non-urban centers. I am radically pro-business. Though practically speaking, that means I am radically pro moderate size business, because I don't expect many of the giant businesses to exist in the years ahead.

What do I think we should be doing to help those businesses? I'll give you my simple plank. But hear me out if you would, because there are a couple of surprising turns to it.

Number one, though I personally strongly support removal of some of the most obscene loopholes that existed in

the tax legislation, I nonetheless think it is a mistake in 1986 to have transferred \$120 billion from the back of the consumer to the business person.

It was terrific to have a tax bill that did that during the Eisenhower years, because it's real simple: the USWA and the UAW make a deal with GM and it all works out nicely and the people who work in the plants get a nice raise and GM takes the extra tax bucks and they pass that on in terms of a higher price and who cares because the people have got the money to buy the cars.

We no longer live in a closed system. Business has two options with that 120 billion bucks. Cut investment, making us less competitive than ever or raise the prices and we can't handle price increases at this stage of the game unless we want to be less advantageous relative to the Koreans, the Chinese, the Japanese and God knows who else.

So, in fact, I've got problems with the

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Marysville report

Work still slow in mountains

Work in the mountain area is still slow with snow on the ground and the ground still frozen, reports District Representative George Morgan.

But Baldwin Contracting is starting the approaches on their Greenville job which they are subbing for an out-of-state rat contractor, F. E. Ward out of Olympia, WA. The Mid-Valley Building Trades tried, to no avail, to get a project agreement with this company. Morgan happens to be the President of the Mid-Valley Building Trades and this is a tough one to crack.

Plumas and Sierra Counties look good for the future. If all the proposed jobs go, it should be a busy year.

The garbage business is a 365-day per year job. These members work Saturday, Sunday and Holidays, regardless of what day it is. The garbage must move on, even on Holidays.

Yuba-Sutter Disposal has been hauling garbage since 1974 in Yuba and Sutter Counties plus has a transfer station in the City of Gridley. These members move 350 tons of garbage per day. We have 75 members working for the company. Bill Davis is the Job Steward and is a Heavy Duty Mechanic at the Highway 20 shop. Ken Murphy is Foreman over the welding shop which builds over 100 drop boxes, per year 200 containers, and 6 to 7 trucks per year. All this work keeps this a busy place.

The work picture on the west side of the area is picking up some, says Business Representative Dan Mostats. Answell Construction was low bidder on a bridge in Sutter County for \$676,000. Tolladay Construction from Fresno has begun work on the new Thrifty Store in Yuba City for \$1,000,000.

Roebbelen Construction from Sacramento is setting up an office so that they can begin work on a \$35,000,000 mall in Chico which should begin any day. Peterson Tractor in Chico and Willows is in full swing with equipment lined in the yard.

Floyd Johnston from Fresno has started with the underground work at California Park in Chico, and according to Dick Sands, should keep everyone working most of this season.

Baldwin Contracting is also working at California Park on the roads. Baldwin Contracting also just started the Seventh Avenue Road Project in Oroville, with Jaeger Construction of Yuba City doing the underground. West Valley Construction is busy with some work in Chico and the Oroville area.

ARB from Pittsburg has just moved in on the tank farm job in Chico and should be there about 6 to 8 weeks. The City of Chico will have a few jobs coming out to bid in the next 30 days, some sewer line work and curbs and gutters.

Work looks good this year in the Marysville area, although it is still moving slowly at the time of this writing, writes Business Representative Vern Hughes.

Tenco Tractor in Pleasant Grove has so much equipment in for repair that they are now working 10 hours per day. C.F.B. Construction of Roseville was low bidder on the bridge job on Little Dry Creek. This job should start soon.

Kawah Construction was low bidder on the Brownsville Water Treatment Plant at \$1,726,500. This job should begin in March and should employ several Brothers. Teichert Construction has a job on Highway 20 that should begin most any day. West Valley Construction is doing a small job in Marysville for the water district.

Baldwin Contracting just started a street job in Oroville. Baldwin has also started clearing for the railroad overcrossing job in Greenville. They will do the dirt work for the approaches.

George Morgan reported that thirty people attended the first grade setting class held in Marysville this year. The classes, which are taught by Roger Eliason and Bill Hodges, will continue every Wednesday at 6:00 p.m. at the Marysville office through the end of March. "I would like to thank the members who took the interest to attend the class, I'm sure they found it useful. I would also like to thank Brothers Eliason and Hodges for taking the time and interest to teach this class," Morgan said.



Pictured here are Local 3 members employed by the Yuba-Sutter Disposal service. Above are (left to right) mechanic crew members Darryl Trippy, Bill Davis, Gene Miller and Larry Flynn. Below is the welding crew: Ray Molinar, Ken Murphy, Luiz Vasquez and Bill Thornburg.



Prison project in Susanville works on through winter

The Redding District is slow at present due to the winter weather, District Representative Don Doser reports. Some of the jobs that are going on through winter are: Kiewit-Pacific at the Susanville prison with 10 Operating Engineers on the \$1,500,000 project.

The J. F. Shea Company tunnel project at Black Butte Dam is moving right along with a few brothers staying busy on their \$6,800,000 project. F&H Construction is working on their Hydro Electric Plant on the Black Butte Dam project. Case-Pomeroy bridge project on Hwy 299 at Trinity & Humboldt County line is getting underway at this time.

Carl Olson worked all winter on the Mercy Hospital project keeping a few brothers busy-this \$14,000,000 job should last through 1988.

Stimpel-Wiebelhaus will be getting



started on their \$4,000,000 road job west of Forest Glen on Hwy 36 as soon as the weather permits. Stimpel-Wiebelhaus also was low bidder on a small pipe job in the city of Redding-they also have numerous projects around the north state and southern part of Cali-

fornia.

The Kiewit-Pacific \$3,500,000 project on I-5 north of Yreka to the Oregon border will get started in the spring. One job to be put out to bid in the next few months is Hwy 395 near Litchfield, a \$2,200,000 project.

Nonunion job picketed

Local 3 officers Tom Stapleton and Bill Markus joined Redding District Representative Don Doser in a picket line near Anderson recently to protest the building of a biomass woodburning plant by nonunion workers. Atlantic Gulf Co., out of Washington brought in nonunion workers from out-of-state and is paying substandard wages to employees.

The State of California is talking about putting out to bid in the next few months jobs totaling approximately \$40,000,000. Several of these projects are on I-5 near Lakehead. These jobs should put a number of brothers to work for the next couple of years.

We want to thank all the members and their wives for coming out in force to the picket line in Anderson. We had approximately 80 to 100 union members show up on the project. Non-union companies-Signal Energy Corp., and Atlantic Gulf Company-are doing the work on this project.

Trades rally against USX

(Continued from page 1)

the finishing touches on steel made by Pohang in South Korea. The steel will enter the country through the Port of Richmond.

Warren Jackman, secretary of the Contra Costa Building Trades said the Alabama construction company will pay its workers only about \$7.50 per hour, far less than the prevailing wage in the county.

"Such a wage would not only hurt our members and their families, it would cause a mini-depression in the county. It would reduce the spending power of our members and their families by \$100 to \$125 million."

Pohang Iron and Steel is one-third owned by the South Korean government. That fact did not go unnoticed by the many Korean War veterans who were at the demonstration. They noted that they were threatened with loss of their livelihoods through labor policies of the government they fought to defend.

The hundreds of demonstrators who ignored the heavy rain cheered when California Labor Federation head John Henning said that "we are here to tell the government of South Korea that it cannot impose its anti-union, anti-worker practices upon American workers as it has upon workers of South Korea."

Henning continued, "foreign steel not only has displaced thousands and thousands of American workers through the dismantling of our domestic steel in-



dustry, but now it is displacing construction workers as well."

The list of speakers included Jerry Cremins, President of the California State Building Trades Council, Warren Jackman from the Contra Costa Build-

ing Trades, Jim Brown of the Alameda County Building Trades, Walter Johnson of the San Francisco Labor Council and Assemblyman Richard Floyd, chairman for the Assembly Committee on Labor and Employment.

Fairfield to host golf tournament

Walt Powers and Martin Wibbenhorst are coordinating a golf tournament for members of Operating Engineers to be held on April 26 at 9:00 a.m. at the Vaca-Valley Golf Course in Vacaville. The cost is \$25.00 per participant for green fees and cart. This will be a two-man best ball, with a blind-bogey handicap.

Prizes will be awarded for First, Second and Third Place and also closest to the pin. Participants will be limited to 32 people so reservations will be accepted on a first come, first serve basis.

Money for participation must be in by April 1.

Please make checks payable to:

Martin Wibbenhorst/Golf Tournament

Operating Engineers Local No. 3
1245 Travis Blvd., Suite C
Fairfield, CA 94533.

All interested parties willing to help put together a dredging booklet describing the duties and qualifications in the Dredging Industry should notify Martin Wibbenhorst in the Fairfield office by April 1. To quote our Business Manager, Tom Stapleton, "The best way to beat the non-union is to out produce them." We can do this only if our skill level remains at the highest standards.

The booklet will include all dredging classifications, so it is important that we have several members from the Clamshell Industry, Hydraulic Industry and Levee Field Industry with sufficient experience.

Let's work together as a team to achieve the best results, which is to knock the non-union companies out of the competition.

Tough words on what's wrong with American business

(Continued from page 4)

tax bill. I've got serious problems with the removal of differential positive treatment for capital gains. The future of America's economy, if there is a future of America's economy is in fact the smaller business.

The capital gains tax break of the last eight years has gone a long way towards spurring venture capital, initial public offering and other kinds of small business activity. In the same vein, I believe that we should remove the tax from savings to stimulate more and more investment.

That's pretty strong language. That's all big, strong pro business dollars.

The second point in my investment stimulation area, and I will try not to get wound up on this, and this is the one area where I am absolutely livid with rage at opportunistic Democrats, and that is, cut the crap on protection!

It doesn't cut it, period! We have protected steel, textiles, automobiles and now semiconductors and every time you protect, four things happen. They've happened in every occasion.

Number one: the consumer pays more. When we protected steel, it cost the car companies more. We did the semiconductor deal three weeks ago — and I'm delighted to see it, because I predicted this and it's nice to predict something right every now and then — the Semiconductor Industry Association and the American Electronics Association are at each others throats.

I predicted it would take a month and it only took two weeks, because the price of semiconductors has shot up as a

"If I were allowed to play God for a day, I would force right down the throats of every American the requirement to learn some foreign language."

result of what went on, and as a result we're doing what we usually do. We're now putting the computer companies out of business.

We're forcing them, particularly the smaller ones, into offshore production, which is just what we wanted to do!

Point number two. The breathing space (offered by protections) is never, ever, ever used to get better. Five years we've given to Detroit to breathe and every year the cars get worse. Ten years we've given the steel companies to breathe and they've used the money to buy oil companies.

Twenty years we've given the textile companies to breathe and every year they've gotten worse, which is not very easy, given how bad they were when they started. And now the same thing with semiconductors. On and on and on it goes. It's disgusting, it's sick, it's not the way to live.

We live in a one world, global economy. Tilts go backwards and forwards. Nobody wins when you say, whose tilts more than the other person's tilts. It's absurd. The Japanese have an incredible advantage and I want to know what we're going to do about it.

They speak English and we don't speak Japanese. Twelve years ago, 9,000 Americans were studying Japanese.

Twelve years later, getting clobbered by the Japanese, that number has soared all the way to 10,000. Isn't that something to be proud of?

The real point I want to make — and this is what I said to the Democratic Caucus a few months ago, is what I'm calling "competition with compassion." The ridiculous thing is to have the problems we're having in dislocation and then to cut trade readjustment assistance, which we have done.

I am radically in favor of massive doses of trade readjustment assistance. Let's speed up the revolution of the economy and let us spend thoughtful megabucks to help the millions of people who are being dislocated by that transformation.

It is "head in the sandism" to slow the transformation down. It is disgusting and inexcusable not to help the people who are being hurt by that transformation. Right now we're playing the usual Republican game which is to stimulate the economy and screw the people who end up on the wrong side of it and that makes no sense.

The third thing I want to suggest is, let's put money in people, not machines. Eighty billion dollars of tax incentives for plants and equipment last year — eighty billion — and twenty-five million

for training people. And that's about the American average of consideration for people versus machines.

We need to put people on par with equipment. Part of it is money. Part of it is training. Part of it is retraining. Part of it is what is being called the "individual training account."

What a bizarre world we live in! The whole nature of our skill base is changing and yet the one thing you can't get a tax break for is upgrading your skills in a new area! It's the most beautifully designed perversion machine that I've ever seen in my life.

In the same vein, if I were allowed to play God for a day, I would force right down the throats of every American the requirement to learn some foreign language fluently.

So, that's the rough things that I would say about where I look at stimulating business. Now, let me make one very clear distinction. To be pro business does not mean being pro wealthy. The continued distortion of money going to the rich and being taken away from the poor is not consistent with the stimulation of business.

We don't need it. We need redistribution and we need it badly.

And finally, an area of no expertise whatsoever, other than as a citizen, the issue of world peace. I would make my tiny little plea which simply says that in my opinion, the principle reason that I am so radically anti-protection is that I do believe that the greatest hope for world peace over the long haul is world trade and in fact, a one world global society of which we are a part.

Host of candidates for congressional seat

By John McMahon

The campaign to fill San Francisco's vacant Congressional seat is coming down to the wire with over a dozen candidates in the running. Leading the pack is Nancy Pelosi, former head of the State Democratic party.

The special election, being held in San Francisco's 5th Congressional District will be on April 7. The seat has been vacant since the death of Congresswoman Sala Burton on February 1.

Besides Pelosi, four of San Francisco's Supervisors are running, along with several Republicans. If no candidate receives over 50 percent of the vote on April 7, a runoff will be held in June between the top Democratic and Republican vote-getters. Because of the heavy Democratic registration, the top Democrat is expected to be elected.

A recent poll found Pelosi leading her closest opponent, Supervisor Harry Britt by nearly 3 to 1. Pelosi has been endorsed by Operating Engineers Local 3, the Longshoremen's Union and the United Auto Workers, and the San Francisco Building Trades Council.

Although she has never held elective office before, Pelosi is no newcomer to politics. Born in Baltimore where her father was mayor, Pelosi learned early the value of public service and the



Nancy Pelosi

importance of responding to the needs and concerns of the community. She has been a strong critic of President Reagan's attack on social programs and civil liberties.

As a member of Congress, Pelosi promises to fight to protect the nation's

prevailing wage laws. "Since the Reagan Administration took office, they have waged an all out war on the Davis-Bacon Act.

"I know this law is important to construction workers and I will fight the Reagan Administration every step of the way," Pelosi said recently. "The building trades and all of labor will have a friend if I am elected."

Pelosi also supports increasing funding for OSHA staffing and maintaining local OSHA office. With California's Governor trying to remove funding for the Cal/OSHA program, Pelosi's efforts on behalf of the federal program takes on added importance.

Commenting on her candidacy, Local 3 Business Manager Tom Stapleton called on all Local 3 members in the District to go to the polls on April 7 to vote for Pelosi.

"Nancy Pelosi will be a natural friend of the labor movement in Washington," Stapleton said. "Some candidates would have to be educated on the issues that concern the labor movement, but Pelosi, because of her upbringing, understands and supports most of our concerns. And because of her past experience as a leading Democratic Party activist, she is well known and respected in Washington. We couldn't do any better than electing Nancy Pelosi to Congress."



IRA or IRS?: Would you rather save your hard earned money for the future or give it to the Internal Revenue Service?



Bill Markus

If your answer is what we think it is, you should open a 1986 IRA at your Credit Union. The deadline for opening or adding to a 1986 IRA is April 15, 1987. You will find a Credit Union IRA is a smart investment for the future and can substantially lower your 1986 federal income taxes.

For example, if you are in the 30 percent tax bracket and contribute \$2,000 to an IRA, you will save \$600 on federal taxes. In addition to tax savings, a Credit Union IRA offers an 8 percent annual percentage rate compounded daily. This works out to a yield of 8.33 percent annually. So don't delay, the 1986 IRA deadline is approaching! Call your Credit Union today at (415) 829-4400 to open a 1986 IRA.

Still tax deductible: The Tax Reform Act of 1986 eliminated many tax deductions for 1987 and thereafter, and is phasing out deductions for consumer loans (such as car loans and the interest on credit cards). But there is an answer to the disappearing tax deduction-home loans. If you are thinking about a first or second home, this is an excellent time to buy; rates are the lowest they have been in years and the interest you pay is still tax deductible.

Your Credit Union offers First Deed of Trust Mortgages at 8.5 percent APR and 2 points, or 9 percent and no points. These are fixed rates loans so you are guaranteed this low rate of interest for the life of the loan. Loans with your Credit Union have no prepayment penalties.

We also offer Second Mortgages at 12.5 percent plus 2 points. A second mortgage allows you to use the equity you have in your home for almost any purpose: remodeling, college education, or even a vacation! And because the interest is tax deductible, you probably will save money using the equity in your home to finance big purchases, rather than using financing that is not tax deductible.

To qualify for Real Estate loans you must have a minimum of one (1) year continuous membership with the Credit Union. Other factors you should be aware of:

Costs: Our Real Estate loans carry a non-refundable \$200 processing fee. Other costs you are responsible for are: Fire/Hazard Insurance, Escrow Fees, Title Insurance, Appraisal Fees, Tax Service, Points (if applicable) and Recording Fees.

Annual percentage rate: The Annual Percentage Rate is greater than the quoted or Contract Interest Rate because points and loan fees are considered part of the Interest rate under the Federal Truth in Lending

(Continued on page 11)

Huge resort job ready to roll on Oahu shore

After three years of planning, negotiation and preparation, Kulima Development Co. is ready to roll on, with development of the 808-acre resort on the North Shore of Oahu, Financial Secretary Wallace K. Lean reports.

The site boundaries are laid out, zoning approval was granted in August and the shoreline management permits and setback variances came through in October of 1986.

The resort will incorporate the 487 room Turtle Bay Hilton and golf course and add approximately 1,500 more hotel rooms and 2,000 condominium units, meeting the area's current development plan limit of 4,000 visitor units.

Hotel #1 will be a three to five story, 350-room structure built near Kawela Bay and designed along the architectural lines of Honolulu's Academy of Arts or the Haleiwa Hotel. Possibly, three more hotels will be built, as well as an undetermined number of low to medium rise condominiums.

The oceanfront site is bordered by Kamehameha Highway on its mauka side, by Marconi Stream near Kahuku Point on the east, and by Kawela Stream on the west.

Topographical surveying is under way, as well as drilling of test wells for the proposed fresh-water supply system. Full-scale infrastructure work is scheduled for the summer of 1987 to prepare for phase one of construction.

A general contractor will be selected for infrastructure work in the first or second quarter of 1987 and a building contractor in June or July.

It is estimated that it will take two years for completion of phase one, which will include the hotel and possibly a shopping village, renovation of the existing Turtle Bay Hilton golf course, the addition of a new clubhouse



Dozer operator Jack Oliveira is pictured in the top photo working on Korl Construction's West Beach project. Backhoe operator Chevalier Place, an employee of Oahu Construction, works at the Aloha Stadium job (bottom photo).

and an 18-hole golf course designed by Arnold Palmer, and an equestrian center, an underwater park at Kawela Bay and a 100-acre wildlife sanctuary.

Makiki condo project to start

Construction of an upscale, fee-simple

condominium development is scheduled to get under way this month in Makiki. It is the largest project of Colin De Silva, President of Business Investment Ltd., whose company is also developing the 39-story Royal Capitan Plaza con-

(Continued on page 10)

Fringe Benefit Forum

By Don Jones,
Director of
Fringe Benefits



The recently concluded round of Retiree Association meetings saw the largest turnout in the history of the Retiree Association. The officers were especially pleased to see that retirees who attended the meetings gave overwhelming approval to have their health and welfare benefits continue.

A reminder — those retirees who were unable to attend one of the meetings and who may not have received any information regarding the Pensioned Health & Welfare coverage should contact the Trust Fund office or the Fringe Benefit Center at once.

Fringe Benefit Meetings

We are right in the middle of another

round of visits to each of the district offices. If you have any questions or need any assistance with matters relating to the benefit programs, please come by. Here's the schedule:

March 24	Sacramento
March 25	Oakland
March 26	San Jose
March 30	Santa Rosa
March 31	Ignacio
April 2	San Mateo
April 7	Fairfield

Pre-retirement meetings

Please make every effort to attend the Pre-retirement Counseling meeting in your area (see schedule this page).

These meetings are an open forum for all questions about pension, retiree health and welfare, credit union, Social Security, Medicare, union status — you name it, we'll try to answer your questions.

Engineers age 50 or older and not yet retired are strongly urged to attend. Your wives are also invited. It is never too early to begin planning for retirement. Check the meeting schedule, mark your calendar and come on out to the meeting in your area.

Representatives of the Fringe Benefit Center, the Trust Fund Office and the Credit Union will be there to assist you. Please bring your pension statement with you. See you there.

Retiree Picnic

Mark your calendars for May 30 which is the date for the annual Retiree Picnic at Rancho Murieta. You may come up May 20 at 12 noon and stay through May 31.

There will be plenty of parking for your motor home, so come on up and have a good time. The union will once again be picking up the tab.

North coast prison job cuts through red tape

Construction of the Prison of the Redwoods will proceed on the same "fast track" that led to its approval by the legislature.

The state expects to have three contractors spend almost \$30 million before the winter rains come to clear the land, install utility lines, build internal roads, and erect a warehouse on the Malarkey Forest site.

In addition to the clearing the 240 acres of second-growth trees and stumps left behind by previous logging, first-phase contractors and sub-contractors must also protect the environment around the site seven miles north of Crescent City.

Bids for the clearing were opened last week and the results were as follows:

- Ford Construction Co., \$2,167,952;
- Wilbut Peterson & Son, Inc., \$3,194,000;
- Tide Water Contr., Inc., \$3,321,000;
- Kiewit Pacific., \$3,423,000;
- C.R. Fredrick, Inc., \$3,623,000;
- Phillips & Jordan, Inc., \$3,665,380.

The Engineer's estimate was \$4,631,000.

A second conference for bidders on other phases of the prison is scheduled for April 2 in Crescent City. If the state meets its schedule, contracts will be let for all phases of the project by the end of the year.

A nearly \$6 million proposal to realign a section of Highway 299 and cross the Trinity River with two new bridges will be up for state approval in June.

The project would bypass a slide area near Salyer that has blocked the highway link to Redding during winter storms and has been a major headache for highway maintenance engineers for several years.

Construction could begin as early as spring 1988 if the project is approved by the California Transportation Commission at its June meeting.

The so-called "Salyer Slide" is just east of the Humboldt County Line.

It has posed a threat to traffic and caused maintenance problem since the early part of the decade.

Collapse of the steep hillside above the roadway closed Highway 299 for 23 days during the winter of 1981-82.

Further damage during winter storms

Honorary Members

At the Executive Board meeting on February 8, 1987, it was reported that the following retirees have 35 or more years of membership in the Local Union as of February 1987, and have been determined eligible for Honorary Membership, effective April 1, 1987:

Arnold Boehm	#0584775
Charles Carlton	#0605139
Anthony Cardoza	#0566418
Woodrow Comstock	#0576263
Tony Hegel	#0531523
A.W. Maxwell	#0625884
Raymond Mullins	#0668720
Laree Robertson	#0541031
C. Rohrer	#0425028
Ray Smith	#0557420
Edward Spencer	#0718545
Billy Trammell	#0693721
Joseph Waringham	#0711891
Ray Zanini	#0369353

in 1982-83 and 1983-84 caused another 12 days' worth of closures.

The work being proposed to the highway commission would bypass the unstable area with bridges to a new section of road on the opposite side of the Trinity River.

Cost of the project is estimated at \$5.94 million.

The North Coast economy won't improve much in the future unless transportation in the area improves considerably very soon, according to Caltrans.

While that may sound like old news to local residents, members of the state Legislature were only recently made aware of the critical link between the two in a special Caltrans report released last month.

Prepared in response to a resolution sponsored last year by Assemblyman Dan Hauser, D-Arcata, the report

highlights the tremendous need for improved transportation in Humboldt, Del Norte, Mendocino and Sonoma counties.

"The North Coast economy is critically dependent upon the transportation system," Leo J. Trombatore, state director of transportation, wrote. "The report recognizes that improvement to the transportation system would benefit the local economy and encourages new industries to locate on the North Coast."

Trombatore also acknowledged that "inadequate transportation facilities or services have discouraged new manufacturing industries from the area in the past."

Caltrans found that highway transportation is by far the predominant method of travel, and Highway 101 "is the most important highway route on the North Coast, and the area's economic lifeline."

The road, 339 miles long with about 200 miles four-lane, serves most of the area's population centers, the report said.

Caltrans estimates it would cost approximately \$330 million in 1986 dollars to expand all two-lane stretches of the highway between Santa Rosa and Eureka to four lanes.

Over the next five years, the department plans to spend approximately \$143 million, roughly 90 percent of total agency expenditures in the four counties, on upgrading and new construction projects on Highway 101.

In addition, another \$12 million will be spent during the period on bridge projects along the route.

Del Norte and Humboldt STIP projects scheduled for funding by 1990 include an additional \$23.2 million for the Redwood Park bypass, now under construction, and \$6.9 million to widen the highway along the beach south of Crescent City.

Other projects awaiting funding for expansion to four-lanes include the more-than three miles bypassing Richardson Grove; the 5.3-mile Eureka

Pre-retirement Mtg. Schedule

Eureka Apr 21, 7:30 p.m.
Operating Engineers Bldg.
2806 Broadway

Redding Apr 22, 7:30 p.m.
Operating Engineers Bldg.
100 Lake Blvd.

Marysville Apr 23, 7:30 p.m.
Operating Engineers Bldg.
1010 I Street

Ignacio Apr 28, 7:30 p.m.
Alvarado Inn
6045 Redwood Hwy.
Novato, CA

Concord Apr 29, 7:30 p.m.
Holiday Inn
1050 Burnett

Oakland Apr 30, 7:30 p.m.
Holiday Inn
500 Hegenberger Rd.

San Jose May 5, 7:30 p.m.
Holiday Inn Park Center Plaza
282 Almaden

Watsonville May 6, 7:30 p.m.
Veterans Memorial Bldg.
215 East Beach

San Mateo May 7, 7:30 p.m.
Laborers Hall
300 7th Ave.

Stockton May 12, 7:30 p.m.
Operating Engineers Bldg.
1916 N. Broadway

Fairfield May 13, 7:30 p.m.
Holiday Inn
1350 Holiday Lane

Santa Rosa May 14, 7:30 p.m.
Veterans Memorial Bldg.
1351 Maple Dr.

Sacramento May 18, 7:30 p.m.
Laborers Hall
6545 Stockton Blvd.

Reno May 20, 7:30 p.m.
Nendel's Inn
55 E. Nugget Ave.

Auburn June 4, 7:30 p.m.
Auburn Recreation Center
123 Recreation Dr.

Salt Lake City
June 10, 7:30 p.m.
Operating Engineers Bldg.
1958 W. N. Temple

Fresno June 16, 7:30 p.m.
Cedar Lanes
3131 N. Cedar

freeway; 16 miles of two-lane road from Big Lagoon to Redwood National Park; 20 miles running from Klamath to Crescent City; two miles of freeway through Crescent City; and slightly more than 15 miles stretching from the highway 199 junction to the Oregon border.

Also a feasibility study for a containerized-cargo handling facility on Humboldt Bay is recommended. As the only deep-water port in the four counties, with a depth of 35 feet and main channels 400 feet wide, Humboldt Bay should be studied to determine if an up-to-date, containerized pier could make Eureka an even more important shipping center in the area, the study recommended. Funds to build the facility are estimated at between \$10 million and \$20 million at this time.

'Looking at Labor' continued

(Continued from page 2)

program, Cal-OSHA has been a remarkably strong resource for us. They've far more than "earned their keep."

Based on our 65 years of hazardous construction experience, we feel that the transferring of this important safety program to a different jurisdiction with lesser safety standards might be an open door to our industry seeing more accidents and the attendant increased costs for all of us.

California safety standards are the best in the nation and we must keep them secure and intact. The Cal-OSHA program has earned our respect and deserves to be saved.

**From Donald G. Batchelor
Batchelor & Sons Co., Inc.**

As one who has been involved in construction and the safety industry for more than 12 years, I urge you to maintain the Division of Occupational Safety and Health.

I know from my own experience that several potentially hazardous situations have been averted because of the requirement to annually inspect and certificate cranes. Recently while performing such an inspection, I found that a "lock-pin" which suspended the load hook was left out by maintenance personnel.

This crane was in constant use by employees operating directly under the hoist. Had the parts shifted just one-half inch more, the hoist and its load would have fallen.

Again, while performing routine inspections on construction equipment, I found a piece of rigging which ... was rated one-third the capacity. This item ... was being used for a maximum lift on a crane with 240 feet of boom over containment III at San Onofre Nuclear Generating Station. This type of occurrence is commonplace.

The crux of the problem is that the U.S. Department of Labor would not have required any of these inspections. The State of California has required inspection, maintenance and certification of ALL hoists exceeding three-ton capacity since 1974.

It does not require a stretch of your imagination to see the needless risks that employees throughout our state will be subjected to if this program is dismantled.

You would think that these kinds of concerns being expressed from the business community — Deukmejian's main source of support — would be enough to convince even the most narrow minded governor that perhaps he may have made a mistake.

Deukmejian would do well to follow the wise counsel of yet another individual of the business community, Allen Nacenski of TRW: "The mere balancing of a budget," he told the L.A. Times, "is not the way to decide (the future of) a program whose goal is to save lives."



With Safety In Mind

By JACK SHORT
Director of Safety

Some tips on how to put on a 'tool box' meeting

Preparing for the meeting

1. Study the material before the meeting. You should be able to present this talk in a convincing manner without it being apparently read for the first time. Select a topic that you feel is in line with the work your group carries on and one that is essential at the time of its presentation. Some of these may be current to the weather or may be more pertinent to a change in job assignment or maybe a review of existing house-keeping or working procedures.



2. Hold the meeting where your crew normally meets at the start of the day. Because the meeting should be short, seating space is not absolutely necessary, but arrange things so that all persons can see and hear you easily. A good time to hold the meeting is immediately after all have been assembled for work on Monday morning, when the work will not be interrupted and the jobsite is comparatively quiet.

3. Whenever possible, use actual equipment to illustrate your points. For example, when talking about safe tools, bring in mushroomed tool heads or broken hammer handles to show how they can cause accidents, or bring fire extinguishers, or goggles to show the proper use in protecting the eyes.

Running the meeting

1. Have one safety meeting each week on Monday morning. This meeting should not exceed ten minutes and, therefore, must be handled quickly and to the point, without allowing other subjects to be brought into this session. It should be held entirely on the subject of accident prevention.

2. It's not a bad idea to start the meeting by complimenting the employees when they have done good work.

3. Limit your talk to five minutes. If the discussion gets excited, use your discretion about cutting it off quickly. However, allow the individuals to have their chance to sound off.

4. Give this talk in your own words. Each of these can be taken out of the book so that you have it in front of you for easy reference. But be familiar with it so that the printed talk becomes a reminder of what you should cover in your own talk. Keep it brief.

5. Get the other people to participate with you. The safety talk is to remind the employees to think about safety problems. One of the best ways to do this is to make them a part of the discussion, to talk about what is personal to them in relation to the subject. Have the people point out hazards related to the subject and what ought to be done about them. Encourage them to offer suggestions for improving the safe operation of your work area.

Items to cover in the meeting

1. Review any accidents or any injuries involving any employees on that job during the past week or since the previous safety meeting. Discuss:

1. What was the injury?
2. How did it happen?
3. Could it have been prevented, and how?
4. Safety bulletins received from the company.

2. Review violations of safe practices or safety rules that have been noted during the past week or since the last meeting. Discuss:

1. The nature of the violation.
2. The danger involved.
3. Constructive criticism.

Note: Do not criticize anyone by name in front of the group, do this at a personal private session with the individual.

3. Review the work planned for the week ahead. This is particularly important if it changes from the work projects in the immediate past. Discuss:

1. Hazards to watch for.
2. Safety equipment that should be used.
3. Correct operating procedures to be followed in order to ensure a safe job.

The above outline, we realize, cannot be used at all meetings because conditions and situations will vary, but it should be considered for the basis whenever the supervisor feels there is a need for these items to be covered. However, the essential items, such as the discussion of accidents and injuries, should be covered in every meeting, and instruction as to use and operation of equipment to new employees or old employees who will be operating new equipment should be a part of all of these meetings. There will be other points of safety that supervisory personnel should and may wish to discuss at the short safety meeting. This is the responsibility of the person in charge to find related pertinent subjects and to keep these meetings directed to the accident for their employees as brief as possible.

Sacramento awaits season full of work

Work in the Sacramento area is pretty much at a standstill at the present time, reported Ken Bowersmith.

The majority of the contractors in the area have a full workload on their books for this year but are waiting the weather out before starting. As a result, the out-of-work list in the Sacramento office is quite long.

SOFAR met with yet another stumbling block this week. A pretty big one, "No Money." It was announced March 4th that Catalyst Energy Development Corp. had missed the deadline for providing funds for the project. The contract with Catalyst has expired, and the Board is looking elsewhere for funding. It really doesn't look too promising as the deadline for having this project on line and producing power is December 31, 1990, in accordance with the contract with PG&E to purchase the power. Ebasco, the firm that designed SOFAR, feels they would have to start the project by the end of March to meet the deadline. So things are looking very bleak for SOFAR as they only have a few days left to come up with 690 million dollars.

Recently after talking to the Sacra-

"Our operating engineers completed the job in record time, working six days a week, 10 to 12 hours a day, showing what skilled labor can produce."

mento Sports Association, to no avail, we put up a picket on Geo-Con, Inc., of Denton, Texas. Geo-Con was awarded a contract to dig a slurry trench around the new proposed football stadium approximately 30 feet deep and fill it with a slurry water seal.

After strike sanction was given by Sacramento-Sierra's Building and Construction Trades Council and all crafts involved were contacted, the pickets went up. In two weeks' picketing, we were able to obtain a "Project Agreement" with Geo-Con, Inc. Lukenbill Construction, who has the permits

on the project, renewed their contract with Local 3.

Our Operating Engineers completed the job in record time working 6 days a week, 10-12 hours a day, showing one of the main contractors what skilled labor can produce.

The Project Agreement and the Renewal Agreement came from the efforts of members Francis "Scooter" Gentry, W.Z. "Pooch" Shields, Tim Furey, Damon Burns, Don Thomas, apprentice Richard Carrola, apprentice Jim Hernandez, Joe Gonzales, Dwen Ward, Leroy Broberg, L. W. "Whitey" Opdyke, Lee Nagle, Jim Murray, Ken Jones, Dan Worley, Stan Gibbs, Orion Ward, and Larry Jenkins, with the support of the secretaries, the dispatcher, and fellow business agents. Thank you all for your support.

District Representative Ken Bowersmith sends word that grade setting classes will be held in the Sacramento office on Tuesday and Thursday evenings from 5:30 to 7:30 until the end of April. Any member in the area who would like to attend these classes should contact the Sacramento office at 916 383-8480.

Ground to break on \$90 million job

(Continued from page 7)

dominium in Kakaako. The concrete building will be five stories high, counting the ground floor parking area. De Silva said the building would offer security gates, an intercom, a silent alarm system, as well as "elegant interiors". The Contractor is Hawaiian Dredging & Const. Co.

Developer Paul Klapper will build his proposed \$90 million office and commercial complex fronting Union Mall and Bishop Street. The ground-breaking will be sometime in July of this year.

Okada Trucking Company, Ltd. has begun work on a \$6.43 million water reservoir in Kahana Valley under a contract awarded by the Honolulu Board of Water Supply. Other contracts to come involve piping installation and construction of an access road to the six million gallon reservoir. Bids will also be taken soon on construction of a control building and two pumps for a second well in Kaluanui Valley.

One of the projects done by Hawaiian Dredging on the Leeward side of the island is the H-2 Freeway, where they are widening the roads with a concrete barrier separating the highway. They also have a couple of subdivisions at Village Park, which is on the mountain side of the H-2 Freeway. Pacific Construction is also on that project.

At the Colony Ridge on the slopes of Makakilo, Hawaiian Dredging is cutting lots, laying pipelines and making roads. The lots will consist of 3 bedrooms/2 baths and covered carports for homes to be built.

The Pali Momi is a hospital being built in Aiea, next to the Pearlridge Shopping Center. Hawaiian Dredging had to dig down to make room for another floor to meet the standard height laws in that area. Two tower cranes were erected for that job.

Hotel Street bus mall should begin this week. The \$8 million project will consist of a roadway for a two-way bus operation. It will also involve new underground utilities, wider sidewalks, new street lightings, street signs, traffic lights, bus shelters and landscaping.

The "Mahalo for H-3" beer bust was held on February 23, 1987 at Pier 9, Aloha Tower. It was sponsored by many unions, civic businesses, trades and citizen groups.

The event honored people in and out of government who helped secure the exemption that allowed construction of the H-3 Highway to resume. Former Governor George Ariyoshi was a special guest.

Training classes resume

Supplemental Related Training Classes for Hawaii/Maui resumes with a total of 20 apprentices this spring semester at the University of Hawaii Community College system.

Our instructor for the island of Hawaii is Alfred Isabel. He is a former apprentice who has worked his way up to his present position as grade foreman. On the island of Maui, our instructor is Walter Kan Hai, Jr. He is a certified truck drivers program instructor. A former superintendent for Fong Construction Company, he is now with Goodfellow Brothers, Inc. as a leadman operator.

Because of their vast experience in the field with operating equipment and with grades and plans, grade setting has proven to be an exceptionally valuable course for apprentices on both islands.

Jerry Dowd

(Continued from page 1)

"Slip" Madigan's Gaels played a schedule loaded with teams from much larger schools. Dowd is remembered as a center at St. Mary's, but he also played fullback as a sophomore and halfback as a junior.

He did the punting for the Gaels and he did it very well. He led the nation in average distance per kick his senior year. In his junior year he was second in the nation.

Dowd played two years at Cleveland with the Rams before that franchise was moved to Los Angeles. Off season he was an equipment operator, and shortly after the start of World War II he was at Pearl Harbor helping repair damage to the port and to Hickam Field inflicted during the Japanese attack.

A boyhood eye injury thwarted his attempt to join the Navy and the Army,

so Dowd continued as an equipment operator and played two seasons of football with the Honolulu Bears.

And immediately after the war, he was back on the football field for the old San Francisco Clippers.

"I played until I was past 30," Dowd recalls.

He made the change from union member to business agent of Local 3 a few years later.

"They needed somebody to help out, and I agreed to try to do it," Dowd recalls.

Obviously, his efforts succeeded. Dowd spent the rest of his working career helping out the Operating Engineers.

He was elected vice president of Local 3 in 1960 and held that office until 1964, the year he went to work for the international union. As regional director, he was in charge of the international's affairs in nine western states.

Recollections from a 'top hand'

Editors Note: This personal account was submitted to Nate Davidson, director of A.R.P., who requested that it be published in the Engineers News.

By Donald L. Ruffner, Sr.

Dear Brother & Sister members:

It has been my pleasure to be a member of "Our Local" for the past 23 years and the continuation of over 75 years of my families' prior generations within this same Local. As such, I would like to address an issue which is as much a concern to me (for personal reason's) as all who work in our industry.

Although I am not the first to speak out there are some who consider my feelings to be worthwhile listening to. We are all very well aware of the problems of drug-addiction, alcoholism and substance abuse. "Problems" is mild terminology to say the least. Neither is it new or a revelation to say it is new.

On a personal note, I can attest to their existence from time eternal. I am also quite sure there are many of the older hands who recall working with me but, "ripped, torn and loose." I am also sure there are many who remember working with me that I can't recall.

Nonetheless, let me tell you that drinking & drugs are a problem. For those who wonder whatever happened to that finish-blade hand who used to race up and down the grade in fifth gear with the mow-board turned inside out, blading backwards or passing all the other scrapper hands to and from the cut or fill three feet in the air.

Well, he found out he had, and will always have a problem with the afore mentioned chemicals. And for those who were making bets "he" wouldn't make it past forty. I'm sober, clean and proud to say I will collect all bets. But, I am sad to say it was not by my own choosing. If anyone had ever told me I had a problem, I would have said, "heh, not me!" Or, to use an old cliche, "If you're going to be a bear, be a grizzly, polar bears eat fish." And take it from me, the top hand is not measured by his ability to consume the most beer or out endure the most time at the old watering hole.

For years I have tried to figure out why there was always someone else chosen to be the last on the job, and it's finally come to me.

The guys who were on the job in the morning ready to go to work didn't

wake up in the car, straight from the bar, or take a few "little white pills" to keep their eyes open, or have to slow down to a trot to let their rig catch up to them. And when I look back, in all honesty, all the bosses who advocated, "Let's meet at the old watering hole across from the job-site" were also waiting for you at the next job. Hmmm.!

Finish hand? Who was really kidding who? It has come to me that there are three easy systematic tests to give even the ballsiest of dirt stiff to find out if they have a problem. I'm sure the first question is, "Who cares, right?" Well, the time is coming when the companies won't want those of us who can't control "our recreational habits," either due to the accidents we cause, or the equipment we abuse. The day has come when we cannot afford for the jobsite to be a place to recuperate from the night before, or just come down off our night's "high." Not to mention the destruction of our family life and those we hurt in the name of love.

If I had an ounce of dirt in my rear pocket for each time I said, "I don't have a problem, I can party hardy until dawn and it doesn't interfere with my ability to produce" you wouldn't hear anything but a muffled sound from any one of a thousand fills from projects like Fairfield, I-80, Hwy 50 at Sacramento, Percy, or damns called Warm Springs, Indian Valley, Auburn and so many more. Or sub-grades filled with base-rock and polished with A.C. or C.T.B. always done with pride, and the mere attention of their names would constitute pride and experience.

But, then we got so bad we worked for as many as four companies in one day because we were once good and could obtain a 10-year letter to only walk off the job in a rebellious chemical rage. The pride of being a top hand or finish hand ceases to have any validity, either financially as support for our families or for our children to brag how their dad built that road.

Now, has my point stirred any memories from the past? Have any of you brothers and sisters had this same realization? Well then, back to the little three questions that were mentioned in the start of this letter. If you have a problem dealing with anyone of these questions, I suggest you finish this article.

This simple three-part quiz requires nothing more, nothing less than you be honest with yourself. And you might

In June of 1964 he was elected a vice president of the California Labor Federation. He's been re-elected at every biennial convention since then, most recently last July for a term that extends into 1988.

He and President Albin J. Gruhn represented the California Labor Federation last year during a tour of labor organizations in Australia and New Zealand.

Personal loss turned Dowd's long-planned IUOE retirement from a joyous occasion to one of sorrow. Irene, his wife of 47 years, died last month.

Concerning his bereavement, Dowd says simply:

"I lost a wonderful woman. Everyone who knew her was affected by her charm and personality."

There are twin children. Jerrene Dowd Rogers is a school teacher in Petaluma. Jerry Alfred Dowd is in charge of labor relations for Crowley Tug and Barge Co. in San Francisco and Long Beach.

even try it as you do those funny little "sex tests" in Playboy that scores your masculinity. (You know those tests you fill in when the wife & kids are asleep, or you think that no one knows. Hmmm.) I know, no one out there has a problem with drugs, alcohol or chemicals, right? Try this though ready?

Part 1:

When you get off work tomorrow, instead of going home the usual way, (in other words, rather than going straight to Rose's for a beer,) try to go straight home. Just one day out of your life without one, single drink. Is everyone saying, "I can do that?" Sounds easy, heh? Try it! Now, prepare your family to assist you upon your arrival home, by setting the "secret stash" beer/wine everything away. Simple heh? If you can't pass this easy test, you've got a problem.

Part 2:

Ask your wife and family to join you in a family discussion of the daily events of each of their experiences, trying not to talk about the job, or those you work with. Especially avoiding the usual family statement, "Not until I have a drink to relax."

Part 3

This is a priority I know we all share in our hearts: Ask your children to sit down with you with and a refreshment of their choice. Emphasizing the fact that they are an equal part in this new experiment rather than sending them out side until you unwind. Still easy? Well, if you didn't make it past all the daily obstacles and back to work the next day, is it possible your priorities are a little mixed up, and you really can't succeed in not taking a drink, smoking a joint, or get past the proverbial pit-stop? You need help and that's what this article is all about.

If I could have accomplished the above four years ago, I wouldn't have spent the past four years on a tier in a state prison. All because I couldn't take a different route home, or find it more important to hold that lovely wife and beautiful children. But, at that time, there wasn't an A.R.P. unit to reach out to. Only you can make the decision. We cannot do it alone. I am free now, and that is the most treasured thing we have, our jobs, the love of our family, the clarity of mind through sobriety and chemical cleanliness.

If you see a problem, help is only for the asking. Ask!

Swap Shop: Free Want Ads for Engineers

FOR SALE: 3 Bdrm. 1 Ba. Home on 2.29 Irrig. acres. Lrg. shop between Anderson & Redding. Price reduced from \$79,950 to \$68,500 FIRM. Tom Gilbert 7220 Lloyd Ln. Anderson, CA. 96007. (916) 243-4169 SS# 519-16-0655 1/87

FOR SALE: Large Lot Grass Valley, CA. All paved roads, water 6 ft., Big tree, Airport, Club House in Alta—Sirrre \$14,995. 2,500 down & 10% bal. (415) 657-5402, ten yrs. Bal. interest. Clifford W. Smith 146 Mayten Way, Fremont, CA 94539 Reg #1291282 1/87

FOR SALE: 1986 Case Backhoe Super E Extend-a-hoe incl. 2 ft. bucket only 900 hrs. like new \$39,000 Gerald Howard 12123 Weigum, Lodi, CA. 95240 (209) 334-1846 S.S. #482-40-5475 1/87

FOR SALE: 1986 Ford X L Pickup F250 Gas eng. 460 11,000 mi. tilt wheel 2 tone brown \$13,500 A.M./F.M. cass. p.s/p.b. air cond. sliding window chrome side rails, tool box. Gerald Howard 12123 Weigum, Lodi, CA. 95240 (209) 334-1846 S.S. #482-40-5475 1/87

FOR SALE: 4 bdrm. home 1.6 acres 1500 sq. ft. separate office, 4 mi. east of Lodi C/H/A fireplace 30 X 40 Metal Shop \$125,950. Gerald Howard 12123 Weigum, Lodi, CA. 95240 (209) 334-1846 S.S. # 482-40-5475 1/87

FOR SALE: Older 3 Bdrm. sewing rm, lgr. shop & fruit rm. Near new ski area/golf course. Hunting/Fishing. Good retirement area. Has 4 lots, zoned R-2. \$45,000. Ron Bridges Box 42, La Veta, Colo. 81055 (303) 742-3357 S.S. #556-20-7471 Reg.#0888970 1/87

FOR SALE: 1974 Cleveland Trencher J-36 Detroit Diesel. Heavy duty wheel, Hyd. crumpler low hrs. exc. cond. \$28,500. Write to: W.B. Apled 1077 Wren Dr. Petaluma, CA. 94952 Reg #0745149 1/87

FOR SALE: 1974 International Truck co 4070 290 Cummins with Miller low bed trailer, Hyd. tilt, exc. cond. \$19,500. Write to: W.B. Apled 1077 Wren Dr. Petaluma, CA. 94952 Reg #0745149 1/87

FOR SALE: 1983 Honda Shadow \$1,000 high book is \$1,600. Will take part trade. also 1967 289 Mustang \$1,200 Dell Bunnell (801) 628-4082 S.S. #528-26-7302 1/87

FOR SALE: 4 bdrm, 2 ba. 2050 sq. ft. new heavy shake roof, new paint, new carpets, new heating & cooling systems Laundry rm. double fireplace. 2 acres of large pines, garden, fruit & nut trees. In-ground pool park-like setting \$111,900. Joe M. Paulazzo 3945 Alma ave. Redding, CA 96002(916) 223-5047 or (916) 243-4302 Reg. #0865537 2/87

FOR SALE: Watch the deer, listen to the birds. Fish from your backyard. Enjoy tranquility on 11 1/2 acres. yr around creek. on good paved road 15 min. to town. cut your own wood, raise your own beef. Acreage cleared for hay or pasture. Ex. well. All underground wiring. Has mobile-home, with small barn nice setting, in Western Washington. Price/terms negotiable. Jay Weeks 6767 Fox Rd. Hughson, CA 95326 (209) 883-0177 Reg #615155 2/87

FOR SALE: 1946 BC 12D Taylorcraft. Restored like new in 1983. Engine has 2 hrs since top overhaul. 2 gas tanks. Always hangared \$9,500.00 Ralph Phillips (916) 644-1014. Reg #1142830 2/87

FOR SALE: Power Curbar AC \$2,000.00 1949 International Oil Distributor good cond. \$1,800.00 W. E. Pittard 1051 Parkinson Palo Alto, CA 94301 (415) 326-1749 after 5p.m. 2/87

FOR SALE: 2 bdrm 1 ba. garage buildings, water. \$21,000 1 mi to golf, fishing & hunting. Jack Edwards Box 124 Sterling, Utah 84665 (801) 835-4844 Reg #1270837 2/87

FOR SALE: 40 acres. Delta, Utah. 3 miles so. of I.P.P. Plant (Sugarville) w/2 bdrm fixer-upper can be split. Owner will carry. Make offer. Norman Clemens 7709 Cotton Lane, Elk Grove, CA. 95624 (916) 689-4061 Reg #1238702 2/87

FOR SALE: 5 level acres Exc. sub-div. beautiful Illinois Valley-Gateway to Oregon Caves-Redwoods & Beachs. Paved Roads, underground utilities to property. Septic approved. Trees ex. water area. \$22,000.00 cash 25-000.00 terms 8% int. O.W.C. E.S. Winter 5138 Holland

Loop Cave Junction, Org. 97523 (503) 592-2743 Reg #0912085 2/87

FOR SALE: 35 ft. 5th wheel Terry Trailer loaded AC. awn. cargo rack washer dryer. clean. ex. cond. must see to appreciate. travel or live in. (916) 365-4708 wkends, or see at: 700 E. Gobbi, Ukiah SP# 24 Oak Manor Overmeters. has to go. Kevin Kelsey 3647 Riverland Dr. Anderson, CA 96007 2/87

FOR SALE: Toyota Truck puller 427 chevy engine, 200 miles dual carbs, comp. pulling tires 1 ton chev. rear-end new paint runs great must go \$3,000.00 O.B.O. on wkends only (916) 365-4708 Scott 3647 Riverland Dr. Anderson CA. 96007 2/87

FOR SALE: 4.47 acres between Banden & Co's Bay Oregon. Close to town & beach area. Heavy woods, creek, paved roads has pad area. \$21,500 owner will carry \$15,000 down. Kenneth Harm 25084 Auberry Rd. Clovis, CA 93612 SS #543-38-7204 2/87

FOR SALE: D2 tractor wide guage w/disc. \$2,500.00 175 International 4-in-one loader bucket \$1,200.00 two 10,000 gal. fuel tanks good for water storage in case of fire. \$750.00 ea. one 250 gal oval water tank for water truck \$1,500 one 3,000 gal. boiler converted to water \$750, other tanks \$550 & \$300 for fuel or septic tank Lee W. Mansher 1969 Faxndor Ave. Los Altos, CA 94022 (415) 967-8660 Reg # 1067423 2/87

FOR SALE: 22 PC. 3/4" Drive S-K Socket Set. 15/16"—2-1/8" Size Sockets. one 1-1/4"—1-3/8" Box Wrench. one 1-1/4"—1-7/16" Box Wrench. one 1-1/4" Box End Wrench. one 20" Crescent Wrench. \$400.00 J. Moore 936 S Daniel Wy San Jose, CA 95128 (408) 296-5558 SS #564-09-9447 2/87

FOR SALE: 1985 Honda 200 M elect. start good cond. \$900. 1985 Honda Big Red 250 CC elect. start shaft dr. racks good cond. \$1,200. \$2,000 will take both Hondas. Call or write to: Edward Heinz 310 W 2nd St. 82-4 Battle Mountain, Nev 89820 (702) 635-5946. 2/87

FOR SALE OR TRADE: 3 bedroom 1 ba. & kitchen etc. Upstairs, 2 bdrm 3/4 ba. & kitchen etc. Downstairs. Ideal for 2 families or rental with outside entry. 2 driveways, 2 garages, fenced, \$80,000. Ed Siroshon 1709 Satre Coeur d'Alene, Idaho 83814 Reg # 0904456 2/87

FOR SALE: 1970 Cadillac Coupe Deville all power cruise control J.I.L. Stereo and Seabee \$1,500 cash. Robert Campbell (916) 933-6862 2480 New York RVN Folsom, CA. 95630 Reg # 0773037 2/87

FOR SALE: Doll Collection doll's made in the 30's for \$15.00 each or 2 for \$29.00 3 1/2 baby dolls in box mint Please send \$2.00 postage Send for my list or call (916) 723-2362 Cecil (Bertha) R. Hollars 241 Pau Hana Circle Citrus Heights, CA. 95621 Reg #1058704 2/87

FOR SALE: 2-Seater Ultralite 50 HP. elect. start, trike, low hrs. will demo. Flies great \$2,800 1973 Yamaha 250 enduro street legal \$200. Bert Levine (415) 527-3859 5828 El Dorado #6 El Cerrito, CA. 94530 Reg #1690589 2/87

FOR SALE: GMC 1981 JIMMY loaded one owner 62,000 miles \$8,300. or best offer. Terry Schleef (408) 446-5640 SS# 571-80-5659 2/87

FOR SALE: Terry Travel Trailer a 1978, 24 ft. self contained, new brakes, new converter air cond. mint cond. \$5,000 firm Jess Cloud 165 Oscar Dr. Grass Valley, CA 95949 (916) 272-5965 Reg # 0928024 3/87

FOR SALE: Boat 17 ft. glasspar like new inside/out seats 4, 115 H.P. Merc. motor very fast big wheel trailer asking \$3,500 Ben F. Edelman 104 A. Elder Dr. Pacheco, CA 94553 (415) 674-1094 Reg. #0689206 3/87

FOR SALE OR TRADE: 1.81 Acres Condominium property Silver Creek Estates. Park City, Utah. will sell or trade for land in California (Prefer Sacramento area.) write or call: Ken Bartel 2197 High Mesa Dr. Sandy, Utah 84092 (801) 572-0576 S.S.#552-24-0599 3/87

FOR SALE OR TRADE: For small boat or \$1595. 1976 El Dorado, nice. D. W. Barnard P.O. Box 511 Bethal Island, CA 94511 (415) 684-3428 Reg# 0557446 3/87

FOR SALE OR TRADE: 27 ft. Chris Craft Commander. sport fisherman, new twin Chev. 350's lots of gear. fast \$23,500 trailer extra \$3,500 will trade. D. W. Barnard P.O. Box 511 Bethal Island, CA 94511 (415) 684-3428 Reg #0557446 3/87

FOR SALE: 11 1/2 Ft. cab over camper complete self contained, holding tank, very good cond. \$1,600 D. W. Barnard P.O. Box 511 Bethal Island, CA 94511 (415) 684-3428 Reg# 0557446 3/87

FOR SALE: 1972 Case 580 B Tractor/Loader/Scraper. Diesel engine, Torque Converter drive W/Power shuttle. 80" Loader Bucket, 3 Point Hitch, good rubber. low hrs. Ewell Paxton 1169 Sonuca Ave. Campbell, CA 95008 (408) 378-0856 Reg #1043707 3/87

FOR SALE: Starduster 100. Home-built in 1982. 250 hrs. on Airframe & engine. 125 Lyc. A real fun aeroplane \$8,500 Marv Smith P.O. Box 102 Brownsville CA. 95919 (916) 675-2412 Reg. #1904239 3/87

FOR SALE: Small lot 100 X 200' across road from Brownsville airport. \$12,000 Marv Smith P.O. Box 102 Brownsville CA. 95919 (916) 675-2412 Reg. #1904239 3/87

FOR SALE: Thousand Trails Membership. Use all 40+ sites in the U.S. and growing! All RVs. Gold Card/Unlimited access. Toll-free reservation numbers. Campsite preserves have many amenities. And all for small annual fee. \$6700 in 1982. Make offer. John Wadsworth (415) 582-4443 SS. # 441-18-3823 3/87

FOR SALE: 1982 GMC 6.2 L Diesel 1/2 ton automatic, air, pwr. steering & brakes. low mi. (27k) "Classic-Cover" on bed and 5th wheel rig for 1983 also "lite" 19' trailer must

sell, exc. cond. just gettin' too old for this kind of fun. \$16,500 or sep. John Wadsworth (415) 582-4443 SS. # 441-18-3823 3/87

FOR SALE: 1968 1/2T Ford 1970 429 V8 30,000 miles on Eng. Power Steering, Brakes Air Cond. 3/4 ton Front Axel w/Disc. Brakes rebuilt steering box & new power steering pump tool box & tie downs. Robert C. Morgan 182 Suffolk Dr. San Leandro, CA 94577 (415) 569-7169 3/87

FOR SALE: Allis-Chalmers Blade doesn't run \$1,995. HD5 Dozer \$3,950. 9N Ford Tractor W/Disc. & Scraper \$2695.00 24" Case bucket \$375.00 W.L. Maddox Box 4355 Dorrington, CA 95223 (209) 795-3941 Reg # 1043556 3/87

FOR SALE: 60 Bugeye, red, showroom clean, cloth and fiberglass top. Everything orig. \$5,000 cash. firm. Jessie W. Morris 15585 El Capitan Delhi, CA 95315 (209) 634-1227 Reg #1117498 3/87

FOR SALE: Longbed Mini Pickup Camper Shell includes upholstered fender boxes. \$250.00 327 Chevy Engine/4 speed transmission, good \$350.00 2 axle car carrier trailer \$1,250 Heavy duty log splitter \$650.00 B/O's Vern Voss 7082 Panoramic Dr. Lucerne, CA. 95458 (707) 274-8584 Reg. #0625912 3/87

FOR SALE: Arabian Show Colt gorgeous, professionally trained. Sire and Dam have earned 54 championships. Finest imported bloodlines, *Pentagon and *Bask. News-week rated horses as one of the ten best investments/tax shelters in the U.S. This stallion quality colt is reasonably priced at \$2,000, the same as his Sires and Stud fee. Terms available. Call or write for photo & Pedigree. Jeff Spray 501 Winterhaven Ave. Sacramento, CA 95833 (916) 925-4518 SS # 567-41-7848 3/87

FOR SALE: 1984 Aljo 5th wheeler trailer 36 ft. fully contained, heater twin beds, full bath like new, low mileage. \$18,000. George McCoid 7544 Peach Blossom Dr. Cupertino, CA 95014 (408) 996-8384 SS# 484-12-5928 3/87

FOR SALE: 10 X 55 Detroit MH. Two bdrm, 1 ba. 2 awnings & 2 storage sheds. Small washer & Dryer. New swamp cooler. Adult MHP in the mountains above the fog. Foresthill, CA. 16 miles from Auburn. Jim Carey 21200 Todd Valley Rd. Foresthill, CA 95631 (916) 367-2874 or (916) 367-2218. Reg. #0632162 SS# 478-28-5667. 3/87

FOR SALE: 40 acres with 1200 sq. dutch barn properly takes in part of the American River, plus D7 Cat. Trade for Lake Tahoe or Nevada property. \$100,000. Gary Dellino 2880 Molly Lane Placerville, CA 95667 (916) 626-5595 Reg #1461541 3/87

FOR SALE: 22 Ft. Drg. Doury well mounted 1986 90 Hp Mariner, hummingbird depth & fish finder 18 gal. fuel trailer Bilge pumps. \$6,500 firm. John Hathaway 11 Valley View Ct. El Sobrante, CA. 94803 (415) 222-5141 Reg #1391930 3/87

FOR SALE: 1975 Case 1450 Loader. 4 way. Ripper only 1,500 hrs. \$50,000 with transport. Don Fargo P.O. Box 245 San Lorenzo, CA. 94580 (415) 351-3768 Reg #0674726 3/87

FOR SALE: 1982 Menzi Muck 5,000, fantastic climbing Backhoe, 400 hrs. Don Fargo P.O. Box 245 San Lorenzo, CA. 94580 (415) 351-3768 Reg.#0674726 3/87

FOR SALE: Case 450 Angle & Tilt Dozer, low hrs. Don Fargo P.O. Box 245 San Lorenzo, CA. 94580 (415) 351-3768 Reg.#0674726 3/87

FOR SALE: Older 4 Bdrm. Country Home on 5 acres. N.E. Calif. just outside Adin. vacant now. full price \$69,500 call or write Ace Keltner (702) 673-6760 32 So. Spring Mtn. Circle Sparks, NV. 89431 Reg #589254 3/87

FOR SALE OR TRADE: 40 acres of raw land with water rights located in Bouse AZ, 26 mi. from Parker AZ. Richard L. Coster P.O. Box 221 Pollock Pines, CA 95726 Call (916) 644-1204 or (209) 957-2533 S.S. #571-42-0770 3/87

FOR SALE: 1975 Holiday Rambler self-contained new drapes, mattresses, Hida-bed-mic central vac, wind guard T.V. ANT. awnings around complete trailer \$8,000 or best offer. Richard L. Coster P.O. Box 221 Pollock Pines, CA 95726 Call (916) 644-1204 or (209) 957-2533 S.S. #571-42-0770 3/87

FOR SALE: 1978 Matza B.L.C. Good Cond. air cond. \$1,100, best offer new rubber. new paint, ex mileage Richard L. Coster P.O. Box 221 Pollock Pines, CA 95726 Call (916) 644-1204 or (209) 957-2533 S.S. #571-42-0770 3/87

FOR SALE: Big Ford 534 C.I.D. V8 complete. radiator + 5 speed transmission runs great. \$2,000 or best offer. I.H. 345 V8 with 4 speed radiator \$200.00 complete John T. Fullenwider 1245 Doubles Ct. Calif. 95376 SS #530-28-5038 3/87

FOR SALE: Thomsen 745 82 Ft. Reach Boom many spare parts mounted on Mack R 477 \$23,500/trade/O.B.O. must see to appreciate Joel K. Lanstra 856 Victorian Park Dr. Chico, CA 95926 (916) 343-7255 3/87

FOR SALE: Morgan 72 Ft. Reach Boom Mounted on Ford F7000 \$20,500 /Trade/O.B.O. Low hours & mi. Joel K. Lanstra 856 Victorian Park Dr. Chico, CA 95926 (916) 343-7255 3/87

FOR SALE: Oroville foothills 7 1/2 acres with 12 X 64 Mobil home. Storage trailer, well, septic & Power & case tractor & Disc. \$55,000.00 will take as down late model pick up A/T/D/T. Alex Cellini 1521 Valley View Dr. Yuba City, CA. 95991 (916) 674-3927 Reg #1013084 3/87

FOR SALE: Big Game Rifle 7 M.M. Mag. Model 70 Winchester. 3 X 9 Leapole Scope. Like New 100 Round Ammunition \$600 Charles H. Allen Call (415) 355-2768 Reg #519844 3/87

FOR SALE: 1972 Beautiful 27' Class A. Openroad Motorhome big block Chevy Eng. low mileage elect. shape-new rubber. Tiolet and shower-generator, air cond.-sleeps eight.

Reasonable-Must sell. Can be financed on O.E.C.U. for more information call or write: Miles Moore 120 Lorry Ln. Pacifica, CA. 94044 (415) 355-7054 Reg. No. 0531549 3/87

FOR SALE: 3-lve acre lots (by owner) with power and water. good hunting & fishing also great for snow-mobiling, with skiing close by. Located in wooded area in Duchesne County, Utah. \$3,000 per acre. Contact: Lewis L. Peterson 290 North 100 East Lehi, Utah 84043 (801) 768-9536 Reg # 0828760 3/87

FOR SALE: 1968 JAGUAR XKE-2x2 blown engine, good body \$2,500.00 Complete engine and transmission \$600.00. Dick Coster (916) 644-1204 Reg # 1155558 3/87



Santa Rosa: Our deepest sympathy is extended to the friends and family of Scott Wachs who died 2/7/87. Also, our deepest sympathy is extended to Walter Walker and his family as his wife, Rita, died 2/1/87.

Now forming, Santa Rosa Chapter National Association Civilian Conservation Corps. Alumni. Any former CCC's interested may contact by phone or letter, Marty Coopender at 200 Carima Drive, Santa Rosa, CA 95401, (707) 526-2844. Please leave your name, address and phone number.

Utah: Congratulations to member Bob Griffin and his wife Rose on the birth of their baby girl, Amanda, on November 22, 1986.

We extend our heartfelt sympathy to the family and friends of the following deceased in Utah: John Marks 11/14/86; Paul Perry 12/9/86; Theron C. Holmes 12/16/86; Joseph M. Leeder 12/31/86; Fred W. Sheppard 1/27/87; Ronald Bunot 1/22/87; Glenn S. Radmall 1/14/87.

Redding: Our deepest sympathy is extended to the family and many friends of the following deceased brothers: Joseph Thompson 12/86; Joseph Briano 12/86; Junior Edward Dickason 1/87; Billy Garrett 1/87; William Smith 2/87.

Eureka: Our deepest sympathy is extended to the family and many friends of the following deceased brothers: Aschel Ruell 9/9/86; Neil Haughn 1/25/87; Norman Weller 1/31/87; Jerry Selvage 2/6/87.

Sacramento: We would like to express our sympathies to the families and friends of departed Brothers Edward Alt, John Bakken, Robert Ballard, Hubert Blink, Edwin Blomberg, Jesse England, Oren Evans, Elwood Gunter, Gerald Harris, J.C. Johnson, Ralph Pfost, Leo Pullan, Howard Stockton, Marvin Vail, Jackie Walker, Andrew Westgard, Raymond Wolber, and Clarence York.

We extend our condolences to the family and freinds of John and Marie Nordstrom. John passed away 2/17/87 and his wife Marie passed away 2/16/87 after an extended illness.

Our sincerest condolences go to Brother Oscar Barnes on the death of his wife Leafy, and to Brother Jesus Molina on the death of his wife Maria.

Your Credit Union

(Continued from page 7)

Law.

Approval: The Credit Committee evaluates all loan requests and determines ability to repay based on income, current debt structure and credit history. The home offered as security is also evaluated.

For an application or more information, please call one of our Real Estate Loan Specialists at (415) 829-4400.

New car loans: Spring is almost here, the weather is nice, the air is fresh and many of us have become stricken with fever-new car fever. If you are dreaming of buying a new car, your Credit Union can help. We offer 100 percent financing, and the interest rate is only 9.9 percent APR. You can have up to 72 months to repay your loan, which means **lower monthly payments.**

Santa Rosa sewer fight cloudy as ever Cal-OSHA

The sewer fight continues and there is still no solution in sight, reports District Rep. Chuck Smith. Every idea that the Santa Rosa City Council comes up with is met with protest. The people on the

Russian River want zero discharge into the river. The percolation ponds, suggested for the Windsor area, is opposed by virtually everyone. Pumping to the Geysers is too uncertain as to how long

that could last. The two remaining solutions, Smith said, are: "(1) dumping into San Pablo Bay; however, I do not think that can ever come to be and, (2) an ocean out-fall, which I think is the best option."

A recent hearing on the out-fall was attended by approximately 800 people protesting the idea. The police had to calm the angry protestors. This problem will not be solved for quite some time, and until it is, the sub-division work in Santa Rosa, Rohnert Park, Cotati and Sebastopol will suffer.

There is still not much information on the Cloverdale By-Pass, however, Smith hopes to be able to have something solid to report next month.

Business Agent Rob Wise regretfully reports that long time local contractor, Arthur B. Siri Inc., went out of business on January 1, 1987. Siri did a large volume of business over the years and hired many Operating Engineers. Siri's "tag" lies on many subdivisions and roads throughout our District 10 jurisdiction. "Thank You, Arthur B. Siri, for your contribution to the construction industry and for the many hours of employment for our members of Local 3," Wise said.

(Continued from page 1)
as half a dozen worker safety bills were introduced in the Legislature.

"He recognizes it is a very serious problem and he wants to move on it," Reggie Bashur, Clements' press secretary, told the Dallas Times Herald.

In January, a Times Herald editorial called for getting rid of federal OSHA and establishing a state OSHA.

"Texas mistakenly has relied on the U.S. Occupational Safety and Health Administration far too long," the newspaper declared.

"The federal agency does not have the staff or the resources to do the job. States like California, Tennessee and North Carolina have demonstrated that a federally approved state OSHA program can dramatically improve safety on the job, reducing the high cost of insurance and increasing productivity."

The scandalously high rates of worker death and injury have been the subject of frequent reports in Texas in recent months.

The Times Herald reported in 1985 after an in-depth investigation that three of four deaths in the state's construction industry involved safety violations.

The San Antonio Express reported in January that the average federal OSHA fine levied against Texas employers in cases where worker deaths were linked to safety violations was \$350.

The Austin American Statesman reported last month that federal OSHA was criticized bitterly after two construction workers died in a ditch cave-in. The employer was fined \$10,000 for criminal negligence, but imposition of any federal OSHA fine was delayed pending an appeal.

Ken Oden, Travis County attorney, told the newspaper that he would ask legislators to put out of business employers convicted of criminal charges for on-site deaths.

"OSHA regulations do not have stiff enough penalties," Oden told the newspaper.

April 21 set for Oakland elections

We have a big job ahead of us in Oakland reports Business Representative Brian Bishop, trying to re-elect our city council, Marge Gibson, Leo Bazile, Aleta Cannon and Frank Ogawa. These are all good people who have helped us and now it's time to return the favor.

Local 3 has endorsed all of them. Election day in Oakland is Tuesday April 21. If you have a spot for a lawn sign, if you can volunteer your time to man phone banks, walk the precincts, help nail together signs or put them up, please give me a call: Brian Bishop home (415) 886-6838, or office (415) 638-7273. I am not looking for just active Local 3 members, I am looking for anyone who can help, members, wives, retirees, whomever. Talk to your neighbors but be sure and cast your vote.

Please also note there will be a "Pre-Retirement Counseling" meeting in Concord, Wednesday April 29, at 7:30 P.M. at the Holiday Inn, 1050 Burnett, and another in Oakland, Thursday April 30, at 7:30 P.M. at the Holiday Inn, 500 Hegenberger road.

There have been a lot of changes in the Retirement plans so, bring your spouse and take notes. It could save you a lot of time and money and answer a lot of questions.

Attend Your District Meetings

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

April

- 7th District 4: Eureka
Engineers Building,
2806 Broadway
- 7th District 17: Kauai
Wilcox Elem. School
4319 Hardy Street
- 8th District 7: Redding
Engineers Building,
100 Lake Blvd.
- 9th District 6: Marysville
Engineers Building,
1010 I Street
- 14th District 17: Kona
Konawaena School,
Kealahou
- 15th District 1: San Mateo
Laborer's Hall
300-7th Avenue
- 21st District 17: Honolulu
Kalihi Waena School
1240 Gulick Ave.
- 22nd District 17: Hilo
Kapiolani School
966 Kilauea Ave.
- 23rd District 17: Maui
Kahului Elem. School
410 S. Hina Ave.
Kahului, Maui

May

- 5th District 3: Stockton
Engineers Bldg.
1916 North Broadway
- 7th District 2: Richmond
Point Marina Inn
915 W. Cutting Blvd.
- 13th District 5: Fresno
Laborer's Hall
5431 East Hedges
- 20th District 8: Auburn
Auburn Recreation Center
123 Recreation Drive

June

- 3rd District 12: Provo
Provo City Power Bldg.
251 West 800 No.
- 4th District 11: Reno
Musicians Hall
124 West Taylor
- 10th District 10: Ukiah
Grange Hall
740 State Street
- 18th District 9: Freedom
Veterans of Foreign Wars
Hall
1960 Freedom Blvd.

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Will there be anyone left to care?

Sometimes things have been said so well, that it's not possible to improve on it.

As we contemplate that spectacle of union craftsmen continuing to work on construction jobs that another craft is picketing, even if the cynical two-gate dodge keeps the pickets out of direct line of sight, there comes to mind a tragic and historic quotation. We suggest that all union people who read it, adapt it to the current situation.

There was a German Protestant pastor, the Rev. Martin Niemöller, a World War I hero as a U-boat skipper, who for a brief time in the early years of Hitler's Reich was allowed to express mild opposition, but eventually was imprisoned and silenced.

When he could speak again, after the downfall of Hitler, he had this to say:

"In Germany they came first for the Communists, and I didn't speak up because I wasn't a Communist.

"Then they came for the Jews, and I didn't speak up because I wasn't a Jew.

"Then they came for the trade unionists, and I didn't speak up because I wasn't a trade unionist.

"Then they came for the Catholics, and I didn't speak up because I was a Protestant.

"Then they came for me, and by that time, no one was left to speak up."

This question should always be kept in the forefront of consciousness,

When my own union is forced to picket in defense of its jobs and standards, will there be anyone left to care?

Submitted by Business Representative
Bill Marshall, Sacramento