Rock hounds

Operating Engineers employed by Chevreaux Concrete Inc. mine some of the state's highest quality rock from this quarry near Auburn, Calif. (See story p.8-9)

Election Notice
See page 20-21 for important information regarding the schedule of meetings for the nomination of Officers and Executive Board Members.
Local 3 mourns death of retired officer Don Kinchloe

By James Earp, Managing Editor

Members of Local 3 bid a fond farewell to former Treasurer Don Kinchloe, who died April 5 at the age of 73 after suffering a long bout with cancer.

Kinchloe retired August 1, 1984 after 43 years in the union. No other officer in the history of Local 3 held the office of Treasurer as long as Kinchloe. Electing Treasurer in 1942, he was re-elected to that post in every local union election until his retirement in 1984.

"Today we lose not only a true friend, but one of the most committed and dedicated officers that ever served the members of this union," Local 3 Business Manager Tom Stapleton said. "Don was a professional. His word was his bond. He earned his respect through years of hard work and unflinching loyalty to the union that was so much a part of his life.

"I will miss him deeply as a friend," Stapleton said. "We grew up together in this union and we learned our jobs literally working in the same car day after day."

Stapleton recalled their early days in Local 3 organizing employers in the East Bay. "We used to bring our books on labor law with us and during the many hours of travelling together, we would study and test each other. Don was always wanting to learn. That was one reason he was so valuable to this organization."

Kinchloe’s life and Local 3’s history seem to be inseparably connected. Born and raised in Oakland, he began to work in the industry in 1939, fresh out of high school. It was the same year Local 3 was formed through the amalgamation of several smaller local unions.

The Great Depression was winding up, World War II was on the horizon and work was still relatively slow. There weren’t many large construction jobs.

Kinchloe spent most of his time operating shovels, clam shucks, backhoes, pilereaders, cranes and draglines on various construction projects throughout the Bay Area.

"It was really the beginning of the labor movement for the building trades in our area," Kinchloe recalled in an Engineers News interview at the time of his retirement. "Back then wages were 90 cents an hour and our union dues were $4.50 a month.

"Every one in a while the business agent would come around and collect $5 off you for the death benefit fund. There was nothing more distressing than to see a member’s widow left without any death benefits."

Members paid their dues at the union hall and received dues stamps for their book. Some

Services

At press time, Local 3 was assisting the family in arranging a memorial service for Don Kinchloe. Details on time and location of the service will be posted in the hiring halls and will be published in the Contra Costa Times as soon as they are finalized.
Two recent developments in San Francisco Bay dredging puts the Port of Oakland much closer to gaining final approval to deepen its harbor channels from 38 feet to 42 feet.

The $100 million project, which is needed to make the harbor channels accessible to the new generation of giant container ships, would entail dredging 5.6 million cubic yards over about 18 months beginning as early as this fall.

In the first new development, the Environmental Protection Agency formally approved the site in a draft environmental impact statement issued in January 1993. Final approval of the site could come this summer.

In the second development, an environmental impact report by the U.S. Army Corps of Engineers released March 14 concludes that the 5.6 million cubic yards dredged from the Port of Oakland's 42-foot project can be disposed of safely at three sites without degrading the environment. The corps recommends that most of the material be placed in the deep-ocean site, with the remaining at the port-owned Galbraith Golf Course near the Oakland International Airport and the Sonoma Baylands on San Pablo Bay at the mouth of the Petaluma River.

For the past couple of years, the corps has been developing a Long Term Management Strategy that, when completed this fall, will identify environmentally acceptable and economically feasible dredge disposal sites. The LTMS will also lay the foundation for the federal government to develop common regulations to handle the disposal of dredge materials for the next 50 years.

Disputes among federal and state regulatory agencies and environmental groups over the past several years have stifled dredging within San Francisco Bay to the point that Oakland, once the number one container port on the West Coast, is losing significant market shares to rival ports in Southern California and the Pacific Northwest. If the port continues to lose business, the Bay Area could lose hundreds of jobs and millions of dollars in shipping-related economic activity.

The corps has been looking at some 23 possible disposal sites throughout the Bay Area, including other deep-ocean sites and several wetlands areas. The EIR will be reviewed by 18 federal, state and local agencies over the next two months. Public hearings on the report will be held in April, including one at the Oakland Federal Building April 14 at 7:30 p.m.

The deepening project and the resulting accommodation of larger cargo vessels will open the door for additional port modernization and expansion, projects that will put Operating Engineers and other construction trades to work for years to come. The port estimates the deepening project alone will generate 6,800 new jobs over 10 years and generate about $200 million in new wages.

And if the port goes ahead with plans to build a $150 million "super-intermodal" cargo facility linking railroad lines with trucking arteries, an additional $500 million a year would be pumped into the Northern California economy.

Dredging like this deepening project at the Port of Oakland's Mitsui terminal last fall could return later this year if the port wins approval for its 42-foot dredge project.

### Poverty wages on the rise

A recent Commerce Department report gives credibility to labor's contention that real wages in the United States are indeed falling to unacceptable levels. The study released March 30 showed that the percentage of fully employed Americans earning poverty-level wages rose sharply during the past decade.

The study, titled "The Earnings Ladder," found that 18 percent of Americans with year-round full-time jobs had earnings of less than $13,091 in 1992, up 6 percent from 1979, when 12 percent of all full-time workers earned comparably low wages. The official government definition of poverty in 1992 was a family of four earning $14,428 a year.

The report draws a disturbing portrait of a U.S. labor market in which increasing numbers of individuals are working full-time but receiving very low wages, especially for younger workers and those who didn't go to college.

The reasons for the wage drop are well known. One of the most important - and often overlooked - reasons is the decline of American labor unions. The Economic Policy Institute estimates that the collapse of unionism cost blue-collar workers 3.6 percent in real wages from 1978 to 1988.

Others reasons cited in the study include the nation's move away from higher-paying manufacturing jobs in the auto, steel, chemical and other industries toward lower-paying non-union service jobs in everything from retail sales to fast-food restaurants. The slight raise in wages in financial services, advertising and the legal profession were dwarfed in absolute numbers by the rising number of low-paying jobs for juniors, clerks, hospital orderlies, retail salespeople and fast-food restaurant employees.

"It's certainly bad news for workers and bad for the economy," said Mark Roberts, assistant director of economic research for the AFL-CIO. "Who will be able to afford to buy what American industry turns out? How do you keep a society from getting more and more polarized when the people at the bottom are ending up with a smaller share of the total pie?"
A changing of the guard

Once contractors finish cleaning up closed military bases, more construction jobs will be created when the military pulls out and the bases are converted to civilian use

By Steve Moler
Assistant Editor

Once the Navy pulls out of Treasure Island in 1997, this prime piece of real estate in the middle of San Francisco Bay could become home to a correctional facility, United Nations headquarters, theme park, aquarium or pleasure dome, projects that would put Operating Engineers to work towards the end of the decade.

Economic impact

Closing the installations will undoubtedly present communities near the bases with serious short-term economic problems. The closure of the five Bay Area bases alone will eliminate more than $1 billion in payroll revenue and some 30,000 military and civilian jobs.

At Mare Island, where about 50 crane operators, dredgers, riggers and mechanics are represented by Local 3 (see related story page 18), a staggering 6,500 civilian workers will lose their jobs when the base closes in April 1996, more than any other base on the 1993 closure list. About 5,250 more civilian employees at Alameda NAS and Treasure Island will be out of work when the two bases shut down in 1997. All of this is one top of the 126,000 defense jobs California has lost since 1988.

But rather than seeing only darkness at the end of their economic tunnels, communities affected by the closures, particularly Vallejo and Alameda, are beginning to view the impending closures not necessarily as a financial disaster but opportunities for economic revitalization and new growth.

A recent Pentagon study on base closures examined base closures between 1961 and 1990 and found that a stunning 90,134 civilian jobs were lost. However, the new facilities created on those sites after conversion -- industrial parks, general aviation airports, research centers, community colleges -- ended up producing 158,104 new jobs, not counting the hundreds of short-term construction jobs the projects generated.

If toxic cleanup is completed on these Bay Area bases in, say, three to five years, Operating Engineers and other construction trades could very well find themselves working at these former bases demolishing old military buildings, constructing new infrastructure, grading and paving entirely new housing developments, hoisting steel girders into place on large buildings and structures.

If, for instance, the Alameda Naval Air Station is turned over for private development, the 1,500-acre site could accommodate thousands of single-family homes. A proposed "Science City" research and development center, which would generate an estimated 30,000 to 40,000 Bay Area jobs and annual revenues of $3 billion to $4 billion, would require an investment in buildings and equipment of more than $5.6 billion over the project's expected 20-year development period. Entirely new industrial parks and commercial centers, with their accompanying infrastructure, would have to be built from scratch.

If Treasure Island is converted to such proposed facilities as a federal or state prison, United Nations...
A daunting task

Though there’s no shortage of great ideas, most involved in base conversion admit that transforming the bases to civilian use will pose a daunting challenge. For starters, the military, when it comes to base closure and realignment, has moved at a turtle’s pace. Twenty years after the Navy closed Hunters Point Naval Shipyard near Candlestick Park, the city of San Francisco is just now poised to buy the 50 most valuable acres so the city’s redevelopment agency can develop the land for a possible multimedia and biotechnology center. Much of the shipyard, however, remains heavily contaminated with toxic substances.

Another major road block is that base conversion, a relatively new phenomenon in this country, is one of the most complicated, confusing and decentralized processes that federal, state and local governments have had to contend with in recent years. In California, there are dozens of advisory committees, conversion commissions, reuse groups and task forces at various levels trying to work with local government to plan for base conversion, each with their own interests, biases and hidden agendas.

The problem is there’s little, if any, legal or administrative framework for these groups to work from. What authority and jurisdiction do they have? Can they make zoning and land-use decisions, or is that up to the cities and counties where the bases are located?

Last fall, the City of Alameda, where the Alameda Naval Air Station is located, became concerned about the role of the powerful regional East Bay Conversion and Reinvestment Commission, a 21-member coalition of labor and community leaders and local elected officials established by Rep. Ron Dellums, D-Oakland, to guide regional base closure policy issues and make land-use recommendations. Both sides ultimately signed a formal agreement outlining exactly what role the other will play in converting the East Bay’s six military sites scheduled for closure.

Jurisdictional disputes abound

Despite efforts to prevent problems here, not all is going well statewide with respect to base conversion. Two months ago, a panel advising Governor Pete Wilson issued a scathing assessment of the state’s overall base conversion process. The final report from the California Military Base Reuse Task Force concluded that “jurisdictional disputes abound, sometimes bringing base reuse planning and implementation to a complete halt... Significant opportunities exist for converting bases to uses that will lift the state’s economy, but they may be lost unless the process is reformed as soon as possible,” the commission said.

Despite the morass of overlapping jurisdictions and legal restrictions, there have been some base conversion success stories here and in other states. During World War II, the Benicia Arsenal overlooking the Carquinez Strait in Solano County hummed with preparations for war, with workers assembling howitzers and stockpiling shells in underground bunkers, material that was shipped to Allied forces in the Pacific.

The city initially fought the base closure in the early 1960s out of fear of losing the base’s 2,300 jobs. But the arsenal was successful converted to civilian use. Today the site is home to the Benicia Industrial Park, where 7,000 people work, and the Exxon refinery, both of which pump millions of dollars into city coffers and millions more into the local economy.

The closure of Chase Field Naval Air Station in June 1992 should have devastated Beeville, Tex., an agriculture and ranching community of 15,500 just north of Corpus Christi. Instead, a coalition of local officials and military commanders attracted a broad range of public and private employers to the site, and by the end of this year, the former base will employ more people than when the military owned the base.

A similar situation took place two decades earlier in Roswell, N.M. The government closed Walker Air Force Base, and almost overnight the city of 46,000 lost nearly a third of its population. Today Roswell is thriving again. Its population has climbed back to its pre-1967 level, 4,000 new jobs have been created, and over $100 million in new capital investment has been injected into the economy thanks to the conversion of the old base into an industrial park.

If Benicia, Beeville and Roswell exemplify successful base conversions, Hamilton Air Force Base near Novato in Marin County and George Air Force Base in Southern California are case studies in what not to do. In Hamilton’s case, federal government inaction and the loss of local control has kept the 2,400-acre site contaminated and abandoned since the base closed 20 years ago.

At George AFB, a former fighter pilot training base in San Bernardino County that closed in December 1992, the parties involved in converting the base to civilian use have waged a modern-day frontier feud. One of the towns bordering the base, Adelanto, population 12,000, has filed more than a dozen lawsuits against the Victor Valley Economic Development Authority over who’s going to gain control of the valuable site. As a result, the federal government has refused to hand over any of the facilities, causing valuable projects, investment and jobs to slip away.

But judging from the active and prudent role unions, local governments and other groups are taking in the Bay Area, a Hamilton or George air force base scenario is unlikely to repeat itself here. If that proves correct, the construction trades will surely become important participants of a historic economic transformation.

### A look at three base conversion scenarios

**ALAMEDA NAVAL AIR STATION**

- **Location:** Alameda
- **Total area:** 1,526 acres
- **Closure date:** late 1997
- **Personnel:** 12,000 military, 4,800 civilian
- **Proposed conversion plans:**
  - Research and development center (Science City), "world-class" environmental research center, residential housing development, commercial airport, new university, use docks and port to expand Port of Oakland

**TREASURE ISLAND NAVAL STATION**

- **Location:** middle of San Francisco Bay
- **Total area:** 403 acres
- **Closure date:** late 1997
- **Personnel:** 540 military, 460 civilian
- **Proposed conversion plans:**
  - Job Corps training center, theme park, United Nations headquarters, correctional facility, pleasure dome, aquarium

**MARE ISLAND NAVAL SHIPYARD**

- **Location:** Vallejo
- **Total area:** 5,480 acres
- **Closure date:** spring 1996
- **Personnel:** 2,000 military, 8,500 civilian
- **Proposed conversion plans:**
  - Dept. of Defense finance & accounting center, casino, theme park, industrial park

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Examiner Graphics
An artist's rendering of the Bay Point station and parts of the Bailey Road interchange.

BART heads out to Pittsburg-Antioch area

7.8-mile extension will link riders in these cities with Oakland and San Francisco while enhancing economic growth in eastern Contra Costa County

Final of a three-part series

The eastern Contra Costa County suburbs of Pittsburg, Antioch and Brentwood are experiencing a transportation renaissance. The Bay Area Rapid Transit District (BART) and Caltrans, in conjunction with several union contractors, are joining forces to do major highway and mass transit upgrades in the region to make commuting to Oakland and San Francisco more efficient.

BART is constructing a 7.8-mile, $506 million transit extension that will connect the Pittsburg-Antioch area with Concord, the current BART terminus. The route extends along the Port Chicago Highway and turns eastward up Hwy. 4 over Willow Pass to West Pittsburg, a community that recently changed its name to Bay Point. To accommodate the BART tracks and to mitigate traffic congestion, Caltrans is widening Hwy. 4 to eight lanes and lowering the incline over Willow Pass. In fall 1991, Piombo Construction broke ground on the long-awaited BART extension when the company began construction on a relatively small $4 million line section from Kinne Boulevard to Willow Pass Road. Since then, there's been a steady pace of construction activity along the route.

The first major construction section, a $45 million contract being completed by Tutor-Saliba, covers trackway from the Concord station to the new North Concord-Martinez station. The route leaves the Concord station and heads northward via aerial trackway, entering the median of the Port Chicago Highway to High School Avenue, a distance of about a mile. From there, the line descends to grade along a floating slab trackway from North Sixth Street to the North Concord-Martinez station. The 8-foot-wide concrete slabs rest on rubber cushions to reduce noise and vibration. This section is about...
85 percent complete and will be done in late November.

Conco Cement Company is the prime contractor on a $29 million contract to build the North Concord-Martinez station, its 2,000-space parking lot, access road and some trackway. This project is about 65 percent complete. Fanfa Construction was the subcontractor on the earth works, and its Operating Engineers moved about 63,265 cubic yards of dirt.

Completing the Port Chicago Highway corridor section is B.M. Harris on an $8 million job that covers about a mile of ballast trackway from the Port Chicago Highway to Kinne Boulevard. The project includes a concrete retaining wall and bridges over Kinne Boulevard. Subcontractor Fanfa again is doing the earth works, moving a total of about 144,000 cubic yards along this section.

On the second segment, the route continues eastward up the median of Hwy. 4 over Willow Pass to the proposed Bay Point station. A 680-foot tunnel is being constructed where the line will transition from the Port Chicago Highway section to the Hwy. 4 median.

To accommodate the tracks and because the Willow Pass section is too steep for BART trains to climb, Kiewit Pacific is working on a $41 million project to widen Hwy. 4 to eight lanes and carve some 65 feet off the top of the pass so the grade can be reduced from 7 percent to 3.5 percent, a job that’s requiring Operating Engineers to move a hefty 3.6 million yards of material. Kiewit Pacific is also working on a $29 million job to reconfigure the Bailey Road interchange with a partial cloverleaf, featuring two off-ramp loops to enhance traffic flow to and from the adjacent Bay Point station and the surrounding area.

The Concord to North Concord-Martinez section will open in mid-1995, and the section to Bay Point will be carrying passengers by early 1997. The BART extension will relieve traffic congestion on Hwy. 4, which carries about 100,000 vehicles per day, and is expected to remove barriers to economic growth.

Some local politicians feel the new BART extension will encourage business to relocate in the area once commuting is made a little easier. If this proves correct, Operating Engineers will likely be back in the area working on such developments as new industrial parks, residential housing and additional highway and street improvements.

Left: Excavator operator Delmar Campbell digs hole for column foundations.

Left center: Crane operator Rich Reynolds lowers rebar into place for column foundations on the aerial section.

Below: Motor grader operator Darrel McEvine, left, with Business Agent Rod Farnum.
YOUR CREDIT UNION

By Rob Wise, Credit Union Treasurer

Beware, swindlers want your credit card number

Interest rates on your credit union’s VISA Classic and Gold cards are now even lower. Our low interest rates of 13.40 percent APR for the Classic VISA and 12.90 percent APR for VISA Gold are reason enough to apply for these great credit cards. But there are even more advantages to having our cards.

Your credit union’s VISA cards have no annual fees and a 25-day grace period on purchases. Combine these benefits with our low interest rates and it’s a credit card that you do not want to be without. Apply today for the VISA card that will save you money on finance charges and annual fees. Contact your credit union branch office today for an application.

VISA Gold cards are making purchases, but in the wrong magazines at bargain prices. At the charge comes through, the quoted price turns out to be $199. The offer sounds like a $1.99 sale, but in the wrong magazines.

When they ask for your checking account or credit card number.

There have been cases in which telemarketers making calls to sell magazines at bargain prices. At the price of $1.99, the offer sounds like a real bargain. To take advantage of the “limited offer,” consumers are asked for a credit card number or checking account number for payment when placing the order.

As soon as the telemarketer has this information they can do great damage to your account. The charge comes through, the quoted $1.99 sale price turns out to be $199. Often the consumer is not aware of the problem until the monthly statement is received. In some cases, it’s too late because the thief is gone with the money.

With the automated systems now used by financial institutions for checking and credit card charges, a charge to an account can be done quickly. So protect yourself from theft. Be suspicious of anyone calling and asking for your checking or credit card number. If you make a purchase, ask to be billed so you have time to consider the offer and time to check into the company’s reputation. When your statements arrive, go through them carefully making sure all charges are correct. The sooner you catch a problem, the better the chance of recovery.

FRINGE BENEFITS FORUM

By Charlie Warren, Fringe Benefits Director

How to decipher your pension statement

Having any problems understanding your pension statement? The sample pension statement on this page explains everything you need to know.

Item 1 shows the number of hours reported for you for the plan year 1993. Item 2 shows the monthly benefits for 1993 work. Item 3 indicates the monthly benefit payable at age 62. If you have earned at least 10 years of credited service without a permanent break in service, the statement says, “You are Vested” in Item 4.

If you worked as an Operating Engineer before the plan started in your state, you may be entitled to additional pension credits and an increased amount of pension benefits. A review of your early history will be made when you have filed an application for pension benefits and the exact amount of benefits will be determined at that time.

If you note any discrepancies in hours, social security number or birth date between the trust fund records and your personal records, please notify the Trust Fund Service Center (415-777-1770) or the Fringe Benefit Service Center (510-748-7450). Follow the written instructions on the back of the statement for corrections. If the discrepancy is in hours reported, please mail to the trust fund office, along with the top portion of your statement, copies of your check stubs for the month or months in question.

Retiree picnic

Remember to mark your calendars for Saturday, June 4. This is the date of this year’s retiree picnic at Rancho Murieta. Arrive at noon Friday, the day before, and stay until Sunday noon. There will be plenty of parking for your RVs. Local 3 is picking up the tab. Come join us and have a good time!

Pre-retirement meetings begin

Please check the schedule on page 22 for the dates of the upcoming round of pre-retirement meetings. Make every effort to attend the meeting in your area. Operating Engineers age 50 or older and not yet retired are urged to attend. Spouses are welcome, of course. Any Operating Engineer not yet retired who is interested in discussing retirement matters is also welcome. We would like to see you there.

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TEACHING TECHS

By Art McArdle, Administrator

Hands-on competition revived, scheduled for May 14

To conclude this series of articles on our instructors, we have two more who are both working in the field and teaching. They are Floyd Harley and Terry Warren.

Floyd has been teaching our Oakland class for several years now and is doing an outstanding job. Floyd does his homework so he is ready for every apprenticeship topic that he must teach. All of our instructors teach the first-through-eighth periods of apprenticeship so they need to know the very beginning and end product of party chief.

Floyd completed the Northern California Surveyors Apprenticeship program and holds an associate in arts degree and an LSIT. He is preparing for his LS and is helping others to do the same. Floyd was just elected to the Oakland District Grievance Committee.

Terry Warren completed the NCSJAC program and started his teaching in the San Jose area. Terry now teaches the Martinez class and has more patients than most. Terry comes to us from the Oroville area and now lives in Livermore with his family. He's a party chief with Meridian Technical Services and has helped the NCSJAC with curricula correction and ideas for hands-on classes. Terry is another instructor with his LSIT and is on the way to his LS. We appreciate Terry's work, as we do all of our instructors. They give much of their personal time to help further the surveying industry.

Hands-on competition update

There will be two locations for the competition this year, and students will attend in the area where they have been attending all preceding Saturday hands-on training. One will be held in Sacramento at the Rancho Murieta Training Center, the other in the Oakland area at a site to be announced later.

The event date is May 14, and the competition problem or problems will be based on our previous hands-on classes. As in the past, Local 3 will furnish prizes for the best crews, and the NCSJAC will see that everyone receives a memorable token for their attendance. More information will follow, but anyone with ideas, information, equipment, please contact the NCSJAC at (510) 635-3255.

Retired surveyor loses battle with lung cancer

Mark Hammer, a retired land surveyor, passed away on February 19 at Kaiser Hospital at age 72 after a two-year bout with lung cancer.

Mark was born on December 30, 1921, in Beverly Hills, Calif., and grew up in various communities within the state. During World War II he served with the U.S. Navy Seabees in the South Pacific.

Mark spent several years in the San Diego area where he worked as a land surveyor. He then worked in Northern California as a chief of party. He managed a group of land surveyors in the San Ramon Valley and laid out the city of Dublin. Much of his free time was spent with his family camping, fishing and exploring scenic areas in the western continental United States and Alaska.

Mark and wife Marge also took many extended travels throughout the United States.

Mark was a man of strong convictions who possessed a great wealth of knowledge on many subjects. He was never known to deny his family or friends any of his time, skills or financial help. He had a good spirit and a kind heart and those who knew him were never fooled by his sometimes gruff exterior. The deep friendships he formed over the years were especially meaningful to him.

He will be greatly missed but will always be present in the memories of those who knew and loved him.
NEWS FROM THE DISTRICTS

Caltrans advertises $27 million for North Coast highway work

EUREKA – Caltrans has advertised an estimated $60 million worth of major highway improvements in five counties that includes $27 million for the Eureka District. There will be 13 construction projects in Humboldt, Del Norte, Mendocino and Lake counties during the year. Some of the smaller projects, those costing less than $250,000, are still in the design phase.

In Humboldt County $24 million is expected to be spent:
- $2.5 million for Hwy. 101 rehabilitation along six miles just south of Myers Flat.
- $4.9 million to replace the northbound bridge over the Van Duzen River south of Alton. MCM was the low bidder and has started work, which is expected to last through July 1995.
- $1.1 million for the Eureka District.

More than $10 million will be spent:
- $3.7 million for repair of deteriorating pavement and culverts along seven miles of Hwy. 299 from east of the U.S. 101 junction to Lord Ellis summit, and to widen the North Fork of the Mad River bridge to conform with current standards. Construction, by W. Jackson Baker, is scheduled to begin in April and finish in November.
- $1.8 million for rehabilitation and culvert repairs along five miles of Hwy. 191 from just south of Garberville to a half-mile north of Dean Creek.
- $7.5 million to construct retaining walls and replace the bridge on Hwy. 36 in Bridgeville. Contract will be let to bid soon.

Here’s a sampling of the $3 million worth of projects:
- $1.5 million to repair deteriorated pavement and culverts along three miles of U.S. 101 north of Klamath from High Prairie Creek to just north of Wilson Creek. Construction is scheduled to begin in September and wind down in July 1995.
- $1.6 million to repair a retaining wall that supports U.S. 101 about two miles north of Wilson Creek, with construction to begin in August and conclude in November.

Bill Burns,
District Rep.

District and retiree picnics

San Jose District
Sunday, May 15
11 a.m. to 4 p.m.
Ed Levin Park, Milpitas (Birn area)
Steak, half-chicken, salad, chili
Beans, bread rolls, beer, soda pop, hot dogs for the children
Info: (408) 295-8788

Oakland District
Saturday, May 21
Crow Canyon Park, Castro Valley
11 a.m. to 4 p.m.
$15 per person
Menu: mesquite BBQ breast of chicken, salad, French bread, beer, wine, soda
Activities: volleyball, softball, swimming pool, face painting, ping pong, basketball
No tickets sold at event
Info: (510) 638-7273

Retirees Picnic
Saturday, June 4
Sanchez Muriera Training Center
11 a.m. to 4 p.m.
Arrive noon on Friday, stay ‘til Sunday
Plenty of RV parking
Local 3 picking up tab
Info: (510) 748-7409

Utah District
Saturday, June 11
Murray Park, Nol. 5 Pavilion
1 p.m. (Pre-retirement meeting held at union hall at 10 a.m., with retirees served at noon)
$6 per person, $12 family
Swimming pool, ball fields
Retiree golf tournament day before at Rickley Golf Course
Info: (702) 329-0236

Marysville District
Saturday, June 25
Lake Divine Loose Creek Picnic Area
12:30 p.m. to 4 p.m.
$7 per person, retirees $5.50, under 12 free
BBQ, beans, salad, French bread, soft drinks and beer
Local 3 Team Bass Tournament prior to picnic
Info: (916) 743-7211

Sacramento District
Sunday, June 26
11 a.m. to 6 p.m.
Oak Grove Regional Park (I-5 and I-80)
$15 active, $8 retirees, children under 12 free
Bring the family, raffle, lots of games for the kids
Info: (209) 943-2332

San Francisco District
Saturday, July 16
Deer Park (northern Rock Blvd. and Prater Wy., Sparks)
1 p.m. (Retirees will have their regular meeting at park at 11 a.m. and served lunch right after meeting)
$7.50 per person, $15 family, retirees and spouses free
Steak, hot dogs, salad, beans, garlic bread, ice cream, soft drinks and beer, raffle, music
Info: (707) 629-6236

Santa Rosa District
Sunday, July 1
Windsor Water Works
11 a.m. to 8 p.m. (Park opens at 10 a.m.)
$12 adults, $9 retirees, $1 children under 12
4 water slides, 2 swimming pools, children’s pool, raffle, door prizes, game arcade
Limited number of tickets
Info: (707) 546-2487

Sangamon District
Sunday, August 7
Elk Grove Park
Lunch served from 12:30 p.m. to 2:30 p.m.
$7.50 adults, retirees $5, under 15 free
Tri-tip, hot dogs, salad, beans
Info: (916) 695-6170

Fresno District
Saturday, August 13
Fresno County Sportsman’s Club (off of Friant Rd.)
12 noon to 5 p.m.
Lunch served 12:30 p.m. to 2 p.m.
Tri-tip, beans, salad, garlic bread, free hot dogs for children under 12
$7 retirees, $11 active
Info: (209) 292-8903
Attention Redding District members!
3rd Annual Brad Doelker Memorial Horseshoe & Cribbage Tournament

Date: April 16
Time: 12 noon to whenever
Place: Doelker Construction yard, 20913 Boyle Rd. at Clough Creek, Redding
Other activities: Trophy awards, barrel BBQ, Western band, Hybrid chicken chip bingo, thoroughbred nite crawler racing.
Tickets: Tournament, BBQ, dance is $15, BBQ and dance only $10, children under 12 $5.
All proceeds go to the Brad Doelker Memorial Trust Fund
Info: (916) 223-6255

MARYSVILLE - The American worker is in serious trouble.
Following the enactment of the North American Free Trade Agreement - despite most Americans disapproving of the pact as it was written - something tells me our elected officials are not responding to the voices of the American people. If we are unable to convey our message to those who develop public policy, it's time we send a message by taking action.

NAFTA merely institutionalizes already existing multinational investments in Mexico. The real debate should focus on how to deal with a global economy, primarily those in Asia, Africa and Latin America where millions of low-wage workers eke out a substandard living. What we need is a positive alternative to NAFTA that will globally strengthen labor and begin reversing the dominance of multinational corporations. We need to establish environmental and labor standards with our trading partners by encouraging them to bring their labor standards in line with ours instead of the reverse.

To take action, we need to launch a nationwide campaign to buy American. We can begin by circulating a petition endorsing American-made products that create jobs, increase personal income and improve business. We could set up workshops aimed at educating merchants, their sales personnel, and the public about the importance of buying American.

If it's possible, we could have an incentive program for people who buy American products, something that will be rewarding. Each region's building and construction trades council could experiment with some ideas, possibly get a few retirees and our family members involved.

It's time for boldness. It's time we stand up and get involved and introduce new ideas that can put labor back on course. Now is not the time to sit back; it's time to step forward. The future of our families, our communities and our union depends upon us acting now.

Darell Steele, District Rep.
American Diversified writes
own Rx - joins Local 3 ranks

SACRAMENTO - Our district is pleased to announce that the employees of American Diversified Pharmacies, one of the union’s no-cost mail-order pharmacies, have unanimously voted to become members of Local 3. A contract was worked out in early March and ratified on March 15. American Diversified has an excellent system that quickly gets your prescription back to you. Prescriptions can be mailed, faxed or phoned in. Members can also pick up prescriptions at American Diversified’s walk-up window at the new Sacramento District hall on North Freeway Boulevard in Sacramento. For more information, call 1-800-568-2177. The employees are terrific and will go out of their way to help you. I urge you to give them a try if you aren’t already using the service.

Work picture
Construction work appears to be on the upswing in our district. There are seven co-generation plants and water treatment plants proposed or scheduled to be built soon. Also, there are a few large projects in the Folsom-El Dorado Hills area. A lot of work is up for bid.

We received a call February 15 from the Sacramento Area Building Trades asking for some volunteer crane work for a non-profit organization called Women Escaping a Violent Environment (WEAVE). We called Sacramento Valley Crane owner Ken Jorgensen, and he didn’t hesitate to say he’d be glad to help out. WEAVE needed some old air conditioners removed from atop its building downtown and some new ones installed. It took a 35-ton Link Belt with 135 feet of boom on two different occasions to accomplish the task. It was a job well done thanks to Ken and Local 3 members Les Stripe, Greg Dornback, Bill Shepard and apprentice Mike Lambert. It’s nice to have employers and members who are willing to help out when needed.

Pete Cox, Business Rep.

Operators engrossed in ‘classroom’ work

RENO - Q & D Construction is building a new elementary school in northwest Reno, with completion scheduled for this August.

All the construction for the $6 million project, from site work to building the classrooms, is being done by Q & D Construction, due to the excavation and utilities alone are worth $1.2 million. There’s 145,000 yards of rip rap to be placed on the fill side and 180,000 yards of material to be moved in the cuts. The building is 53,000 square feet.

This job has kept many of our members busy during these winter months.

Andy Mullen, Business Rep.

Early spring brings quick start to work season

SALT LAKE CITY - Work in the Salt Lake and northern Utah areas has picked up already with the arrival of an early spring.

W.W. Clyde has called back many operators for its work at Kennewick and has started crushing material for its I-80 rotomilling project at Dell. The company has three crews working on this project and should finish the crushing this month, with the asphalt laying taking a couple of months.

Gibbons & Reed has also called back many of its hands in the Salt Lake and Ogden divisions and is looking down a good year.

All of our sand and gravel companies have had another good winter and kept most hands working. Fife Rock, Concrete Products and Monrock have all kept busy.

Our small steel companies, like Iverson & Sons and Steel Deck Erectors, have kept their hands working most of the winter. Because work has been good, Burbidge Concrete Pumping has hired a couple of new hands.

We settled our contract with Northern Nevada Construction Company, and our members there are happy with the agreement. They also missed very little work this past winter.

Shurtleff & Andrews has moved onto the Kennewick smelter project and should have several of its cranes working on this project all summer. The members have worked all winter on repairs and maintenance of equipment that got sent to Florida for the company’s power plant project and cranes for Kennewick Copper’s project. This was good work for our hands as some of the equipment was stripped down and totally overhauled. This is a good start for the year, and Shurtleff’s hands should have a good 1994 season.

As agents, we occasionally hear talk about how important our training program is and what it does to improve our union and its members. Unfortunately, many Local 3 journey upgrades haven’t had the opportunity to take advantage of what the program has to offer.

For our members that need Hazmat training - and you will sooner or later - Local 3 has three trained staff people to instruct Hazmat. Utah’s training site has the equipment for improving journey-upgrade skills and making them more valuable to employers, thus giving you more job opportunities.

The program has pipeline classes that involves safety training and other instructional classes. Local 3 must be able to replace the good hands who are retiring early.

Pete Cox, Business Rep.

If you have an apprentice working on your job, make an effort to help this new Operating Engineer to learn to be the best. Sometimes I believe we all forget what we as union members stand for. "Union" means the act of joining two or more into one. We all should be looking out for each other on and off the job.

There are too many people looking out for "number one" and forgetting what our fathers fought for most of their lives and what we were all taught. This lack of thought may lead to not helping a new apprentice or a number of other ways such as not calling the hall when a member has to take a non-union job.

Let’s get the brotherhood back in “union” where it should be and look out for our brother and sister Operating Engineers. Be proud. Be union.

Virgil Blair, Business Rep.
Refinery work real blessing for members

FAIRFIELD - The crane industry and Local 3 suffered a major loss when James "Buck" McPherson passed away February 7. He was founder and owner of Buck's Crane Service and general partner in McPherson Crane and Rigging, both based in Rio Vista. Buck was active in Rio Vista athletics and politics. Although he was only 59 years old when he died, he touched many lives in the delta region. He was past president of the Rio Vista Slow Pitch Association and a Little League manager, as well as a member of the local golf club. Buck also served as a city councilman and assistant mayor for many years.

Local 3 will dearly miss him as both a person and $12 for a family, up to any number of children. The food and entertainment have been arranged by the Central Valley Building Trades Council.

The park pavilion where the picnic will be held has been rented for the entire day. The tables can be moved back so there's room for socializing. There's a swimming pool and ball fields for the youngsters and others who want to enjoy these outdoor sports. The picnic will be held Saturday, June 11, in the No. 5 Pavilion at Murray Park. This pavilion can be found by entering the park from 330 or 406 East Vine Street, which circles the park on the north side.

A pre-retirement meeting will be held in the union hall at 10 a.m. that day, with the retirees' meal scheduled to be served at noon. The golf tournament for retirees will be held this year on the Friday prior to the picnic. The event will be at Mick Riley Golf Course, with tee-off at noon. The fee this year is $7.50 per person. Those of you, including spouses, who want to participate should contact Katey in the Salt Lake District office prior to June 6 so she can let the golf course know how many people to expect.

The picnic for active members is scheduled to begin at 1 p.m. If you want to come any time earlier, please do so. Just let the people working at the front tables know you're an active member and someone will take your meal fee. Actives are asked to pay $6 per person and $12 for a family, up to any number of children. The food and entertainment have been arranged by the Central Valley Building Trades Council.

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NEWS FROM THE DISTRICTS

Diablo Grande resort
one hell of a project

STOCKTON – The Building Trades Council of Stanislaus and Tuolumne Counties has signed a project agreement with a developer to build the first phase of a major resort community on a 30,000-acre ranch off Oak Flat Road about eight miles west of I-5 near Patterson in Stanislaus County.

The development, called Diablo Grande, will be constructed in three phases over about 20 to 25 years and consist of five separate but integrated communities each containing between 500 to 2,000 single-family homes and a golf course.

Diablo Grande will also have a hotel-convention center, several additional recreational facilities, a winery, water treatment plant, shopping center and restaurants.

Diablo Grande will rival Pebble Beach’s Spanish Bay resort and Napa’s Silverado Country Club and Resort.

The first phase, to begin this spring and completed within five years, will consist of building 2,000 homes, the $50 million hotel and conference center, winery, tennis center and health spa, two golf courses and a nine-mile entry road leading to the resort from the Spencer Road interchange at I-5.

Phase 1 construction covered under the project agreement includes all the infrastructure work and construction of the treatment plants, hotel and winery. Once the first golf course is completed, construction will begin in early 1995 on the nine-mile access road.

Infrastructure work could begin as early as spring 1995.

Diablo Grande’s principal partners – Don Panoz, chairman of Elan Pharmaceuticals, Morty Davis, an investment banker and author of Making America Work Again; and Heber Perrette, former owner of the development’s site plan.

'94 looks better than last year

STOCKTON – The work picture in our district was slow last season, but with a little luck it’s going to improve this year. Some of the bids in the last four months are:

- Teichert Construction has a $423,777 contract for road improvements, sidewalks and sewers in Iona.
- DDS Contractors for a $2.7 million job at the West Point Sewer Treatment Plant in Calaveras County.
- Dutra Construction for a $6.6 million project on the Bacon Island Road bridge in San Joaquin County.

worth of road resurfacing in San Joaquin County.

Work on the Sutter Hill widening project at Hwy. 49 and Ridge Road has temporarily stopped because of the weather. But work should resume shortly.

The February 17 dinner for state Assembly candidate Mike Machado was a great success thanks to the help of the Stockton District staff and the following Local 3 members: Ruben Coronado, John Griner, Ernest Anaya, Ruben Martinez, Jeffrey Robinett, Alvin Hoy, Vicente del Rio, Allen and Sharon Roberts, James Banta, Roger Bridges, Lori and Andrew Cottingham. A big thanks to all the help provided by these individuals.

Slightly new locality for Hilo union hall

HILO, Hawaii - With the assistance of union brothers and sisters, the move from our upstairs office at the Lycurgus Building to our new office located at street level was accomplished in a single day. But that was only the beginning. The entire office needed a complete revamping. This took more time, and we apologize for the brief inconvenience during our transition. However, thanks to the many talented hands, the result was something more than outstanding.

The Rev. Kamoku, brother John Kamoku's mother, blessed our office on February 4 in true Hawaiian style that included a brief shower by Mother Nature to cap a very meaningful program. Afterwards we held an open house and served refreshments. It was enjoyed by all staff, members and guests. Again, a very big mahalo to everyone for helping out.


WAILUKU, Maui - The good news has arrived that Fong Construction Company, one of the oldest Local 3 signatory contractors, has been awarded an $11 million-plus contract for the construction of a new water treatment facility in the Mahinahina area, just north of the Ka'anapali Resort area.

Fong Construction Company crew is: Foreman Perry Arates, kneeling, and standing from left are: Joseph Kuaana, James Plunkett, Arthur Hoewas, Sidney Alcoran, William Uwekoolani, Jerome Kelihoomalu, and Harry Fong, Jr.

Construction has started on the site work and is due for completion by mid-1995. Fong Construction Company has long been recognized in the Hawaiian Islands as a highly skilled company in the area of "mass x-ing" of finer grading that is needed for this type of operation.

Water has always been a concern in this area due to its leeward location and the amount of water that is used to keep this area at its peak beauty.

For those of our brothers and sisters who have been fortunate enough to visit the loveliest string of pearls in any ocean and are familiar with the west side of Maui that includes Lahaina Town, the historic whaling capital of the Pacific, will be pleased to know of this new happening. Do not wait until 1995 to come for a visit, there is plenty of water and aloha to be shared by all.

Harry Huen, Business Rep.

Employers, members volunteer to build hospice

WAILUKU, Maui - Maui Memorial Hospital has added a newly built hospice with an additional parking area to its present location. The hospice building was constructed to care for patients in need of special treatment.

Through the efforts of two very special Operating Engineers, brother Irvin Ewaliko and Wayn Pe'elva, who donated their time and expertise, we say mahalo. All equipment and all materials were donated by the following signatory contractors.

Diversified Machinery Inc., Burt Sharima supervisor; Fletcher Pacific Construction Inc., Sonny Bergan supervisor; Hawaiian Bitumuls & Paving Co., Allan Harding supervisor; Selland Construction Inc., Rob Dickerson, supervisor.

Malama Pono in Hawaiian means "taking care of one another." How fortunate it is that benefits to our community continue by way of people taking care of one another. Maui no ka oe. The Wailuku Community wishes to thank our brother operators and signatory contractors for their generous contribution.

J. P. Ortmann, Educational specialist

Irvin Ewaliko, on ground, and Wayne Pe'elva, in seat, of Fletcher Pacific Construction.
Rescue mission

Helping Mare Island members find jobs in private construction

By Steve Moler
Assistant Editor

Final of a two-part series

The 6,500 civilian workers at Mare Island Naval Shipyard in Vallejo won't soon forget June 25, 1993. That was the day a civilian base-closure commission voted unanimously to place the 140-year-old shipyard on a list of 130 military installations to be closed nationwide as part of the U.S. Defense Department's restructuring following the collapse of the Soviet Union.

Despite a vigorous campaign to save Mare Island, President Clinton and Congress approved the commission's recommendations later that summer. As a result, the shipyard, where about 50 crane operators, dockers, riggers and mechanics represented by Local 3 have serviced and repaired nuclear-powered submarines for the past 30 years, will cease operations in April 1996.

Local 3 steps in

To help ease its members through the transition, Local 3, in conjunction with the Napa-Solano Counties Building Trades Council, has begun a program to move as many skilled tradespeople as possible into the private construction sector.

A slight construction surge expected to hit Solano and Contra Costa counties beginning this year has brighten the prospects of finding new jobs for some of those who will be laid off when the base closes in two years. Because of new state regulations requiring oil companies to begin making cleaner-burning fuels by 1996, several major construction projects to retrofit local oil refineries means there could be a higher demand for skilled workers.

Exxon's Benicia refinery, for instance, will soon begin a $200 million retrofit that's expected to employ up to 800 workers at the height of the scheduled 18-month project. Shell, Chevron and Pacific Refinery are also planning major clean-fuels renovation projects that are expected to begin as early as this year.

Local 3 District Representative Dave Young,
who has since become the district representative in Stockton, and Larry Uhde, administrator of Local 3’s training center at Rancho Murieta near Sacramento, gave presentations on what moving into private construction would entail. They began by asking the members what experience they had on what types of equipment.

Transferable skills
Most have worked at Mare Island in hoisting, rigging, dredging and heavy-duty repair for 10 to 20 years. Some even worked in private construction before getting hired at Mare Island during the height of the Cold War in the late 1960s and early 1970s.

Crane operator James Cook, for example, graduated from the Local 3 apprenticeship program in 1976 and went right to work at Mare Island at a time when the base needed equipment operators. Cook, whose father retired from Mare Island in 1983 after working 36 years as a sand blaster, said he would be interested in returning to private construction if the opportunity arose.

Crane operator Jim Parks, who started working at Mare Island in 1986 at age 24, is one of several members who’s too young to retire but too old to start an entirely new career from scratch. He said he’d love to take advantage of Local 3’s offer to get into private construction.

“I thought it was a shame to learn of the base closing after working here 28 years,” Parks said. “The work here is great. But I’d like to work on the outside. I’m glad to see that Local 3 is going to try to help us out.”

Getting members tested, retrained
Uhde told the group he was interested in getting as many operators as possible up to the Rancho Murieta Training Center for proficiency testing to determine how much additional training, if any, they might need to make a successful transition into private construction.

Others, like dredge operator Mike Hinnenberg, who serviced and repaired the bases 20 or so gantry and truck cranes. Now only a skeleton crew remains as the base prepares for an April 1996 shut down.

This nearly empty shop, building no. 637, at Mare Island Naval Shipyard used to bustle with dozens of mechanics who serviced and repaired the bases 20 or so gantry and truck cranes. Now only a skeleton crew remains as the base prepares for an April 1996 shut down.

Hinnenberg, one of the younger members of the bargaining unit at age 42, had planned on working at Mare Island for the remainder of his career, but those dreams vanished the day the closure was announced. With a daughter in college and his which already has five such centers, is planning to build five to 15 more to handle military payroll and billing operations.

The emotional and economic impact of shutting down Solano County’s largest employer will undoubtedly prove devastating. Entire extended families, whose

directly for more than a quarter of the 800,000 jobs lost in California since the recession began. The commission estimates that defense spending in California will continue dropping all the way down to $33 billion in 1997, and it will cost the state 128,000 more jobs over the next four years.

The cost to society
When well paid workers lose their jobs, businesses where those employees spend their paychecks suffer an equally devastating blow. The average union tradeshperson at Mare Island earns roughly $42,000 a year compared with the average pay of slightly under $30,000 for all other industries. The average employee in the highly unionized aircraft and missile industry earns $84,000 a year.

Many economists believed the loss of defense jobs is the single most important factor in explaining the length and depth of California’s economic decline compared with other states. If Local 3 and the construction trades can successfully move as many displaced military base public employees into the private sector as possible, perhaps a small dent can be punched into the state’s unemployment rate.
Official Election Notice:
Nomination Rules

Recording - Corresponding Secretary Robert L. Wise, in compliance with the Local Union By-Laws, Article XII, Section 2(b), publishes the following notice:

(A) Notice of Right to Nominate:
Article XII, Section 2(j)
Eligibility of Members to Nominate: Every Member of the Parent Local Union and its Sub-divisions (except the Registered Apprentice Sub-division), who is not suspended for non-payment of dues preceding the first nominating meeting shall have the right to nominate.

(B) Form in which Nominations will be made
Article XII, Section 2(e)
Nominations shall be in writing and signed by one or more nominators giving each nominator’s Social Security Number and Register Number in the form following:

If by a single nominator:

NOMINATION
I hereby nominate Register No. ____________ For __________________________ (Insert Office or Position)
Signature __________________________ Social Security No. ____________
Register No. ____________ PRINT Name ____________

If by more than one nominator:

NOMINATION
We hereby nominate Register No. ____________ For __________________________ (Insert Office or Position)
Signature __________________________ Social Security No. ____________
Register No. ____________ PRINT Name ____________

(C) Number of Nominators Required
The minimum number of eligible nominators required for a candidate for Office based on the Local Union Membership (excluding Registered Apprentices) on February 28, 1994, of 33,197 members is thirty-four (34).

The minimum number of eligible nominators required for District member of the Executive Board or Sub-District Advisor is one (1).

(D) The time and place of the regular and specially-called District Meetings at which nominations will be made:

NOMINATION MEETINGS FOR 1994 ELECTION OF OFFICERS AND EXECUTIVE BOARD MEMBERS

**Wednesday, June 1, 1994**

<table>
<thead>
<tr>
<th>District</th>
<th>Type of Meeting</th>
<th>Location</th>
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<tr>
<td>10</td>
<td>Regular District Mtg.</td>
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<td>12</td>
<td>Regular District Mtg.</td>
<td>8:00 p.m.</td>
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**Thursday, June 2, 1994**

**Monday, June 6, 1994**

**Tuesday, June 7, 1994**

**Wednesday, June 8, 1994**

**Thursday, June 9, 1994**

**Friday, June 10, 1994**
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 of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct the election of Officers and Executive Board Members in the month of August 1994.

Article XII, Section 3, Elections:
(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the nominees 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: April 1994

12th District 40 - Eureka, Engineers Blvd., 2806 Broadway
13th District 70 - Redding, Engineers Blvd.

20308 Engineers Lane
14th District 60 - Marysville, Cannery Workers, 3557 Or 4 Dam Bl, Oroville
19th District 30 - Sacramento, Engineers Blvd., 4044 N. Freeway Bl.
21st District 20 - Concord, Elks Lodge No. 1994, 3994 Willow Pass Rd.
26th District 17 - Kona, Konaawaena Int. High School, Cafeteria, Keaalekeka
26th District 17 - Hilo, Hilo ILWU Hall, 100 W. Laniakai Street
27th District 17 - Maui, Waiaku Comm. Ctr., 22 Waiko Pl., Wailuku
28th District 17, Honolulu, High School Library, 1564 King St.
29th District 17, Kauai High School, Cafeteria, Lihue

May 1994

5th District 01 - San Mateo, Electrician's Hall, 302 8th Ave.
10th District 30 - Stockton, Engineers Blvd., 1916 North Broadway
12th District 50 - Fresno, Laborer's Hall, 5421 East Hedges

Kinchloe

(Continued from page 2)

Pat Clancy, who would eventually become President of the union. On December 7, 1941 the Japanese bombed Pearl Harbor. Like many heavy equipment operators, Kinchloe enlisted with the 11th Seabee battalion in the South Pacific.

He was even promoted to the rank of Chief – for about two hours. "I'd just been given the promotion and was standing in the chow line with the rest of the boys, he recalled. "One of those 90-day wonder-Ensigns walked up and told me I didn't have to wait in line because of my rank."

"I said I didn't believe in that. So then he ordered me out of the line. I asked him what would happen to me if I stayed in line. He said he would break me if I didn't obey his order. Well, I guess I'm broke, I said, and that was the end of my promotion. I served a total of about two hours."

Following the war, Kinchloe returned to the Bay Area and worked on a number of big jobs, like the PGE power plants in Pittsburg and Antioch, and driving the test pile for the Richmond-San Rafael Bridge. In 1962, he began a two-year hitch with Bechtel in Arabia, building a refinery for British oil interests. "We often worked in 130 degree weather," he said.

Shortly after returning to the state, Kinchloe was hired onto the Local 3 payroll as a business agent in Oakland. In January 1958 Kinchloe was sent to the Harvard Trade Union school, where he became president of the class. During that year he also became District Representative of Sacramento.

Two years later in 1960, he became Local 3 Conductor and was also elected as a delegate to the IUOE Convention. Upon his return from the convention, he was appointed District Representative in Oakland, the union's largest district.

In 1962, Kinchloe was elected Local 3 Treasurer. He was the only person to serve 22 consecutive years in office through three separate administrations. Although that is a significant achievement, it is what he accomplished during his tenure that really stands out.

Kinchloe was known throughout the industry as a tough, able negotiator for the union. For over 20 years he handled nearly all the contracts in the dredging and rock, sand and gravel industries, as well as many independent agreements throughout the union. "The Operating Engineers have better relations with the employer than any other craft," Kinchloe said. "A lot of it has to do with being honest and being a man of your word. It means standing up to the employer, but it also means not being afraid to tell a member when he's wrong, too."

Negotiating contracts for 22 years gave Kinchloe an intimate knowledge of the industry, the employers and the members. "You come to know who you can trust and who you can't," he once said.

"In the old days, the employer stuck with the union. He knew that was the only place to get good hands. Nowadays you have labor relations people and attorneys who are all into union busting."

Kinchloe was always grateful to the union and the members he served. "The help and support I received from the membership, Executive Board and fellow officers over the past 30 years has made this job enjoyable," he said at his retirement.

A resident of Danville, Kinchloe spent much of his 10 years of retirement tending his garden and getting in an occasional round of golf or fishing outing. During the past three years, he suffered from the effects of diabetes and cancer.

He is survived by his two daughters, Sherie Kinchloe and Renee "Terry" Rosemark; and two grandchildren, Tracy and Salvatore.

In a man of many words, Don Kinchloe did offer a few words of wisdom when he retired that we would all do well to keep in mind:

"To those who now work or may work on the union payroll: "Be honest with the membership. And to the members: "Stick together and work for one another."

Good advice coming from a man who did a good job of living what he believed. We'll miss you, Don.
HONORARY MEMBERS

Edgar Ashcraft: 0931118
Marvin Billings: 0991140
John A. Brown: 0874599
Harlon Childres: 0868623
Paul Chimits: 0993912
Charles F. Cross: 0904640
Elzie Cypert: 0981153
Leslie DeShazer: 0857895
Vern Elliott: 0910120
Robert C. Farner: 0981022
Kenneth L. Felkins: 0918649
Robert J. Ferreria: 0989927
Jay H. Fullmer: 0933880
Gilmoro C. Griffith: 09863630
Perry Hamblin: 0572715
John E. Hecker: 0986701
Silas Hudson: 0726431
Gilbert Hunt: 0868185
Alfred E. Hulington: 0849566
Felix L. Ituraran: 0977730

As approved at the Executive Board Meeting on March 20, 1994, the following retirees have 30 or more years of membership in the Local Union, as of March 1994, and have been determined to be eligible for Honorary Membership effective April 1, 1994.

Bob Jackson: 0994060
Paul Knappenberg: 0849626
Jim Lacert: 0848353
Clifford C. Luzier: 0947726
Howard Luzier: 0939657
Jack D. MacIntyre: 011375
Charles Mahaffey: 0848280
Yaidro Mariscal: 0648927
Donald F. Martin: 063901
Eugene F. Mayer: 0845607
Joe P. Mendez: 0769486
Larry W. Morris: 0858875
Lloyd Short: 0977768
Lloyd D. Smith: 0904932
Norman C. Sweet: 0892736
Frank Weeks: 0995981
Bob L. Wright: 0728389

* Effective January 1, 1994

STOCKTON DISTRICT ELECTION

Recording-Corresponding Secretary Robert L. Wise announces that on May 10, 1994, at 8:00 pm, at the regular quarterly District 30 Membership Meeting, there will be an election for one (1) Executive Board member and (1) Grievance Committee member to fill the unexpired terms left vacant by resignation. The meeting will be held as follows:

May 10, 1994 at 8:00 pm
Engineers Building
1916 North Broadway
**Swap Shop**

### Personal Notes...

Marysville: The Marysville District office staff extends its condolences to the families and friends of the following deceased members: Retired Gene Hodson of Oroville; Warren Fritter of Chico; and Charles "Chuck" Aby of Yuba City. These members were good friends and good union members and will be sorely missed.

Also to public employee active member Emilio Haro of Marysville.

Redding: We wish to express our sincere sympathy to the family and friends of departed Jack Allen, George Bowen, William Caulfield, Albert Denting, Ted Fox, Steve Gerig, Glenn Johnson, Donald Kaut, Barry Miller, Pierre Pea, Guy Piper, Cecil Preston, Albert Pryor, Calvin Relyea, Gary Singleton, Martin Stevens, Roy Reid, and R. L. "Bob" Williams.

Our sincere sympathy also goes out to the family of Ed Yone on the passing of his wife Malie, and Earl Froscher on the passing of his wife Dorothy.

Santa Rosa: The district office would like to congratulate Mike and Becky Scocca on the birth of their son, Jordan Ryan, born on 2/7. They will reside in Rohnert Park.

We would also like to express our sincere condolences to the families and friends of the following departed: Artessa Gray, son of Wilbert, 1/26; Britt Pugh, 2/2; Georgia Nathan, wife of James Nathan, 1/20; Dennis Gless, wife of Dennis, 3/3; Dona Tanner, 3/1; Daniel DeCarly, 2/10; James A. Marka, 2/28; Ben L. Sandkula, 3/10 and Wayne Cook, 2/24.

### Free Want Ads for Engineers

**ATTN: Swap Shop.** Ads are open to Operating Engineers Local 3. To place an ad, simply type or print your ad legibly and mail to:


- **FOR SALE:** '56 Packard 4-door custom Clipper. (510)694-3671. (510)584-3417 evenings. Reg #494490.

- **FOR SALE:** 87 Peugeot 505 Turbo gas intercooled. Fresh engine overhaul, AC/AT/PW/FW, alloy wheels, $6,955. Engine Lathe, 28' x 12', older unit very functional $2,750 OBO. Walter 4x4 Truck. 3300 BW 12' bed, Cummins 555 240 HP SD30 Allison Pusher through 1400- 1,975 10 mi. 126K $17,500. Call 530-973-7265. Reg #313027 3/94.

- **FOR SALE:** 76 Corvette Stingray, T-50, 350 eng, auto trans, power steering/turbochargers/WPC, A/C, 5K mi. yellow wallhubert, black interior, low radio. OK. Call (925)-353-2779 then 30m. Reg #127546 3/94.

- **FOR SALE:** Membership RV for Quality Resorts America, cash sale. paid $4,000. Unable to use, enjoy roadside near beach or Delta. Home park, River Grove, Fallon, CA. Hippy to sanctions. courtesy tour for day to prospective buyer. $1K + transfer fees. (Call 408)-529-5740. Reg #314492 3/94.

- **FOR SALE:** Water truck Ford diesel, 78K miles on it, was certified. excell Cond. $33K $4,777 Peterbilt wheel, John Deere scraper, good cond. $300. equip. stored in Modesto. (Call 409)-479-5584. Evening Reg. #339364 4/94.

- **FOR SALE:** Thousand Trails Charter membership all preserves $2,500 OBO. 3/94.

- **WANTED:** For Sale: '56 Packard 4-door custom Clipper. (510)694-3671. (510)584-3417 evenings. Reg #494490.

- **FOR SALE:** '76 Corvette Stingray, T-50, 350 eng, auto trans, power steering/turbochargers/WPC, A/C, 5K mi. yellow wallhubert, black interior, low radio. OK. Call (925)-353-2779 then 30m. Reg #127546 3/94.

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**Addiction treatment essential part of health care reform**

Mental health and substance abuse treatment should be covered under health care reform on an equal basis with physical diseases, former first ladies Betty Ford and Rosalynn Carter told a Senate committee March 8.

The hearing of the Senate Labor and Human Resources Committee also featured a riveting appeal from a former U.S. senator for an end to discrimination against people with addictions.

Betty Ford, president of the board of directors of the Betty Ford Center and the wife of former President Gerald R. Ford, testified before a standing-room-only committee room that substance abuse treatment represents only 1 to 3 percent of medical costs and would be "an important cost-saving component" of health care reform.

"I know that treatment for alcohol and drug dependence works," Ford said. "There are no guarantees for success for every person who undergoes treatment. But the standard of successful treatment programs reflects a success rate of about 65 to 70 percent. This exceeds the recovery rates for most other chronic diseases."

Ford noted that the President's Commission on Model State Drug Laws estimated that "for every dollar spent for treatment, $10 are returned to the economy."

Hospitalization rates for chemically dependent individuals are cut in half after treatment, and medical and psychiatric admissions and emergency room use are reduced significantly, she said. Even health care claims of family members of alcoholics fall off about 50 percent after treatment, she said.

The Betty Ford Center, a chemical dependency recovery hospital with an 80-bed residential program and an intensive outpatient program, opened in 1982 as a component of the Eisenhower Medical Center in Rancho Mirage, Calif.

Ford helped in the planning and fund raising for the center after her own treatment for alcohol and prescription drug dependency in 1978 at Long Beach Naval Hospital.

Ford said she is convinced that for health care reform to be effective, "a comprehensive benefit covering quality treatment of alcohol and drug dependence and mental illness must be a significant part of any legislative package."

Rosalynn Carter, vice chair of The Carter Center Center of Emory University and the wife of former President Jimmy Carter, cited figures released by McDonnell Douglas Corp. in connection with the managed mental health employee assistance plan it introduced in 1989.

In the first year of the plan, per capita costs declined 34 percent, psychiatric inpatient costs decreased 50 percent, and chemical dependency inpatient costs dropped 29 percent, Carter said.

Although Carter's remarks were directed chiefly at mental health issues, she urged the committee to treat mental illnesses and substance abuse on an equal basis with physical illnesses in its health care reform legislation.

"Limiting the number of treatments arbitrarily, without regard to the individual's needs, or to the severity or complexity of a problem, makes no sense at all," Carter said. She compared such limits to cutting off coverages for cancer after 10 radiation treatments.

Carter launched the annual Rosalynn Carter Symposium on Mental Health Policy 1-800-842-4624 in 1985, and she heads the Mental Health Task Force at The Carter Center.

The soft-spoken former first ladies were followed by Harold E. Hughes, former Democratic senator from Iowa, who stole the show with a mesmerizing account of his own bout with alcoholism in the 1940s and early 1950s that led to an ex-wife's attempt to commit him to an insane asylum, attempted suicide, and arrests for public drunkenness and DWI.

Hughes, founder and chairman of the Society of Americans for Recovery (SOAR), told the committee that discrimination against people with addictions is "one of the greatest plagues that is abroad in the nation today."

The common term for rehabilitated alcoholics is "recovering alcoholic," Hughes noted, but he said he refers to himself as a recovered alcoholic because "recovering" suggests that such people never get well. "I don't profess to be further from the truth," Hughes declared. "We do get well."

Hughes said he has urged the American Society of Addiction Medicine (ASAM) to establish recovery criteria so that there will be a scientific basis for treating alcoholics and other addicts "recovered." He said he has abstained from alcohol for 40 years.

Hughes said he founded SOAR in 1990 as a vehicle for "people with addiction diseases" to "stand up and be active politically," a departure from the tradition established by Alcoholics Anonymous.

Sen. Edward M. Kennedy (D-Mass), the committee chairman, told Hughes he wanted to "play devil's advocate" by asking why chronic conditions such as addictions and mental illnesses should be given the same coverage as other diseases in view of their "open-ended" nature and their sufferers' proneness to relapse.

Hughes replied that there is no restriction on treating recurrences of heart disease, even though many heart patients have multiple recurrences stemming in part from their refusal to change their own habits and lifestyles. Yet "no one blames them," he said.

Hughes conceded that "not all of us get well" but said that "every time we relapse, the vast majority of us gain ground. . . We're victims of the disease, not seekers of it."

The brain is affected by the chemicals addicts use, causing them to do things against their will and in violation of their conscience, Hughes said. They suffer from "a form of insanity that is chemically induced," he added.

Hughes urged the committee to place all addictions in the same category for purposes of health care reform and to cover them on the same basis as physical diseases. If such a bill is passed, by the year 2000 the nation will no longer be talking about building more prisons because the current prison and jail populations will be reduced by 30 percent to 40 percent, Hughes predicted.

Reprinted from the "National Report on Substance Abuse"