

Engineers News

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Embarcadero renaissance

Stacey & Witbeck begins first phase of \$400 million make-over of San Francisco's eastern waterfront (see story page 10-11)



Photo By James Earp



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

"The problems in our industry today are worse than they have ever been. Let us work together to slay the dragons that would destroy our house."

Editor's Note: For the past month, we have been involved in negotiations for new agreements with the Associated General Contractors of California (AGC), Association of Engineering Construction Employers (AECE) and the Engineering & Utility Contractors Association (EUCA). At the commencement of these negotiations, we presented a report to the employers outlining the many ways Local 3 works to help the employers obtain work and be competitive in the industry. Below is the introductory message given by Business Manager Tom Stapleton to the employers.

EMPLOYERS AND UNIONS HAVE traditionally been viewed by the public and the media as adversaries. The union brings demands to the bargaining table. We file grievances. We form picket lines. We strike.

In this scenario, employers also dish out their share of hostility. You lay off loyal employees. You fire without just cause. You insist on unreasonable cuts in wages and benefits. You conduct lock-outs.

I don't view the relationship between the Operating Engineers Local 3 and our signatory employers in such hostile terms. I think a more accurate description of our joint role in the industry is more like a family. And just as a neighbor can't really know what goes on in the home across the street by merely looking out his front window, neither can the general public be expected to know the true nature of our relationship by what is printed in the newspapers or broadcast on the evening news.

Just like any family, we have our disagreements. Usually they are not serious. Sometimes they erupt into heated arguments. But a strong family recognizes that no matter how tough the going gets at times, we remain better off when we stay together. No matter how angry we may get with one another, we band together to fight the enemies that would seek to harm us.

So it is in our collective bargaining relationship. We don't always agree. We don't always have the same priorities. But when it comes to fighting our common enemies, when there is a common goal to achieve, we must work together for our mutual benefit.

A weak family puts its trust in relationships outside the home. When we prefer to spend time with our associates at work over our own family, when we trust our friends more than we trust our brother, when what our neighbor has to say is more important than what our spouse has to say — these are signs our family is in serious jeopardy.

In our industry, there are many forces that seek to weaken our working relationship as union and employer. There are non-union "neighbors" down the street who seem to be prosperous. They park shiny new cars in their driveway and tell you how great life is without collective bargaining

agreements, negotiated wage rates, work rules, multi-employer pension plans and medical benefits.

There are political "friends" who decry "restrictive" and "costly" government regulations like prevailing wages and occupational health and safety laws.

Wise individuals refuse to let such neighbors influence them. They know that these kinds of neighbors are unsavory. They know that one morning they will look out their front window and the shiny car down the street will be gone and a "foreclosed" sign will be posted on the front lawn. Why? Because such neighbors are inevitably their own worst enemies.

The common thread that holds our relationship together is the employee. You need good employees to accomplish the work profitably. Employees look to us to see that they are compensated fairly for their work and skill and that problems in the working relationship can be taken care of in an orderly way.

Just as a husband and wife may disagree on how much allowance to pay the children, so we may disagree on what comprises fair compensation and work rules for the employee. It would be a foolish marriage that split up over a disagreement on allowance. It would likewise be a foolish employer who would consider jeopardizing his relationship with Local 3 because of disagreements at the bargaining table.

Local 3 has a long and established tradition of working hard for the benefit of its members. These accomplishments have not hurt union employers, they have helped you.

When we spend hundreds of thousands of dollars in campaign contributions and countless

hours walking precincts and operating phone banks to elect friends in government, they become your friends, too. Those political relationships and victories at the ballot box have generated literally billions of dollars in jobs for our members.

Who gets those contracts? Who makes those profits? Who is able to make payments on new equipment because of these projects?

When we invest millions of dollars from our pension plan to fund housing and commercial development, who gets those contracts?

When we pull all the stops to ward off another attack on state or federal prevailing wage laws, who benefits?

When we work with the State Treasurer to release bonds that will escalate highway spending, who gets the work? When we help draft legislation that will allow the state to contract out the engineering for highway projects when their staff is overloaded, who benefits?

When we work with the legislature to draft crane licensing regulations that will help prevent tragic crane accidents, who benefits?

When we spend millions of dollars to operate the best apprenticeship training facility in the country, who benefits?

The answer to all these questions is: Yes, our members benefit, but so do you!

We haven't reached perfection in these efforts. There are many areas where we can improve.

But our success depends upon us working together. If you yield to the temptation to sneak out of the house at night to visit the unsavory neighbor, you will destroy the family. You will bring down everything good that we have worked for and obtained.

The problems in our industry today are worse than they have ever been. Let us work together to slay the dragons that would destroy our house. Let us understand that we will have our differences and even our fights, but that the bonds that keep us together must not be broken. For without those bonds, we will be as a ship that has lost its rudder. We may know where we want to go, but we cannot steer the ship on the course that will get us there.

T. J. Stapleton, Business Manager



Engineers News



WUPA

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Opposition mounts over Gov. Wilson's 'tax grab' proposal

HOW WOULD YOU FEEL IF YOUR PARENTS kept withdrawing large sums of money from your savings account to pay off their enormous credit card debts? You probably wouldn't be as upset about losing the money as you'd be furious about paying for someone else's financial mismanagement.

In many respects, this is precisely how many California city and county government leaders feel about Gov. Pete Wilson's plan to shift \$2.6 billion in property taxes from local governments to the state's cash-strapped coffers. Wilson wants to use the money to offset revenue lost when the 1/2-cent temporary sales tax expires July 1. Most of the \$2.6 billion would be transferred to public schools to help the state close its \$10 billion budget gap by reducing the state's obligation to aid school districts.

Wilson has also called for a statewide special election in November to let voters decide whether to raise county sales taxes to offset the \$2.6 billion reduction in state aid to local governments. Under the special election, county supervisors in all 58 California counties would decide whether to ask voters to raise sales tax by as much as 1 cent for every \$1 in sales. This way, the election forces counties to take the blame for increasing taxes rather than the governor.

Local government officials predict that Wilson's property tax grab would devastate cities and counties already burdened with severe budget deficits. Alameda County represents one of the worst cases. The county, which already has a budget shortfall of about \$175 million, would lose \$68 million next fiscal year under Wilson's plan.

Alameda County Administrator Steve Szalay announced last month that the county may have to lay off 10 to 15 percent of its work force, or between 1,100 to 1,500 employees. The largest cuts would likely come in public safety, with as many as 270 layoffs occurring in the Sheriff's Department, whose deputy sheriffs are represented by Local 3.

San Francisco Mayor Frank Jordan, expecting big revenue losses under Wilson's plan, presented the County Board of Supervisors with his 1993-94 budget June 1 that contained plans to lay off 1,478 city employees, including 85 police officers, despite serious crime rising 9 percent last year.

The City of San Jose, which has to close a \$40.2 million budget gap, will lay off 153 city workers effective June 30, the largest wave of staff cuts to hit the city in a decade. The city's worst fiscal crisis in memory also stems mostly from state budget reductions, and the Wilson plan is expected to only worsen the problem. The cuts are falling heavily on parks, streets and public works, departments whose rank-and-file employees are represented by Local 3.

Wilson's proposal would allow counties to raise their sales tax rates by as much as 1 cent,

to a maximum of 8.25 percent. However, counties that already have levied two separate half-cent sales taxes for transportation would be allowed to raise their sales taxes only a half cent. Those counties are Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and Santa Cruz.

Supervisors in several counties, including San Francisco, Alameda and Contra Costa, have taken preliminary steps towards passing ordinances that would ban their tax collectors from turning the property taxes over to the state. Such ordinances would set the stage for court battles between the state and local governments.

Wilson's proposal has angered local government officials because it takes funds that are supposed to be earmarked for county and city services and transfers them to public schools, which are supposed to be funded by the state.

"Wilson was elected to lead, not pass the buck," state Democratic Party Chairman Bill Press told the *San Francisco Chronicle*. "He stole \$2.6 billion from the locals. Where's the leadership in that? This is a classic shell game."

Wilson's plan could also significantly impact the already depressed private construction industry. As cities and counties lose property tax revenue, they are more likely to postpone or cancel major public works projects, which are frequently bid to union contractors who, in turn, employ Local 3 members.

Opposition to Wilson's proposal is mounting rapidly throughout California. A statewide coalition, consisting of labor unions, public employee groups, organizations for the handicapped, churches and other groups, has mounted a "Stop the Tax Grab" campaign. The coalition held a rally outside the state Capitol May 19 to protest Wilson's plan.

To dramatize the devastating impact of Wilson's proposal on local government services, coalition members are planning to stretch a yellow ribbon June 3 from Union City to Albany, a distance of about 32 miles. Another rally at the Capitol is scheduled for June 16.

Californians favor extending the half-cent sales tax for another year by nearly a 2-to-1 margin, according to a recent Field Poll. By 60 percent to 33 percent, the 994 California adults surveyed said the temporary sales tax, which the Legislature enacted in mid-1991 to help balance the state's budget, should be continued for one year past its scheduled expiration of July 1. The tax raises about \$1.5 billion annually.

Another Field Poll showed that an increasing number of Californians are becoming concerned with Wilson's ability to govern the state. Californians view Wilson's job performance more negatively than that of any governor in the past 30 years. Some 42 percent of those surveyed gave Wilson poor or very poor marks, compared with only 15 percent who said he was doing an excellent or good job.

Federal report could delay transit projects

A federal report recommending drastic cuts in aid to Bay Area mass transit projects could delay completion of a BART line to San Francisco International Airport, BART extensions in the East Bay and a link in the Santa Clara County's light rail system, projects likely to be undertaken by union contractors.

The Federal Transit Administration, which administers federal mass transit funds, recently released a report claiming that, because there are leftover funds in local coffers, federal funds earmarked for Bay Area transit projects next fiscal year should be drastically reduced, by as much as 80 percent.

The report calls for \$28 million in federal funds to be assigned to the Bay Area next year, down from \$155 million requested by regional transit officials. David Tannehill, who is in charge of rail extension projects at the Metropolitan Transportation Commission, said the report could jeopardize the schedule of these projects.

BART's airport extension, for example, is scheduled to be completed by 2001. But without federal funds to purchase land and do design work, the project, now worth \$770 million, could be delayed, which could significantly increase the project's cost.

Santa Clara County's Tasman light rail project, a 12-mile line from Milpitas to Mountain View, is scheduled for completion by 1997. Federal money is also needed on this project to acquire land and buy rail cars. The report described this project as a low priority because it would serve an area with relatively low population density. The report doesn't earmark federal funds for planned BART lines to West Pittsburg, Dublin and Warm Springs in southern Alameda County.

The FTA's report is not necessarily the final word. Congress can disregard the agency's advice. Local officials are working with Rep. Norman Mineta, D-San Jose, and other members of Congress to secure the funding. Mineta is a principal author of key legislation providing federal money for mass transit and highways.

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary Robert L. Wise, has announced that the next semi-annual meeting of the membership will be held on Saturday, July 10, 1993, at 1:00 p.m., at the SEAFARERS INTERNATIONAL UNION AUDITORIUM, 350 Fremont Street, San Francisco, CA.



Local 3 member Joe Nunes with one of his three jitneys.

The Bus that prevents busts

A Local 3 member's jitney offers tipplers an alternative to drinking and driving

*By Steve Moler
Assistant Editor*

The statistics are sobering. Each year in California nearly a quarter of a million people are convicted of drunken driving. An equal number are injured in automobile accidents in which drunken driving is the primary cause, and more than 1,800 are killed in accidents with DUI as the main culprit.

Local 3 member Joe Nunes was a prime candidate to become one of these statistics during his drinking days. After spending eight to 10 hours in the seat running a crane, Joe would cut the day's dust with friends at local bars in his hometown of Concord, Calif. More times than he'd like to remember, Joe drove home a highball or two over the legal limit. In retrospect, he feels lucky he didn't kill someone—or himself.

After Joe quit drinking 16 years ago, he began to consider ways to become part of the drinking and driving solution since he wasn't part of the problem any more. "You don't realize it until you stop drinking," Joe said, "but very little is being done about getting drunken drivers off the road."

During Christmas of 1983, Joe discussed with his family for the first time his plan of starting some kind of bus service for local bar patrons who wanted an alternative to drinking and driving. Joe had enough money saved to purchase a used passenger van, but to sustain

such a program year in and year out would require some additional funding.

Joe initially contacted large beer manufacturers like Adolph Coors and Budweiser to see if they would provide sponsorships, but neither company showed much interest. There was, of course, non-profit associations like Mothers Against Drunk Driving (MADD), which assists and lobbies for victims of drunken driving accidents. But Joe wanted to prevent drunken driving accidents, not react to them.

The Bus arrives

Frustrated with the lack of interest in his anti-drinking and driving crusade, Joe decided to act on his own. In 1985, two years after he first conceived the idea, Joe purchased a 1978 15-passenger Dodge van for \$1,000 and launched The Bus Inc., a jitney that transported tipplers to and from bar and home within a 10-mile radius of Concord, an area that also included Walnut Creek, Pleasant Hill, Lafayette and Martinez.

Every Thursday through Saturday evening beginning at around 7 o'clock, after working a full day as an operating engineer, Joe transported residents to and from drinking establishments in and around Concord. The idea behind the early pickup schedule was that if people rode The Bus to the bar they were more likely to ride it home. As late evening approached, The Bus picked

up at the bars every two hours until around 3 a.m.

In the beginning, Joe had two sponsors, the New Pix Club and the Sage Room, two Concord bars that contributed money to The Bus in exchange for advertising on the inside and outside of the van. Joe also received donations from riders, but as operating costs mounted Joe had to start charging a fare.

Today The Bus costs \$2.50 for the shortest trips and \$12.50 for the longer jaunts out to the 10-mile limit. The Bus also offers a two-for-one rate for two persons picked up at the same stop and going to the same destination. Riders can also purchase punch cards in \$10 and \$20 denominations, which prevents bar patrons from drinking away the return ride home.

Except for a few barfing episodes, all went well during the first year. But one day Joe picked up this 6-foot, 8-inch, 300-pound slobbering drunk. After taking the man to his destination, it took Joe nearly 20 minutes to get the hulk out of the van. "That's when I realized I needed a larger vehicle," Joe said.

3 jitneys for the road

Over the next four years Joe purchased three nearly identical used 15-passenger school buses and converted them into a fleet of jitneys. He bought the first bus in Fresno in December 1986, the second in Oregon in the summer of 1989, the third in Los Angeles in spring 1990. Once

he got the vehicles back to Concord, Joe whipped them into top running condition, slapped a coat of white paint over the flaking school bus yellow and equipped them with music and a VCR.

During this four-year period The Bus really took off. Joe hired another driver and started running charters to places like Great America amusement park, Giants and A's baseball games and the race tracks. The enlarged fleet also allowed Joe to add another bus to the Friday and Saturday night bar schedule.

On a typical night The Bus transports an average of about eight to 10 people per run. When The Bus arrives in front of the bar, Joe or the second driver presses a remote control that activates a sign inside the bar that flashes the slogan, "For what you do, 'The Bus' is for you. The Bus. 825-0888."

With the increased service came more riders and more sponsors. By late 1989, Joe had six more bars supporting The Bus: the Moose Lodge #567, House of Lui, The Office, Malta's, Tiffany's and the Starlite Room. Several other Concord businesses also jumped on board: C. Ray Tax Service, C.R. Fireline Sprinkler Inc., Concord Auto Body & Glass, National Auto Glass, *Weekender* magazine and Andy's Restaurant.

The Bus prevents busts

Though Joe has been known to pick up a homeless person or two



football bloopers, music videos and comedy acts mixed in, of course, with commercials of the sponsoring bars. One bar patron at Tiffany's commented, "The Bus is a hell of a lot more fun – and a lot cheaper – than taking a cab."

When Joe expanded his service by adding the converted school buses beginning in 1987, he unknowingly created a problem. To legally transport larger numbers of passengers, Joe had to obtain a Public Utility Commission (PUC) operator's license, which requires carrying substantially more liability insurance than when driving with a

commercial vehicle license. Joe was paying \$2,800 a year to insure the van, a sum he always managed to scrape together. But when he added the buses, his insurance costs skyrocketed like the blood alcohol in a man shooting shots of tequila, to a whopping \$5,800 per year per vehicle.

A Fuss over The Bus

Already operating on a shoestring, The Bus has been unable to generate enough revenue to pay the insurance premiums. As a result, Joe has had to temporarily suspend service until he can raise the funds to pay for the coverage. Joe has sought support from local beer distributors, insurance companies and local politicians, but none have shown much interest in backing his program. So Joe has turned to the community – and the media – for help.

To get The Bus rolling again, Joe and his supporters have organized a rally scheduled for Saturday, June 12. A march will begin at 1 p.m. at the Sage Room, 1907 Salvio Street in Concord, and move through the downtown business district. The goal is to draw attention to the drinking and driving problem in general and to gain community support for The Bus in particular. Joe hopes the media attention will convince the beer and insurance industry to back his program so it becomes a sustainable community service in Concord and perhaps in other cities.

"The Bus needs a little more funding, and I'm determined to make it work," Joe said. "Look at all the lives you save, look at all the people you keep from going to jail."

A reminder: If you think you have a problem with chemical dependency, your union's Addiction Recovery Program (ARP) can help. Call 1-800-562-3277. Hawaii members call 1-800-842-4624.

over the past eight years fall into this category. What pleases Joe is that bar patrons are beginning to heed The Bus' slogan, "Drinking and driving is such a fuss, avoid the trouble, ride The Bus."

"The public is under the impression that people who go into bars and drink get sloppy drunk," Joe said. "That's not true at all. Just because they're drinkers doesn't mean they're bad people. In the eight years that I've been operating, I haven't had a single fight, and I've had to throw only one person off The Bus."

According to the California Department of Motor Vehicles, 246,077 drivers were convicted of drunken driving in 1991, the latest year statistics are available. First-time offenders usually pay fines of at least \$1,500 and have to attend and pay for weekly DUI school, which lasts from 18 months to two years. Additional DUI convictions can result in license suspension and mandatory jail time, not to mention hefty increases in auto insurance premiums.

In addition to legal problems, drinking and driving maims and kills. In 1991, according to the DMV, 25,967 people were injured in automobile accident in California in which DUI was the primary cause, and some 1,456 people died in auto accidents in 1991 in which drunken driving was the primary cause.

Pampered passengers

The Bus has attracted a steady ridership over the years because Joe understands his customers and knows what they like. "I used to do some drinking myself," he said, "so I know where these people are coming from. I just give them good service, treat them good and provide a little entertainment."

While Joe drives, passengers can watch specially produced on-board videos that show segments like NFL



Top: Joe installed a VCR inside The Bus so passengers can enjoy a little entertainment on their way home.

Bottom: The Bus' T-shirt shows where the drop-offs and pick-ups are.

and has even been called by Concord Police to take home an occasional drunk, most of The Bus' clientele are responsible drinkers who take advantage of the service to avoid problems with the law. Before 1989 a California driver was considered legally intoxicated with a blood alcohol of .10. Now that same person can get a DUI with a blood alcohol of

only .08. In fact, having three drinks in two hours can raise the alcohol content in the body enough to make a person legally drunk.

It is those types of passengers, the social drinker who's perhaps a martini or two over the limit, whom Joe wants to especially target. Joe estimates that the vast majority of the 25,000 passengers he's served

Read stakes without mistakes

A new booklet by Local 3 surveyor Doug Reed helps equipment operators learn and review the fundamentals of reading construction stakes

If you're an operating engineer who never learned to read construction stakes or who just needs a little review of the subject, consider reading Local 3 member Doug Reed's new booklet, *What'd That Stake Say? A Guide to Reading Construction Stakes*. Contractors can also benefit from the book by purchasing it for their employees because as Doug explains, "When workers know what a construction stake says, productivity goes up."

The 18-page booklet, written primarily for heavy equipment operators, covers the fundamentals of stake reading, explaining such topics as reading tenths and hundredths, cut stakes, fill stakes and underground stakes. Though the guide sticks mostly to basics, it also contains step-by-step instructions on some complicated slope stakes.

Each of the book's 12 sections has easy-to-read explanations supported by diagrams and illustrations. A test question at the end of each section helps you evaluate your progress. The guide also contains a glossary of terms and abbreviations commonly used in the construction industry.

"The book really explains stake reading in a detailed yet simple way," said Bobby Golden, a gradesetter for Parnum Paving. "I think it would be a big help for someone operating a piece of equipment. I started gradesetting in 1965, and I sure wish I had something like Doug's book to learn from."

The booklet begins with a brief review of tenths and hundredths, then explains cut stakes, reference points, fill stakes and grade stakes. The guide next moves into stations, underground stakes, color of stakes and flagging, subgrade and boots. The glossary at the end of the guide contains 84 terms and abbreviations, starting with "AB," which means "aggregate base," and ending with "x-Sect," which means "Cross Section."

What makes this booklet so useful, in addition to having simple explanations to a fairly complex subject, is its size and cost. The guide, which sales for \$5.95, fits on the dashboard of your pickup or in your lunch pail. Folded in half, it can easily fit in your shirt pocket. You can study the material at home, then take the guide to work with you for more study and review.

Doug's interest in helping educate fellow operators about stake reading stems in part from his own experiences breaking into the industry in

1964. In the guide's introduction, Doug describes his first dispatch: "It was for a gradesetting job somewhere in San Jose. I was scared to death, as I didn't know anything about setting grade, let alone a backhoe from a Volkswagen. I knew a little about a hand level, as I was a chainman on a survey crew the previous year. I remember an older 'vet' on the job who was to line me out saying, 'There's nothing to it, all you have to know is how to add and subtract.' With that wealth of information I don't recall if I was on the job the next day or not, but I doubt it."

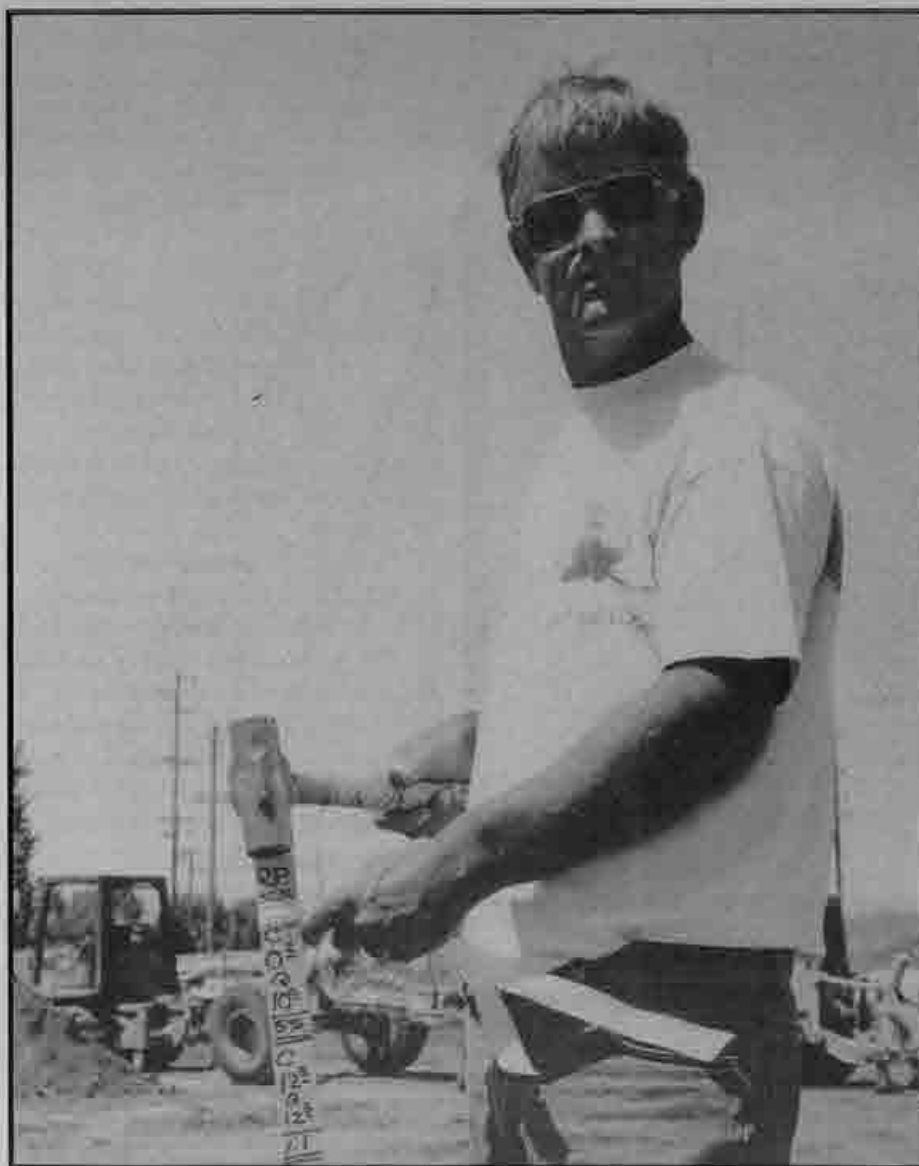
In 1970, Doug went to work for Piombo Construction at the Warm Springs Dam in Sonoma County. It was on this job that Doug started explaining to the operators what the stakes were telling them.

"The stakes can really be intimidating if there's some abbreviations that you've never seen before, or you don't know what they mean," Doug explains in the book. "That's what this book is all about, to try to en-

lighten operators and others on the reading of stakes."

Although he didn't know it at the time, Doug started writing the book in 1986. That year it became apparent that with a little instruction, operators could become even more proficient at reading stakes. During the off season Doug started writing what amounted to handouts

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Local 3 surveyor Doug Reed places the kind of construction stake that's explained in his new booklet "What'd That Stake Say: A Guide to Reading Construction Stakes."

covering the basics of stake reading that he could pass out to coworkers on the job site the next work season. Before long Doug had written several pages of material.

The following winter Doug continued to write more stake reading materials until he realized that with some additional work he had enough for an entire book. Doug mentioned the book idea to some colleagues, who thought the guide was a long time coming. Not only could the guide benefit the hands, they advised, but it could help the entire industry better compete against the non-union.

For the next several winters, Doug continued to add, upgrade and polish the text and refine the drawings and diagrams. In April, with the help of his wife Patty and feedback from coworkers and Santa Rosa District office staff, the book was ready for printing.

"I hope the book can really help out the younger members so they can understand what's going on," Doug said in a recent interview with *Engineers News*. "I hope the guide can also be used as a training manual."

If you want to order the booklet, send a check or money order for \$5.95 to Doug Reed, 27330 Sherwood Road, Willits, CA, 95490, (707) 459-2872. For orders of five or more, the cost is just \$5.25 each. Doug picks up the cost of postage and handling. The book is also on sale at the Santa Rosa District office.

Retiree fulfills dream of refurbishing old tug boat

Many Local 3 pensioners envision retirement as a period in life when the hobbies they didn't have time for during their working years can finally be pursued. For retiree Don Long that dream was to move to the coast, buy a boat and spend leisurely days exploring and fishing the great blue sea. It's fair to say that Don is well on his way to realizing his dream.

After moving to the Texas gulf coast resort town of Rockport near Corpus Christi shortly after retiring in 1989, Don purchased an old 38-foot tug boat, the *James Dean*, from Exxon for \$7,777. Don then spent the next two and a half years, from January 1990 to June of 1992, completely refurbishing the tug. Because of physical limitations, however, Don worked on the project only a few hours a day.

Don worked most of the winter and spring of 1990 slowly stripping the boat's exterior down to bare metal and replacing all the corroded steel and enlarging the cabin. The next phase, which consumed most of 1991, focused on remodeling the cabin. After stripping the inside down to bare metal, Don rewired the electrical system and installed a new generator.

He then installed mahogany paneling over 2 inches of foam insulation on the walls and ceiling, then built new mahogany cabinets, counter tops and tables before installing a double sink and four-burner propane stove. Don also put in a sanitation treatment system so he can safely and legally discharge waste at sea.

While all that was going on, Don had one of the boat's two GMC 671 diesel engines overhauled. The final task, completed in June 1992, consisted of putting the boat in dry dock so the bottom could be repaired and painted.

Once that was done, the boat, renamed *JD*, was ready for its new, more leisurely life. For the past year or so, Don has been using the *JD* to take people on fishing trips along the gulf coast and sightseeing tours into the inner coastal waterways around Corpus Christi for bird and animal watching in the wildlife sanctuaries.

Before joining the union in 1959, Don served in the Navy and Merchant Marines in the late 1940s and early 1950s. For the better part of the next 30 years, Don operated hydraulic backhoes for employers like McGuire & Hester and Rodriguez Construction out of Hayward. Don's two brothers, Paul and Stanley, are also operating engineers.



Top: Don works on the boat's exterior in May 1990.

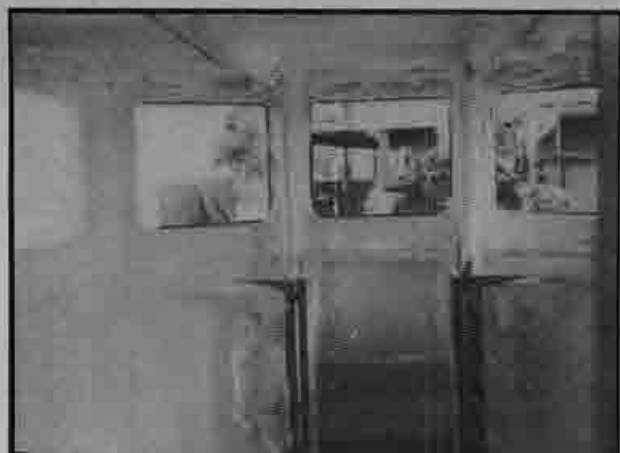
Right center top: Don working in the JD's engine room.

Right center bottom: By July 1990 Don had stripped the cabin down to bare metal.

Bottom left: In October 1991, the cabin begins to take shape with installation of paneling, sink and stove.

Bottom center: In December 1991, the cabin's mahogany table and benches are finished.

Bottom right: Don opens a cold one to celebrate the completion of the project.



TEACHING TECHS

By Art McArdle, Administrator



Project shows need for math skills

Several building trades instructors held Project Insight on May 7-8 at the Rancho Murieta Training Center to enlighten high school teachers and counselors of the high caliber apprenticeship programs we offer.

Sixty-three school teachers and counselors from throughout California gathered for three classes in apprenticeship. Carpenters instructor Richard Graalfs had the participants build stairs by using a styrofoam material. This exercise demonstrated the importance of measuring, math, accuracy and working in groups.

Sheet metal instructor Larry Sinor put the educators through a layout procedure using angles and distances to build a conelike pyramid. This exercise showed the need for math skills

and stressed communication and teamwork.

Northern California Surveyors Joint Apprenticeship Committee instructor Larry Savio put the participants through a hands-on angle turning and measuring of distances exercise, as well as converting bearings to azimuths and azimuths to bearings. Then Larry had the group plot a traverse using an engineering scale and a protractor. The use of math, communications, reason-



Instructor Richard Graalfs of the Carpenters apprenticeship program.



Instructor Larry Sinor of Sheet Metal Workers apprenticeship.

ing and work ethics were topics in this presentation. At the end, Marc Severson from California Surveying and Drafting Supply introduced the new technological advancements being used today in the industry.

Labor

CALENDAR

June



The Ladies Federal Labor Union Number 2703 was granted a charter from the American Federation of Labor (AFL) in 1888. Women from a wide range of occupations—clerks, bookbinders, candymakers, typists, dressmakers, music teachers, gum makers, laundresses, and others—were organized into the Illinois-based union. Its members were successful in coalescing women's groups interested in suffrage, temperance, health, housing, and child labor reform to win state legislation in these areas.

3 The International Ladies' Garment Workers' Union was founded in 1900 when delegates met, selected the union's name, picked out a union label, and elected officers.

4 The newly built AFL-CIO building, situated in full view of the White House, opened its doors in 1956.

7 In 1979, the historic founding convention of the United Food and Commercial Workers International Union brought together the

Retail Clerks International Union and the Amalgamated Meat Cutters and Butcher Workmen of North America.

10 In 1963, the Equal Pay Act, which prohibits employers from paying different wages to women than men for the same job, was signed into law.

12 In 1904, 50,000 members of the Amalgamated Meat Cutters and Butcher Workmen employed in meatpacking plants walked off their jobs. Among their demands was equalization of wages and conditions throughout U.S. plants.

16 Eight local unions organize the International Fur Workers Union of U.S. and Canada in 1913. The union later merged with the Amalgamated Meat Cutters and Butcher Workmen.

17 Twelve trade unionists met in Pittsburgh, Pa. in 1936 to launch a drive to organize all steelworkers. This effort marked the birth of the United Steelworkers of America, then called the Steel Workers Organizing Committee (SWOC). By year's end, more than 125,000 joined the fledgling union, rallying to the \$5-a-day wage demand.

19 In 1942, the Ford Motor Company recognized the United Auto Workers.

20 The American Railway Union, headed by Eugene Debs, was founded in 1893. The next year, in a

strike against Pullman Co., the union was defeated by the use of injunctions and by federal troops sent to the Chicago area. Debs was imprisoned for violating the injunctions.

23 The antiworker Taft-Hartley Act was passed in 1947 over President Truman's veto. The act weakened unions and allowed states to exempt themselves from union requirements; 20 states immediately enacted antiunion open shop laws.

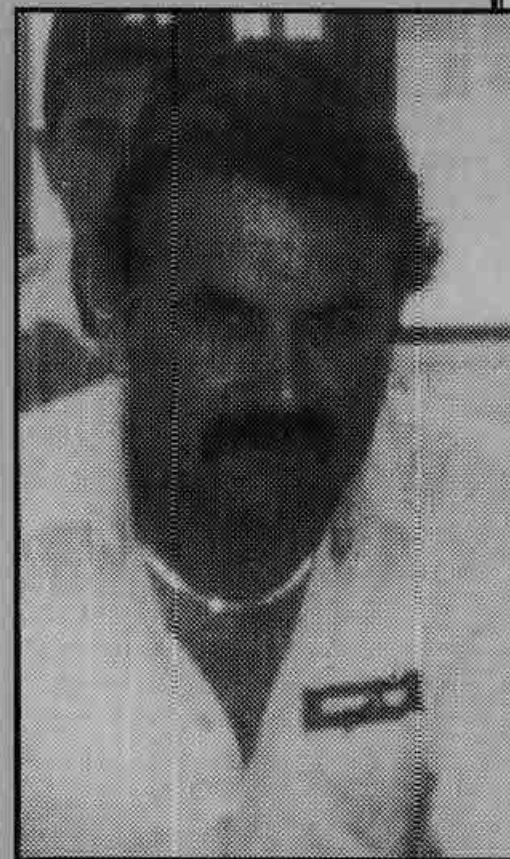
24 Agnes Nestor, president of the International Glove Workers Union in 1913 and longtime leader of the Chicago Women's Trade Union League, was born in 1880. She began working in a glove factory at age 14, working 10-hour days, six days a week.

25 At the urging of black labor and civil rights leader A. Philip Randolph, who saw jobs opening up in defense plants but not being offered to blacks, President Franklin D. Roosevelt issued an executive order barring discrimination in defense industries in 1941.

27 The Industrial Workers of the World was founded in 1905.

27 Anarchist, feminist, and labor activist Emma Goldman's birthday, in 1869.

28 President Cleveland signed the bill making Labor Day a national holiday in 1894.



NCSJAC instructor Larry Savio.

The purpose of Project Insight was to show the teachers the high caliber training programs that the trades offer and the need we have for these educators to teach the courses relevant to apprenticeship programs.

It was a good experience for both programs, and it seems to have put two vital educational programs together as a team to produce our work force of tomorrow.

FRINGE BENEFITS FORUM

By Charlie Warren, Fringe Benefit Director



Who's eligible for retiree medical benefits

The next round of Retiree Association meetings will soon begin. Please check the schedule on page 18 and come on out to the meeting in your area. We'd like to see you there. Many thanks to all the chapter chairman for their diligent work, and a special thanks to Chairman Bob Christy in Marysville. Our apologies,

Bob, for having left your name out of a prior article.

Statement of Revenue and Expense for the plan year ending April 30, 1993, on a cash basis, showed that the Health and Welfare Trust Fund for California Engineers spent \$1,331,885.45 more than it took in. The plan has a little more than a three month reserve.

The plan has not experienced a positive cash flow since 1986. The Summary Annual Report for plan year ending April 30, 1992, recently mailed to all participants, showed an increase in net assets due to the buildup of cash reserves in the Health and Welfare Fund, as voted on by the members at the specially called meetings in October and November 1991. Please refer to the Status Report mailed to all members in May 1992. The plan actually spent more than it took in that year also, if you do not take into account the reserves buildup as approved by the members.

Watch this column carefully for periodic updates. And please use the plan wisely. Use contract providers whenever possible. Call the Fringe Benefit Service Center at (510) 748-7450

or the Trust Fund Service Center at (415) 777-1770 if you have any questions.

Eligibility rules for retiree medical benefits

We would like to reacquaint you with the eligibility rules for retiree medical benefits under the Pensioned Operating Engineers Health and Welfare Trust Fund.

First, all pensioners must either be dues-paying members of Operating Engineers Local 3, or must pay a service fee to the union equal to the amount of dues required of retired members.

Second, to be eligible for plan benefits, a pensioner must be receiving a pension from the Pension Trust Fund for Operating Engineers, based on at least 10 years of credited service earned while working under the Local 3 plan.

Third, a pensioner must have worked at least 2,000 hours for contributing employers during the 48-month period immediately preceding the pension effective date. This "work test" will not be applied, however, to pensioners with at least 25 pension credits earned while working under the Local 3 plan.

Finally, pensioners will be required to contribute towards the cost of coverage. The basic rate is \$50 per month (funded from pension plan surplus), with early and service pensioners contributing an additional \$150 per month, early pensioners until age 62, service pensioners until age 60. The amount of self-contributions is subject to determination by the board of trustees, and may be changed from time to time.

If you have any questions about the eligibility rules for retiree medical benefits, please feel free to contact the Fringe Benefit Service Center or the Trust Fund Service Center.

Surviving spouse benefit

This is a special reminder regarding a benefit that has been in place for you since April 1, 1985.

The Surviving Spouse Benefit is available to the spouse of a deceased retiree who was eligible for benefits from the Pensioned Operating Engineers Health and Welfare Trust Fund. This plan is available without any restrictions for preexisting conditions.

The spouse may purchase the same hospital, medical and surgical benefits that the spouse had when covered under the Pensioned Operating Engineers Health and Welfare Trust Fund. There are no prescription drug, vision care or hearing aid benefits under the plan. The plan will pay 80 percent of covered charges under Schedule I and 75 percent of covered charges under schedule II.

At the time of the retiree's death the spouse will receive notice from the trust fund office describing the benefits available once retiree medical plan eligibility ceases. The monthly cost at the present time is:

• **Schedule I:** \$136 (spouse under age 65), \$68 (spouse age 65 or older).

• **Schedule II:** \$100 (spouse under age 65), \$50 (spouse age 65)

The board of trustees will review these rates each year and will determine whether any increases are required.

Surviving spouses who have Kaiser coverage may convert to an individual plan with Kaiser. The rates are reasonable, the coverage excellent. Please contact the Kaiser office for information about the monthly rates. This plan is available without any restrictions for pre-existing conditions.

If you have any questions, please call the Fringe Benefit Service Center.

YOUR CREDIT UNION

By Rob Wise,
Credit Union Treasurer**Advantages of mechanical breakdown insurance**

Most new and some used automobiles come with a warranty. However, you often need to purchase additional coverage to receive complete bumper-to-bumper protection. Before purchasing the dealer's extended warranty or service contract, consider buying mechanical breakdown insurance offered through your credit union.

Extended warranties are negotiable. Both price and coverage may vary. Many dealers reduce the coverage when they reduce the cost. Don't take the word of the salesperson, see for yourself what you're being offered.

Read the warranty over carefully.

Why buy an insurance policy instead of a warranty or contract? Mechanical breakdown insurance is an "insurance" and, therefore, regulated by the California Insurance Commission. If you have a problem with the insurance, you have a place that will listen to your complaint and act upon it.

Should the insurance company go out of business, the policy will remain in effect and be covered by the insurance commission. A dealer's extended warranty is not covered by an agency. That means if a dealer "folds" your warranty is no longer valid. It may not be recognized by other dealers or by the manufacturer from which the dealer purchased the franchise.

Other benefits of mechanical breakdown insurance are:

- It is less expensive than extended warranties but has comparable coverage.
- Repairs may be made at any licensed repair facility, not just at dealerships.
- Your vehicle is covered while traveling anywhere in the United States,

Mexico or Canada.

Should you ever have to file a claim on mechanical breakdown insurance, it's easy to do. The repair shop simply calls a toll-free number to explain the repairs needed and obtains an authorization number for the work to be done. Once the work is completed, you sign the repair order, which is then faxed to the insurance company. The insurance company then gives the repair facility its credit card number for payment. The only out-of-pocket expense is the \$25 deductible.

Mechanical breakdown insurance covering new and used automobiles provides reimbursement for both towing and car rental expense. Coverage on new vehicles also includes a travel reimbursement.

We encourage you to compare dealer warranties and the mechanical breakdown insurance offered through your credit union. If you have questions about the insurance that we can't answer, we will refer you directly to an insurance agent that can. We want you to know the quality coverage you're purchasing so you can feel secure in the handling of your claim should you have a mechanical breakdown. You should not have problems making a claim when you have problems with your car. Know what you're purchasing. Read and compare policies and prices.

We finance New & Used

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Boats

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To apply for a loan or become a member call today:



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

Embarcadero project breathes new life into City's waterfront

Article & Photos by James Earp
Managing Editor

IT'S A MESS RIGHT NOW AND TRAFFIC IS A BEAR, but the inconvenience for local residents and downtown workers will be worth it when construction is completed on a \$400 million plus make-over of San Francisco's eastern waterfront.

Thanks to the Loma Prieta Earthquake of 1989, the old Embarcadero Freeway which was built in the 1950s has been torn down. This two-level structure was efficient at moving heavy volumes of traffic, but changing times had generated increasing pressure from local residents and businesses to tear down the freeway and replace it with a low-profile expressway that would allow people downtown to enjoy the beautiful view along the south Embarcadero.

What no one knew at the time, the structure was also unsafe. The earthquake, which destroyed the Cypress Freeway in Oakland, also did significant damage to the Embarcadero Freeway and other structures in the

City that had similar engineering design.

The old freeway was beyond fixing. In October 1991, Mayor Art Agnos officially broke ground on the demolition of the Embarcadero, which paved the way for a complete renovation of the South Embarcadero district.

Muni Extension a key component

A key component of the redevelopment is the Muni Metro Extension project, which will provide improved service from the City's neighborhoods and downtown area to four areas undergoing substantial new development: Rincon Hill, South Beach, South Embarcadero and Mission Bay.

The Muni Metro Extension will increase the city's light rail system by nearly two miles and incorporate five new transit stops. A future phase of the project includes the Muni Turnback Terminal which will extend the underground Muni system and will come to surface at Folsom Street and The Embarcadero. Tracks will be extended from the

Muni Metro Turnback at Folsom Street along The Embarcadero and King Street to approximately Sixth and Berry Streets.

The first phase of the Muni Metro extension is being constructed by Stacey & Witbeck, Inc. This \$27.5 million contract calls for the construction of the first segment of the new Embarcadero Blvd. from South Embarcadero at Folsom to King and 3rd streets, and the Muni line that will run along the center strip of the new boulevard.

The company broke ground on October 29, 1992. Superintendent Curtis Mitchell told Engineers News that the most challenging aspect of the project surprisingly is not the traffic, but the high water table. "Dewatering is a big process on this job anytime you go below six feet," he said. "We have to go in about a week ahead of time and dewater slowly anywhere we have to dig down, because you get settling of the ground."

Another challenging aspect of the job is realigning existing sewer lines. Mitchell explained that a "large octagon

box sewer" has to be lowered about two feet to keep the sewer system two feet below grade on the new expressway.

Stacey & Witbeck has divided the project into three phases, Mitchell said. The first phase was to install concrete K-rail down the middle of the existing Embarcadero Blvd. Local 3 heavy equipment operators have spent the past six months demolishing the southbound side of the roadway and constructing the new roadway alignment and Muni trackway and platforms.

Rerouting sewer lines, installation of electrical conduit for street lighting and irrigation system for the trees are also underway. Piles are being driven for the Muni track foundation.

Phase 2 will focus on the northbound lanes of the Embarcadero and the final phase will be to complete the Muni track along the median strip.

South Embarcadero construction completion is scheduled for June 1994. The King Street segment is presently undergoing detailed design.

Upon completion of the project, the MUNI Metro Extension will include five center high-level platforms located in the following areas:

- The Embarcadero and Folsom Street,
- The Embarcadero and Brannan Street,
- King and 2nd Streets,
- King and Fourth Street at the Caltrain depot, and
- Berry and Sixth Street

More than a facelift

The Muni Metro Extension is only a part of what will ultimately be a complete overhaul of the waterfront area. Other contracts will eventually be let to extend the Embarcadero Blvd. to Fisherman's Wharf to the north and to China Basin to the south. New off-and-on-ramps for I-280 or King Street between Fifth and Sixth Streets are also in the design stage.

Meanwhile, a new neighborhood is rising from abandoned warehouses and empty lots in South Beach and Rincon Hill — formerly rundown industrial districts

Stacey & Witbeck is keeping the Muni Metro Extension



Local 3 member Dan Decker runs John Deere backhoe.





ing 15 to 25 operators busy on the first phase of and new Embarcadero Blvd. project.

bounded roughly by the Embarcadero, China Basin, Second Street and Harrison Street. At least 10 new projects are being completed or are under construction in the area, delivering at least 900 more apartments and condominiums and more office space than is contained in the Transamerica Pyramid.

The Redevelopment Agency of San Francisco estimates that by 1997 private investors will have poured more than \$800 million into the South Beach area alone, bringing total investment in South Beach and Rincon Hill to about \$1 billion.

Historically a hub of maritime activity, as well as such commercial enterprises as printing plants and Gallo Salami, much of the area was abandoned by the early 1980s as

shipping and light industry moved elsewhere. Although all of the land is privately held, much of it – about 115 acres – was then placed under the aegis of the city's Redevelopment Agency and rezoned for residential use.

The area's renaissance began about five years ago with the construction of a 700-berth marina and about 1,800 apartments in three large complexes – South Beach Marina Apartments, Bayside Village and Delancey Street, a drug rehabilitation foundation.

Unlike Mission Bay – a \$2 billion project slated for a 315-acre area to the south that will be financed by Catellus Corp. – the area beside the Bay Bridge involves more than a single private developer. It is being fashioned by more than a dozen builders ranging from nonprofit affordable housing advocates to New York-based developers.

Development in the area has progressed rapidly because unlike most San Francisco neighborhoods, there are few residents to oppose new construction.

One of the most ambitious projects will be a \$180 million complex slated for Piers 30 and 32 that will include a terminal to handle two large cruise ships, a 360-room hotel and more than 120,000 square feet of retail space. The huge project also will include a World Centre, featuring a three-story globe, that will serve as a nonprofit educational and cultural complex to provide information about world politics.



Grade setter Cory Abourezk (above center) discusses the project with roller operator Joe Coneff (right). Business Agent Bill Eisensee is pictured left. Below is lube truck operator Matt Schraeder.



Lutes, John Deere backhoe



Jeff Scott, John Deere Backhoe



Novice Geffin, Cat Loader



Mike Valenzuela, blade operator

NEWS FROM THE DISTRICTS

Despite wet spring, some jobs flourish



Local 3 members attending the district meeting in San Mateo show off the raffle prizes they won.

SAN FRANCISCO - The work picture in the district has been a lot like the weather we've been having the past few years - it's either feast or famine. We've had a rain famine for the last few years, and now we're in the feasting part of it. We hope a return to normal weather means a return to a normal work picture.

Things really are not all doom and gloom in the district. There is some work in progress and some that just started. Dillingham finally got the go-ahead for the \$32 million Colma BART station, a job that will put some operators to work. Also, the BART board of directors gave approval for the Colma BART station parking garage, which will give our brothers and sisters some work.

I would like to thank all of you who took time out of your busy schedules to attend our last dis-

trict meeting held April 20 in San Mateo. I also would like to thank all the members who took time out each Saturday during May to handbill the Hillsdale shopping center. It's this kind of help and support that keeps us strong and united. In this day and age we really need to stick together.

Also, at the district meeting we gave out service pins. Unfortunately, the pictures taken at the pinning ceremony came out a little too dark for reproduction in the *Engineers News*. But if any of you want a picture of receiving your service pin from the business manager, we have them here at the district office. Just stop by and feel free to ask for them.

Once again, thanks for all your support and help you have given me and my staff.

Bob Delaney,
District Rep.

ARP benefits employers too

The following services have been offered to employees and signatory employers since the Addiction Recovery Program (ARP) was founded. These services are to be requested by the employer:

- Assist employers in developing the basic drug and alcohol policy tailored to each operation.
- Education and training: introduce all employees to company policy regarding substance abuse, explain the role of ARP, train line supervisors and foremen on the principles of Employee Assistance

Program (EAP) techniques and monitoring of job performance, educate all supervisors and employees concerning substance abuse in the work place and the resources of ARP or company EAPs.

These services are also available to union agents, stewards and safety personnel. They provide education and training on substance abuse and the role of ARP and consultation services regarding the process of confrontation.

Call 1-800-562-3277, Hawaii members 1-800-842-4624

Support sheriff candidate Derner June 8

SAN FRANCISCO - Local 3 members living in San Mateo County are reminded that there's a special election June 8 to decide who will be the county's next sheriff. Local 3 is urging San Mateo County members to vote for Captain Hank Derner, a 26-year veteran of the San Mateo County Sheriff's Department.

Local 3's San Francisco/San Mateo District Political Action Committee endorsed Derner because of his more than 30 years of law enforcement experience. Derner is currently responsible for supervising and managing the county's three detention facilities. Derner has risen through



Captain Hank Derner

the ranks from deputy sheriff to sergeant to inspector and now to captain.

Derner is committed to cleaning up crime in East Palo Alto, drug and crime prevention and law enforcement co-operation. Along with intensifying efforts to eliminate

drug trafficking in the county, he supports developing sentencing programs for non-violent offenders to alleviate county jail overcrowding.

In the late 1950s, Derner was a member of the Transport Workers Union Local 505 at the San Francisco International Airport and walked a picket line during a strike. Once in law enforcement, Derner became a member of the Sheriff's Department's union - the Organization of Deputy Sheriffs. Derner remained a member until he was required to leave the union when he was promoted to captain seven years ago.

Service pin awards

The following members received service pins at the April 22 San Mateo District meeting:

Bill Conner
(honorary) 45 years
Robert Stent 40
Lawrence Marsili 40
Frank Knuedler 40
Lloyd Kurtz 40
Don Greene 40
Patrick Carlin 40
Jack Ponte 40
Bill Williams 40
William Henley 35

Joe Mendez Jr.
25 & 30
Gerald Wambolt 30
Marty Lintt 30
Walter Geyer 30
Richard Menezes 30
Charles Miceli 30
Mateo Pacheco 30
Walter Pacheco 30
Bobby Stewart 30
Charly Raisor 30
Jim Vega 25 & 30

Faye Miller 30
Elmo Warren 30
Donald Chandler 30
Larry Kurtz 25 & 30
Carlis Waddle 25
Al Schattin 25
Edmund Morrissey 25
Larry McNeil 25
Dave McIntosh 25
Kenneth Hayes 25
Larry Golden 25
James Fortado 25

Local 3 congratulates these members for their years of service in the union.



Lloyd Kurtz, right, receives 40-year service pin from Business Manager Tom Stapleton.



NEWS FROM THE DISTRICTS

Operators play grounds keeper for baseball groups

HONOLULU - This spring several Local 3 members volunteered their time to help two baseball organizations rehabilitate their playing fields. Operating engineers helped restore the baseball fields at the Kaneohe Little League and Castle High School. Below are two letters we received from these groups thanking the operators for their dedication and expertise. These organizations rely on volunteers to support their efforts, and we thank the members who took the time to help out.

KANE'OHE LITTLE LEAGUE

April 22, 1993

Mr. Denis Coty
Construction Manager
SCI/EE Black
1142 Auahi St. #3309
Honolulu, HI 96814

Aloha Mr. Coty,

On behalf of the entire membership of Kane'ohe Little League, I'd like to extend our sincerest appreciation for your enthusiastic support. As an all volunteer organization, we are thankful for efforts such as yours to make our program even more successful.

This year marks the 37th year for Kane'ohe Little League and we'll field 51 teams and have over 650 players between the ages of 6 - 15. We'll also have the support of over 150 managers and coaches not to mention the other countless members that serve as team moms, umpires and scorekeepers.

In years past we have been fortunate to have people like Joe Trehern on our side and he has played an invaluable part in getting some of our fields in top shape and ready for the season. It's through efforts like Joe's, Will Gowen's and operator Jerry Kaluhiwa's, that allows Kane'ohe Little League to grow and improve each year.

Again, thanks for the continued support of our program and we're better because of good neighbors like you.

Sincerely,

Stephen H. Reelitz
President
Kane'ohe Little League

Castle High School

March 14, 1993

E.E. Black Ltd. & SCI Contractors Inc.
P.O. Box 1324
Kaneohe, Hawaii 96744

Attn: Larry Rhoden, General Superintendent

Dear Mr. Larry Rhoden,

On behalf of the coaching staff and players of Castle High School baseball, I would like to extend our deepest gratitude for the exceptional work done to our baseball field and surrounding areas. We would especially like to thank you, Brett Stephen and Bill Kulolola, equipment operator, for volunteering your time on Sunday, February 21, 1993, and showing great workmanwhip and support for our program. If not for the efforts of you and your fellow workers, we may not have been able to improve our field conditions in so short a time.

Please feel free to come by and watch one of our home games on Tuesdays, at 3:30 p.m. (JV) or on Wednesday, at 3:30 p.m. (varsity). If you have any questions or concerns, contact me at home, 247-3396, or through the school, 235-4591.

Sincerely,

Joseph Torn
Varsity Baseball Coach



The volunteer crew at the Kaneohe Little League project.

NEWS FROM THE DISTRICT

Keohole Airport job progresses on schedule

HONOLULU – One of the major projects on the Big Island is the \$28 million Keohole Airport job, which started in November 1992. About 42 operators are working two shifts, 10-hour days, seven days a week. About half of the crew flies in from Honolulu and the others come from the Big Island.

Hawaiian Dredging is the general contractor and reports that everything is progressing on schedule. Allied Aggregate is providing the base material for the runway, and Grace Pacific is paving about 4,000 tons of black top per day with 20 employees working one, 10-hour shift.

If all goes as planned, the project will be completed in December.

Hugh Hurley, Business Rep.



Above: Grace Pacific Paving's crew at the Keohole airport project are from left: Joe Kaae, Bobby Brown, Vince Paogofie, Patrick Palmer, Shorty Berkman, Keith Cypriano, Bo Tai, Mel Jitchaku, Robert Kamaka and Ernest Wong.



Top: At Allied Aggregate are from left: Herry Serion, Local 3 Business Agent Hugh Hurley, Issac Takayama, Silva Kaupu, Gregory Ontiveros and Kevin Saito.

Bottom: Allied Aggregate's crew at the Keohole Airport are from left: Clarence Carvalho, Delbert Cambra, David Kauhi, Arthur Paeleb, Bernard Adams and Business Agent Hugh Hurley.

Excavation continues at Potrero Hills landfill

FAIRFIELD – Kiewit Pacific has returned to Fairfield working a scraper spread at Rolling Hills. Huntington Bros. from Napa has been excavating and preparing a specially designed pit for garbage disposal at the Potrero Hills landfill in Suisun, a job that's keeping about 17 equipment operators and mechanics working.

Evans Paving was low bidder, at \$819,473, on asphalt resurfacing for the Napa County Department of Public Works. Huntington Bros. was low bidder, at \$506,000, for site improvements at Mariners Cove Mitigation District for the City of Vallejo. Dorfman & Young's \$4 million joint venture is proceeding on schedule, even though the pipe cannot be delivered until June.

We have several contracts open for negotiation in our district: Standridge Enterprises, Asta Construction, A. M. Stephens Oil Field Agreement, Syar Industries (Lake Herman, Napa Shop & Madison Plant). Financial Secretary Pat O'Connell has been assigned as chief negotiator for the Lake Herman, Napa Shop & Madison Agreements.

Fairfield's District picnic was a great success

thanks to the hard work of staff and other volunteers. Let me say thanks to just a few: Cheryl and Curt Posthuma, Roger and Laraine Wilson, Hugh Rogan, Bill Schnider, Stan Glick from Local 39, Ron and Herma Duran, Walt Powers, Steve Lockett, Dave and Karen Young, Traci Young, Marshall Massie, Jr., Pat and Francine O'Connell and Bob Baroni.

We would like to give special thanks to Francine O'Connell and Laraine Wilson who stood fast at their posts serving food until the last person was fed. Also we would like to thank Local 3's Special Representative Bob Baroni and Secretary Cheryl Posthuma for selling a whole bunch of raffle tickets. We can't forget the help at the beer wagon from "Red" Plowman and Don Graham. They did a good job keeping the beer flowing.

The following companies and people helped host our fun event: McMorgan & Company (Tom Morton), Operating Engineers Federal Credit Union (Bill Onesta), Operating Engineers Trust Fund (John Sweeney), Boe & Company Architects, John Brinkley, Dutra Construction (Bob Clark), Reliable Crane & Rig-

ging, Bigge Crane, Husky Crane, American Diversified Pharmacies (Tony D'Alessandro), Tom Recknagel, Bechtel Construction (Jack Monrean) and Joe Carone. Thanks to all the companies and members that donated to our wonderful raffle.

In attendance at the picnic were Business Manager T. J. Stapleton, Financial Secretary Pat O'Connell and Auditor Jerry Bennett. The following politicians were also in attendance: Rep. Dan Hamburg, California Assemblywoman Valerie Brown, David Tucker from Tom Hanigan's office, County Supervisors Skip Thomson and Barbara Kondylis, Vacaville Mayor Dave Fleming, Vacaville City Council members Pauline Clancy and Jeff Kahr, Vacaville City Planning Commissioner Steve Wilkins, Planning Commissioner/Napa-Solano Building Trades Manager Lou Franchimon.

Robert Wagon, retired district representative from Santa Rosa, won our door prize, a very nice skill saw donated by Black & Decker.

Be sure to attend our district meeting June 17 at the Holiday Inn in Fairfield. Your attendance is greatly appreciated.

*Dave Young,
District Rep.*

NEWS FROM THE DISTRICTS

Kennecott negotiations wind down

SALT LAKE CITY – This year's negotiations with Kennecott Copper began with two days of meetings April 22 and April 23 in Phoenix, Ariz. The agreement between Kennecott and Local 3 expires June 30. Kennecott's unions have presented the company with the general bargaining statement derived from this beginning non-ferrous conference.

Beginning April 26 local unions will bargain on local issues affecting all signatory unions. The company and unions have agreed to resolve all local issues before the end of May, with negotiations for certain contract language common to all unions beginning in Arizona the first week of June.

Members of the Local 3 negotiating team are District Representative Kay Leishman, Business Representative George Stavros, chief steward

Richard Nepolis, dozer steward Jess Jacobsen and shovel stewards Kerry Coy and Byron Timothy.

This year's negotiations will be very challenging. The company is taking its usual hard position on many issues. Our members have indicated concerns on adding a substantial amount to the present deficient pension program, on enhancing and maintaining many local working rules, and wages and benefits, of course, will remain in the forefront.

We must keep our supplemental local agreement in place, and we need the support and solidarity of all members to enable us to be successful in this important contract year.

*George Stavros,
Business Rep.*

Non-union pitfalls focus of organizing seminars

SALT LAKE CITY – The weather and work have both been bad here in the heartland of the intermountain west this spring. After the long and hard winter, the hands are ready to hit the spreads.

We've had a few hands called back to Kennecott by W. W. Clyde and Gibbons & Reed Company, but the weather has really slowed the work. Both companies picked up additional work at Kennecott, and we hope this continues as there is much work to be bid and done there. Both W.W. Clyde and Gibbons & Reed's shops are hopping right now trying to get ready for the big one yet to come.

Since Utah District Business Agent Lynn Barlow retired April 1, the units he serviced have been divided up among the other agents of the Utah District. I've been assigned Concrete Products Company, Monroc, Fife Rock and Northern Nevada Construction Company. By press time, I'll have been around to all the shops and plants and introduced myself to everyone I could locate in the areas.

We have been fighting the non-union for years, and it seems we're not in the winner's position at this time. We're starting to organize seminars the first and third Wednesday of every month (district office late nights) for at least a short while to get our members into the office and to try to educate them on how to help Utah's agents in organizing non-union contractors.

If we get enough interest in

these meetings, we'll continue them and add other topics. If there is interest in these meetings outside the Salt Lake area, we can bring the meetings to your town. Everyone should be involved in organizing the non-union even though you may never work for a non-union outfit. The non-union

has hurt all of us by breaking down our wage and fringe benefit packages and working conditions throughout the industry.

Please, for your own sake – and for the betterment of your families – get involved.

*Virgil A. Blair,
Business Rep.*

Kaibab Industries slowdown could hurt local economy

"The strongest bond of human sympathy, outside of the family relation, should be in uniting all working people."

– Abraham Lincoln

SALT LAKE CITY – Since the Provo-Orem subdistrict office shut down earlier this year, I've appreciated working with the people in the Salt Lake office. It's a little different than what I experienced over the past 19 years as the Provo office dispatcher. I'm learning the "agent's way" of handling things.

I travel Utah all the way down to near the border with Arizona and Nevada, and I have to say, Utah is one of the most beautiful states in our nation.

An unfortunate part of my job involves dealing with the layoff of some of our members at Kaibab Industries in Panguitch, one of our employers for many years that's partially closing its operation there. This represents a fairly large layoff and will surely slow the local economy for awhile.

Valley Asphalt is getting ready to lay oil on its job at Cisco. Anderson Drilling is starting the caissons work on the bridge at Jensen, Utah. Lance Excavating is doing pipe work at Bridgeland in the eastern part of the state.

Dirt Aggregate is moving along to the roto-milling on its projects at Cisco and Westwater on I-70. Utah's work is a little slow right now, but I think will pick up as the year moves on.

Utah's agents are putting together some short organizing seminars to be introduced to our members who can meet at the Salt Lake office on Wednesday late-night. Some good information will be distributed and exchanged, so stop in if you live in the area or if you're working close enough to do so.

Verlyn K. Shumway, Business Rep.

Women's group to meet after upcoming semi-annual

The Local 3 women's support group would like to urge all members to attend the next semi-annual meeting, which will be held Saturday, July 10, at 1 p.m., at the Seafarer's International Union auditorium, 350 Fremont Street in San Francisco.

It's important to attend these meetings to ensure a quorum. Your participation helps promote union solidarity among all Local 3 members.

For women members who live out of the area, arrangements for an overnight stay can be made by contacting Beth (510) 835-2511, Lisa (510) 769-0340 or Terry (510) 530-5659.

After the meeting adjourns, the women's support group will get together for lunch and conversation at a location to be agreed upon by the group. Hope to see you there.

The group would also like to remind women operators to complete and return the survey that was sent to you. We appreciate your cooperation.

NEWS FROM THE DISTRICTS

Syar can resume pit mining

SANTA ROSA – Syar Industries in Healdsburg recently received preliminary approval to begin gravel extraction operations on the Russian River. The Sonoma County Board of Supervisors ruled 5 to 0 in an informal "straw vote" to allow mining on a 35-acre parcel. The board is expected to formally approve the mining on May 25, and operations should start soon thereafter.

All terrace mining on the river had been shut down for several years, mainly because of anti-growth campaigns spearheaded by winery owner Martin Griffin. "Marty" is the same person who opposed for so many years the Warm Springs Dam project in

Sonoma County. Ironically, he now uses water from that dam for his grapes. Marty is our number-one community "C.A.V.E." person, "Citizen Against Virtually Everything."

Syar's Healdsburg operations should put about 40 operating engineers to work stripping overburden and dredging gravel with a giant "7W" dragline, then loading and hauling the aggregate to several stockpiles. There, the rock is crushed and used for concrete, asphalt, roadbase, backfill.

The 35-acre mining permit allows 25 acres of deep-pit mining and 10 acres of what is termed the "Agricultural Alternative," basically a very shallow extraction down to 5 feet above the waterline. This

will allow replanting of vineyards, but some question remain as to the economic feasibility for Syar.

Syar Job Steward Scott Rymer said, "We're happy with the mining decision. It'll put a lot of brothers and sisters to work, those who have been out of work a long time back and who need to get benefits and paychecks."

Many of the district's members have worked very hard, attending meetings, picketing, holding rallies and, toughest of all, speaking in public, all to get Syar back in production. I say to you, "Well done, brothers and sisters."

Bay-To-Breakers

Local 3 was well represented at this year's Bay-To-Breakers, the

largest footrace in the world. Business Agents George Steffensen and Mark Kyle along with members Marshall Bankert and Mike Hughes got up early on Sunday morning, May 16, to run the 7.5 miles in San Francisco wearing the new orange Local 3 shirts.

George said, "We got separated first thing, but I finished the race in about 1 hour and 7 minutes, and placed a little over 4,000th."

It's great to see Local 3 representation and participation in community issues and events. You, the members, are what makes Local 3 the biggest and the best construction local in the United States.

*T. Robert Miller,
District Representative*

Two new contractors sign with Local 3

SANTA ROSA – I would like to start this month with a welcome to two newly signed contractors with Local 3. The first welcome goes to Kenman Corp., which is owned by Ken Mancebo and Bob Barton. Both owners are Local 3 members, and both have worked for Bay Area contractors in the past.

They will be bidding on all phases of construction, and we hope they will be able to put some of our members to work. The other company I would like to welcome is Pavement Recycling Systems from Riverside. This company was a subcontractor on C.A. Rasmussen's Hwy. 101 job between Rohnert Park and Petaluma. It agreed to sign a contract because of all the work it does in Local 3's area.

I don't dare predict what the work picture will be like this year because the basic indicators I usually look at are not consistent. For example, there are more dispatches this year than last year at this time, but more of our operators were off this year due to all the rain.

Also, some of those dispatches were a result of companies recalling their crews back to work. Most of our contractors are finishing the work they started last year, with only a few new jobs starting this year. I look at the Builder's Ex-

change, which publishes jobs going out to bid, and I don't see a lot of large projects in Sonoma, Lake and Mendocino counties. But there are a lot of projects going to bid in the east and south Bay Areas. So if you want to work this year, you might have to do some traveling and go where the jobs are.

I am often asked, "Where are all the jobs Clinton promised us?" My response is, "Everything is the same as usual in Washington D.C." A lot of politicians have their own agenda and don't want to work together to get anything done. We need to remind them with a letter that they are our elected officials, and we will not accept business as usual, that they will need to get things done or they won't be back there after the next election.

Who's doing what in my area? The shops are still busy. Empire Tractor has been working some overtime, and the parts department will be purchasing some used equipment for its used parts inventory. If you are looking for a part for your tractor and you don't mind paying less for a used part, you might give them a call.

I invited Brian Bishop, Local 3's safety director, to give the employees at Bartley Pump a safety meeting. Brian covered several important subjects, and I feel that the employees learned some-

thing important from Brian. I know I did. Thanks Brian.

In the field, Baldwin Construction is back to work on Hwy. 20 in Lake County. It will be overlaying the highway from Lucerne to Clearlake Oaks, and the job should be completed some time in July or August. Ghilotti Construction also has a job on Hwy. 20, closer to Colusa County. Louie Gobbi is running the crew. The hands are bringing down a couple of slopes and straightening some curves on the highway.

Mike Brooks from Parnum Paving has a crew on Hwy 175 by Cobb Mountain doing some highway rehabilitation. Gene Holifield from Hogue Construction has a crew working on several projects in Santa Rosa, from Kaiser Hospital to the Kawana Springs tank site to the Sonoma Avenue rehabilitation.

Some reminders from the office: June 15 is our district meeting in Ukiah, to be held at the Grange Hall at 8 p.m. Hope to see you there; August 1 is our district barbecue at the Windsor Water Works. We are still looking for volunteers to help cook, serve food and dispense beer (a job nobody likes). If you want to help, call the office.

George Steffensen, Business Rep.

District and retiree picnics

Redding District

Saturday, June 12,
12 noon to 2 p.m.
Anderson River Park
\$8 adults, retirees \$5, children 6-14 years \$3,
under 6 free
BBQ roast beef, raffle, live music
Info: (916) 222-6093

Utah District

District and retiree picnic
Saturday, June 19
Begins 12 noon retirees, 1 p.m. actives
Murray Park, Pavillion 5

(Enter park from 330 E. Vine or
406 E. Vine St.)
\$6 individual, \$12 family
BBQ chicken with all the trimmings
Info: (801) 596-2677

Sacramento District

Saturday, June 26, 11 a.m. to 5 p.m.
Elk Grove Park
Lunch served from 12:30 p.m. to 2:30 p.m.
\$7.50 adults, retirees \$5, under 15 free
BBQ beef, hot dogs, salad, beans.
Country band and raffle
Info: (916) 383-8480

Reno District

Saturday, July 17
Deer Park (Rock Blvd. & Prater Wy.), Sparks
\$7.50 single, \$15 family
BBQ steaks, beans, salad
Live music, volleyball, activities for children, raffle
Info: (702) 329-0236

Stockton-Ceres District

Sunday July 25, 11 a.m. to 6 p.m.
Oak Grove Regional Park
I-5 and 8-mile Rd.
\$10 active, \$8 retirees, children under 15 free
Raffle, games for kids
Info: (209) 943-2332

NEWS FROM THE DISTRICTS

Metro Airport project takes off Work picture looks good – for a change



At the pin presentation in Sacramento on May 18 are from left: Rob Wise, recording-corresponding secretary, John Bonilla, Sacramento District representative, Don Doser, president, Nick Capachi, Vernon Haley, John Hultzman, Let King, Bud Lampley, John McFadden, Pedro Perez, Joe Pereira, Mac Tiner and Robert Zine.

SACRAMENTO – A much needed wet winter with a heavy snow pack is now behind us, and now we need a turn-around in the economy.

Local contractors are back to work and have called most of their employees back. Work is still slow, however, and the out-of-work list is not moving very well for this time of year.

R.G.W. and subcontractors Daniel Ontiveros and Royal Electric have about 25 operators working at the Metro Airport. The word is that there will be about \$60 million more let this year for construction of the new east terminal.

Rudolf & Sletten is moving along on the Kaiser Permanente Hospital in Roseville. Teichert is doing the grading, Zayas' backhoes are digging the footings, Stiney is doing the electrical and Peninsula Crane is erecting the steel. About 14 to 16 operators are working on the project.

Don Garcia Construction has been given approval to do grinding for Caltrans from Kyburz on Hwy. 50 to the South Lake Tahoe Airport. Kawaeh was awarded the contract on the water treatment plant in El Dorado Hills, a job worth about \$6 million.

R.C. Collet and Stan Gilbert Construction are working on the Rocklin High School, which is due to open this September. Teichert is working on the Roseville High School, which is also keeping a few operators busy.

In the high country, Granite is going strong on Hwy. 49 in Auburn. It has also started a \$4 million project on I-80 in Truckee. Roy E. Ladd is getting a restart on the Hwy. 20 job near Yuba Gap in hopes of completing the job before winter. That job was buried under 6 to 8 feet of snow this past winter.

A contract ratification was recently completed with Henningsen in Placerville. The members received \$1.54 per hour over three years, with an additional week of vacation.

At our district union meeting, we had a successful turnout and a good meeting with several members receiving 25-, 30- and 35-year service pins. Congratulations are in order to the following members:

Nick Capachi 25 years
Vernon Haley 25
John Hultzman 25
Lee King 25 & 30
Bud Lampley 30
John McFadden 35 & 40
Pedro Perez 25
Joe Pereira 40
Mac Tiner 25
Robert Zine 25 & 30

In addition, the following members were entitled to service pins but were not present at the meeting to receive them:

Wayne McGuire 25 years
Willie McPherson 23 & 30
Boyd Cole 25 & 30
Rodger Eliason 25, 30 & 35
William Karratti 35
Kenneth Tannehill 25
George Thomas 25
H. B. Littlejohn 25
Edward Obanesian 25, 30 & 35
William Pearch 25
Arthur Porter 25

The District 80 picnic will be held on Saturday, June 26, at the Elk Grove Park, 11 a.m. to 5 p.m. There will be barbecued beef, hot dogs and refreshments. Tickets can be purchased from business agents and at the office. Hope to see you all there. We're planning on having a baseball game, so if you want to participate, call or come by the office to sign up.

*Troy Ruff,
Business Rep.*

RENO – After a long and much welcomed winter, the work picture for northern Nevada looks great.

Helms Construction is progressing well on the Mt. Rose Highway and the Pyramid Highway, with completion expected this year. Helms' project at Fernley should get started in the next few weeks.

Granite Construction has started work on the \$32 million Reno Cannon Airport job, with the second phase to be let in 1994. Granite's job at the Rye Patch on I-80 and Oroville on 95 North are underway, putting some of the members to work.

Frehner Construction is continuing work on the Carlin project. Kasler has subcontracted the concrete paving. Frehner was the successful bidder, at \$2.5 million, on the Halleck project and also on the Winnemucca Airport project.

T.W. Construction has the work well under way at the new bowling stadium in downtown Reno. The company also has work going at the new prison near Lovelock, the Fallon Naval Air Station and the water treatment plant.

We're happy to see that Las Vegas Paving has returned to northern Nevada. The company's project at the south end of Carson City will encompass a golf course, hotel-casino and a subdivision. Q & D Construction has completed its work on an underground job in Fernley. Rumor is the company was recently successful in bidding on a \$3 million project at Genoa.

Earl Games has some site work going in Sparks, keeping a few members working. It also recently completed the demolition of the old Sparks Police station. Ames Construction started work in Carlin on Newmont Gold's mine expansion, as well as in Ely for a new mill site. Tri Pyramid Construction, a new company started by one of our members, Rick Depaoli, is picking up more work. We wish the company well.

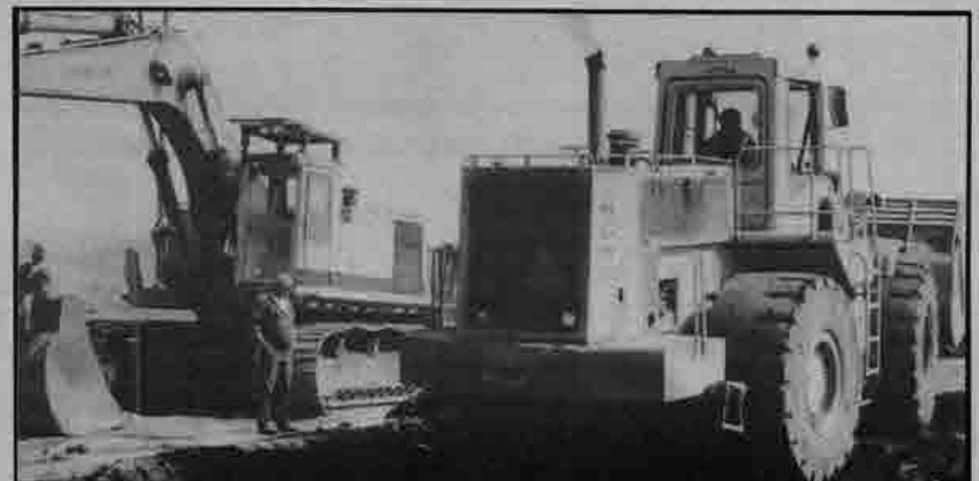
The work in northern Nevada looks good for a change, with several projects yet to bid. It looks like the I-580 extension south of Reno will go to bid this summer, as well as several other good jobs in eastern Nevada. We hope these jobs get everyone working this season.

Pete Cox, Business Rep.



Above: Bobby Helms loads a huge boulder into a haul truck at Mt. Rose Highway project.

Below: Superintendent Dale Scheid supervises Bobby Helms on Helms Construction's Mt. Rose project.



HONORARY MEMBERS

As approved at the Executive Board Meeting on January 9, 1993, the following retirees have 35 or more years of membership in the Local Union, as of May 1993, and have been determined to be eligible for Honorary Membership effective March 1, 1993.

* Louis DeMartin	0845511
* Robert Deussenberry	0892662
* Sam Dollar	0883633
David Gray	0873212
Richard Hayes	0959375
* Anton Lundin	0785813
Chester McFall	0935430
Ernest Micheli	0557544
* Richard Nunez	0766502
Leo Schlyter	0962080

* Effective January 1, 1993 - Recently determined to have been eligible in December, 1992.

As approved at the Executive Board Meeting on May 9, 1993, the following retirees have 35 or more years of membership in the Local Union, as of May 1993, and have been determined to be eligible for Honorary Membership effective July 1, 1993.

David Andrews	0947219
Fred Arent	0769377
Sheridan Atkinson	0830858
Andrew Bodine	0736309
Louis Boyd	0921388
Frank Briltz	0718337
Fernando Clementino	0760621
Delbert Curtis	0798044
Vernon Dotson	0657780
Ora Elliott	0652464
Herman Fuit	0924920
Robert Goodwin, Sr.	0959355
Richard Hanway	0939662
William Henley	0915691
James Holliday	0863762
* William Karratti	0964998
Jordan Morse	0788144
Ellis Myers	07004477
Nicholas Paras	0892563
Raymond Rice	0498732
* Ralph Perez	0950719
* Manuel Perry	0928083
David Styles	0888928
Lewis thrasher	0688960
* Billy Williams	0745273
* Oliver Wilson	0652545
George Wyant	0674790

* Effective April 1, 1993 - Recently determined to have been eligible in March, 1993.

District Meetings

District meetings convene at 8-PM with the exception of District 17 meetings, which convene at 7-PM

JUNE

- 2nd District 12: Provo
Orem City Building
56 North State Street
Orem, Utah
- 3rd District 11: Reno
Carpenters Hall
1150 Terminal Way
- 15th District 10: Ukiah
Grange Hall
740 State Street
- 17th District 04: Fairfield
Holiday Inn
1350 Holiday Lane
- 24th District 9: Freedom
Veterans of Foreign
Wars Hall
1960 Freedom Blvd.

JULY

- 6th District 4: Eureka
Engineers Building
2806 Broadway
- 6th District 17: Kauai
Wilcox Elem. School
4319 Hardy Street
- 7th District 17: Kona
Konawaena School
Kealahakua
- 7th District 7: Redding
Engineers Bldg.
20308 Engineers Lane
- 8th District 6: Marysville
Veterans Memorial Hall
249 Sycamore St
Gridley
- 20th District 17: Maui
Wailuku Comm. Ctr.
Lower Main Street
Wailuku
- 21st District 17: Hilo
Kapiolani School
966 Kilauea Ave.
- 22nd District 17: Honolulu
Kilihi Waena School
1240 Gulick Ave.

Pre-Retirement Meetings

JUNE 19 11AM

SALT LAKE CITY - Operating Engineers Bldg.
1958 W. N. Temple

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary Robert L. Wise, has announced that the next semi-annual meeting of the membership will be held on Saturday, July 10, 1993, at 1:00 p.m., at the SEAFARERS INTERNATIONAL UNION AUDITORIUM, 350 Fremont Street, San Francisco, CA.

1993 RETIREE ASSOCIATION MEETINGS

SALT LAKE CITY

June 19 12 Noon

Murray Park
495 E 5300 S
Murray, Utah

EUREKA

July 6 2 PM

Operating Engineers Bldg.
2806 Broadway

REDDING

July 7 2 PM

Moose Lodge
320 Lake Blvd.

MARYSVILLE

July 8 2 PM

Veterans Memorial Bldg.
249 Sycamore
Gridley, CA

RENO

July 17 11 AM

Sear Park
Rock Blvd & Prater Way
Sparks, Nevada

Departed Members

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

APRIL

Paul Driver of Waianae, Hi., 4/30; Glenn L Johnston of Redding, Ca., 4/25; James Matsuda of Ewa Beach, Hi., 4/27; Herb M. Maunder of Sparks, Nv., 4/25; Roy Teed of Medford, Or., 4/29.

MAY

John Batalona of Wahiawa, Hi., 5/10; Jack H. Bennett of Crane, Mo., 5/6; Ronald Casaleggio of Jackson, Ca., 5/24; David J. Devincenzi of San Francisco, Ca., 5/15; Henry D. Ford of Ukiah, Ca., 5/11; J. W. Fothergill of Cedar Ridge, Ca., 5/17; Ted Fox of Anderson, Ca., 5/2; N. L. Gates of Danville, Ca., 5/9; Don L. Hart of Oroville, Ca., 5/21; James Helms of Fresno, Ca., 5/5; Hubert Howard of Grants, NM., 5/10; Arthur Kirkpatrick of Lake Havas, Az., 5/19; Mario Lucchetti of Cupertino, Ca., 5/16; E. McCarty of Aloha, Or., 5/23; George McNees of Orem, Ut., 5/17; Vern Motley of Halfway, Or., 5/9; Ray F. Newhouse of Mad River, Ca., 5/1; Fred Potter of Sacramento, Ca., 5/7; Raymond Santiago of Haleiwa, Hi., 5/10; Daniel Smalling of Yuba City, Ca., 5/1; Wayne Stokes of Livermore, Ca., 5/1; Lynn Tillotson of Grass Valley, Ca., 5/7; T. Turner of San Leandro, Ca., 5/20; Orville Warrington of Fresno, Ca., 5/14.

DECEASED DEPENDENTS

Joan Troxel, wife of Jay, 5/12. Cheryl Viernes, wife of Gary, 2/14.

**Your union
Your voice**



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: '79 Motor home 25' Ford V8-460, 32K miles on new motor, 6 new 10 ply michlin tires less than 200 miles, fully self contained, roof & dash air, 2 gas TK-2 holding TKs, electric leveling jacks, tub & shower, big oven gen., radio & CB, microwave oven, 4 burner stove, gelfig., lots of cabinet space, trailer hitch, '93 license ready to go. \$8,950. Call (510)674-1094. Reg.#0689209 4/93

FOR SALE: Marine motor Chevy 396 complete, low hours, runs, \$800. 32' Revell craft 12' beam, no motor, excellent live aboard, \$1,500. Late model Mercury outboard motor, 4.5 like new. \$400. Call (415)366-4015. Reg.#484706 4/93

FOR SALE: Mobile home Double wide on large private lot, 2bd/2ba, refrigerated air-thermo pane windows, awnings, full length on both sides & front windows concrete patios & drives, storage shed + shop, alarm system on mobile & all out buildings. \$87,500. Call (916)244-1791. Reg.#1136291 4/93

FOR SALE: 413 Dodge 24' Class A Champion, twin fans, CB radio, twin antennas, 6 speaker AM/FM radio, phone jack, leveling jacks, 15' awning, generator and much more. Tow car available, have to see to appreciate. Call (510)783-7905. Reg.#088849 4/93

WANTED: '65-'70 Mustang, dead or alive. 351 cleveland, 427-428 engines. Shaker air cleaner for '70 Mustang Mach I bic block. Call Gerry Lambert (408)226-0729. Reg.#1225584 4/93

FOR SALE: '89 Dodge Dakota, 4x4, w/extended warranty. Bed liner, tinted sliding rear window, anti-lock brakes, cassette radio, low miles, great condition. Black. May take good VW Jetta as part payment or make offer of cash or cash & trade. \$9,995. Call (707)939-0806. Reg.#2102539 4/93

FOR SALE: Custom home 2 year old 2bd/2ba, 3 car garage & shop, 50' U shaped dock w/electricity & water on quiet delta slough, \$545K. '73 Dodge Powerwagon w/camper shell, 15K on rebuilt engine & transfer case, new brakes, shocks, tires & u-joints \$2,300. Call (916)777-7036. Reg.#1137569 4/93

FOR SALE: Surveyors rod Delta Free face! Chan Park's new 'Park Rod,' featured in Feb. issue of Eng. News, is now a reality. First 100 members to ask will get new 10-ft. rod face for free. Send self-addressed envelope with 4, 29-cent stamps (or pick up in person) to 'Ron' Chan Park, 7059 Exeter Dr., Oakland, 94611, (510) 531-8887 evenings. Reg. No. 73740 5/93

WANTED: Aircraft parts Old engines and instruments. Antique OK! I have some parts. Trades welcome. All inquiries will be answered. Photos are best-Polaroid. This is a hobby so keep it cheap. No phone. Send info. to Jerry B. 1308 Castillo

Ave. Burlingame, Ca. 94010-5630. Reg.#1216125 5/93

FOR SALE: Puppies Chesapeake, AKC Registered. Great hunters. Both parents on premises. Will be six weeks old 4/14. Dewclaws removed. 1st shots given. \$300 male; \$350 female. Call (916)674-3388 after 6pm. Reg.#1977231 5/93

FOR SALE: '85 Moving Van 24' GMC, disc brakes, exc. cond, ramp, roll up door, big tires, 5 spd, & 7K or trade for 4x4-4door car. Mining claims on 40 mile river Chicken Alaska. 11 ac. horse ranch, 2 houses, lg. 2 story barn, 2 ponds, fronts Hwy. 49 Nevada Co. Call (916)292-9272. Reg.#1261969 5/93

FOR SALE: Ranchlet 2 acres all fenced. 1-1/2 mi. from Delhi, Ca. 1 mi. from 99 hwy. 2 bd/1ba, lg. front rm, kitchen. Wood stove. Sliding windows "Imperial" \$3K rug value. Under house 2 rooms 7' high ceilings, electricity, rugs, windows, liveable, 60' parks 3 cars barn. 2-20' bldgs., \$190K. Call (209)634-6174. Reg.#0668753 5/93

FOR SALE: '90 Jeep Wrangler, \$9K. Removable hard top, 4 wheel Dr. runs great. Posi-traction, 60K mi. excel. cond. Call (209)928-3735 after 5pm. Reg.#2159356 5/93

FOR SALE: '90 Motor home Cambria, 33' fully loaded, 8K mi., 454 fuel injected eng. beautifully decorated, barely been used. \$52K, OBO. Must see. Call (510)226-6429 after 6pm. Reg.#1273461 5/93

FOR SALE: Retirement home 110'x150' lot. Lovely Salmon Idaho beautiful auto sprinkler yd, 2,370 sq. ft., main floor kitchen, bath, dining, living & 2 bedrooms, entry, full deck, downstairs furnace & shop, bath, utility, family & 1 bdrm, wet bar, game area and patio. Lg. fireplaces on each floor. \$135K. Call (208)756-4246. Reg.#0956148 5/93

FOR SALE: Engine Wisconsin air cooled, heavy duty, model TJD, 16HP electric start. New, never used, in original carton. \$975. Call (510)524-2564. Reg.#0630702 5/93

FOR SALE: Golf Car E.Z. Go, reconditioned motor, front end, brakes, 2 coats of paint. Roof & windshield, batteries 2 yrs. old, good charger/tires. Asking \$750. Call Sacto (916)482-1969. Reg.#1058503 5/93

FOR SALE/Trade: '90 Mobile home located in San Andreas foothills, 3bd/2ba, \$65K value for home or mobile of equal value in Sutter Creek or Jackson, CA. May also consider townhouse. Call (209)754-4201. Reg.#369057 5/93

FOR SALE: '55 Buick 4 door hard top, Roadmaster, electric windows, excel. cond., red and white, \$10,500 firm. Call (916)725-3853. Reg.#1019990 5/93

FOR SALE: Tow Dolly Kartote, 4 yrs. old. Very good cond. \$850 or best offer.

Call (510)825-2665. Reg.#750282 5/93

FOR SALE: Mobile home 60'x24' Far West in East Biggs, Ca., double wide, 2bdrm/2ba on .53 acres, new carport, double pane windows, large front porch & awnings, new washer and dryer, alum. foam roof (20yrs guarantee) vents, wood stove and hearth, 8 almond trees, 4 walnut, 1 lg. ash shade tree, well water, 1-16'x10' wood storage shed & loft, 1 metal shed, \$72K. Call L. Shea (916)868-1644. Reg.#0822741 5/93

FOR SALE: '89 GMC Jimmy 4x4 must sell loaded all extras, \$12,500 OBO. '85 Searay 21' cuddy 260hp Mercruiser, exc. cond. trail-rite trlr., fully equip., trim tabs, VHF stereo, depth sounder, bait tank, SS prop, dual batts. Full canvas moving cover, \$13K OBO. Call (909)927-3286. Reg.#1866541 5/93

FOR SALE: Furniture 8' black and gold vel. sofa with wood trim, Spanish medit. style, perfect condition \$290. High back chair, gold vel. with wood legs, \$75. Coffee table - distress maple \$60, matching step end table \$50. Stereo medit. cabinet \$100. Call (916)622-6290. Reg.#2033170 5/93

FOR SALE: 25 acres 2 parcels, 14.8 ac. and 10.3 ac. with year round Bogas Creek. Rolling property with view of Mt. Shasta and surrounding area. Trees, meadows, and fishing on your own property outside Yreka, Ca. \$45K. Call (503)862-2774. Reg.#0987378 5/93

FOR SALE: '84 Ford LTD Crown Victoria V8, white, very nice, runs great, fully loaded. Moms car, 1 owner. \$3,600. Call (209)537-0921. Reg.#1148387 5/93

RETIREMENT SALE: '87 case 580K with cab, 5 buckets & 2 sets of tires. Call (916)678-1777. Reg.#1123477 4/93

FOR SALE: Backhoe Buckets 24' & 18' for case 580 super e model, like new \$1K for both. Also 2 brand new Bias tires, G-60-14, \$75 for both OBO. Call (916)878-1494. Reg.#2072172 6/93

FOR SALE: '87-1/2 Turbo cat pusher 250 Hp, 643 Allison trans, HWH levelers, air bag ride, air brakes, showroom cond, lt. grey w/burgandy stripes, diesel gen, awnings, side aisle, rear bdrm, Q-size bed and other options. \$87,500 firm. Call Adam Orozco (408)779-4962. Reg.#1620675 6/93

FOR SALE: '89 Bouncer 40' 6K mi., 460 eng. auto levelers, 6.5 Onan generator, steer safe, rear camera, gear vendor tran, ice maker, washer, dryer, microwave, TV, VCR, ACs. Good for fulltimers. Lots of storage, loaded in/out, much more, illness forces sale. \$45K. Call (916)457-4472. 6/93

FOR SALE: '76 Dodge Van, good body, strong eng., needs smog pump, \$600. '84 Wilderness travel trailer, back bdrm, tub/shower, cent. heat, A/C, carpet, mini

Personal Notes....

Oakland: Congratulations to Steve and Silvia Moler on the birth of their baby son, Nicholas Alexander, born April 13, weighing 7 pounds, 10 ounces, and measuring 20 in. Steve is the assistant editor of Engineers News.

Santa Rosa: We are happy to announce the following births: John and Claudia Mudgett had a baby girl named Carmen, on 5/14. Ray and Dorothy Kepley gave birth to a baby boy named Clint Ray on 2/1, and Theresa Lawson gave birth to a baby boy on 3/12 named David Boone. Welcome little ones!

Utah: Clara Featherston, wife of member Carroll, died 1/3, of a cardiac arrest. Carroll is a longtime member and retiree of the local. Congratulations!

blinds, self contained, \$5,950. Call (707)554-1153. Reg.#1168891 6/93

FOR SALE: '65 Studebaker 2 door sport model Datona Red w/white vinyl top, 42K miles, original owner. Also, 3 wheel delux cycle chair for handy cap person. Call (510)351-3977 after 5pm. Reg.#577370 6/93

FOR SALE: '87 SeaRay 25' Sundancer, full Delta canvas, 350 OMC outdrive, 110V dockside sys, electric hyd trim tabs, alcohol/electric two-burner stove, depth finder, 100 gal gas tank, self-contained cooling, inboard Halon fire ext sys, dual voltage refer, radios, full canvas cover, aft state, removable carpet, head, low hours. \$25,500. Call (209)833-0774. Reg.#1046810 6/93

FOR SALE: Mobile Home 2 bdrm/2ba, Adult park 55+ Concord 24x64 lg. living room, new carpet, custom drapes lg. family room, wet bar, eating area, ceiling fan angled kitchen, new store, GE Refrig., microwave, dish washer, new linoleum, garden window, central heat/air, washer/dryer. New roof, auto sprinklers, lg. screened porch. Call (510)689-4932. Reg.#0921384 6/93

FOR SALE: '86 Ford Van 350 Econoline, ice box, closet & sink, 6.9 liter deisel, AC, power locks/windows/steering/brakes. Tilt wheel, new tires, dual fuel tanks, excell cond., \$7,500 or trade for pick-up extend cab 4x4. Call (916)283-3823. Reg.#1142922 6/93

FOR SALE: Turbocharger ATS fits GM, 6.2 Diesel have all hoses, pipes, clamps, gauges and instructions. \$1K. Call (916)275-2011. Reg.#586558 6/93

FOR SALE: '72 El Camino 350 eng., AT, P/S, AM radio, Primed grey, 178 K good cond. \$2K sale, 2 service station type gas pumps, good cond. PS Pumps \$50 each. Call Geo. (510)525-2165. Reg.#0291501

FOR SALE: '62 Boat Chris Craft 53', 3 staterooms, 2 ba., full elect gally, 2 GMC 371 diesels, electric generator. All wood hull. Have to see to appreciate \$95K. Call (415)873-8546. Reg.#924959 6/93

FOR SALE: 4-plus acres Silver springs, Nev. Cor. Prop. paved rd., 320 +/- to power, \$9,500 terms. Call (916)644-5178. Reg.#1152629 6/93

FOR SALE: '77 -5th wheel 34' Ardon, awning, full bath \$ shower, queen bed, furnace, air conditioner, Lots of closet space, could be lived in \$7K OBO. Call 643-7246 (Vallejo, Ca.). Reg.#1098191 6/93

FOR SALE/TRADE: Duplex Lg. 2 story - 10 min. from Lake Oroville, Feather River and Mt. Recreation, many upgrades, good

income or owner occupied. One unit makes payment. Ass. loan, trade equity for 40' 5th wheel, street rod, collector car. Nev. Property, antiques will deal, call (916)384-1016 or 534-6817. Reg.#2188985 6/93

FOR SALE: '85 Chevy Van G 20, Landmark by National Coach, 350 V8 gas, 4 speed, auto trans w/overdrive. Electronic speed control, air cond., TA tires, fully loaded, 4 high back, 6-way lumbar adjustable chairs + 6' sofa bed. 42K miles, immaculate inside & out. Asking \$11K. Call (707)226-3442. Reg.#0983164 9/93

FOR SALE: Home Near Clear Lake, 24'x50' mobil home + executive 26' class A motor home. Mobil home \$24,900. Motor home \$14K. Both for \$35K or offer. Call (707)263-3313. Reg.#496052 6/93

FOR SALE: '52 Chevy 2 door coupe, partial restored eng., trans, out, but complete. Has 90% of options for '52 in original boxes. Will trade for old 1/2 ton pick-up w/side boxes or flat bed. Body cond. doesn't matter but must run. Prefer Chevy, Ford or Dodge. Call (415)586-2207. Reg.#1852493 6/93

FOR SALE: Mobile home 12'x40' Hill-Crest, 1bd, excell cond., country living in adult park above the fog and below the snow. 1 mile from Auburn, Ca., full length patio awning & storage shed, \$9,500. Call (916)823-2983, leave message/will return call. Reg.#0863743 6/93

FOR SALE: '77 Motor home 18' Dodge fiber glass 360 engine, fully S/C clean good cond., \$6,900. Large set of Cat service manuals \$150. Utility bed 1 ton \$600. TD 9 parts. Call (916)346-2918. Reg.#1271053 6/93

FOR SALE: Post hole digger Danhausser, 18"x9" augers ready for 3 point hitch, like new \$1,200. Howard Rotovader 60" w/80 new lines \$2,200. Good cond. Call (510)623-1210 Reg.#2010999 6/93

FOR SALE: 980 Loader Caterpillar, ser#42H00250, \$25K. Call (707)994-9224. Reg.#418439 6/93

FOR SALE: Mobile home in Tehama Co. price reduced to \$69,500. Secluded w/view, 3bd/2ba, 1900 sq. ft. on 6.7 ac.w/oaks, pines & manzanita trees. Gazebo & man-made waterfall, fruit trees. Many extras. OWC some \$. Also 2.7 acres. Lots of oak, pine trees. Good build site. Secluded & quiet. \$5K down, OWC balance. Call (916)585-2420. Reg.#1189004 6/93

Is crane operator certification needed?

Several construction industry employer groups led by the anti-union Associated Builders and Contractors have told the Occupational Safety and Health Administration that crane operators should meet certain qualifications but should not have to be certified.

The comments were filed with OSHA after the agency announced last October that it was considering revising its construction safety provisions regarding cranes, derricks, hoists, elevators and conveyors. The agency was particularly concerned about the limited criteria for crane operator qualifications contained in the current regulations. OSHA also wanted to consider revising sections of the existing standard pertaining to the use, inspection and maintenance of cranes on construction sites, as well as the need for a certification requirement for riggers and signal persons.

When OSHA issued the advanced notice of the proposed rulemaking, the agency received nearly 300 public comments. The ABC, Crane Safety Association of America, American Petroleum Institute and Edison Electric Institute were among industry groups calling on OSHA to opt for operator qualification criteria rather than certification. Organized

labor has supported more comprehensive certification requirements.

Officials from the Air Force and Army also endorsed "less formal" and so-called "more flexible" criteria over "a rigid certification program," according to the Defense Department's comments. The criteria should assess the operator's knowledge, performance and medical fitness, the ABC said.

CSA and the Air Force recommended that crane operators have at least 20-30 Snellen vision in one eye and 20-50 in the other, plus the ability to distinguish colors, adequate hearing and sufficient strength, endurance and agility, among other qualifications.

All the groups said OSHA should require both classroom and on-the-job training that would address such topics as load charts, hand signals, rigging safety and inspection and maintenance procedures. The Air Force recommended that new operators receive initial training and certification from a licensed agency such as the Crane Inspection and Certification Bureau, while the petroleum institute urged OSHA to allow, but not require, third-party certifiers to do the training.

*Construction
Labor Report*

Union Briefs

Striker replacement legislation update

House and Senate labor committees approved bills to prohibit the permanent replacement of economic strikers. In a vote along party lines, members of the House Education and Labor Committee reported HR 5 to the House by a vote of 28-15 after adopting an amendment renaming the legislation in honor of the late Cesar Chavez, who was president of the United Farm Workers. The Senate Labor and Human Resources Committee approved the Senate version of the legislation, S 55, by a 10-7 vote.

No dates have been scheduled for floor action in either the House or Senate. Although President Clinton has pledged to sign the legislation, Senate opposition remains a formidable obstacle. While a majority appears to support the bill, that backing may fall short of the 60 votes required to block a Republican filibuster.

OSHA reform won't 'short shrift' construction safety

Legislation to amend the Occupational Safety and Health Act is now making its way through Congress. The legislation, HR 1280 in the House and S 575 in the Senate, is similar to last year's OSHA reform legislation, which never reached the House or Senate floor for a final vote.

According to Randy Rabinowitz, associate counsel for the House Committee on Education and Labor, construction safety will not get "short shrifted" during congressional deliberation to overhaul the act. If anything, she said, the bill to improve the act would make construction safety sites safer because it contains specific construction safety measures as well as general provisions that will "greatly benefit" the construction sector.

Rabinowitz made her remarks during the April 19-22 Building and Construction Trades Department's 1993 legislative conference in Washington D.C. The decision to incorporate provisions of last year's Construction Safety, Health, and Education Act into this year's OSHA reform bill, HR 1280, "should not be interpreted that there is less concern from Congress on construction," she said.

New course for NLRB

The National Labor Relations Board may see fit to "chart a new course" during the Clinton administration, according to NLRB Chairman James M. Stephens. Given the imminent resignation of NLRB member Clifford R. Oviatt Jr., the recess appointment of member John N. Raudabaugh, and the expiration of the NLRB general counsel's term in November, Stephens told participants at the Industrial Relations Research Association's spring meeting April 29 that the White House will have wide discretion in changing the composition and direction of the board. So far, the administration has shown signs of embracing "studied activism" on labor issues, he said, and a newly constituted NLRB may be called on to re-examine board doctrine.

Davis-Bacon Act under attack

Witnesses told a House subcommittee May 4 that the 1931 Davis-Bacon Act, which requires federal construction contractors and subcontractors to pay prevailing wage rates set by the Labor Department, needlessly inflates the cost of federal construction and repair projects and should be either rewritten or repealed.

Critics of the law include two House members, Rep. Charles Stenholm, D-Texas, and Rep. Tom DeLay, R-Texas, who have introduced separate bills to change Davis-Bacon. LeLay plans to introduce legislation to repeal the act altogether, while Stenholm proposed a "compromise" to a bill introduced by the subcommittee chairman, Rep. Austin J. Murphy, D-Pa., and backed by organized labor.

Under Murphy's bill, the present threshold for coverage under Davis-Bacon would be raised from \$2,000 to \$100,000 for new construction and \$15,000 for alteration, repair, renovation, rehabilitation or reconstruction. However, Stenholms told the subcommittee that his compromise would achieve a greater savings to taxpayers by increasing the threshold to \$500,000 for all federal building projects and make other changes that would reduce federal construction costs by about \$4 billion in budget authority and \$3 billion in outlays.

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