

Engineers News



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OPERATING ENGINEERS LOCAL UNION NO. 3

ALAMEDA, CA

MARCH 1994

Above it all

**C. A. Rasmussen Inc.
wraps up final 5-mile
section of the Cloverdale
Bypass nearly one year
ahead of schedule**

(See story page 3)

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Photo by Kent Porter



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

Alvin Dark, who managed the Oakland A's back in the 70's once said: "The Lord taught me to love everybody, but the last ones I learned to love were the sportswriters."

As Business Manager of Local 3, I can relate to that statement. I love this union and I enjoy working with just about everybody in it. But I admit, one group I have never had much use for are the "ghost writers" who hide in the bushes and write anonymous letters full of false accusations. They make sportswriters look like saints. No matter how inaccurate or stupid their stories may sometimes be, at least sportswriters have their bylines for all to see.

But the ghost writers of which I speak are like arsonists. They get a kick out of starting fires and causing destruction and then slipping away into the darkness of night. They can't be true union members because they are too cowardly to stand up and be counted. And why are they afraid? Because it's easier to be critical than to be correct. It's less risky to take shots at your target when you're hiding behind the bushes.

Some of you are aware of what I'm referring to. Over the past several weeks, an anonymous letter has been mailed to many of our union members. The letter attacks this administration in a number of areas. I have no problem with someone disagreeing with me. I've always felt if your goal in life is to simply avoid criticism, then "do nothing, say nothing, be nothing." It's impossible to fulfill the role of Business Manager of the nation's largest construction union and not be the target of some criticism.

But our current group of ghost writers are not only hiding in the bushes, they are shooting from the hip. And we all know, when you shoot from the hip, you are rarely accurate. Some of their shots aren't worth responding to. But some need to be addressed because you should know the facts.

Health & Welfare

The letter asks "are you satisfied" with the changes that were made in the Health and Welfare plan a couple of years ago? I doubt if anyone was "satisfied" with what we had to do. I know I wasn't. If everyone in this country was satisfied with their medical coverage, it wouldn't be the number one issue facing President Clinton and Congress right now.

Three years ago, our health and welfare plan was running out of money. It was running out of money because thousands of our members were out of work. With fewer hours being worked, fewer dollars were going into the health and welfare trust fund. But at the same time, these thousands of unemployed members continued to draw on their health and welfare bank of hours to remain eligible for coverage under the plan.

The net result was a short term, but critical shortage of money. The plan needed at least \$24 million to remain solvent. We had two basic alternatives:

1) Slash the plan to the bare bones to bring costs in line with income. This meant reducing coverage to no more than 75% of customary charges, eliminat-

ing the Kaiser option and reducing the maximum bank of hours to three months.

2) Maintain the current level of benefits by diverting pension contributions to health and welfare long enough to accumulate the \$24 million needed to keep the health and welfare funds operational.

It could be argued that there were other choices, but none of them were very good. For example, we could have simply let the plan run out of money and paid claims on a "pay as you go" basis. This would have forced members to pay all their medical bills up front and then wait for months until the money came in to pay their claims.

We scheduled a specially called round of meetings in the latter part of 1991 and notified the membership by mail. We presented the problem and the choices for dealing with it to all who took the time to attend. There were many questions and a lot of discussion. No one was happy with the problem we faced, but many felt we were doing the best we could do to deal with the problem until the economy improved. By a large majority, those who attended the meetings voted to divert \$24 million in the pension plan contributions to the health and welfare plans.

Pension Plan

The letter then questions the security of the pension plan. This shot really misses the mark. Our pension plan is one of the best pensions in the nation, bar none. Consider these facts:

• Our pension plan is audited and evaluated regularly. Because our pension plan receives contributions from many different employers, it comes under the strict regulations of the Taft-Hartley laws. Our plan is audited every year by a certified public accounting firm. It is also evaluated by an independent actuarial firm certified by the Department of Labor, Treasury Dept. and the Pension Guarantee Corporation. Our plan passes these stringent requirements every year with flying colors.

"... the ghost writers of which I speak are like arsonists. They get a kick out of starting fires ... and then slipping away into the darkness of night."

• Our pension plan has a long and consistent record of benefit improvements for both active and retired participants. Over the years, because of excellent investment performance, the pension plan has developed surpluses over and above the amount necessary to fund the plan on an ongoing basis. Those surpluses have been translated into benefit increases.

• The temporary diversion of pension money to the health and welfare fund in 1991 had no negative affect on the plan at all. The actuaries assured us of that before we even considered the diversion of pension money as a possible solution to the health and welfare problem. Our pension plan is currently worth over \$1.6 billion. The \$24 million used for health and welfare – though it provided a much needed boost to those plans – is a small drop in the pension bucket. In fact, since 1991, the plan has continued to grant additional improvements for both active and retired participants.

Bottom line – there are unions and businesses all over this country who would love to have a plan as good as ours.

Your dues and the union's buildings

The letter accuses us of raising dues to construct new buildings. This accusation is just plain wrong. Under the Bylaws, the union has a number of funds, each designed for specific uses. It's important to understand the relationship of three of those funds – the General Fund, the Building Fund and the Death Benefit Fund – for purposes of this discussion. The General Fund is used for the day-to-day operation of the union. This is where most of your dues money goes. The building fund has historically received most of its money from application fees of new members, not from dues money. The building fund is earmarked specifically for the construction and maintenance of the union's offices.

The Death Benefit Fund was established to provide a burial benefit for the beneficiaries of deceased members. For many years, the burial benefit has been paid through our health and welfare plan. By the mid-eighties, the death benefit fund had an excessive amount of money in it that could not be used. Why? Because it wasn't needed for burial benefits and the Bylaws prevented it from being used for other purposes.

In 1989, we had a specially called round of meetings to amend several sections of the Bylaws. One

Continued on page 3



Engineers News

WIPA

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For the Good & Welfare

(Continued from page 2)

amendment provided that excess money in the Death Benefit Fund and the Hardship, Strike and Lock-out Fund could be transferred to the Building Fund and/or the Defense Fund. This amendment was approved by a large majority of the membership attending those meetings.

In this same round of meetings, another amendment was approved by the membership that established a new district to encompass Solano and Napa counties. I told the members in Fairfield in this round of meetings that the union needed its own building in the new district. The members were very much in favor of that idea.

We also had a long recognized need for district offices in Redding and Sacramento that were large enough to hold membership meetings in, house credit union branches and provide adequate working space for our business agents and staff.

The new district offices in Redding and Fairfield have met these needs and have been well received by the members. The Sacramento building (see page 16) is not new, but it will probably pay for itself within the next 8 to 10 years because of the space we will be renting out to other businesses. In addition to a credit union branch, the Sacramento building also houses American Diversified Pharmacies. Local 3 members in the area can now have prescriptions filled on the spot at the same "no cost" rate they get when they mail their prescriptions in.

Although negotiations have not been completed, our desire is to fill the remaining space in Sacramento with an optical company that can provide vision care services to our members.

Our move of the headquarters office out of the Mission District in San Francisco was also long overdue. Located only a block away from a housing project identified by the police as the worst drug center in the city, the entire neighborhood had deteriorated to the point where it was unsafe for our employees to stay late in the office or to walk around the area during their lunch breaks.

We sold the San Francisco building for \$3.5 million and built a new headquarters office in Alameda that will also house the Oakland offices, once we succeed in selling that building. Due to the slow commercial real estate market, the Oakland building isn't sold yet. But once it's sold, we anticipate our total outlay for the Alameda building to be about \$900,000 – quite a bit less than the \$7 million claimed in the anonymous letter.

None of these buildings was paid for out of the General Fund. They were paid from the Building Fund and from excess money in the Death Benefit Fund.

Live on what you make

A very important issue is at stake concerning the union's buildings. There are those who advocate taking money out of the Death Benefit Fund and Building Fund and putting it in the General Fund to provide raises for our business agents and staff. Our business agents and departmental staff have had a wage freeze for the past three and a half years. No one is happy with that, but it's a cold hard reality of trying to survive through these tough times.

Our people by and large work hard and do a good job. I wish we had the money to give them a wage increase. But I was always taught you live on what you make. The economy is down. Dues income is down and the union must live on that reduced income. It would be foolhardy to dip into the union's long-term assets to take care of day-to-day expenses. That would be like cashing in your retirement so you could buy a new sports car. Once those assets are gone, they're gone for good. Our buildings and the funds that pay for them are part of those long-term assets. They provide a valuable service to our members and they should not be tampered with.

Union cars, office morale

The letter complains that morale is low among our clerical staff and that business agents have to drive cars with over 100,000 miles.

As far as automobiles are concerned, we're a union, not a car rental agency. We don't turn in our cars after 15,000 miles. In fact, that's when we buy them. We buy our automobiles wholesale through a dealer auction. The automobiles we buy are previously owned by rental agencies or are "company buy-backs." They are low-mileage, good quality cars bought at the same price dealerships buy them before they sell them to the public for a profit. They're still under factory warranty. You can't do any better than that.

None of our business agents drives a car that is unsafe. They are advised to take care of the union automobiles as if they were their own personal cars. With regular oil changes and preventative maintenance – and with all the highway miles they put on – there is no reason the automobiles can't be used past the 100,000-mile mark. Our policy on union automobiles has provided our business agents with an important tool of their trade, but at a savings to the members of tens of thousands of dollars a year.

As far as morale among the clerical staff is concerned, I feel it is a reflection of the economic conditions we have lived under these past several years. We have some dedicated clerical staff who do an outstanding job. Un-



On the cover:

C.A. Rasmussen Inc. joined with Cloverdale residents and elected officials March 2 in a ribbon-cutting ceremony commemorating the opening of the Cloverdale Bypass. Rasmussen was the prime contractor on the second and final phase of this \$26 million, 5-mile section of U.S. 101 about 32 miles north of Ukiah.

Rasmussen finished the project 10 months ahead of schedule.

The aerial photograph on the cover was taken by Kent Porter, a staff photographer at the Santa Rosa Press

Democrat. Kent is the son of retired Local 3 member Harry G. Porter, who for years worked as a grading and paving foreman and superintendent at various projects throughout Sonoma, Lake, Mendocino and Napa counties, as well as jobs in the San Francisco-Oakland area.

Attending the ceremony were (left to right): Local 3 District Representative Bob Miller; business agent Jim Killean; owners Charlie Rasmussen, Dean Rasmussen and Larry Rasmussen; John Lucas, Area Superintendent and Larry Regular, Area Manager.

fortunately, in the current economic climate, everyone can't always get what they may deserve or what seems fair. In our contract negotiations with the clerical unions, we have held firmly to the argument that if there isn't enough money in the General Fund to grant wage increases to the business agents, then there isn't enough money to grant the clerical staff increases either. It's something we're all going to have to live with until the economy improves.

Most of our people understand that concept. But it hasn't set well with some of our employees. There are a few who have left for other job opportunities. There are a few who have chosen to stay and complain about the way things are and who don't seem to realize that Local 3 is first and foremost a service organization. We're connected to the members we serve. If times are tight and our members are forced to sacrifice, then we need to sacrifice, too. It's that simple.

A closing note

The letter ends with an accusation that, if re-elected to this position in August, I will soon be collecting not only my full salary, but my retirement, too. Again, they have missed the mark.

Under the current laws, I would be required to draw my pension by next April if I am still in office. However, I have never considered drawing a full salary and a pension concurrently. If I am still here this time next year, I will be establishing a scholarship fund for

the children of our members and those employed by the union equivalent to the value of my pension benefits. I have long felt that our scholarship program was inadequate to deal with the high costs of sending our children to college, but we have lacked the funds to improve the program. This is something worthwhile that could be done for the future of our families.

Some of those I have discussed this with look at me like I'm off my rocker. They can't conceive of anyone who would choose work over a comfortable retirement.

When it comes to this job, I guess I identify with Casey Stengel, who as manager of the Yankees accomplished the remarkable task of winning ten pennants and seven world series championships in 12 years. He did this while in his late sixties and early seventies.

When asked why he was still managing, he responded: "I don't play cards, I don't play golf, and I don't go to the picture show. All that's left is baseball." And he continued to rack up winning seasons.

This union is my life. It always has been. Next to my family, Local 3 and the people in it mean more to me than anything else in this world. If my health starts to go in the next few years, I'll be the first to say it's time to step down. But I have a few winning seasons in me and unless the membership feels otherwise, I think I can still do a pretty fair job of managing this ball club.

Battlefield of the future

Cleaning up the toxic mess left by the U.S. military in the aftermath of the Cold War is turning base environmental cleanup into one of the hottest construction markets



You wouldn't know it from this photo of the Alameda Naval Air Station, but this base has 22 sites, including two landfills, that are contaminated with everything from heavy metals and PCBs to petroleum hydrocarbons and solvents. Estimated cleanup cost is \$180 million.

*By Steve Moler
Assistant Editor*

First of a two-part series

The U.S. military, following the collapse of the Soviet Union, may be preparing to fight smaller regional conflicts against Third World foes like Libya and Iraq, but the real battlefield for the rest of this decade and beyond, as far as Operating Engineers are concerned, lies with cleaning up the enormous toxic mess the armed forces have left behind in the aftermath of the Cold War.

The federal government, ironically, has been the biggest violator of its own environmental laws and regulations. More than 11,000 sites at about 900 Department of Defense and Department of Energy facilities are contaminated with pollutants from the production, testing and use of everything from weapons and explosives to rocket fuels and electronic equipment.

Cleaning up all these sites, according to a report by the Physicians for Social Responsibility, could cost as much as \$100 billion. By 2000, some 50,000 Hazmat-trained Operating Engineers will be needed nationwide, according to Donald R. Carson, administrator for the International Union of Operating Engineers' National Hazmat Program.

The U.S. Defense Department in particular remains the biggest single polluter in the United States, more than the five largest U.S.

chemical companies combined. Military installations now make up 96 of the 1,236 listings on the Superfund national priority list. And with base closure and realignment entering its final phase in 1995, the scope of the cleanup will only widen further.

Cleanup, a national priority

Congressional legislation and public pressure have turned toxic cleanup of military bases into a national priority, which in turn is transforming environmental cleanup work into one of the country's hottest construction markets.

Each year since 1989 Congress has appropriated larger sums of money for military base cleanup. Congress, for example, earmarked \$442 million in fiscal 1992 just for base closure cleanup. DOD received about \$1.5 billion in 1993 for base cleanup, not including supplemental appropriations by Congress. President Clinton's fiscal 1995 budget would give DOD \$2.2 billion for environmental restoration, about \$550 million of which would go to cleaning up already closed bases and those slated for closure.

California's cleanup cost

In California alone, DOD estimates toxic contamination of the state's 27 military facilities slated for closure will top \$2.5 billion. Mare Island Naval Shipyard alone could cost as much as \$500 million to

clean up and the Alameda Naval Air Station another \$180 million.

This is on top of the cleanup that's about to begin at bases placed on the 1989 and 1991 base closure lists. Most of these bases – namely Ford Ord near Monterey, Moffett Field Naval Air Station in Sunnyvale and Hunter's Point Naval Shipyard in San Francisco – have completed site assessment and remedial design and have either already begun or will begin full-scale cleanup soon. Bases placed on last year's hit list, which include Mare Island, Alameda NAS and Treasure Island, won't likely begin cleanup for at least two to three years.

When work does begin – and DOD tends to move slowly – much of the hazardous materials work at these sites will involve Operating Engineers performing such tasks as digging up underground storage tanks, demolishing asbestos-contaminated buildings and moving dirt in preparation for soil decontamination. Once the sites are cleaned up, Local 3 members will undoubtedly play a role in converting the bases into civilian use.

Local 3 responds

To ensure that Operating Engineers go to work on base cleanup, Business Manager Tom Stapleton announced at the January semi-annual meeting that Local 3 has begun

planning a program to encourage signatory contractors to bid more on military cleanup contracts. The program would most likely consist of helping employers navigate through the federal environmental cleanup procurement maze by providing information, perhaps through seminars, on issues such as environmental cleanup markets, contracting, training and liability.

Stapleton pointed out that one of the biggest headaches in military base cleanup is that each department within DOD has its own cumbersome myriad of rules and regulations regarding Hazmat cleanup. While the Air Force prefers more competitive bidding on cleanup contracts, the more conservative Navy tends to stick with a handful of faithful contractors, making it more difficult for "new kids on the block" to break into the market.

Fortunately, when Congress enacted the Defense Authorization Act of 1994, it included a requirement that DOD, when it comes to environmental restoration and mitigation of closed or realigned military installations, must give preference to qualified contractors nearest bases to be cleaned up when feasible and practical. That means local contractors who might otherwise be shut out of the base cleanup market will be able to bid more on base Hazmat jobs as

primes or subcontractors.

Liability concerns

Another problem discouraging Local 3 employers from bidding on base cleanup contracts – or any Hazmat job for that matter – is liability. Recent court decisions have thrown a huge monkey wrench into the Hazmat cleanup industry. According to these decisions, contractors who unknowingly move pre-existing contaminated soil around a construction site during excavation, grading or trenching can be liable for the cleanup of the entire contamination on the site, not just the portion it moved.

In traditional construction projects, such as bridge building, tunneling or building construction, if the contractor does it right and doesn't act negligently, even if some damage or injury may have occurred, the company isn't legally responsible or liable. But hazardous waste remediation under federal law defines liability quite differently.

In the most recent case, *Kaiser Aluminum & Chemical Corp. v. Catellus Development Corp.*, the Ninth Circuit Court held that a contractor who, during excavation and grading, spread contaminated soil to previously uncontaminated areas was a party liable for cleanup under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the primary law regulating military base cleanup.

The site involved was a former World War II ship-building facility operated by a predecessor of Kaiser Aluminum & Chemical Corp. The property was later sold to the city of Richmond by the Santa Fe Land Improvement Company, a predecessor of Catellus Development Corp., the defendant in the case that incurred the site's cleanup cost.

Those sued were the federal government, Kaiser Aluminum & Chemical Corp. and James L. Ferry & Son, the contractor hired by Richmond to prepare the site for construction of a housing development. Soil at the site was primarily contaminated with paint thinner, asbestos, lead and petroleum hydrocarbons.

Who's responsible

Under CERCLA, four classes of parties are subject to liability for contamination of a property:

- The current owner and operator of the facility.
- The owner and operator of the facility at the time of the disposal of the hazardous materials.
- Any person who arranges for the disposal or treatment of a hazardous substance.
- Any person who accepts any hazardous substance for transport to disposal or treatment facilities or other sites selected by the person from which there is a release of a hazardous substance.

To make matters seemingly more

unfair, not only has the scope of responsible parties expanded, but the courts are increasingly placing liability on those defendants with the greatest ability to pay the judgment rather than the person or entity that may have actually caused the problem.

Indemnification and risk management

Contractors have been attempting to limit their risk by writing indemnification clauses into Hazmat contracts. But the federal government, particularly the Environmental Protection Agency, has moved away from granting liability exemptions in favor of requiring contractors to carry Hazmat insurance. The problem is that this type of insurance is extremely expensive, usually carries huge deductibles and covers the contractor for only short periods.

Liability concerns explain why, at least for now, mostly environmental cleanup heavyweights like International Technology Corp., ICF Kaiser International, Hensel-Phelps, Parsons Corp., Fluor Daniel and Bechtel Group Inc., to name just a few, are bidding on most of the military's remedial work.

Who's getting the contracts

The U.S. Navy, for example, recently awarded Bechtel a \$260 million contract for site assessment, investigation and remedial design of sites in Southern California, with some work at places in Arizona and New Mexico. The Navy previously had awarded a \$130 million contract to Jacobs Engineering Group Inc. for cleanup work at U.S. Marine facilities and naval stations in the western United States.

Meanwhile, Engineering-Science Inc., a subsidiary of Parsons Corp., won a waste cleanup contract in January from the Army Corps of Engineers' Sacramento district worth \$60 million for toxic and radioactive waste at Army sites in six western states.

Another trend in base cleanup is for the federal government to award full-service, "cradle-to-grave" contracts covering all aspects of cleanup rather than giving separate design and construction contracts. These awards – called Total Environmental Restoration Contracts (TERCs) by the Army Corps of Engineers and Comprehensive Long-Term Environmental Action (CLEAN) by the Navy – are pushing construction companies with expertise in different areas of environmental cleanup to join forces.

Granite Construction, for instance, is teaming up with Morrison-Knudsen Corp. and Abasco Services Inc. to bid on two large Navy cleanup contracts, one out of the Navy's Western Division for \$150 million worth of cleanup at mostly Bay Area installations, and a second out of the Southwest Division, also worth \$150 million, for cleanup in Southern California, Nevada and

Arizona. The trio is also bidding on a \$200 million Navy contract for cleanup of bases primarily on the West Coast and Hawaii.

Emerging technologies

Liability concerns are also discouraging contractors from taking risks with new technologies. When in doubt, contractors tend to play it safe with well developed – and possibly less effective – techniques, while promising new technologies, such as soil washing, soil vapor extraction, thermal desorption and bioremediation, go untried and untested.

To take some of the research and development pressure off private industry, and to find out for itself about new Hazmat technologies, the Navy has transformed a 15-acre site on Craney Island near Portsmouth, Va., into the largest bioremediation experiment on the East Coast. The site, which has been the Navy's primary East Coast fueling depot since World War II, is extremely contaminated with petroleum, oil and lubricants.

The Nova Group based in Napa, Calif., under a \$2.2 million "biocell" project, is using imported bacteria to remove oil from contaminated soil by churning and aerating the soil, then adding lime and fertilizers. Moisture levels are next brought to 20 percent, then allowed to "bake" for about four months. Techniques learned from this project will be applied to other contaminated Navy sites such as the Alameda air station and Mare Island shipyard.

The Air Force, meanwhile, has established the Center for Environmental Excellence at Brooks Air Force Base near San Antonio, Tex. The base is serving as an environmental think tank and huge field laboratory for Hazmat technologies. Methods developed at the center will likely be used to deal with pollution problems at other Air Force installations, like Mather AFB near Sacramento and Travis AFB near Fairfield.

At the heavily polluted McClellan Air Force Base outside Sacramento, the government is turning parts of that installation into another laboratory for environmental cleanup technologies that have a lot of promise but little or no proven track record.

McClellan has spent about \$10 million since 1987 using conventional techniques such as pump-and-treat methods to decontaminate more than 10 billion gallons of tainted ground water. But such conventional methods are proving inefficient for cleaning such large quantities of ground water. So the base is experimenting with one technique that involves bubbling up contaminants between soil and ground water, and another method that involves injecting steam into the soil

A glimpse at Bay Area base cleanup

ALAMEDA NAVAL AIR STATION

Total area: 1,526 acres

Contaminated area: At least 22 separate sites over 385 acres, including two landfills where hazardous materials were buried between 1943 and 1978

Known contaminants: Metals, PCBs, pesticides, petroleum hydrocarbons and solvents

Closure date: end of 1997

Estimated cleanup cost: \$180 million

MARE ISLAND NAVAL SHIPYARD

Total area: 5,460 acres

Contaminated area: 27 sites over 1,650 acres

Known contaminants: Acids, alkalis, metals, ordinance waste, PCBs, pesticides, petroleum hydrocarbons, solvents

Closure date: April 1996

Estimated cleanup cost: \$300 million to \$500 million

TREASURE ISLAND NAVAL STATION

Total area: 575 acres

Contaminated area: 26 sites over 118 acres

Known contaminants: Metals, PCBs, pesticides, petroleum hydrocarbons, solvents

Estimated cleanup cost: \$70 million

FORT ORD

Total area: 28,000 acres

Contaminated area: 5,780 acres, including firing range and 130-acre landfill operated for over 40 years. Landfill will have to be lined, then capped

Known contaminants: ordinance waste, PCBs, pesticides, petroleum hydrocarbons, solvents

Closure date: late 1994

Estimated cleanup cost: \$500 million

to push contaminants into vacuum-extraction wells. Soil-vapor extraction tests have also been used with considerable success.

When you combine these promising new technologies with rising congressional appropriations, it's no wonder construction analysts are calling military base hazardous waste cleanup one of the hottest games in town.

Next month: the role Operating Engineers might play in base conversion.

BART's Colma extension speeds towards fall '95 completion



Above: Artist's rendering shows how the parking garage and BART Daly City yard will appear when the project is completed in fall 1995.

Left: Doing hoisting on the parking garage are operator Stanley Miller and oiler Paul Maddox on the Grove crawler crane at right, and operator Jeff Keller and apprentice Leolani Mitchell on the Grove crane at left. Both cranes are owned by Peninsula Crane and Rigging of San Jose.

Below: Dillingham's Construction crew is from left: Foreman Dave Emery, Pro Manager Howard Kline, Gen. Supt. Eric Peterson, Business Agent Pete Fogarty, Excavation Supt. Bob Chaves, Apprentice Virginia Morgan, Crane operator Joe Wendt, Rios Grading Supt. Charles Raisor and Steward Ray Myers.



Second of a three-part series on construction of the three Bay Area BART extensions

The 14-mile Dublin-Pleasanton BART extension featured in last month's *Engineers News* may be the longest and costliest of the three new BART transit routes currently under construction, but San Mateo County's Colma extension, from a construction standpoint, is clearly the most complicated.

The \$170 million extension, which entails 1.6 miles of trackway, one station and a five-story parking garage, is making state construction history. When completed in September 1995, the project will represent the first time in California construction history that a parking structure has been built over an operating rail yard. To make construction even more complex, contractors have had to build the parking garage and adjacent station strong enough to withstand an 8.0 magnitude earthquake.

O.C. Jones & Sons kicked off construction in May 1992 on a \$5.1 million contract to build the station foundation and some trackway. To make way for the foundation and trackway, crews had to carve thousands of cubic yards of dirt from a hillside on the east side of BART's Daly City Yard and dismantle 15 tracks and related power and train control systems before installing a superstrong foundation system connecting deep column footings.

This task, completed in August 1993, had to be done before Dillingham Construction began work on the \$36 million station and before the joint venture of Morse Diesel International-Bomel started erecting the \$32.4 million, 1,400-space steel-framed parking garage. Crane operators Stanley Miller and Jeff Keller, along with oilers Paul Maddox and Mitchell Leolani, from Peninsula Crane & Rigging, have been teaming up to lift the parking structure's 6,200 tons of steel into place.

Part of Morse Diesel-Bomel's contract includes a 508-foot pedestrian bridge between the existing SamTrans park-and-ride lot and the parking garage, as well as a vehicle bridge connecting the garage with F Street. Dillingham's station contract also includes erecting a vehicle bridge connecting the garage with D Street and construction of SamTrans bus bays and loading zone and a passenger drop off area.

The parking garage contract became the source of a dispute between BART and SamTrans that nearly killed all three BART extension projects. In February 1993, four of the nine BART board members, citing concerns over costs and inadequate minority contractor participation, voted to reject the \$32.4 million contract bid by Morse Diesel-Bomel. SamTrans then threatened to pull \$200 million in cost sharing for the Dublin-Pleasanton and Pittsburg-Antioch extensions if the Colma project was significantly delayed.

The Colma parking structure will cost BART nothing because the Federal Transit Administration agreed to pay 75 percent of the project, with SamTrans and the state picking up the rest. In return for buying into the regional transit system, SamTrans agreed to contribute \$200 million to the two East Bay extensions, which the federal government decided not to help finance. Fortunately, the BART board approve the



parking garage contract a month later when Morse Diesel-Bomel agreed to give more than 25 percent of the subcontracting work to minority firms.

With the dispute settled, Dillingham was able to begin work last fall on a 650-foot cut-and-cover subway structure that takes the tracks beneath the Italian Cemetery. This contract, worth \$3.2 million, was particularly important because Dillingham successfully experimented with a construction technique that likely will be used to complete subway portions of the proposed 6.4 mile extension to San Francisco International Airport (see related story page 8).

Dillingham completed the Tail-track Subway Structure, as this section is called, in record time by using a movable metal form for concrete pours that glides along the subway box. This technique, BART Project Manager Takis Salpeas told *Engineers News*, saves considerable time and money compared with using wooden forms, which have to be constructed from scratch for each segment of the subway structure.

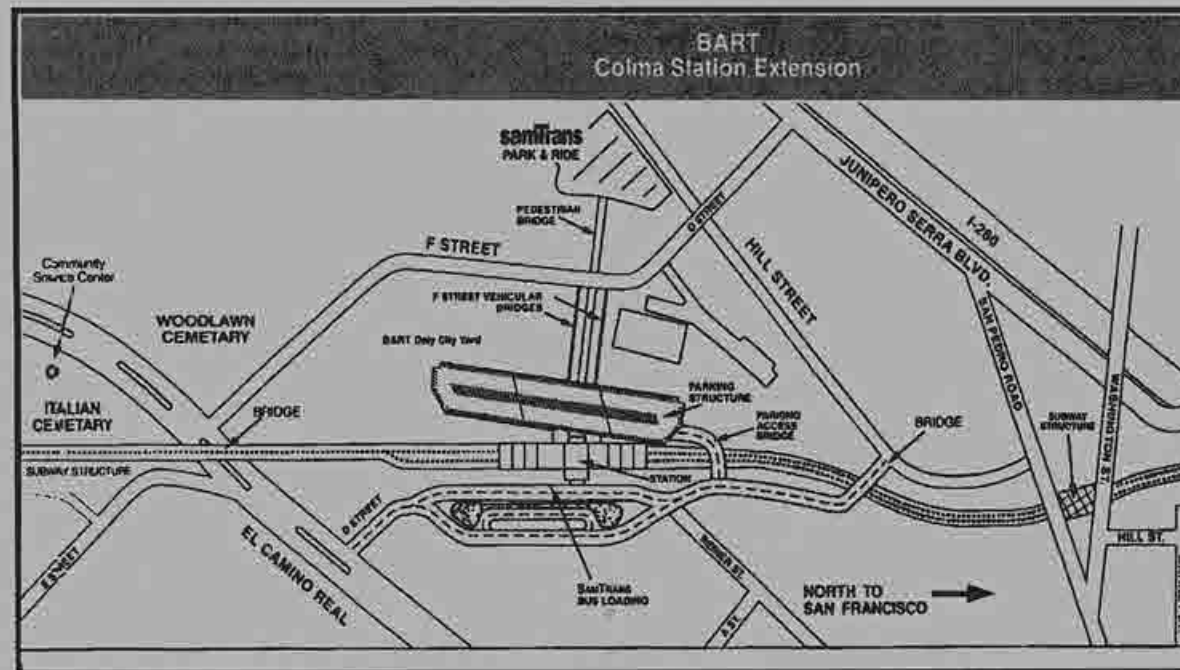
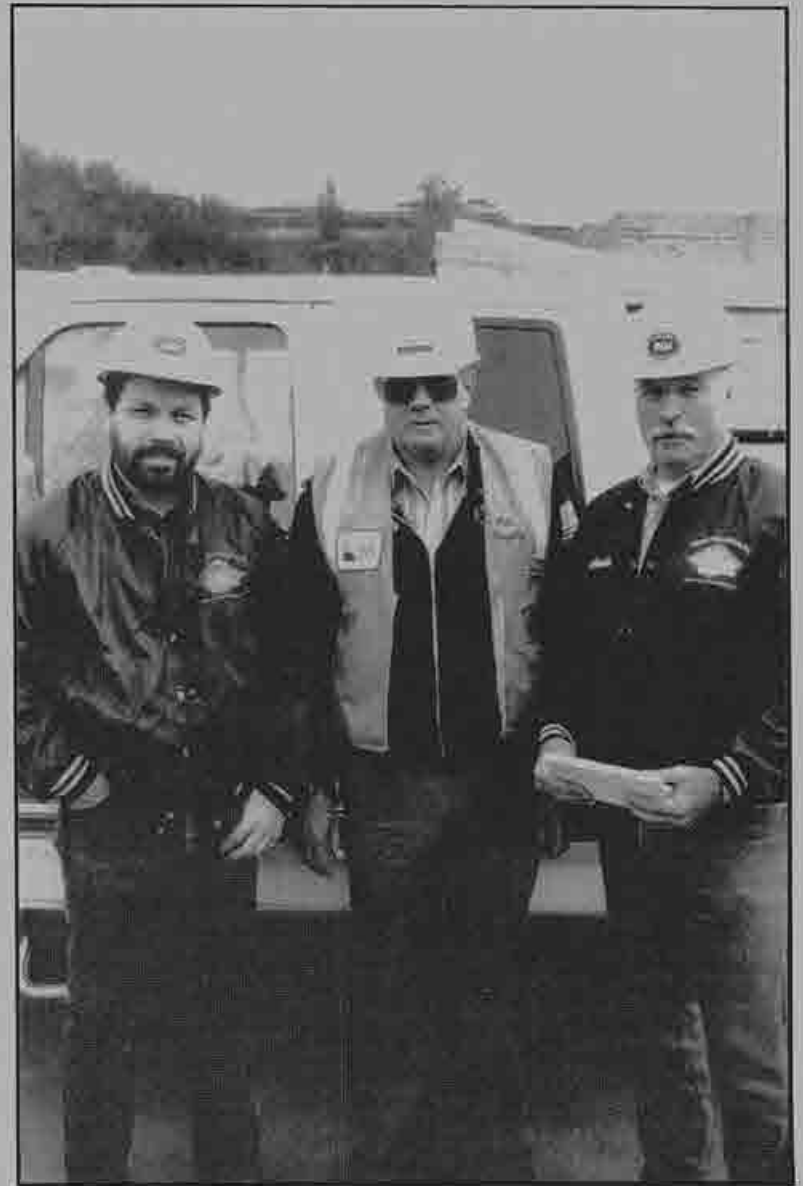
"We learned a lot from this portion of the project," Salpeas said. "In addition to saving time and money, it gave us a data base that we can use to put together contracts for the San Francisco airport extension, which will likely consist mostly of subway structures."

At the north end of the project, Dillingham is building a 350-foot subway structure under Washington Street and San Pedro Road to accommodate two new tracks. Three tracks that now run through an existing tunnel to the storage yard and maintenance shop will be re-routed for passenger service when the station opens in September 1995. Meanwhile, the two new tracks will be used for maintenance traffic.

Bottom left: Local 3 Steward Ray Myers operates a new Cat 325L for Dillingham Construction.

Bottom center: Apprentice Kristi Osborn on a Komatsu D-37 "Pat" dozer for Rios Grading.

Bottom right: Crane operator Joe Wendt.



Above left: Morse Diesel International Pro Supt. Brao Klung goes over job plans with Business Agent Pete Fogarty.

Above right: Rubin Rios, president of Rios Grading Inc., left, with his superintendent Charles Raisor, right, and Business Agent Pete Fogarty.



Will BART ever land at SFO?

It's not a matter of *if* an SFO extension will ever be built, but where and how

The 1.6-mile Colma BART extension may not match the Dublin-Pleasanton and Pittsburg-Antioch extensions in size and contract value, but it's certainly holding its own as far as acting as a vital link to a future BART route – the San Francisco International Airport extension, which is shaping up to be an Operating Engineer's dream.

When BART broke ground on construction of the original 71.5-mile system in the 1960s, the agency envisioned the Daly City line advancing at least as far south as the San Francisco International Airport. But a combination of legal disputes, political infighting, neighborhood protests and funding shortfalls kept the line's terminus at Daly City.

Finally, after two decades of planning and maneuvering through political and financial mine fields, BART, in cooperation with other Bay Area transit agencies, is on the verge of building a 6.4-mile, \$1.2 billion extension to SFO, much of it expected to be built underground.

If all goes as planned, construction could begin as soon as BART completes the Colma extension in fall 1995, with the line carrying passengers by 1998, the same year the airport wants to open its new international terminal complex (see related story page 9).

Three agencies – the Metropolitan Transportation Commission, BART and SamTrans – got the process moving in June 1990 by agreeing to extend BART from the proposed Colma station to a mass transit center about a mile from the airport adjacent to the CalTrain tracks on the west side of U.S. 101. The first environmental analysis was completed in March 1992 and the final EIR is scheduled for release at the end of this month.

To fully grasp the political and engineering aspects of the SFO extension, one must first become familiar

with the four primary alignments proposed in the first EIR.

The first route, called the Locally Preferred Alternative (LPA), envisions the extension leaving the Colma station and following the Southern Pacific railroad right-of-way in subway through a below-grade Hickey station in South San Francisco adjacent to the Tanforan Shopping Center to Spruce Avenue, then ascending to grade to the Tanforan station.

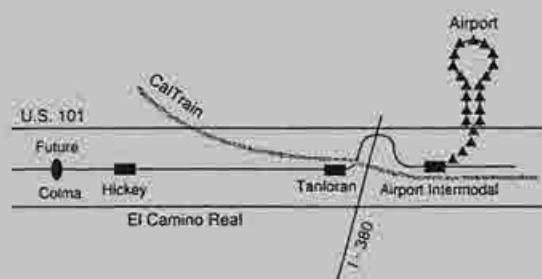
The route would next descend again into subway parallel to the north side of I-380, pass under I-380, continue in subway along the easterly limit of San Bruno before ascending to ground level at the airport intermodal station. In all four primary alternatives, passengers and airport employees would be carried from the airport station to the airport via a light-rail shuttle.

The second proposed route, referred to as the Least-Cost I-380 Alignment, would follow the same route as the LPA until the Tanforan station. From there, it would rise on an aerial structure to I-380 over local streets and the CalTrain tracks, then drop under I-380 in subway, continue in an open, retained-cut along the easterly limit of San Bruno before rising to ground level at the airport station.

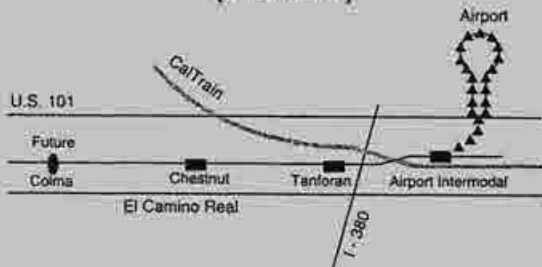
The third alternative route – BART to Airport Intermodal (Base Case) – would follow the same route as the LPA from Colma to the Tanforan station, except that in South

Alternatives for Study

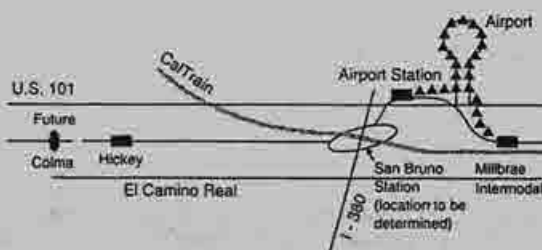
PROPOSED PROJECT
(Locally Preferred Alternative)



ALTERNATIVE III
BART to Airport Intermodal
(Base Case)



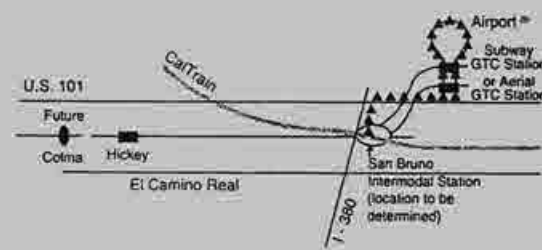
ALTERNATIVE IV
Airport Aerial East of Highway 101



ALTERNATIVE V
Minimum Length Subway
to Millbrae Intermodal



DESIGN OPTION V-A
Minimum Length Subway
to Airport GTC



DESIGN OPTION V-B
Minimum Length Subway to
San Bruno Intermodal Phased



LEGEND

- CalTrain
- ▲▲▲▲▲ Airport Light Rail System
- BART Alignment and Stations

San Francisco the station would be located north of Chestnut Avenue instead of at Hickey Boulevard. From the Tanforan station to the airport intermodal station the alignment would continue along the Southern Pacific right-of-way in open, retained-cut from Colma to Mission Road, then at grade and some open retained-cut to Hickey Boulevard to south of Spruce Avenue, then at grade to the Tanforan station. There would be aerial trackway over the streets of San Bruno, descending to the at-grade airport station.

The fourth alternative, called the Minimum Length Subway to Millbrae Intermodal, follows the LPA route, with the San Bruno station located either at Tanforan, I-380 or in downtown San Bruno. The route would be a minimum length subway through downtown San Bruno. South of Angus Avenue BART would rise to grade to a Millbrae intermodal station, with the airport light-rail shuttle moving people from the station to the airport.

Over the past 10 months, several public hearings have been held throughout San Mateo County to hear citizen and local government comments on the proposed routes. So far, opposition to the project has come primarily from San Bruno, where some residents oppose a downtown station and the Chamber of Commerce is fighting the Tanforan station.

The San Bruno City Council settled some of the controversy February 8 by voting 3-2 in favor of building the Tanforan station behind the Tanforan Shopping Center on the east side of the Southern Pacific tracks, provided BART extends the line beneath I-380 rather than through downtown.

A major drawback to this plan, however, is that the Fifth Addition, a neighborhood of low-cost housing immediately east of the shopping center, would take the full brunt of the BART advance to SFO. Some homes in the neighborhood might

(Continued on page 10)

SFO cleared for takeoff on \$2.5 billion expansion plan

Airport's new international terminal complex will coincide with BART airport extension

About the time Operating Engineers begin moving dirt on BART's SFO extension in fall 1995, additional Local 3 construction hands will be working nearby on another enormous public works project — San Francisco International Airport's \$2.5 billion international terminal complex, a project designed to turn San Francisco into the key West Coast destination for the Pacific Rim, which will account for 50 percent of the world's Gross Domestic Product by 2000.

SFO, the fifth busiest airport in the United States and seventh busiest in the world, plans to build, beginning in late 1995, a \$600 million international terminal, \$300 million light-rail shuttle system linking various airport facilities with mass transit, a \$200 million ground transportation center, a \$40 million multi-level parking garage, and a \$177 million, three-level elevated loop road leading from U.S. 101 into the new terminal complex.

Construction on the terminal and loop road is scheduled to begin in late 1995, the two ground transportation buildings in early 1996 and the light-rail system in early 1997. Except for the light-rail system, most construction will be wrapped up between mid-1997 and late 1998, depending on whether the airport pursues an accelerated or normal construction schedule.

Because the existing runways are adequate to meet projected demands to 2006, there's no plans to relocate, reconfigure or add runways. The new terminal, however, will require constructing some new taxiways and aprons, projects that are already underway.

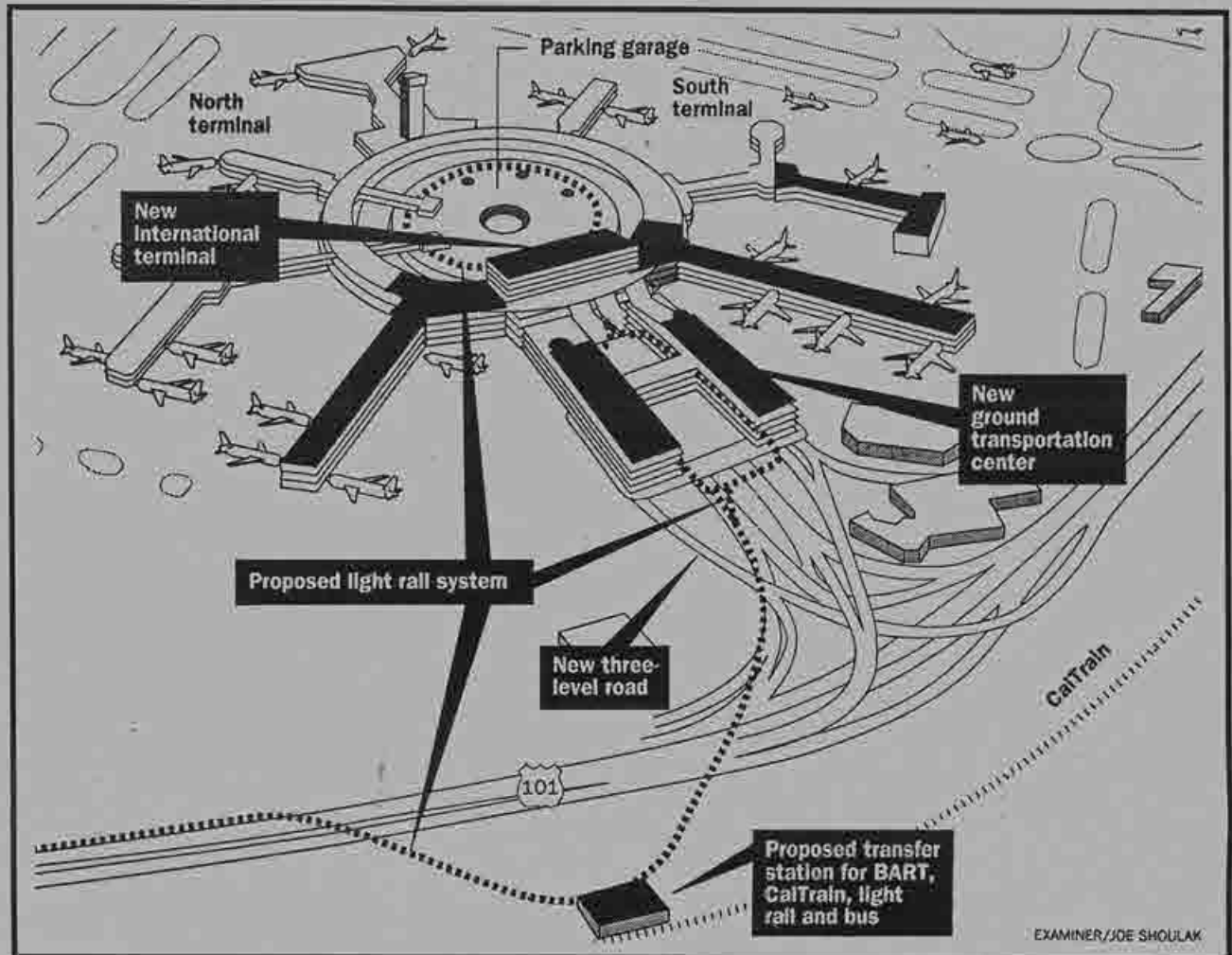
The airport and the San Mateo County Building and Construction Trades are currently negotiating a project agreement that's expected to cover about 3,500 union construction workers over the estimated two- to four-year building period.

The new international terminal complex is desperately needed to increase SFO's woefully inadequate international passenger capacity. On a typical day, more than 80 arriving international flights have to wait for one of the airport's 10 international gates. Half of these flights wait for an average of an hour before discharging passengers.

During the summer of 1990, for instance, two to three international flights each day had to wait 30 minutes for a baggage claim carousel to unload baggage. Half of the arriving international passengers spent an hour to an hour and a half clearing customs and immigration. Without the new terminal, SFO estimates that 40 percent of arriving international passengers will experience delays, 15 percent of which will be three hours or more.

The new terminal will add 26 new international gates, substantially more ticket counter and concession space, and customs and immigration facilities to process 5,000 passengers per hour, compared with about 1,200 today. The terminal will also accommodate 20 wide-body jets, compared with eight today, and increase baggage capacity to handle 12 simultaneous flights compared with just four now.

Because of the expected increase in passenger and vehicle volume — from 32 million passengers annually today to 52 million by 2006 — the complex will contain several additional facilities to



help manage traffic.

The new light-rail shuttle system will carry travelers and airport employees from the terminal complex to the proposed BART airport station, then swing around the perimeter of the airport to maintenance and air cargo facilities, as well as to a proposed ferry terminal and the gen-

A project agreement covering some 3,500 union construction workers is being negotiated

eral aviation terminal on the other side of airport.

The ground transportation center will consolidate all airport rental car operations into two structures, provide a courtesy van and light-rail transfer station and provide short-term parking for the international terminal.

Road improvements will include a ground transportation center, rental car facilities and a U.S. 101 interchange and new three-level loop road extending from the freeway into the international terminal. The road will be designed to seg-

regate domestic passenger vehicles from international passengers before entering the airport.

The proposed BART extension to SFO, though not actually an airport project, is nevertheless becoming an important component of the airport's overall expansion scheme. The project's environmental impact review estimates that the expansion would increase traffic on U.S. 101 by about 28 percent by 2006 if the BART extension is not built. That means 70,000 more vehicles per day will be traveling on U.S. 101 near the airport in 12 years, from today's 250,000 vehicles per day to roughly 320,000. Without BART, airport officials say, 19 percent of the traffic on U.S. 101 would be related to the airport, up from 11 percent now.

As you'd expect from a project of this type and magnitude, the expansion was challenged in court by the cities of Millbrae and Brisbane and the developer Sierra Point Associates on the grounds that the airport's environmental review failed to address possible traffic congestion, air pollution and jet noise the expansion could create. The case was moved to Stockton so it could be heard in a more neutral atmosphere.

San Joaquin County Superior Court Judge K. Peter Saiers rejected the suit, saying the airport's EIR more than adequately dealt with the project's potential harmful effects. "The project will enhance the Bay Area as a destination business and recreation area," Saiers wrote in a 42-page decision. "The court concurs with the airport's finding that the negative environmental effects are outweighed by the benefits of the project."

The lawsuit represented one of the last hurdles towards beginning construction. In fact, SFO has scheduled a March 10 ground breaking ceremony to kick off the airport's ambitious program.

Here we go again, another assault on prevailing wage

The next time you think about voting for a Republican candidate, consider what a group of California GOP senators are attempting to do in the state Legislature.

Republican state lawmakers from Southern California are trying to use the Northridge earthquake to nullify aspects of the state's prevailing wage law.

Two bills, AB 2694 and SB 1472, have been introduced in the state Legislature that call for suspension of prevailing wages on public works

projects. AB 2694, introduced by Sen. Bernie Richter, R-Chico, would cancel comparable wage regulations on public works projects undertaken as a result of the January 17 Northridge quake. The bill has a long list of Republican co-sponsors.

The second bill, SB 1472, would do even more damage to working people. It would authorize the governor to suspend prevailing wage regulations on public works projects in any area affected by any state emergency the governor proclaims. SB 1472 was introduced by Republican state Sena-

tors Bob Hurtt, Garden Grove; Marian Bergeson, Newport Beach; David Kelly, Idylwild; and Bill Leonard, Upland.

Both measures are written as emergency bills, meaning they would take effect immediately after being signed by Gov. Pete Wilson. Fortunately, emergency bills require a two-thirds majority for passage.

Introduction of AB 2694 and SB 1472 comes on the heels of Gov. Wilson's executive order suspending California's eight-hour labor law, which requires employers to pay overtime after an employee works eight hours in one day.

The California Labor Federation declared that this action exceeded the governor's authority, and that it covered areas where quake damage was minimal. The federation also pointed out that the order was virtually open-ended, creating the possibility that the eight-hour day could remain suspended in five counties for as many years as it takes to replace the last freeway or other structures damaged in the quake.

A similar assault on California's prevailing wage law, by some of the same instigators of AB 2694 and SB 1472, took place two months earlier. Two bills – one seeking to change the way California determines prevailing wages on public works projects, the other allowing cities and counties to opt out of paying prevailing wages for locally funded projects – were introduced in the state Senate by Hurtt. Fortunately, both bills, SB 1204 and SB 1243, were defeated January 12 by the Senate Industrial Relations Committee.

Supporters of Hurtt's bills testified that California is the only state that uses a strict modal system to compute prevailing wages. According to Hurtt, the state could save 20 percent on the labor costs of each publicly funded construction project, with estimated savings of up to \$340 million per year.

But a 1993 comparison of samples from 10 California counties' federal and state prevailing wage rates showed the federal rates actually were 0.81 percent higher than the comparable state rates, according to an analysis of SB 1204 prepared by the Senate Industrial Relations Committee.

Dan Curtin of the California State Council of Carpenters told the committee he believed the cost savings estimates of \$340 million presented by supporters of SB 1204 would cut workers' wages in half. And Tim Cremens of the State Building and Construction Trades Council of California testified that the bill wasn't needed because there is a process for parties to appeal prevailing wage rate determinations.

Will BART ever land at SFO?

(Continued from page 8)

have to be removed to make way for the station.

A week after the 3-2 vote, BART presented the San Bruno City Council with a plan to minimize disruption to the city's central business district by tunneling – as opposed to building a cut-and-cover subway – through downtown from the Tanforan station to a point well south of downtown, probably just past Angus Avenue. From there, the tracks would continue in cut-and-cover subway, then turn east toward the airport.

The Millbrae City Council, meanwhile, fearing BART-related crime and noise, threw its own version of a monkey wrench into the project when it informed BART and SamTrans in January that the city doesn't want a Millbrae station at all. The council, pointing to graffiti, bars on windows and parking problems around the Daly City BART station, said Millbrae wants no part of being the new BART terminus.

Another important consideration as far as Operating Engineers are concerned is how the BART extension enters and leaves the airport. From the beginning, building an airport BART station about a mile from the airport adjacent to the CalTrain tracks near U.S. 101 has been the favorite among the agencies involved.

However, two other alternatives have also been considered. One envisions having a BART loop traveling underground from the BART station opposite the airport to a station five stories under the existing parking garage, thus eliminating the need for light-rail shuttle service from the station to the airport terminal. The other alternative is to simply have the BART extension come directly into SFO below the existing parking structure.

But all that has changed. It's been learned recently that the site adjacent to CalTrain near U.S. 101 is home to the San

Francisco garter snake, a federally protected endangered species. Furthermore, SFO is now seriously considering a proposal to build the BART airport station 60 feet beneath the proposed \$600 international terminal, which is scheduled to open in 1998, the same year BART expects to finish the SFO extension.

If this alignment becomes reality, according to BART Project Manager Takis Salpeas, Operating Engineers will be building 9,350 more feet of tunnel or deep cut-and-cover through bay mud than if the route bypasses the airport.

State Senator Quentin Kopp, whose district covers the southern part of San Francisco and much of San Mateo County, wants an insurance policy guaranteeing that a BART airport station is built beneath the new international terminal. Kopp and his supporters have gathered more than enough signatures to place a measure on the next election ballot requiring the airport to use available funds to extend BART to a passenger terminal area of the airport.

When BART releases its second EIR later this month, details of the San Bruno tunneling option, the I-380 bypass and how the route will enter and leave SFO will all be thoroughly outlined and open to another round of public hearings.

Whatever alignment is eventually chosen, it appears likely that Operating Engineers will be building an SFO extension consisting mostly of subway, cut-and-cover and tunnel as opposed to a route built mostly at-grade and of elevated structures.



Surveyors' Hazmat

Business Agent Don Incardona, standing, instructs a class of surveyors in hazardous materials February 7-11 at the Plummers' Local 444 hall in San Leandro, Calif. This class represented the first time Local 3 has held a 40-hour Hazmat class just for surveyors. Local 3 Safety Director Brian Bishop and Business Agent Mark August also taught portions of the class.

YOUR CREDIT UNION

By Rob Wise, Credit Union Treasurer

Credit union VISA rates above the rest



Some of our members have complained that they receive numerous solicitations from banks and non-financial institutions shortly after obtaining a credit card from the Operating Engineers Federal Credit Union. We believe these organizations obtain lists of individuals who qualify for credit from the credit bureaus.

Some of these credit offers seem good on the surface but warrant a closer look. Offers that appear too good to be true usually are. For example, the General Motors credit card permits you to accumulate credit that can bring you up to a 5 percent discount on a new GM automobile. You can save more than 5 percent by simply checking with your credit union before purchasing any new vehicle. A 5 percent discount is not much if it is taken off of the sticker price. On most vehicles you should not pay more than \$300 to \$500 over dealer invoice.

Some companies promote "no annual fee" in large print, but upon closer scrutiny you may find the no annual fee is for only six months or one year. Other companies offer low interest rates,

but again you often find the low rate good for only a short period. We can not say that all of these offers are misleading, nevertheless, you should review all offers very carefully, and we suggest you compare the best offers with the benefits you get

Some cards offer low rates and a grace period, but the interest rate is variable, which means it can go up when interest rates go up. This is okay only if you use the card during periods of low interest rates.

Your Credit Union VISA goes where you go and you benefit from its:

- * Worldwide acceptance
- * No annual fee
- * Credit limits to \$10,000
- * Low interest rate
- * 25 day grace periods on purchases
- * Cash advances at ATM machines and financial institutions displaying the VISA logo



Operating Engineers Local Union No. 3
Federal Credit Union
(510) 829-4400

from your credit union VISA.

You should also take into account your actual credit card use. For example, if you pay off your balance every month, you do not want a low interest card that doesn't also offer a grace period. If the card does not provide a grace period, it means you begin accumulating interest from the date of purchase.

Many credit cards have worldwide recognition, but not all are accepted for credit everywhere you go. If you carry a credit card, you want to be certain it is accepted everywhere you shop or travel. Many cards that carry a prestigious name are not accepted for credit in all shops, hotels or restaurants.

Your credit union strongly feels that when you shop and compare you'll find our card to be the best overall. These are some of our features:

- Credit limits up to \$10,000
- 13.90 percent fixed interest rate
- No annual fee
- 25-day grace period on purchases
- Accepted at millions of interna-

tional locations

You may also use your credit union VISA to pay off higher cost cards and begin to save immediately on finance charges and annual fees. Contact your local credit union branch for a VISA application and start enjoying our card's many benefits right away.

TEACHING TECHS

By Art McArdle, Administrator

NCSJAC bids farewell to another instructor



This is a follow-up to last month's article about our instructors. We recently lost another talented instructor when we closed our classes in Santa Rosa.

Gene Feickert

was dedicated to teaching the Northern California Surveyors Joint Apprenticeship curricula along with approved variations of his own field experience.

Gene is the survey manager for Worldwide Surveys out of Martinez. He completed the NCSJAC program and also is a licensed land surveyor. Gene is a very busy person trying to keep jobs coming for Worldwide, a tough task when the economy is down. Even so, Gene took time to teach our Santa Rosa class and hands-on classes. Thanks Gene. We are sure you will be back with us when the economy gets back to a more even keel.

In the Sacramento area we have two instructors: Ron Nesgis and Larry Savio. Ron works for Meridi-

an Technical Services and, like all of our instructors, has completed the NCSJAC program. Additionally, Ron completed his part-time adult vocational education credential and has been a "dinomo" since. He makes sure his lesson plans are done properly, and his constant effort to keep students interested and involved is a great tribute to his desire to teach new people about the surveying industry.

Larry Savio was an instructor in the Bay Area before moving to Sacramento. Larry also completed the NCSJAC program and holds an LSIT. Due to the slow work picture Larry and his wife have opened a sporting goods store in the Folsom area. Still, Larry manages to find time to teach, run a business and survey. It must be youth.

The NCSJAC wants to thank Larry, Gene and Ron for their hard work and constant improvement of the NCSJAC program.

Remember our monthly

Saturday hands-on classes through May 1994, and we are still hoping for a hands-on competition.

Right: Gene Feickert.

Bottom right: Larry Savio.

Below: Ron Nesgis.



FRINGE BENEFITS FORUM

By Charlie Warren, Fringe Benefits Director



Pre-retirement meetings begin in mid-April

Please check the schedule on page 22 for the dates of the upcoming round of pre-retirement meetings. Operating Engineers age 50 or older and not yet retired are urged

to attend. Spouses are welcome too. Come on out and find out how the union's retirement plans work for you. See you there.

Retiree Association meetings wind down

The current round of Retiree Association meetings is almost over. Please see the remaining schedule on page 22. We would like to thank the retirees and their spouses who have already participated in this current round. And always remember, we stand ready to serve you in any way we can. Please feel free to call on us at the Fringe Benefit Service Center (510-748-7450) if we can assist you.

Retiree picnic date announced

Please mark your calendars. Saturday, June 4, is the date for this year's Retiree Association picnic. Come on up Friday at noon and stay until Sunday noon if you want.

There will be plenty of parking for your self-contained recreational vehicle. Local 3 is honored to host the retirees and their spouses at this special annual event. Come join us and have a good time.

Vacation pay transfer

In accordance with various collective bargaining agreements, vacation pay for hours worked from September 1993 through February 1994, timely reported to the Trust Fund Service Center, will be transferred to the Local 3 credit union by the fund manager May 15, 1994, and will be available for withdrawal at the credit union May 31.

If you prefer to have your vacation pay issued directly to you instead of the credit union, you may do so by filing a Semi-Annual Payment Request with the trust fund office. You may obtain a request card at any district office or the Fringe Benefit Service Center. The trust fund office must receive your completed request card no later than April 30, 1994. Checks will be issued May 15, 1994. Accounts for members on monthly transfer or a time payment option are not affected by this transfer.

Prescription drug benefits

For active Operating Engineers

and their dependents, participating in the health and welfare plan for Northern California and for retirees and their spouses participating in the retiree medical plan, you have three options for purchasing prescription drugs:

1. Through American Diversified Pharmacies

2. Through National Rx Services Inc.

3. At your local pharmacy
American Diversified Pharmacies offers several advantages:

- No out-of-pocket cost to you
- No claim forms to file
- No waiting for reimbursement

Any prescription filled by American Diversified Pharmacies will be at no charge to you. Please use the special envelope available from either your district office, the fringe benefit office or the trust fund office to mail a written prescription to American Diversified. Please be sure to complete all information on the envelope.

You may still use National Rx Services Inc. for mail order prescription drugs. The procedures are similar to those discussed above for American Diversified Pharmacies. National Rx Services Inc. has its own mailing envelope available from

your district office, the fringe benefit office or the trust fund office. You may also purchase your prescription drugs at your local pharmacy. Be sure to file a claim form with the Trust Fund Service Center. Prescriptions purchased under this option will be subject to the appropriate co-payment required by the fund.

Health Examinetics mobile testing

The mobile health testing program for eligible active members and their spouses provided by Health Examinetics has returned. Eligible members will be notified by mail. You may call for appointments now. Call toll-free 1-800-542-6233 between 7:30 a.m. and 8 p.m., Monday through Friday to make an appointment. Here's a list of scheduled Health Examinetics visits. All locations are in California and dates in 1994.

Modesto - March 3, 4, 5

Stockton - March 8, 9, 10

Roseville - March 11

Sacramento - March 12, 15

Auburn - March 16

Placerville - March 17

Truckee - March 18

Grass Valley - March 19

Marysville - March 22, 23, 24

Santa Rosa - March 25, 26, 28, 29

Petaluma - March 30



ADDICTION RECOVERY PROGRAM

1-800-562-3277

Hawaii members call

1-800-842-4624

means I wish I were a member of Alcoholics Anonymous. The reason is that I consider the AA people the most charming in the world.

"Such is my considered opinion. As a journalist, it has been my privilege to meet many people who are considered charming. I number among my friends star and lesser lights on state and cinema; writers are my daily diet; I know ladies and gentlemen of both political parties; I have been entertained in the White House; I've broken bread with kings, ambassadors and ministers; and I say that I would prefer an evening with my AA friends to any person I have indicated.

High praise for recovering alcoholics

By Dr. Joseph A. Pursch

I am frequently asked to reprint the laudatory comments that were made about recovering alcoholics by Fulton Oursler in *Liberty* magazine in 1940. Here are those comments:

"There are times when I wish I were an alcoholic," Oursler wrote. "By that I

"I ask myself why I considered so charming these alcoholic caterpillars who have found their butterfly wings in AA. There are more reasons than one, but I can name a few. The AA people are what they are, and they were what they were, because they are sensitive, imaginative, possessed of a sense of humor, and an awareness of the universal truth. They are sensitive which means they are hurt easily, and that helped them become alcoholics. But when they have found their restoration, they are still as sensitive as ever; responsive to the beauty and the truth and eager about the intangible glories of this life. That makes them charming companions.

"They are possessed of a sense of universal truth, that is often a new thing in their heart. The fact that this at-one moment with God's universe had never been awakened within them in sometimes the reason why the drink. They have found a power greater than themselves which they diligently serve. And that gives them a charm that never was elsewhere on the land and sea; it makes you know God himself is charming, because AA people reflect his mercy and forgiveness.

"They are imaginative, and that helped make them alcoholics. Some of them drank to flog their imaginations onto greater efforts. Other guzzled only to block out unendurable visions that rose in

their imaginations. But when they found their restorations, their imagination is responsive to new incantations and their talk abounds with color and might, and that makes them charming companions, too.

"They are possessed of a sense of humor. Even in their ups they have been known to be damnably funny. Often it was being forced to take seriously the little and mean things of life that made them seek their escape in the bottle. But when they found their restoration, their sense of humor finds a blessed freedom and they are able to laugh at themselves, the very height of self-conquest.

"Go to their meetings and listen to their laughter. At what are they laughing? At ghoulish memories over which weaker souls would cringe in useless remorse. And that makes them wonderful people to be with by candlelight."

Like Oursler, I too am a normie (the AA's world for non-alcoholic). Having met literally thousands of AA's in my life, I have often seen the qualities he describes, especially in those AA's who really "work the program." They come like that because they have to face and resolve personal attitudes that we normies never even have to address, let alone resolve. And that makes them "wonderful people to be with by candlelight," as Oursler wrote.

NEWS FROM THE DISTRICTS

Refineries poised to switch on clean fuels projects

OAKLAND – I would like to begin this month by thanking three apprentices who helped me on a picket line in Emeryville. I called 30 to 40 members who were on the out-of-work list for assistance running the picket line but only got help from three: Jerry Hoyt, Al Hernandez and Richard Piotter.

It's really disheartening to see how few members are willing to take the time to come out and give a hand. It's scary to see how little meaning a picket line has to people any more. It's bad enough for the non-union to go across the line, but when you also become invisible to union people, it's frightening.

All I can say is if I see a picket line anywhere I respect it. A picket is a union member's final weapon. When it fails, you are just about done. Again, I would like to thank Jerry, Al and Richard for getting out of bed early in the morning, when they were not working, and brave the cold and rain. I appreciate seeing their smiling faces walking the line.

On to better news. After many city council and planning commission meetings that often lasted until midnight and longer, we have some big projects that have started. The clean fuels project at Chevron by Bechtel has begun. Right now Bay Cities is doing some demolition on site and should be done by the end of March, about the time the final permit takes effect.

Pacific Refinery just got approval from the planning commission for its clean fuels project. But the project still must be approved by the Hercules City Council. The co-generation plant in Crockett has begun. Cleveland Wrecking is on site now doing demolition on an old storage tank and some concrete foundations. As soon as Cleveland Wrecking is done, Bechtel is free to go all out.

These are the three big projects, along with all the work on I-80, the Richmond Parkway, the flyover ramp in Emeryville, and all the work on side streets related to these projects. It should be an outstanding year in west county.

Joe Tarin, *Business Rep.*

Some advice on overcoming the pitfalls of union apathy

STOCKTON – I heard my grandfather say many times, "You can't put an old head on a young pair of shoulders." Well, I've learned there's a degree of truth to this saying.

I would like to propose we take the knowledge and values from that old head and imbue it on those young shoulders. If we can implant even the mustard seed of unionism into young people coming out of school – and the younger members of our union – then we have made a start in the right direction.

As I watch news events unfold it becomes evident that it's no longer something we ought to do, rather something we must do. The twelfth hour has arrived.

Local 3 provided me with the wherewithal to obtain my share of the American Dream, to raise and educate my children, own my own home and provide for my golden years. I have had my share of difference of opinions with Local 3 over the years, but I know what the organization has done for me and for countless others. I want to give back, and I have chosen to attempt to do that by talking frankly, through my dispatch window at the Stockton hall, to my union brothers and sisters.

From my vantage point I see each day our apprentices coming and going, and often the thinking is, "I'm young, I got a long ways to go. Just make sure I get my wages. And, oh yeah, is that district meeting mandatory?"

I understand that attitude. I had it myself when I was young, with two babies to raise and places to go and things to do. Who's fault is it? Mine for not passing enough of what I have learned on to those following in my footsteps and theirs for not listening when the union speaks about union involvement.

How do we solve the problem of apathy and selfishness? First, we get off the "somebody oughta" wagon and get busy offering to reach out and share, in a positive way, what we know. Offer support and encouragement, give younger members a reason they can identify with, get them involved, make them care about their union.

The rights as a union member to demand a decent wage and fringe benefits for ourselves and our families bring with it the responsibility to live up to the organization we have helped

create. If we fail to maintain our own house, it will not be the fault of the time, or the employer, but our own apathy and self-indulgence. We learn a lot of things by being involved all the time, not just during crises. We learn about our union, about the brother and sister operators and their thoughts. We learn about the staff in the district office that serves the members.

We need each other, to relate, to participate. As Robert Fulghum says in his book, *All I Really Need to Know I Learned in Kindergarten*, "No matter how old you are, when you go out into the world, it is best to hold hands and stick together."

Joyce J. Skeen, *Dispatcher*

Women's group pledges more union activities

The Local 3 Women's Support Group met at Delaney Street Cafe in San Francisco following the January semi-annual meeting to discuss new ideas and directions. Encouraged by the solid turnout of women at the semi-annual, many sisters took on the challenge to become more involved in special events, fund-raising, outreach, support and other union-related activities.

The meeting was highlighted by the emotional show of support for sister Tammi Castillo, who was seriously injured in a construction accident last August 1. The membership gave Tammi a standing ovation after Business Manager Tom Stapleton recognized her presence and shared his admiration for her strength and courage through a very difficult healing process.

Tammi extends her deep appreciation to everyone who sent her cards, letters and donations. She is appreciative of the many people who visited during her stay in the hospital. The show of support from women's group members Pamela Animashaun, Novice Griffin, Lisa Sidor and Beth Youhn also moved Tammi very much. Tammi also sends a special thanks to members Robin Atassi-Jackson and Terry Sandoval for their support, friendship, cards and regular visits.

Also attending the semi-annual were Nevada District journey-upgrades Lisa Frank and Tonya Howell, who have been active members in the women's group for the past two years. They are offering their energy and enthusiasm to expand the group to the Northern Nevada area. You can reach Lisa at (702) 882-8327.

After the meeting, 25 members gathered at the cafe to discuss several options for 1994. Local 3 Business Agents Joe Tarin and Jay Bosley were invited to attend. They both agreed to join our fund-raising sub-

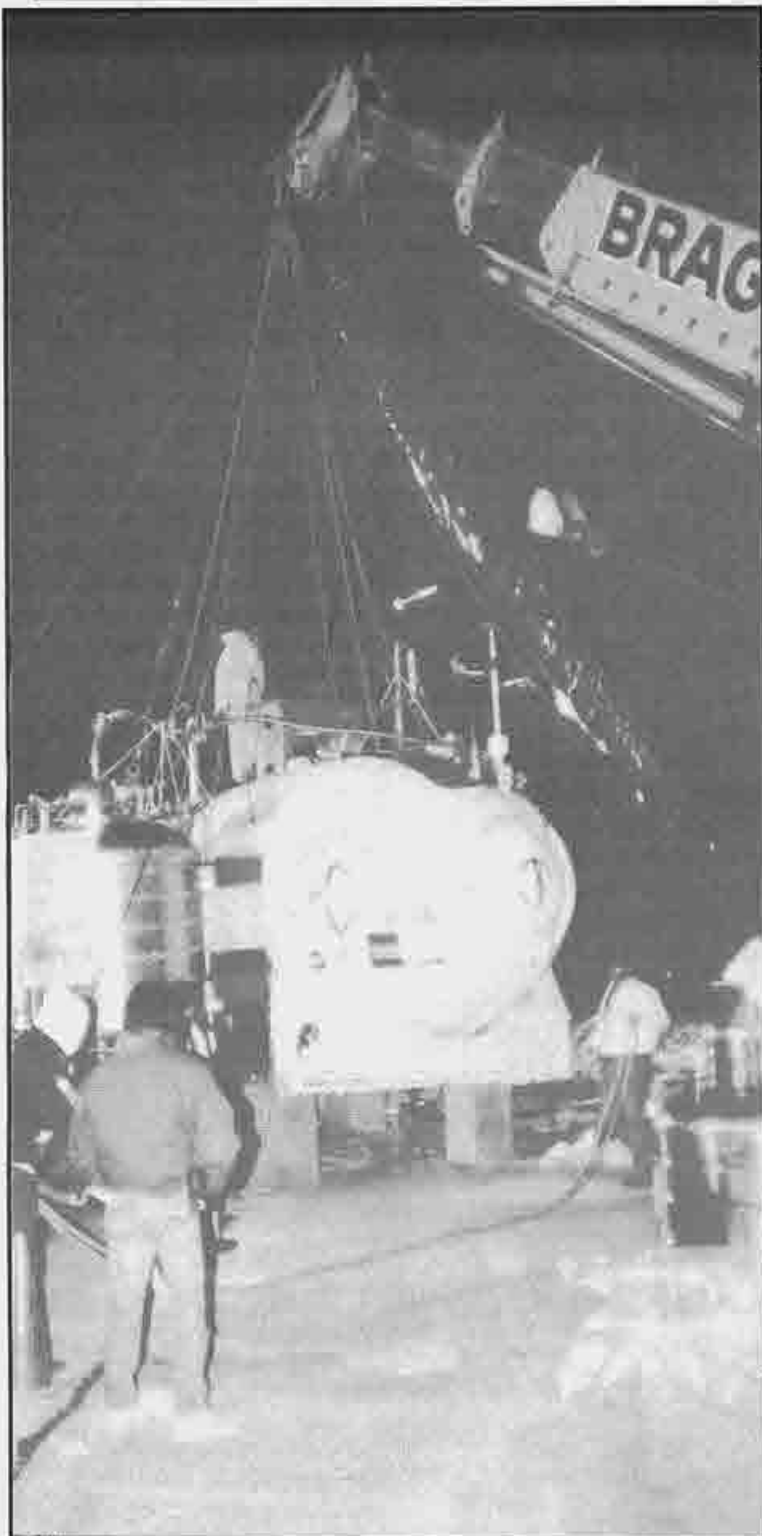
committee to plan an event for Tammi Castillo. Pamela Animashaun, Novice Griffin and Terry Sandoval are also on board. Watch for details in upcoming issues of *Engineers News* and the Women's Support Group newsletter. A great time was had by all.

We are looking forward to the next semi-annual meeting in July. We plan to gather again at Delaney Street Cafe after the next meeting. Hope to see you there. The Women's Support Group wishes everyone a safe and prosperous New Year.

Below: Women's Support Group members who met at the Delaney Street Cafe after the January semi-annual meeting.



NEWS FROM THE DISTRICTS



RENO – Local 3 member Mike Butler of Braggs Crane, top left photo, holds the flight crew capsule of the Earthwinds Hilton Transglobal Balloon in place during a January 12 launch from Stead Reno Airport. Earthwinds

was attempting to begin a non-stop flight around the world but on this day was forced to make a precautionary landing 200 miles away. In the top right photo, the balloon's upper helium-filled section lifts the three-person crew capsule, and in the photo at right, Earthwinds' unique hourglass configuration becomes fully visible with its three sections: the upper helium-filled balloon, a lower balloon filled with compressed air and the sealed crew capsule suspended between. Plans call for another transglobal attempt some time around November 1. These photos were taken by Mike Butler's mother, Ramona Butler, who is a free-lance writer living in Fair Oaks, Calif.



Attention San Jose District members!

Mark your calendars for the San Jose District picnic

When: Sunday, May 15

Time: 11 a.m. to 4 p.m.

Where: Ed Levin Park, Milpitas

Food: steaks, chicken, salad, chili beans, bread rolls, beer and soft drinks, hot dogs for the children

Info: (408) 295-8788

NEWS FROM THE DISTRICTS

When weather warms, jobs will form

RENO – As fast as our weather warms up I expect a corresponding increase in dispatching for new jobs this year and jobs not finished from last year. Northern Nevada should have another exceptional year.

Granite Construction, which has the majority of our work, will be starting the \$52 million U.S. 395 south extension. Granite is still working on the runway rehabilitation project at the Reno Cannon International Airport that started last year. Granite was the low bidder, at about \$23 million, on phase two of the airport improvement.

Granite will also soon be starting the I-80 resurfacing project near Elko. The company also has three large sand and gravel operations near Reno that will be very busy producing materials this year.

Q&D Construction is working more and more these days doing site preparation and underground work for subdivisions, schools and the new Nugget parking garage in Sparks. The company is also doing work at the Chalk Bluff Water Treatment Plant.

Construction is very active on site preparation for the new \$250 million Project C in downtown Reno, a joint venture between the El Dorado Casino and Circus Circus Casino that includes a casino, hotel and theme park. Perini Construction is the general contractor, with T.W. Construction the low bidder on the demolition and excavation. We anticipate Perini will be requesting hoisting hands, elevator operators, forklift operators and backfill crews for this project.

Games Construction has been busy all winter with demolition and site preparation work. Truck Crane Rental has been busy for the past year and a half. Bragg Crane and AK&W Crane have been busy on numerous commercial buildings in the Reno area.

Frehner Construction and Kassler Construction will soon be starting back on the I-80 Carlin tunnel job. Frehner also has a \$4 million overlay job on Hwy. 50 that will start this spring. Rees Enterprises is busy crushing materials for Granite on the Elko job and the U.S. 395 south extension.

Matich will soon start a \$17 million white paving job on I-80 near Valmy, Nev. Las Vegas Paving recently started back to work on its Indian Hills development south of Carson City. The subdivision work includes ponds, with a golf course and casino in the planning stages.

The jobs in the Reno area slated to be completed are the paving of the Pyramid Highway, I-80 from Reno to the state line and Fernley to Silver Springs.

Work at the mines in Carlin never seems to end. Ames Construction was very successful last year because it was low bidder on many jobs at Newmont, Berick and Independence mines. We still have many hands working for Commonwealth Construction on the new mill at Newmont.

Upcoming jobs that are proposed to bid include another phase of the Chalk Bluff Water Treatment Plant, work at the Valmy and Tracy power plants, expansion of the Peppermill Hotel and Casino, as well as numerous resurfacing jobs in Northern Nevada.

Chuck Billings, Dispatcher

Labor

CALENDAR

March

March is
Women's History
Month



4 Union Stockyards opened in 1865, leading to the establishment of Chicago as the world's greatest meat producing and packing center by the end of the decade. With the stockyards came thousands more workers, who organized into unions like the UFCW predecessor United Packinghouse Workers of America, to raise wages and improve conditions in the dirty, dangerous industry. Chicago later became the headquarters of the Amalgamated Meat Cutters, another predecessor union of the UFCW.

4 President Franklin Delano Roosevelt was inaugurated in 1933. His support of the 1935 Wagner Act, which affirmed workers' "right to organize and bargain collectively through representatives of their own choosing," helped consolidate labor's gains in the 1930s.

7 The Knights of St. Crispin, and a companion group of women workers called the Daughters of St. Crispin, organized in 1868 to try to regulate the use of machinery when the beginnings of mechanization in the shoe industry threatened hand-crafted work. Organizing by groups like the Crispins set the stage for the birth of the Boot and Shoe Workers' Union, a predecessor of the UFCW.

17 St. Patrick's Day. Many Irish, forced by religious persecution and economic oppression in their native country, emigrated to the U.S. in the mid 1800s. On U.S. soil, the new immigrants encountered severe discrimination, such as in employ-

ment notices that advertised "No Irish Need Apply." Many Irish workers turned to the labor movement for support, and union membership grew thanks to Irish leadership and determination.

24 In 1974, the Coalition of Labor Union Women (CLUW) was founded by some 3,000 women trade unionists from 58 labor organizations at a meeting in Chicago. The coalition was forged to promote equal rights and better wages and working conditions for women workers. Today there are more than 20,000 CLUW members representing more than 60 unions in 75 chapters throughout the U.S.

25 A fire broke out on the upper floors of the Triangle Shirtwaist factory in New York City, in 1911. Within minutes, the fire killed 147 young workers, most of them Jewish and Italian immigrant women. The workers were locked in by their employer. The tragedy inspired new fire safety laws.

NEWS FROM THE DISTRICTS

Brighter work outlook expected this year

SACRAMENTO – The work picture overall, according to the bid sheets in our area, should turn out to be considerably better than our slow start last spring.

The gravel plants are working and, in most cases, have been able to avoid layoffs except for short periods. Most plants are working three days on, two days off, alternating work weeks so as to not lose entire crews.

The Mormon Island project at Folsom Reservoir has kept two crews working on day and swing shifts throughout most of the winter. Mustang Construction has started its portion of the Mormon Island stone column reinforcing project and is planning to add a second shift.

Nordic Industries signed a project agreement and has been working intermittently mooring the dike, enabling the stone columns to be inserted into the foundation of Folsom Dam. The theory is that in an earthquake this procedure would allow the water to come up through the columns rather than liquify the dike and flood Sacramento.

Kaweah is still working at the Marina Water Treatment Plant expansion in El Dorado Hills and has kept a few brothers working. Wolin & Sons is the subcontractor on the dirt and, since last fall, has been working as weather permits.

Teichert & Sons has a good work picture for 1994. The company has numerous small crews working and has picked up a large subdivision in Folsom. Teichert says it has a full year's worth of work on the books.

Granite Construction, meanwhile, has been slower this winter than I've seen in the past eight years. Company management says Granite would like more work than the six month's it has on the books.

Shasta Construction has completed the bridge across Chili Bar and will build the approach ramps this spring, along with doing the demolition of the existing structure. Syblon Reid Construction out

of Folsom is about half done with Fairchild Village in El Dorado Hills. This small subdivision has kept about six operators busy all winter.

Ford Construction is snowed in on Hwy. 50 at Silver Fork and will work about half the summer to complete its widening and realignment project. Lorang Brothers of Colfax has finished its part of the grading at the subdivision along Country Club and Hwy. 50 near Cameron Park. Teichert was the low bidder and has started doing the underground.

RGW has nearly completed the interchange at Hwy. 50 and Hazel Avenue. RGW built the structures, moved the dirt and is doing its own paving. Antovich has completed its underground project along Deer Creek in El Dorado Hills and should be moving out soon.

In another matter, be sure to call the Sacramento hall before the 84-day expiration of your registration if you are currently on the out-of-work list. There isn't a worse feeling than to call the dispatcher only to find out

that your name has fallen off the list because you forgot to re-register.

The Sacramento District picnic will be held Saturday, July 30, at the Rancho Murieta Training Center. The steaks taste delicious, and the fellowship with all our brother and sister Operating Engineers and construction friends makes this a rewarding occasion. Hope to see everyone there.

*Gary Wagon,
Business Rep.*

The old ...



... and the new



Local 3 members from the Sacramento District enjoyed barbecued hotdogs and chatted with officers and Executive Board members February 27 as the union celebrated the grand opening of the new office for District 80. The building has a meeting room large enough for district membership meetings and retiree meetings. Space is also being rented to American Diversified Pharmacies, the mail-order prescription company utilized by many Local 3 members. It's now possible for members to fill prescriptions in person at the office at the same "no-cost" rate available through the mail.



NEWS FROM THE DISTRICTS

Local 3 member Gail Bishop remembered

RENO — Nevadans are mourning the death of former Reno District representative and apprenticeship administrator Gail Bishop, who died February 15.

Gail came to Nevada 35 years ago with a talent for building

many other projects.

Thirty years ago, he went to work as a Reno District business agent, eventually moving up to district representative. He was instrumental in getting the union's apprenticeship program established in Nevada. In 1965, Gail, along with Rowland Oakes, executive director of the Associated General Contractors, and several others gathered in Gov. Grant Sawyer's office as the state's chief executive signed the program's original apprenticeship standard.

When Mike O'Callaghan became Nevada governor in the early 1970s, Gail went to work for his administration as assistant Nevada labor commissioner. When he eventually left state service, Gail returned to Local 3 as apprenticeship administrator for Northern Nevada, a position he held until retirement.

During his golden years he volunteered for the Nevada Commission on Aging, Sanford Center for Aging at the University of Nevada, Reno, National Council of Senior Citizens, Food Bank of Northern

Nevada and the Great Reno Balloon Races. At the time of his death, Gail was the president of the Reno Chapter of the Local 3 Retiree Association.

— By Andrew Barbano, Reno-based syndicated columnist and media consultant to organized labor in Nevada



Gail Bishop

things, and he used these skills to support his young family. From the heat of southern Nevada to the wilds of Elko County, Gail helped construct dams, roads, buildings and airports. He operated heavy equipment that built Ski Incline, the Lake Tahoe Airport and so

Union Briefs

Building trades push for more asbestos protection

The AFL-CIO Building and Construction Trades Department is pushing federal regulators to take a closer look at protecting workers from asbestos exposure. The sense of urgency stems from a scientific report produced during a national conference on construction health and safety, as well as renewed interest by manufacturers in using chrysotile asbestos. The report said that more than 90 percent of the asbestos in place is in chrysotile form.

Building trades health officials worry that asbestos manufacturers are trying to convince regulators in the United States and abroad that chrysotile asbestos is safe. Union officials are also watching the U.S. Environmental Protection Agency's next step following a court ruling vacating EPA's asbestos ban and phase-out rule. Both EPA and OSHA are considering further regulations of asbestos.

Union membership rose in 1993

After 14 years of decline, the number of union members in the United States increased during 1993, bringing the total to 16.6 million workers, the U.S. Labor Department reported. Virtually all of the growth was in the public sector, as private industries continued, for the most part, to show declining union membership.

The Labor Department's Bureau of Labor Statistics annual report on union membership showed that the 16.6 million total for last year was up by 200,000 or 1.3 percent from the 1992 level of 16.4 million.

The proportion of all employees — in both the private and public sectors combined — who belonged to unions remained at 15.8 percent of the U.S. work force. The BLS noted that total employment rose last year at about the same rate of union membership.

NLRB changes would speed union elections

The National Labor Relations Board is considering several administrative changes aimed at better meeting the statutory goals of promptness and fairness in resolving labor-management disputes. The possible changes are being outlined in anticipation of Senate confirmation of the Clinton administration's nominee for the NLRB general counsel position.

Delays in the NLRB hearing process would be a primary target of the changes. The use of hearings has been a major delaying tactic by employers during union elections. One tack for dealing with delays would be to bar parties from raising issues to be decided by litigation without themselves taking a position.

Another would be for the NLRB regional director to allow an election to go forward without deciding the issues raised for pre-election hearing. That way the parties would put their positions on record, the election would be held and rulings on eligibility questions would then only be necessary if they would determine the election's outcome.

Reich promises tougher labor law enforcement

At a January 24 news conference, Labor Secretary Robert Reich promised swift, tough punishment, including criminal penalties, for the worst violators of labor and safety laws who prey on the most vulnerable victims.

Vowing to vigorously enforce the nation's labor laws, Reich said his department will not allow businesses to gain a competitive advantage by violating work-place safety and laws on child labor, wages, pensions and discrimination. Reich said businesses should not regard violations of labor laws as the cost of doing business.

Reich promise of tough action comes after a year in which he said there was already an increase in enforcement activity, including a three-year jail term for the owner of a Southern California nursery who violated immigration and labor laws and a first-of-its-kind \$600,000 settlement for 52 highly classified women who sought promotions at Fairfax Hospital in Virginia.

Construction pay increases 2.8 percent over 1993

First-year wage and benefit increases negotiated in new construction labor agreements during 1993 averaged 72 cents per hour, or 2.8 percent, according to data compiled by the Construction Labor Research Council. The 1993 average was slightly higher than the 1992 average of 58 cents, or 2.4 percent, but remained below levels of other recent years.



NEWS FROM PUBLIC EMPLOYEES

Navy plays taps to Mare Island

Closure of Vallejo shipyard means Local 3 will lose long-time, faithful Public Employee Division bargaining unit



The 5,576-acre Mare Island Naval Shipyard in Vallejo on San Pablo Bay will close in April 1996, leaving behind some 50 crane operators, riggers and mechanics who have been part of this Local 3 bargaining unit since the mid-1960s.

First of two-part series

*By Steve Moler
Assistant Editor*

When Joe Botello, a crane operator at Mare Island Naval Shipyard in Vallejo, first heard that the base where he had earned a solid middle-class living for the past 26 years might be placed on the Defense Department's 1993 base closure list, he thought the facility's ultimate demise would never come.

"I thought they'd never close a nuclear shipyard," Joe said. "It would have been too much of a loss to the military and to the security of our nation."

But to Botello's utter dismay, the Defense Base Closure and Realignment Commission voted unanimously June 25, 1993, to close Mare Island and toss the lives of some 6,500 civilian base workers into limbo and, in some cases, chaos.

"When they decide to close Mare Island, I was devastated," recalls Botello, who turns 53 in August. "It was like putting a bandage on a corpse. It's changed my life 180 de-

grees."

Joe is one of about 50 Mare Island crane operators, crane mechanics, riggers and warehouse workers who have been represented by Local 3's Public Employee Division since the mid-1960s. During the height of the Cold War, there were as many as 100 employees in the bargaining unit performing tasks related to servicing, repairing and refueling nuclear powered submarines, the base's primary function since World War II.

Mare Island, which has been a U.S. Navy base since 1852, uses about nine gantry cranes and 10 rubber-tired truck cranes to carry out the shipyard's heavy lifting. It is the responsibility of the Local 3 unit to operate, service and repair these rigs.

What makes the closure of Mare Island even more painful is that the vast majority of the members loved their jobs and loved working at the shipyard. "This was a good job," said

James Parks, a crane operator since 1966. "The work here is great. It was like being in the military as far as the security was concerned."

Joe Botello added, "I can't wait to get up and go to work each day. I love my job."

Rumors that Mare Island might be placed on the third base closure list began to drift through the installation in late 1992, when the commission first started holding hearings. Base employees, including Local 3 members, community groups and elected officials formed a coalition and began organizing a campaign to save the base.

In early February 1993, shipyard employees stuck 150,000 dime-sized decals bearing the shipyard's acronym "MINSY" on \$1, \$5, \$10 and \$20 bills to show how money spent by shipyard employees spreads throughout the local economy. It's estimated that Mare Island alone pumps \$517 million into the Solano County economy and gener-

ates about \$185 million in annual payroll.

The coalition held its first rally at the base's main gate February 12. During the two-hour mid-day event trade unionists, wearing red shirts, jackets and caps to show solidarity, gathered with business leaders, community activists and elected officials to discuss what the impact of the base closure would have on the local and state economy. One study concluded that closing the base would send Solano County's unemployment rate soaring to nearly 23 percent. Another study estimated the figure at more like 33 percent.

A second rally in May 1993 saw some 4,000 shipyard workers, this time wearing yellow T-shirts printed with the slogan "SOS-Support Our Shipyard," gather again at the base entrance. California Governor Pete Wilson and Senator Dianne Feinstein spoke to the crowd before taking three commission members on a base tour a few days before the com-

NEWS FROM PUBLIC EMPLOYEES

mission began hearings in Oakland.

But it wasn't until early June 1993 that Mare Island's future began to appear grim. During its final hearing before beginning deliberations on making recommendations to President Clinton, the commission concluded that the Navy had way too much shipyard capacity.

1983 after seeing his five sons also go to work at the base beginning in the mid-1960s. "It's like a close relative died," Cook said. "It's sort of personal. All of sudden it's gone, all the technology and experience."

What's going to make the transition even more difficult for many of the Local 3 members is age. The ma-

being a crane operator. I'll see if I can get part-time work until I can draw my pension."

Cook, 46, who started working at Mare Island in August 1976 shortly after graduating from the Local 3 apprenticeship program, would consider returning to private construction if the opportunity arose. But if

not he'll take advantage of job skills obtained in the Army Reserve in food service and per-

gaining unit, Parks, 52, has been working at the shipyard since the mid-1960s. But with his children grown and being in relatively good health, Parks plans to take advantage of Local 3's program to move as many Mare Island crane operators, riggers and mechanics as possible into the private construction sector after being tested and undergoing any necessary training.

"I thought closing the base was a shame after being here for 28 years," Parks said. "I'll lose out a little on my retirement because I'm too

young. I'll stay until they make me retire or I'll take advantage of Local 3's offer to get into private construction. I'm glad to see Local 3 is going to try and help us."

About half of the bargaining unit has chosen to take early retirement while the rest, mostly younger workers, have either gained transfers to other military facilities or found jobs elsewhere. Job Steward Jimmy Wolfram, a crane mechanic, will be transferring this month to the U.S. Marine supply depot near Barstow, Calif., and former job steward Steve Torres found a job late last year at a nearby oil refinery.

Regardless of what the members ultimately do, their once content, secure careers and livelihoods will never be quite the same. They have become part of the harsh reality of having to dismantle the

nation's massive military industry in the post-Cold War era.

Next month: How organized labor is helping to retrain Mare Island union trades workers and how Local 3 is helping its members transfer into the private construction sector.



Above: Mare Island's crane test loading area.

Right: In its heyday in the late 1960s and early 1970s, Mare Island operated over 20 gantry and truck cranes such as these at Pier 24.

The Defense Department had recommended closing the Mare Island and Charleston, N.C., shipyards in March 1993. But the commission turned around and added several more possibilities three months later, notably the shipyards in Long Beach, Calif., Norfolk, Va., and Portsmouth, Maine.

Despite being only one of two public shipyards in the nation that can perform refueling of Los Angeles class attack submarines, the commission voted 7 to 0 in late June 1993 to close Mare Island in favor of keeping open the Long Beach Naval Shipyard. The commission played taps to three other key Bay Area military facilities: Oakland Naval Hospital, Alameda Naval Air Station and Treasure Island Naval Station.

The commission cited the Bay Area's high cost of living as a major factor that influenced its final decision. For example, the allowance given officers stationed at Alameda Naval Air Station to find private residence is \$511 a month, nearly twice the \$291 allowance for officers living in the Seattle area.

The news that Mare Island would be closing in April 1996 hit workers particularly hard, not so much out of surprise but because many come from families in which one generation after the next have worked at the shipyard.

Crane operator James Cook is one such employee. His father worked as a sand blaster at the shipyard for 36 years, retiring in

majority of the unit's employees started working at the base in their late 20s and early 30s beginning in the mid-1960s and early 1970s. They're too young to retire but too old to begin entirely new careers. Others don't want to transfer because they're so well established in their communities.

Botello, who has lived in the Bay Area all his life and has an 18-year-old daughter in college, had an opportunity to transfer to the naval base at Bremerton, Wash., but turned the offer down so he wouldn't have to uproot his family. Instead Botello will hang on until the base closes, then retire early, though it's not what he preferred.

"I was going to work seven more years until I turned 60," Botello said. "We wanted to buy a new car. My daughter just started college. She had wanted to go to a university but had to settle instead for junior college. Now we'll have to pull back and re-evaluate our priorities. I don't know anything other than

haps start a catering business.

"I would have preferred to stay at the shipyard," he said. "Adjustments will have to be made. It will never be the same. Mare Island is home to me; the shipyard helped me raise my family."

For Parks, the impact won't be quite as severe as it will be for others. Like other members of the bar-



NEWS FROM PUBLIC EMPLOYEES

Legislature defeats scheme to turn public employees into low-wage, no-benefit workers

An attempt by Republicans in the California Legislature to help counties save money on the backs of public employees was defeated January 31 by the state Senate following a spirited floor debate.

Senate Bill 84, sponsored by Marian Bergeson, R-Newport Beach, a proposal that would have allowed seven California counties to lay off their employees and contract out to low-bidding private firms paying low wages and providing no health care or other fringe benefits, was defeated 22 to 17, with all Republicans voting in favor of the bill and all Democrats voting against the measure.

Bergeson argued that the bill would help counties facing budget crises because tax revenues they used to rely on have been siphoned off into state coffers by Gov. Pete Wilson's infamous property tax grab last year.

The California State Labor Federation argued that cash strapped counties should not be allowed to squeeze money out of those who do the counties' work. Labor used this argument this year and last year when the Legislature killed an earlier version by Bergeson that would have allowed 46 of California's 58 counties to lay off their workers and farm jobs out to low-bidding private companies.

Contracting out to private companies paying low wages without benefits is no solution to the economic problems facing our counties, said Jack Henning, executive secretary-treasurer of the California Labor Federation. Such legislation would only exacerbate matters by creating a further drain on county social services and result in an increased potential for corruption at the local level, he said.

A host of senators concurred. Gary Hart, D-Santa Barbara, described hardships imposed on janitors in his district whose jobs were privatized. Democrat Mike Thompson, D-Napa, said services declined and workers suffered when public jobs were privatized in Sonoma County.

Art Torres, D-Los Angeles, warned that Bergeson's plan for turning county employees into minimum wage, no-benefit workers would increase — rather than decrease — the burden on taxpayers by causing an increase in welfare rolls.

Attention public employees in Stockton-Modesto area

Inquiries concerning the Local 3's health and welfare plan can now be handled through the Ceres District office. This service pertains to public employees in Stanislaus, Merced, Calaveras and Tuolumne counties. Office Manager Vicky Trevillyan will help you expedite the processing of health insurance claims and ensure the best possible service.

Please follow the guidelines below before corresponding with the Local 3 Trust Fund Service Center in San Francisco:

- "Public employee" should be written on all envelopes.
- For any changes in personal information, such as address, marital status, please contact the Ceres office.
- Should you marry or remarry, a copy of your marriage certificate is required and may be sent to the Ceres office.
- Any inquiries regarding health and welfare claims should be directed to Vicky at the Ceres office.

Ceres Office

2702 Mitchell Road
Ceres, CA 95307
(209) 537-4706

Trust Fund Service Center

642 Harrison Street
San Francisco, CA 94107
(415) 777-1770

UNION YES

Footwear

UNION	COMPANY	ITEM
ACTWU	Justin Boot Co., Wm. Brooks Shoe Co., Sheboygan Footwear	Boots
	Sobel, Bernstein & Greene Co. (A'Mano, D'Antonio)	Ladies sandals
	Party Shoe Co. (Leo's)	Ballet/Dance shoes
	Classic Mold Shoe, Inc.; Eneslow Shoes, Inc.; Jerry Miller I.D. Shoes; Kannen Orthopedic Shoe Corp.; Leon Orthopedic Shoes, Inc.; W.B. Neufeld	Custom/Molded Orthopedic shoes
	Carroll Shoe Co.	Canvas/Jogging shoes
	Brown Shoe Co. (Buster Brown, Footworks)	Children's shoes
Teamsters	Allen Shoe Co.; Brown Shoe Co. (Connie/Fanfares, DeLiso, Life Stride, Naturalizer); Cardone & Baker, Inc.; Carolyn Shoe Co.; Erica Shoes, Inc.; Harrisburg, Mfg. Co., Inc.	Women's shoes
	Mason Shoe Mfg. Co. (Field & Stream, Mason Shoes); Hyde Athletic Industries, Inc. (Hyde Athletic Shoes, Jazz Plus Footwear, Saucony)	Shoes
Rubber Workers	Servus Footwear Co. (a subsidiary of Norcross Companies), Kaufman	Shoes
UFCW	Brown Shoe Co. (Buster Brown); Stride Rite Footwear of Missouri, Inc. (Sperry, Stride Rite, Sure Steps); Trimfoot Shoe Co. (Trimkids, Trimfoot, Baby Deer, Wee Walker, Wee Kids, Trim Steps, Sears (R) Tiny Steps)	Children's shoes
	Florsheim Shoe Co. (Outdoorsman, Hytest and Foot Rest safety shoes); Danner Shoe Mfg. Co. (Danner, Dancats); Freeman Shoe Co. (French Shriner, Capezio for Men, Freeman); Mason Shoe Co. (Dress Shoes, Field & Stream, Wissota Trader); F & F Shoe Co. (Red Wing, Irish Setter, Pecos Boots, Dunoon); Weinbrenner Shoe Co. (Thorogood, Work-N-Stream, Work-N-Sport, Mainstream); Weyenberg Shoe Co. (Nunn-Bush, Stacy Adams)	Men's shoes
	Brown Shoe Co. (Naturalizer, Connie, DeLiso, Life Stride, Fanfares, Palter); Frolic Footwear, Division of Wolverine World Wide, Inc. (Hush Puppies, Town & Country); Cove Shoe Co.; Irving Drew Shoe Corp. (Drew, Barefoot Freedom, Foot Saver); Carter Footwear; Mason Shoe Co. (Dress Shoes, Field & Stream, Wissota Trader); Red Wing Shoe Co. (Red Wing, Irish Setter, Pecos Boots, Dunoon)	Women's shoes

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Election Committee Notice

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

Article XII, Section 3, Elections:

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

(b) The election shall be conducted by a committee known as the Election Committee, composed of one 1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meet-

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

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

Meetings to elect Election Committee:

March 1994

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

April 1994

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

May 1994

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

HONORARY MEMBERS

As approved at the Executive Board Meeting on February 27, 1994, the following retirees have 35 or more years of membership in the Local Union, as of February 1994, and have been determined to be eligible for Honorary Membership effective April 1, 1994.

Turner Addington*	0529093	Louis J. Klein	0939686
Martin Archuleta Jr.	0993894	Darold Lafferty	0993963
Preston Avery	0928219	Wayland Lambert	0303240
Carl H. Bauer	0779442	Herbert Lindsey	0845490
Jim M. Bean	0959362	Tony M. Lopez	0947123
Salvatore D. Bommarito	0990984	William Luck	0987362
Marion L. Brown	0899529	Robert J. Macedo	0803959
Lloyd W. Cossairt*	0750599	Harold E. Machado	0976294
Wayne Craig	0644496	James Mallonee*	0904716
Zane Curl	0879706	George McCoid	0965708
James P. Davis*	0892454	Richard M. McDougald	0575735
Howard Duggin	0928132	Gordon D. Melton	0698509
Ivar Elstins	0879715	Albert Menezes	0995964
C. Richard Flick	0848364	Laroy W. Morris	0888875
Robert Frost	0763983	William F. Morris	0996032
John G. Giuffra	0668702	John C. Mote	0991083
Ronald W. Glantz	0736522	Henry F. Munroe	0865457
Alton J. Gordon	0983102	Philo E. Northup	0863913
David A. Harlan	0947078	Andrew J. Paisley	0987369
Lloyd Hennes	0993944	Wilford L. Patrick	0788149
Carroll Jackson	0987353	Don L. Patters	0994092
Jack M. James	0976109	Vernon Pendleton	0879765
Belmont B. Jenecke	0959291	James C. Potter	0748909
George Jenkins	0996004	Louis E. Promes	0822646
Curtis Jones	0838812	Seraphim Quadros	0826968

Bring your dues card

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

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

Bruce J. Rider	0841607
Harold D. Rightnour	0955137
Ray C. Rose	0863925
Manuel Santos	0563239
Ray Shires	0750392
Athel W. Smith	0991103
Norman O. Smith	0987382
Donald L. Starks	0679049
Robert E. Stritzel	0828733
Conrad F. Sylvia*	0889162
John A. Toney	0873365
Robert Van De Poi	0671429
Thomas Vaught	0977753
Calvin Welch	0994049
Richard T. Wertz*	0754236
Melvin R. Williams*	0959453
Donald E. Wilson	0957081
Woodrow Winters	0955160

* Effective January 1, 1994

Departed Members

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

DECEMBER

Sterlin Bussman of Rancho Cordova, Ca., 12/31; Wm. G. Caufield of Cottonwood, Ca., 12/8; Allen Ellsworth of Poway, Ca., 12/28; Melvin Fichtner of Nixon, Nv., 12/31; Paul Holt of Marysville, Ca., 12/18; Harley Jolliff of Clearlake Ht., Ca., 12/28; Wm. T. Lane of Hanford, Ca., 12/20; Roy Monteith of Meodesha, Ks., 12/31; Vern Sorensen of Milpitas, Ca., 12/15; D. P. Western of Springfield, Ky., 12/20.

JANUARY

Edwin Anderson of Stockton, Ca., 1/5; Art A. Barnes of Eureka, Ca., 1/19; John J. Bernhardt of San Mateo, Ca., 1/13; Mel Bettencourt of San Jose, Ca., 1/20; Ernest Brown of Sacramento, Ca., 1/16; Gordon Campbell of Gardnerville, Nv., 1/13; Anton Castro of San Leandro, Ca., 1/25; John Castro of Grayson, Ca., 1/15; John Eaton of Fresno, Ca., 1/11; Edw. V. Erbland of Pioneere, Ca., 1/1; M. E. Fee of Honolulu, Hi., 1/13; M. R. Gibney of Roseville, Ca., 1/12; Julian Hamill of Richmond, Ca., 1/14; Troy Harwell of Marlow, Ok., 1/26; Ronald Henry Sr. of Pioneer, Ca., 1/3; T. G. Kemmer of Hollister, Ca., 1/7; Thomas Kinard of Planada, Ca., 1/24; Leslie Lincoln of Stockton, Ca., 1/2; Anthony Massie of Hayward, Ca., 1/9; Alan Masterson of Emmett, Id., 1/18; F. Ray McCourt of Price, Ut., 1/13; Walter McGary of Orinda, Ca., 1/18; Ian McKenzie of San Ramon, Ca., 1/18; Wallace Miller of San Jose, Ca., 1/1; Ralph Monk of Lodi, Ca., 1/17; Dale Patton of San Jose, Ca., 1/12; Vernon Porter of Coos Bay, Or., 1/2; W. C. Railey of Fresno, Ca., 1/16; Cyral F. Robison of Copperton, Ut., 1/7; Geo. M. Souza of Half Moon Bay, Ca., 1/10; Otto Vonquerner of Oakland, Ca., 1/3.

DECEASED DEPENDENTS

Joshua Greiman, son of Patrick, 12/23. Nora Harper, wife of Glen, 12/15. Carolyn Roberts, wife of Charles, 12/19.

1994 RETIREE ASSOCIATION MEETINGS

MARCH

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

Election of Geographical Market Area Addendum Committeemen

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

1. No member shall be eligible for election, be elected or hold the position of Geographical Market Area Addendum Committeeman unless he is:

- (a) living in the committee's Geographical Market Area,
- (b) an employee in the construction industry in the area,
- (c) an "A" journeyman,
- (d) a member in good standing,

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

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

4. No member may be an owner-operator.

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

PRE-RETIREMENT MEETINGS

APRIL

- 12th MARIN - 7 PM
Cattleman's Restaurant
6090 Redwood Blvd., Novato
- 13th SAN FRANCISCO/SAN MATEO - 7 PM
Electricians Hall
302 - 8th Ave., San Mateo
- 14th STOCKTON - 7 PM
Operating Engineers Bldg.
1916 N. Broadway
- 19th EUREKA - 7 PM
Operating Engineers Bldg.
2806 Broadway
- 20th REDDING - 7 PM
Operating Engineers Bldg.
20308 Engineers Lane
- 21st MARYSVILLE - 7 PM
Veterans Memorial Bldg.
249 Sycamore Gridley

MAY

- 3rd OAKLAND - 7 PM
Holiday Inn Airport
500 Hegenberger
- 4th CONCORD - 7 PM
Concord Elks Lodge
3994 Willow Pass Road
- 5th SAN JOSE - 7 PM
Holiday Inn Park Center Plaza
282 Almaden
- 10th SANTA ROSA - 7 PM
Luther Burbank Center
50 Mark West Springs Rd.
- 12th FAIRFIELD - 7 PM
Operating Engineers Bldg.
2540 North Watney
- 17th FRESNO - 7 PM
Cedar Lanes
3131 N. Cedar
- 18th WATSONVILLE - 7 PM
V. F. W. Post #1716
1960 Freedom Blvd. Freedom
- 24th RENO - 7 PM
Mc Carren House
55 E. Nugget Sparks
- 25th AUBURN - 7 PM
Auburn Recreation Center
123 Recreation Dr.
- 26th SACRAMENTO - 7 PM
Operating Engineers Bldg.
4044 N. Freeway Blvd.

JUNE

- 11th SALT LAKE CITY - 10 AM
Operating Engineers Bldg.
1958 W. N. Temple

1994 Grievance Committee Election

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

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

District Meetings

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

MARCH

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

APRIL

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

* Denotes specially called meeting at 7PM.

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

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

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

Swap Shop

FREE WANT ADS FOR ENGINEERS

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

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

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

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

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

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

WANTED for Collection: Union buttons Local 3 yearly buttons. Reply: Leo Teglia, 2535 Holman Way, Sparks, Nv. 89431-2140. Reg.#1440290 2/94

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

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

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

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

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

FOR SALE: '28 Ford Sport Coupe

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

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

ESTATE SALE: Sail boat Olympian 33' blue water. Fully equipped w/radar etc.. \$25K OBO. Call (510)531-7036 or (510)482-5074. Reg.#2081049 2/94

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

FOR SALE: Bee Hives 5 and 1 honey excluder, \$400. Call (916)988-3034. Reg.#402451 2/94

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

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

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

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

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

FOR SALE: '93 Elde boat loader 404 elect. mounted on metal rock, for extended cab Ford pick up. Front mounted for use w/5th wheel, set up for 300 lb. 14' aluminum boat, + Edie transom wheel assembly 410/350-4 + tow bar for 2" receiver. Call (915)269-1336. Reg.#976294 2/94

FOR SALE: Generator Sets Onan, 650

kw output 110 or 220 single phase and 220 three phase. \$800 per unit. Call (510)656-1963. Reg.#1230135. 3/94

FOR SALE: '91 Trailer Mallard, fully self contained, microwave, stereo, air & heat, very good cond. Asking \$8,900. Call (510)684-2549 or (510)778-7992. Reg.#1020129. 3/94

FOR SALE: '87 Travel trailer, 29ft. Prowler self-contained, awning, built-in stereo/radio, TV antennae, A/C, see in Vacaville, \$8500. Nice home near Trinity Lake, No. CA, Mtn. setting, 2bd/2ba, hobby rm, 2 car gar. forced air, \$123.00. Call (916)678-8718. Reg.#2091235 3/94

FOR SALE: RV Membership for Harmony Ridge at Nevada City and Yosemite South at Coursegold, both beautiful settings and have planned activities. \$2,500. Call (209)823-6693. Reg.#574324 3/94

FOR SALE: Boat 12' Western-welded-Aluminum boat, wide and deep. Oars, anchor & 3 swivel seats. Exyload trailer w/extra tire. Mercury 8hp motor. All used once. New Johnson 2-1/2 hp motor included. \$2,682 OBO. Call (916)241-6748. Reg.#1157857 3/94

FOR SALE: Keyboard Technics, one touch play, auto play chords, keyboard percussion, Rhythm presets-choose 48 different rhythm patterns, split keyboard & much more, case & stand, excellent for professionals, never used, Orig. \$1,629, asking \$800. Call (916)241-6748. Reg.#1157858 3/94

FOR SALE: Oxygen concentrator 1-1/2 yrs. old (like new) org. price \$3,600, asking \$2K. Portable oxygen tank on wheels, full, Org. \$200 asking \$200. Call (702)574-1033 mon-fri. Reg.#1764467

FOR SALE: Mobile home 55+ Adult pk. Concord, 24'x64', 2bd/2ba., new carpets/roof/stove/linoleum, central heat, washer/dryer, microwave, wet bar, lg family rm./dining room, 2 sheds, lg. closed porch, club house, sauna, games, mystery trips, close to BART. Security patrolled. Call (510)689-4932. Reg.#0921384 3/94

FOR SALE: Boat 16' Glasspar, 50 HP Mercury outboard w/trailer \$1K. Backhoe case 450 Tracklayer 4 in 1 LDR. \$10K. Equipment trailers, Tandem axle Adams tilt bed \$1K. 3 axle 5th wheel for a pickup or larger truck \$2K. Call (408)225-0803. Reg.#1230043 3/94

FOR SALE: Home 3 bd/2-3/4 ba Pleasant Grove, Utah w/view of lake & valley from covered deck. Fyil finished walk-out basement, double garage, RV parking, .43 ac. lot, landscaped/fenced. Sprinkling system. Lg. family room, main floor laundry/utility room. New furnace. \$135K. Call (801)756-6240. Reg.#1175310 3/94

FOR SALE: 3 lots Klomath Falls Oregon. View of city, utilities at lot edge. 2 lots adjoining each other. 120'x100' may accept

Personal Notes.....

Marysville: The Marysville District Office staff extends its sincerest condolences to the families and friends of the following deceased retirees: Felton Triplett of Gridley and Ray Gilbert of Magalia. Also to the family and friends of Roy Turja of Yuba City.

Reno: Brenda Erickson, wife of Wes Erickson, had a baby boy on 2/4. His name is Tyler.

Sacramento: The staff of the Sacramento District office wishes to convey its condolences to the families of the following departed members: Joe Pereira, Alfred Baniel, Clyde Husted, Lewis Bair, William Clydesdale, Bert Clem, James Delaney Jr., Sterling Bussman, Robert Hall, Al Sharits, Myron Andrews and Jeffrey Bartlett.

We would also like to give our condolences to retired Red Durfey and his wife Madonna Durfey on the loss of their beloved daughter Caralyn Marie Durfey who passed away on 12/28. Red and Madonna reside in Rescue, and Red is a 52 year member.

Our condolences are also expressed to Dario Cordano on the passing of his wife Josephine and Victor Sider on the passing of his wife Gertrude, and also to Robert Eilenberger on the passing of his wife Shirley Ann.

Congratulations to Rene Lussier and wife Jennifer on the birth of Monique Rochelle, born on 12/15.

Grievance Committee member Vern Barnes and his wife Shelli became parents again when Jesse Lee was born.

motor home for part of cost or down. \$14K each. Write: L. Thil- P.O. Box 334 Mevill, Or. 97633 or Call (503)798-1073 Reg.#0728471 3/94

FOR SALE: Boat loader Elec. 12 volt, 250 lb. cap. & 16' boat length. Excell for P/U truck shell or motor home \$500. Back Cab glass '70 Ford F 250 trk. \$25. Boat seat upholstered swivel \$20., 4 hub caps deluxe Chevy '64 Impala \$25ea, 2 coil springs rear Chev '64 \$15 each, tire chains 175R13 \$10. Call (415)593-6385. Reg.#558767 3/94

FOR SALE: '72 Dump truck Inc 1600 Massey Ferguson, 205 diesel skiploader. Completely rebuilt w/trailer \$8,500. Call (209)896-1998. Reg.#1375000 3/94

FOR SALE: '87 Mobile home Due to illness, Rambler Alumalite, w/mauve interior, front kitchen, dishes, pots and pans, 9" color TV, vacuum, two 7-1/2 gal. aluminum propane tanks, electric jack, new hand jack, extra water hose, water filters, extra elect. cords, double sway bars, tire covers, tarp cover for trailer. Less than 20K miles. \$16K negotiable. Call (916)342-9134. Reg.#329532 3/94

FOR SALE: '90 Dodge Turbo diesel 4 wheel drive one ton w/many extras. 25K miles, ext. cond. \$17K OBO. Write R. Frye at 1335 Parkgreen Dr. Dixon, CA. 95620. Reg.#1484449 3/94

FOR SALE: 5th Wheel '91 Alta Sun, 30'. Located in Isleton. Air, microwave, stereo, awning, rear kitchen. Slide-out in the L/R. Queen size couch/bed. Mini blinds. Q-size bed in front. Mauve colors. Hauled under 500 miles. Loan w/credit union. Books at \$27K. Take over pmts. of \$298. at 9%. Call (916)777-5968. Reg.#2012260. 3/94

FOR SALE: '73 Trailer 28', bedroom/bath front room, clean, ready for park. \$2K OBO. Call (707)224-5975 or (707)226-7609. Reg.#381837 3/94

FOR SALE: '79 Lincoln Continental Mark V. 1 owner, very clean, Sea mist blue sun roof, leather seats, kept garaged. Garage door opener, must see, 65K miles, \$4,500. Call (707)553-1232. Reg.#0838947 3/94

FOR SALE: Home resort Sierra Pacific located few mi. from Winter's at base of Berryessa Dam. Affiliated w/Coast to Coast Resorts 500 in US, Can, Mex. Also 1/2 off 2K hotels world wide by Quest. Low air & Cruise fares. Paid \$4,300, asking \$3,200. Call (707)374-2724. Reg.#750458 3/94

FOR SALE: '56 Packard 4-door custom Clipper. Call (510)684-3671 days, (510)684-3417 evenings. Reg.#549449 3/94

FOR SALE: '87 Peugeot 505 Turbo gas intercooled fresh engine overhaul, AC/AT/PS/PW, alloy wheels, \$5,995. Truck bed, steel 12', racks, boxes off F350 1wb \$2,250. Engine Lathe, 28" x 12', older unit very functional \$2,750 OBO. Walter 4x4 Truck, 33000 GVW 12' bed, Cummins 555 240 HP 5Spd Allison Posi throughout 14:00 20 14,750 mi. 1280 hr. \$13,750 OBO. Call (916)343-7255. Reg.#1897337 3/94

FOR SALE: '76 Corvette Stingray, T-top, 350 eng. auto trans. power steering/brakes/windows. A/C, 57K mi. yellow w/black pinstriping, black interior, new radio. \$8K. Call (209)833-7237 after 6pm. Reg.#1273461 3/94

FOR SALE: Membership R-Wild Horse Ranch in Tehama Co., near Redding, Ca.. Be a land owner, have access to riding horses and stables, RV sites and storage. cabins, apartments, store. Part owner of 1400 acres. Asking \$10K OBO. Write: Eldon R. Morris. 3571 Skylark Dr., Concord, Ca. 94520-1514 Reg.#1870367 3/94

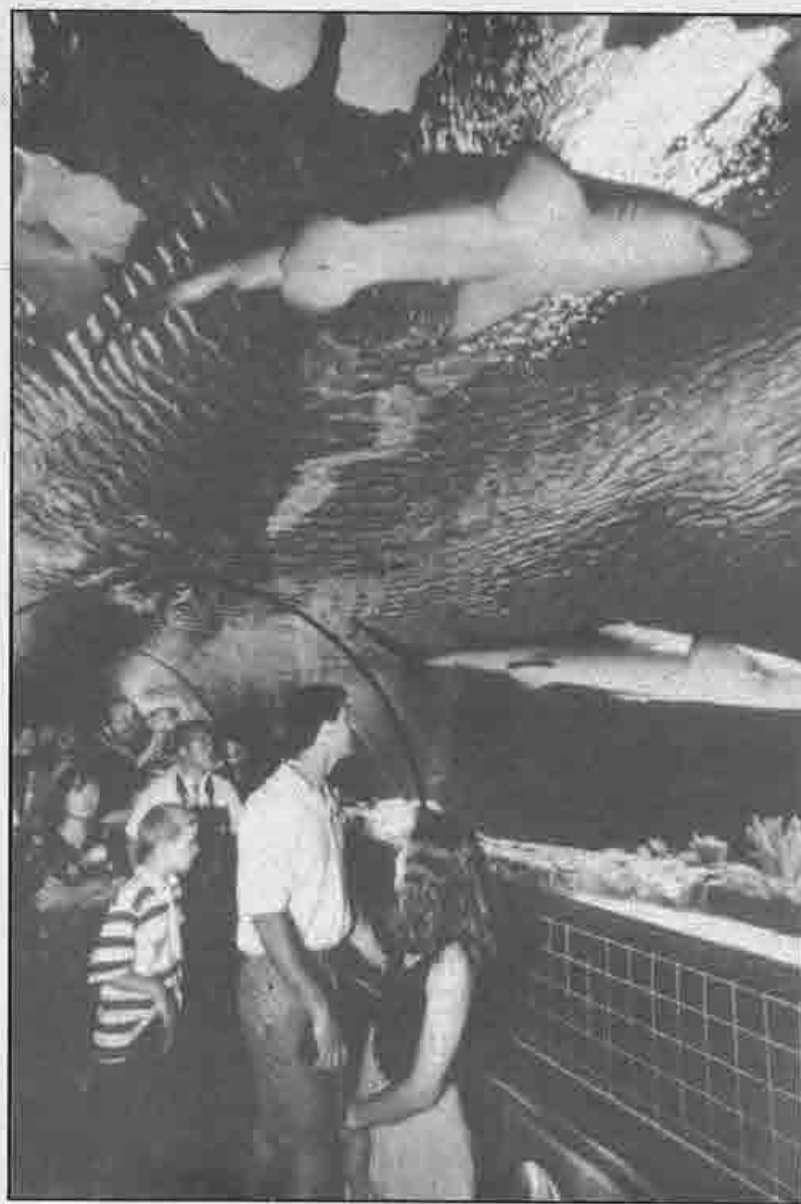
Come face to face with denizens of the deep!

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

Our Day Includes

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

Adults \$17.00
Children \$13.00
Tots 3 & Under Free!
NO TICKETS SOLD AT GATE.
NO EXCHANGES OR REFUNDS
ADVANCE TICKET SALES ONLY



Operating Engineers Local 3

Family Day

Marine World Africa USA

Sunday, April 24, 1994

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

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

Member's Name _____
Street _____
City/State/Zip _____
Home Phone (____) _____ Business (____) _____
Social Security Number _____

What's new at Marine World?

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

Dinosaurs

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

Shark Experience

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

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