

Engineers News

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OPERATING ENGINEERS LOCAL UNION NO. 3,

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Mechanically Divine

Local 3 members at Sierra Detroit-Diesel Allison apply skills in servicing renowned engines and transmissions



Photo by Steve Moler



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

Last year when Clinton was still running for President, we in Labor expressed concern over his support of the North American Free Trade Agreement (NAFTA). We put our concerns on the back shelf at the time, because we believed Clinton offered American workers more than Bush.

Now we're getting down to brass tacks with NAFTA. The side agreements which were meant to correct some of the problems Clinton inherited from Bush are a failure.

Some of you may be reclining in your favorite chair drinking a cup of coffee while you read this asking yourself, "What do I care about NAFTA?" All I can say is that every one of us better care a hell of a lot, because this agreement as it stands will have a deep, damaging and irreversible impact on American workers.

The root of the problem is that the minimum wage in Mexico is 60 cents an hour and ours is seven times that. More importantly, good union scale manufacturing jobs that pay much more than minimum wage are the jobs that will be exported across the border.

"Well," you might say, "it's too bad if some American auto workers or clothing and textile workers or computer chip makers lose their jobs, but it's pretty hard for them to export my construction job."

Think again. Look at California's economy right now. There's a fair amount of highway work going on, but we still have a lot of people out of work. Why? Because the heart of our economy — like any state's economy — is driven by business. If business decides to build a factory in Mexico instead of here, we lose construction jobs. If the factories go to Mexico, we lose demand for new houses, schools and supporting infrastructure. So, in a very literal sense, even our jobs will be exported.

NAFTA falls way short of the mark in a number of specific areas.

- **NAFTA has no teeth when it comes to protecting workers' rights.** The enforcement provisions negotiated in the side agreements to address workers' rights and to prevent corporations from operating dirty, polluting factories on the other side of the border are filled with bureaucratic delay and legal loopholes.

- **NAFTA will do exactly what Clinton does not want it to do — increase the flow of corporations and investors across the border in search of low cost labor.** This will continue to depress wages in our country and do nothing to raise standards in Mexico. Mexico is a hundred years behind the U.S. in laws that protect workers' rights. Corporations will seek and will obtain a union-free environment in their new homes across the border.

- **NAFTA's promise of increased exports to Mexico is the political equivalent of "the check is in the mail."** How much will the loss of American jobs be offset by increased exports to Mexico? Nobody knows.

We know we're going to lose jobs. It's happening already even without NAFTA. U.S. manufacturers and other firms already have shipped more than 500,000 jobs to Mexico — through the maquiladora

"NAFTA's promise of increased exports to Mexico is the political equivalent of 'the check is in the mail.'"

program. The trade deal would speed up the exodus of better-paying U.S. jobs.

Studies by a number of research groups show that hundreds of thousands of U.S. manufacturing jobs would be shipped across the border under the trade deal during the 1990s. Employers also would use the threat of shifting jobs to Mexico to reduce wages and benefits for U.S. workers.

Are we willing to sacrifice the certain loss of even more American jobs for the vague promise of increased exports espoused by the multi-national cor-

porations who want NAFTA?

Due in large part to the labor movement's outcry, a number of influential congressmen and women are taking issue with Clinton over NAFTA. There promises to be a serious fight before this one is over.

I agree with the more than 100 Democratic House members who called on the president to focus on health care reform legislation rather than NAFTA.

The ball is in Clinton's court. If he pushes hard enough to pass NAFTA, he will incur the wrath of many of his most loyal supporters in Congress and in the labor movement. If he pushes and loses, it will be another political setback he cannot afford.

A better option would be for him to take the whole thing back to the drawing board and start from scratch. Take the necessary time to draft an agreement that won't sell Americans down the river.

In the meantime, we need to do our part and contact our congressional representatives with a strong, clear message that NAFTA in its present form is completely unacceptable, and that if they support it, you will remember it next election day.

NAFTA a drain on U.S. jobs and wages

With U.S. investment surging in Mexico's export plants, the North American Free Trade Agreement poses a serious threat to the jobs and wage rates of U.S. workers, a House employment subcommittee was told. Prof. Harley Shaiken of the University of California testified that not just low-skilled U.S. jobs are in jeopardy of being lost to the maquiladoras.

Among the high-tech industries — from auto production to consumer electronics — that have located in Mexico, productivity and quality are comparable to U.S. levels, Shaiken said. While production standards have been raised to First World status, Mexico's wages are at Third World rates. That combination endangers both the jobs and wage levels of U.S. workers.

"At risk are not simply \$6 an-hour jobs sewing blue jeans, but \$19-an hour jobs machining complex parts," Shaiken told the House panel. Over the past decade, General Motors, Ford, Chrysler and other automakers have built or expanded engine plants in Mexico, which is now one of the largest engine exporters in the world, Shaiken said. Last year, Mexico exported 250,000 autos to the United States. By the

end of the decade, auto imports from Mexico could rise to 1 million, he predicted.

Although auto productivity and quality is on par with U.S. standards, Shaiken noted that total hourly compensation in Mexico is at \$5 — about one eighth the rate of wage and benefits rates of the Big Three U.S. automakers.

In its present form, NAFTA will do nothing to improve the conditions of Mexican workers, but could seriously harm U.S. workers as the economies of the two countries become integrated, Shaiken said. "At issue in the current debate over NAFTA is not economic integration with Mexico — that already exists and will continue to expand — but the basis on which an accelerated integration should take place," he said.

Investment guarantees have been assured in the NAFTA negotiations, he pointed out. But no comparable efforts have been made to harmonize labor standards. Shaiken concluded that unless similar initiatives are made to insure more uniform labor standards, wages and working conditions will continue to deteriorate. *John Oravec, AFL-CIO News*



Engineers News

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Member severely burned after crane touches power lines

Five-year member Tammy Castillo had just finished fixing an oil leak on a crane at the Walnut Creek Interchange project August 2 when she suddenly heard a high-pitched buzzing sound, then looked up to see a white fireball moving rapidly down the boom towards the cab. Before she could take another step, the fireball exploded beneath the rig, setting Tammy's clothes on fire.

Before help arrived, Tammy sustained burns over 45 percent of her body. She was rushed to the hospital where doctors stabilized her condition before transferring her to the Alta Bates Hospital burn center in Berkeley. As it turned out, Tammy suffered devastating third-degree burns over 30 percent of her body.

Tammy is expected to remain at Alta Bates for at least another eight weeks, a period during which she'll undergo several major operations to repair damaged tissue and begin a lengthy, difficult rehabilitation that's expected to last many years.

According to investigators, the accident occurred when the crane operator apparently moved the boom too close to some high-voltage

power lines and electrical current arced across the gap between the boom and power lines. The electricity traveled quickly down the boom, through the cab and into the ground near where Tammy was standing.

The accident is still under investigation. More information about the dangers of operating cranes near high-voltage power lines can be found in the Safety Department column on page 11.

Tammy's Local 3 brothers and sisters have established the **Tammy Castillo Fund** through the Local 3 credit union to help Tammy during her long road to recovery. If you want to make a contribution, you can do so at any Local 3 branch of the credit union.

Also, Cheryl Posthuma, secretary in the Fairfield District office, is coordinating donations and

messages to Tammy. You can reach Cheryl at (707) 429-4008.



Tammy Castillo was severely burned when the crane she was oiling on came too close to some power lines.

Caltrans, Oakland sign Cypress Fwy. pact

California Gov. Pete Wilson and Oakland Mayor Elihu Harris signed a pact July 29 that clears the way for construction of the Cypress Freeway replacement, a \$695 million project that's expected to generate 30,000 jobs.

After site preparations and demolition work begins next month, construction on the six-lane, ground level freeway will likely begin in January or February, with the project taking three to four years to complete.

Caltrans will solicit bids from contractors to start the first phase, which entails building a huge drainage culvert in Emeryville and demolishing the on- and off-ramps that were left following demolition of the old Cypress Viaduct, which collapsed during the October 1989 Loma Prieta earthquake.

The only potential roadblock remaining is a lawsuit filed against Caltrans by some West Oakland residents and environmentalists in U.S. District Court. A hearing on a preliminary injunction was scheduled for August 24.

The pact calls for the state to spend up to \$1.2 million training local residents, helping minority subcontractors meet bonding requirements and setting a goal that 45 percent of the jobs in each craft be given to city residents, minorities and women.

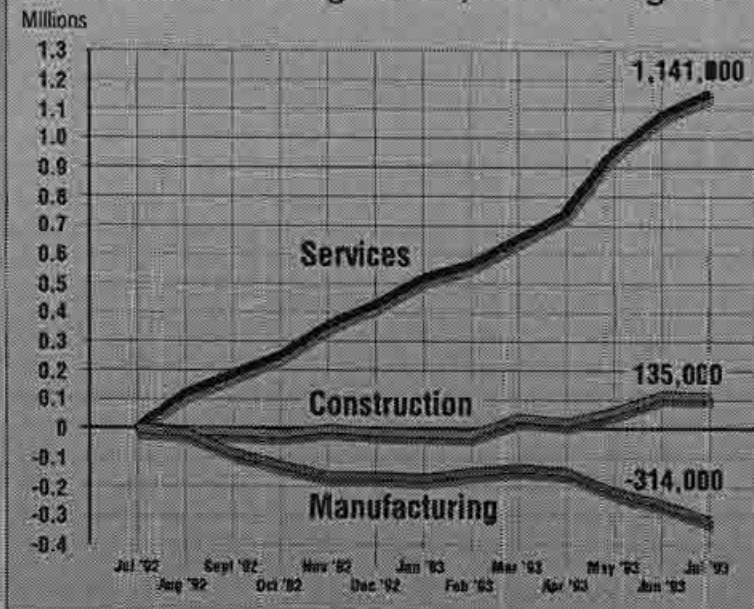
Caltrans already has begun relocating sections of the Southern Pacific Railroad tracks that lie in the new freeway route. The state will also pay for a new train station at Jack London Square, replacing the quake-damaged station that's on the new route, and will pay up to \$70,000 to help move to the Western Railway Museum in Rio Vista and three smaller buildings from the station at 16th and Wood.



Significant statistics

Changing Employment

As manufacturing loses, services gain



The lower-paying services sector added some 1.1 million jobs over the last 12 months, while manufacturing payrolls were slashed by more than 300,000. Data from the Bureau of Labor Statistics show that factory workers were earning \$130 more a week than service industry workers in July. And although there has been a 135,000 increase in higher-paying construction jobs over the past year, the unemployment rate for building trades workers was 16.8 percent last month.

Unemployment rate
July 6.8 percent

Consumer prices
July CPI-W +0.1 percent

Real earnings
July +0.4 percent

Industrial production
July +0.4 percent

Housing starts
July -2.7 percent



San Francisco International Airport, fifth busiest in the nation, is one of many airports in Local 3's area that's poised to embark on a major modernization and expansion project.

Up, up and away

While subdivision and new highway construction remain temporarily grounded, airport expansions and modernizations are taking off

*By Steve Moler
Assistant Editor*

New highway and subdivision work may have sunk into the doldrums over the past few years, but airport work is soaring rapidly to cruising altitude.

Because most U.S. commercial airports were constructed at the onset of the jet age in the 1960s, they're now in desperate need of modernization. The rush to rebuild anew, expand and upgrade has turned airports into one of the most robust construction markets, accounting for billions of dollars in major construction contracts that are putting thousands of operating engineers to work across the country.

Almost every major metropolitan airport in the United States either has recently upgraded, is currently modernizing or has plans for substantial capital improvements in the near future. Just two months ago, for example, the Boston Building and Construction Trades Council, signed a project agreement with the Massachusetts Port Authority covering work on a \$1.2 billion, 10-year modernization of Boston's Logan Airport. Bechtel Corp., meanwhile,

won a contract in January to be general consultant and program manager for a \$2 billion, 10-year expansion project at Miami International Airport. And a \$470 million expansion is nearly finished at Chicago's O'Hare International Airport, the nation's busiest airport.

Best found in the west

The good news is the airport work picture in Local 3's jurisdiction appears equally bright. Airport expansions and upgrades are currently under way or planned at almost every major airport, from Salt Lake City and Reno to San Francisco and the outer Hawaiian Islands.

Raisch Gradeway, for instance, is finishing up work on a \$14.3 million rental car facility and holiday overflow parking lot project at the Sacramento Metropolitan Airport, and Granite Construction just won an \$11 million contract for runway and taxiway rehabilitation at the same airport. These two projects are part of Sacramento's \$225 million, five-year airport improvement program (see related story page 6-7).

Granite is also doing \$32 million worth of new runway work on the first phase of Reno Cannon Airport's

\$80 million, 10-year runway improvement project. San Francisco International Airport is poised to begin construction on a proposed \$1.2 billion multi-level international terminal complex, light-rail shuttle and other major improvements.

In Hawaii, operating engineers are currently working on some \$1.4 billion in airport work, the largest being the \$28 million main runway extension and taxiway rehabilitation at the Big Island's Keohole Airport. Hawaiian Dredging & Construction Co. is extending the airport's 6,500 foot primary runway to 11,000 feet and doing nearly \$19 million worth of overlays and other improvements so the airport can accommodate international flights.

Vital job market

Airport construction is vital to Local 3 members because the type of work involved – ripping up old concrete and asphalt and excavation, grading and paving large surface areas – puts large numbers of operating engineers to work.

Pittsburgh's new \$814 million international airport, completed last October, put 1,500 construction personnel to work, with more than 200

operating engineers moving 18 million cubic yards of dirt, casting 1.2 million square yards of taxiways and aprons and laying 445,000 square yards of pavement for roads and parking lots.

Washoe County officials estimate that Reno Cannon's \$80 million runway improvement project will provide 3,500 jobs. Already 35 Local 3 hands are working on the project's first phase. About 42 Local 3 operators are working at the Keohole Airport job, and more than 30 members are working at Raisch Gradeway's Sacramento airport job.

Most airport capital improvement projects contain several phases extending over several years, which means the long-term outlook for airport construction appears healthy well into the next decade. Industry groups estimate that U.S. airport capital improvement requirements between 1991 and 1995 will exceed \$50 billion and from 1996 to 2000 will reach \$26.6 billion.

Overloaded aviation system

So why are airports expanding and remodeling at such a furious pace? The answer is fairly simple: America's commercial aviation sys-

tem is bursting at the seams.

After airline industry deregulation in 1978, airline traffic began climbing into the stratosphere. The number of passengers boarding planes at the nation's airports rose from 300 million in 1980 to 462 million in 1990. And the crowds are expected to get worse. The Federal Aviation Administration forecasts an annual increase of 4.7 percent in passenger volume until 2000, when an estimated 738 million passengers will be flying.

In 1986, the FAA classified 18 U.S. airports as "seriously congested," but by 1997 that number is predicted to jump to 40 airports. Industry groups say that anywhere from 10 to 16 major new airports will be needed nationwide over the next 10 to 15 years.

Despite the demand, Denver International, scheduled to open in October, is the only major big-city airport built in the United States since Dallas-Fort Worth opened in 1974. Operating engineers working for Ames Construction, a highway contractor based in Minneapolis, completed \$48 million in site preparations at Denver International in late 1989 and most of 1990, moving a total of 36 million cubic yards for the terminal, maintenance building and aprons around the terminal. The heavy equipment operators, some of whom came out of the Utah District, moved an amazing 900,000 cubic yards of earth a week to meet the strict construction deadlines.

New or rebuilt airports?

The FAA says new airports appear to be the last and best long-term solution to congestion for at least seven major markets: New York, Los Angeles, Chicago, San Francisco, Detroit, St. Louis and Phoenix. However, most airports are choosing to avoid the monumental political and environmental controversies associated with new airport construction and instead are expanding or modernizing what they already have.

Rather than build an entirely new facility, the Reno Cannon Airport, gateway to Lake Tahoe's ski resorts and Reno's casinos, is lengthening and upgrading its 5,600 foot general aviation runway so it can handle jetliners during reconstruction of the 10,000 foot primary commercial service runway, which is 20 years old and deteriorating rapidly.

Adding parallel runways

To increase capacity, airports are taking advantage of new technology to add parallel runways to existing airports. New instrument landing systems and distance measuring equipment are allowing simultaneous approaches and landing at airports such as SFO and Los Angeles

International Airport.

But the FAA wants to take parallel runways a step further. The agency has been using computer simulations to test whether four parallel runways can be used as safely as dual runway operations. If the FAA eventually approves the quad runway configuration, operating engineers can expect to be building lots of new runways and taxiways over the next decade or so.

Another solution to the congestion problem under study is the joint use of military airfields or turning recently closed air bases into commercial airports. The FAA has explored the use of up to a dozen facilities, including George AFB in San Bernardino County, Calif., Norton AFB, Mather AFB near Sacramento and Hamilton AFB in the Bay Area. Most of these sites will require extensive Hazmat cleanup and renovations to convert to commercial use, project that undoubtedly will put large numbers of Local 3 members to work.

Eye on the Orient

To capitalize on the explosive growth of Pacific Rim air traffic, San Francisco, which FAA officials say needs a brand new facility, will settle, at least for now, for the expansion of its overburdened international terminal. The \$515 million project will increase the airport's international gates from 10 to 26.

SFO's expansion couldn't have come at a better time. The Pacific Rim is predicted to capture a whopping 40 percent of the world's airline activity by 2000, up from just 18 percent in 1969, and the surge is expected to nearly double SFO's Pacific Rim traffic, from 4 million passengers today to about 7.2 million by 2000.

Oakland International Airport is also carving out its own Pacific Rim niche. With an eye on expanding air-cargo traffic to that region, the airport has developed plans to extend its existing 10,000 foot primary runway to 12,600 feet to allow maximum payloads on transoceanic non-stop flights to Pacific Rim nations, whose economies will account for 50 percent of the world's Gross National Product by 2000.

Oakland International's long-term master plan includes extensive taxiway and apron expansion and rehabilitations, a new 12-gate terminal concourse, expansion of the existing terminal, expansion of cargo facilities, access road and parking lot improvements, and a new multi-level parking garage.

Financing available

So where's all the money for these costly projects coming from? When you consider a new big-city airport

today costs about \$3 billion, financing would seem formidable. But most airports are managing to fund their improvements through a combination of bond sales, airport user fees and FAA grants, which means many airport projects require prevailing wages under provisions of the Davis-Bacon Act.

Reno Cannon is making its \$80 million runway improvements without costing taxpayers a penny. Funding will come from the Airport Improvement Program, a federal program administered by the FAA in which user fees are collected from various segments of the aviation community and placed in the Airport and Airway Trust Fund. Grants are then made to public agencies for the planning and development of public use airports. The FAA recently informed Washoe County that the agency will provide \$71 million in payments over the next 10 years for the airport's improvement project.

Denver bankrolled its \$2.7 billion new airport with \$501 million in FAA grants, the future sale of the old Stapleton Airport and a \$3 per passenger user fee at Stapleton. The city of Denver also raised \$2.3 billion through five municipal bond sales. Chicago paid for its expansion by floating \$489 million in municipal bonds.

Given the flourishing market and available funds, a decade or two may pass before airport construction decides to land once again.

Major Airport Construction in Local 3's Area

San Francisco Int'l Airport - Proposed \$1.2 billion five-year improvement project includes \$515 million new international terminal, \$285 million light-rail shuttle, \$220 million ground transportation and rental car facility, \$175 million elevated road system, \$36 million parking garage and \$25 million in taxiway realignment.

Oakland Int'l Airport - \$4 million in current taxiway overlays. Proposed \$24 million, 2,600-foot extension of main runway to give cargo planes more payload capacity for transoceanic non-stop flights to Pacific Rim destinations.

San Jose Municipal Airport - \$11 million main runway extension completed by Granite Construction in April. New master plan covering future development and expansion currently being drafted.

Sacramento Metro Airport - \$14.3 million rental car facility and holiday overflow parking lot currently under construction by Raisch Gradeway. \$11 million runway and taxiway rehabilitation contract recently awarded to Granite Construction. \$200 million in additional airport improvements planned over next five years, including new 11-gate East Terminal.

Reno-Cannon Int'l Airport - \$80 million runway improvement project over next 10 years includes reconstruction of 10,000 foot primary commercial service runway and reconstruction and lengthening of the 5,600 foot parallel general aviation runway, a project currently in progress by Granite Construction. Primary runway rehabilitation is scheduled to begin next year.

Salt Lake City Int'l Airport - \$24 million main runway extension. Grading and subgrade in progress, with concrete paving scheduled to begin in late 1994.

Keohole Airport (Big Island of Hawaii) - \$28 million for taxiway and apron rehabilitation plus runway strengthening and lengthening of existing main runway so airport can accommodate international flights.



Ralsch Gradeway's operators grade 1,300 square foot rental car parking lot at Sacramento airport job.

Sacramento airport begins \$225 million modernization

Sacramento Metropolitan Airport's five-year multimillion dollar modernization project typifies what's taking place throughout the nation's commercial aviation system three decades into the jet age. Opened in 1967, when jet travel began to take off, Sacramento Metro is now in serious need of expansion and modernization.

The airport has responded with a \$225 million expansion and upgrade program that includes overlays of the airport's two primary runways and taxiways, rehabilitation of the terminal aprons, a new \$80 million, 11-gate East Terminal, remodeling of the existing terminal, and numerous other smaller improvements surrounding the airport, such as new bridges and access road overlays.

Right now Ralsch Gradeway and its subcontractors are working on the first phase of the project, a \$14.3 million contract that covers site preparations for a new 1,300-square-foot rental car facility and a 675,000-square-foot holiday overflow parking lot containing 3,000 automobile spaces.

The grading portion of Phase 1 involves 140,000 yards of select sand, which is being trucked in from Granite Construction's Cashe Creek quarry, placed on top of 490,000 yards of import that's being brought in from a nearby

ranch by up to 60 bottom dumps per day via an eight-mile haul road.

Most of the import has to be compacted to 95 percent and the top foot to 98 percent. The contract also includes constructing four abutments for two bridges that will be built during Phase 3.

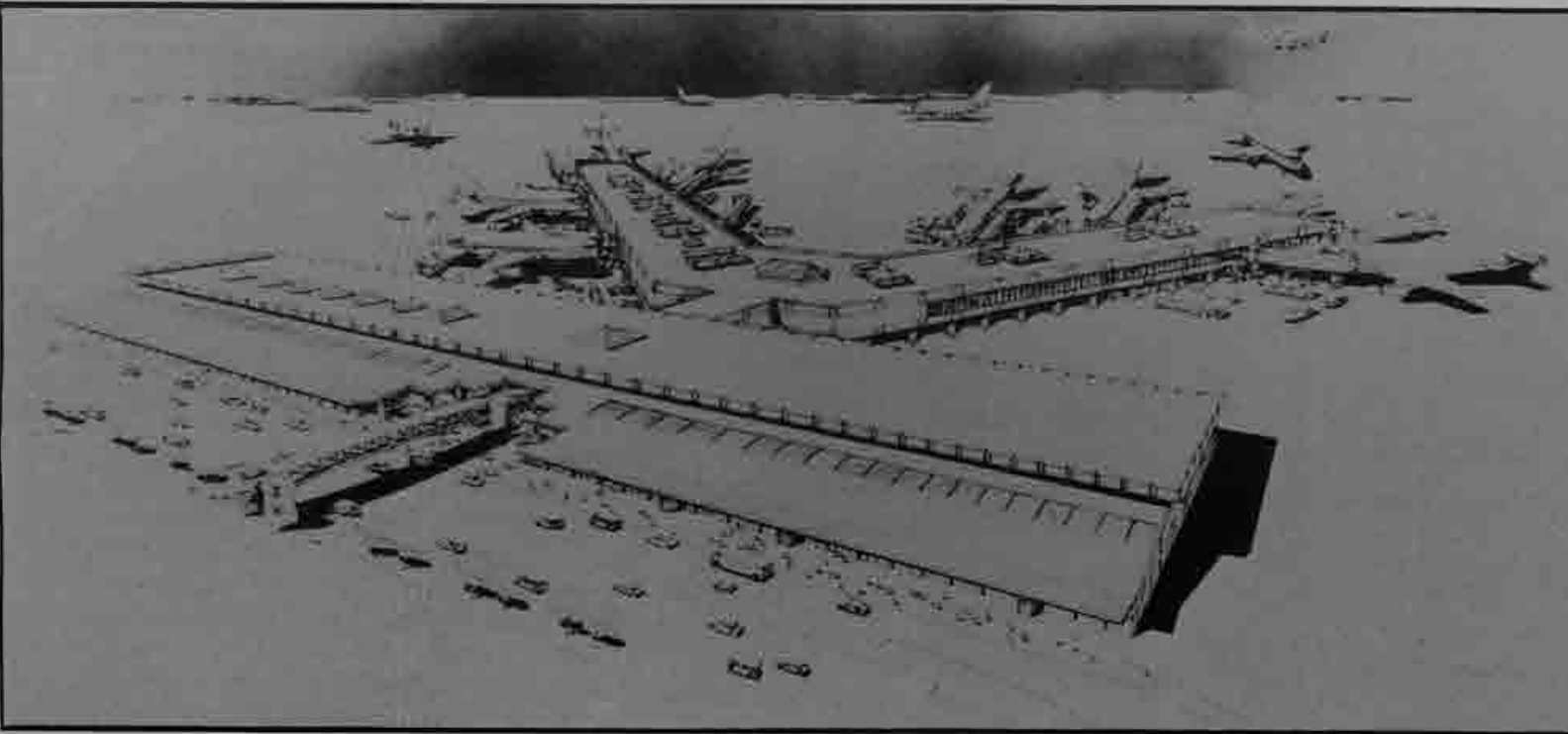
About the time RGW finishes Phase 1, Granite will be moving in to undertake the \$11 million Phase 2, which involves overlaying the two 8,600-foot east and west primary runways with 16 inches of concrete (143,000 square yards total) and overlaying the taxiways with asphalt.

After that, the airport plans to embark on an additional \$200 million in airport improvement over five years, starting with construction of the new East Terminal, 25 acres of aircraft parking space, remodeling the existing terminal, ripping up and reconstructing the terminal's 25-year-old aprons, overlaying airport access roads and putting in the two new bridges.



Above: Dave Toreson, left, and Doug Miller of Dsomas & Associates do surveying work at the overflow parking lot.

Left: Gradesetter Art Porter.



Top left: Chet Flem, on a Michigan 275, loads one of the bottom dumps that's taking the import to the job site.

Top right: Bill McReynolds (D-9L) and Larry Bunning (D-8K) move some of the 340,000 yards of import being taken from a ranch near the airport.

Left: An artist's drawing of the proposed \$80 million East Terminal, which will add 11 gates to Sacramento's airport.



Bottom left: A gradesetter takes aim.

Bottom center: Foreman Chuck Phillips with Business Agent Frank Herrera.

Below: Crews for subcontractor Daniel Ontiveros Const. Co. are doing the underground.



Prop. 172 needed to ensure public safety

During a seven-day period in the Bay Area, from August 14-20, a 17-year-old Oakland youth was found dead of gunshot wounds in an East 24th Street driveway, an 18-year-old from San Pablo was arrested in the stabbing death of a retired lumberjack, and a 16-year-old Richmond gang member was charged with shooting an Irish college student in the back.

And the list continues. August 14 was less than an hour old when 19-year-old Lovell Castro was shot in the knee by a gunman leaning out of a van window at Geneva Avenue and Mission Street. Thirteen hours later, in Gilroy, a late-model Ford Mustang screeched around a corner and a passenger, shouting gang-related slogans, pointed a 9mm semi-automatic assault weapon at a crowd standing along East Eighth Street and fired seven shots. Miraculously, no one was hit.

Violent crime, especially those committed by teenagers — homicides, drive-by shootings, vicious assaults — has grown to such a constant, mind-numbing level that much of it no longer qualifies as news. Many incidents during that week failed to receive attention in the press, that is, until San Francisco *Examiner* reporter John Flinn diligently compiled the crime reports from police records and reported the menacing pattern of mayhem in the August 29 *Sunday Examiner*.

What's so ironic about all this is that, despite the epidemic levels of violent crime spreading like social cancer through our communities, law enforcement agencies throughout California are being decimated by massive budget cuts.

Since 1990, the Alameda County Sheriff's Department has lost 155 deputies to budget reductions even though aggravated assault in unincorporated areas of the county has risen 179 percent, robbery 44 percent, rape 21 percent, burglary 17 percent, homicide 14 percent and grand theft 8 percent. The county's jails are so understaffed that inmates — many of whom are convicted felons — have to be released early to relieve overcrowding.

In San Francisco, the jails are so overcrowded due to lack of funding for new facilities that inmates have to sleep on the floor and a single deputy sheriff has to guard up to 160 prisoners. Health conditions inside the San Bruno jail and Hall of Justice downtown have deteriorated so dramatically that the number of prisoners with active tuberculosis cases increased from one to seven from 1990 to 1991.

If violent crime continues to increase — and most experts believe it will — the state needs stronger, not weaker, law enforcement. Proposition 172, the Local

Public Safety Protection and Improvement Act of 1993, which will appear on the November ballot statewide, would ensure adequate public safety services for the security and well-being of California's citizens.

Prop. 172 would permanently extend the current temporary sales tax, which the Legislature enacted two years ago and recently extended to December 1, and earmark \$1.5 billion annually to local law enforcement and fire protection. The money would be deposited into the Local Public Safety Fund to be used to keep officers and deputy sheriffs on the streets fighting crime, fund anti-crime education programs, fight gangs, drugs and drug-related crime, and guarantee funds for fire protection.

If Prop. 172 is defeated, and counties don't approve their own backup sales tax measures,

sary."

Alameda County Sheriff Charles Plummer warned that if the county doesn't get the revenue from the half-cent sales tax, there will be an "absolute total breakdown in the criminal justice system." Under proposed cuts expected following a defeat of the tax measure, the Sheriff's Department, in addition to losing more than 200 deputy sheriffs positions, would have to eliminate its misdemeanor crime investigation unit, youth drug and crime prevention program D.A.R.E., school resource officer unit and narcotic and gang suppression special enforcement team.

At the county's Santa Rita Jail in Dublin, half of the jail's housing units would be closed and 460 inmates would be crammed into housing units designed for 196. Such an arrangement, says Bill Rhodes, a deputy sheriff at the jail and president of the Deputy Sheriff's Association, would create total chaos in the housing units, a "totally unworkable situation."

A recent Field poll shows that 44 percent of those surveyed support the proposition and 42 percent oppose it. However, a much larger number of Californians perceive crime as a growing problem. A survey of 750 registered voters taken June 27-28 by Charlton Research of San Francisco showed that 63 percent of Californians surveyed placed a high priority on increased funding for law enforcement, while only 3 percent believed funding for law enforcement should be decreased. In the same survey, 71 percent supported Prop. 172.

Local 3's Executive Board endorsed Prop. 172 at its August 8 meeting. Organized labor as well as top law enforcement, firefighters and other public safety officials and organizations strongly endorse the measure. Crime victims organizations such as Mothers Against Drunk Driving (MADD), the Congress of California Seniors and many other community organizations also back the measure.

Local 3 urges members to vote Yes on Prop. 172 on November 2.

"Without the tax, law enforcement and public safety as we know it will disappear in this county. It's not a rip-off, it's vitally necessary."

budgets for firefighters, sheriffs, police and district attorneys will suffer enormous cuts. Contra Costa County, for example, which has a \$29 million budget deficit, would likely have to eliminate 1,050 jobs, cut homeless shelters and programs for abused and neglected children, and close the West County Jail.

"Without the tax, law enforcement and public safety as we know it will disappear in this county," Contra Costa County District Attorney Gary Yancey told the San Francisco *Chronicle*. "It's not a rip-off, it's vitally neces-

Labor

CALENDAR

October



1 The 15,000-member Insurance Workers International Union merged with the UFCW in 1980.

6 Women trade unionists held their first national conference in 1918.

7 In 1879, Industrial Workers of the World organizer, songwriter, and poet Joe Hill was born Joseph Hillstrom in Gavle, Sweden.

12 More than a million Canadian workers demonstrated against wage controls in 1976.

18 In 1943, the Packinghouse Workers Organizing Committee was officially dissolved and workers were given control over their own organization—the United Packinghouse Workers of America. The UPWA merged with the Amal-

gamated Meat Cutters and Butcher Workmen in 1968, which merged with the Retail Clerks to become the UFCW in 1979.

24 The 40-hour work week went into effect in 1940.

24 The stock market crashed in 1929, ushering in the 1930s Depression. Although it brought high unemployment and widespread misery, the Depression also led to vast social and economic reforms, including far-reaching labor legislation.

YOUR CREDIT UNION

By Rob Wise, Credit Union Treasurer



How to avoid auto purchase rip-offs

Once again an auto dealer has taken advantage of a credit union member. In this particular case, it was a large dealership in the East Bay, but it could easily have been any dealership in any area.

A member went to purchase the vehicle of his dreams. Unfortunately, it turned into a nightmare. He

negotiated the deal, believing the salesperson was giving him a good price on the vehicle he wanted. When the member brought the contract to the credit union for financing, we found that he was paying \$3,800 more than the value of the vehicle. Because he paid more for the vehicle he also paid more in taxes.

The member also bought a service contract that cost \$625 more than your credit union's comparable warranty. Had he taken dealer financing, he would have paid a 10 percent annual percentage rate compared with the 7.70 percent the credit union offered.

Upon reviewing the contract, a credit union representative contacted the dealership to see what could be done about this outrageous "deal." After a lot of talking, the dealer reduced the price of the vehicle \$500 and gave our member a rebate

Auto loans with
low rates and flexible terms
are waiting for you at
your Credit Union



New members are always welcome!



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

of \$500. They also cancelled the service contract. Though this was a savings of \$1,625 to our member, it was still too much to pay for the vehicle.

Remember the following when shopping for a vehicle:

- Most automobiles on dealer lots have a sticker price. This price is negotiable. Find out from the credit union what the actual low and high

value of the vehicle is before negotiating.

- The extended warranty, or service contract, is also a negotiable item. Compare your credit union's policy and costs with the dealer's.

- Find out before negotiating if there is a rebate being offered on the vehicle and its value. Rebates may be used as a down payment, dealer's profit or to reduce the cost of the car.

- Don't let the dealer tell you horror stories about your credit union. We do not automatically put liens on homes, and we do not tell the membership of your loan transactions. Remember, credit unions are owned by their members; we are working for you and looking out for your best interests.

When you purchase your next vehicle, follow these steps:

- Call your credit union for financing and pricing of the automobile.

- Negotiate the deal starting at low Blue Book price. Carefully read the contract and check all figures before signing.

- Call the credit union for the check.

Remember, once you've signed the contract or taken possession of the vehicle, negotiations have ended.

TEACHING TECHS

By Art McArdle, Administrator



Mt. Diablo plaque honors surveying

A ceremony was held July 17 atop Mt. Diablo in Contra Costa County to dedicate the placement of a plaque that explains the importance of the site to surveying.

The plaque reads: "With its unobstructed view, Mount Diablo's summit has long been an important reference point for land surveys in the far west. In 1851, Col. Leander Ransom began subdividing the public lands by establishing the Mount Diablo initial point. From this point, lines were extended north, south, east and west forming a survey grid that covers most of Northern California and all of Nevada. This point is marked by a rectangular depression in the exposed bedrock, three feet northeast from the center of this pillar. In 1852, R.D. Cutts of the Coast Survey established a different survey mark from which he began mapping the state's waterways and surrounding

topography. This point is marked by the copper bolt inside the base of this pillar. Plaque donated by: Northern and Southern California Sections of the American Congress of Surveying and Mapping, Mount Diablo Surveyors Historical Society, East Bay, San Mateo/Santa Clara, Monterey Bay Chapters of the California Land Surveyors Association, Northern California Surveyors Joint Apprenticeship Committee, Kearney Pattern Works and Foundry. Placed in 1993."

The NCSJAC was a proud donor to this very historic event. The California sections of the American Congress of Surveying and Mapping were the driving force behind the monumental goal. The one individual most responsible for this plaque being established was John W. Pettley. We thank him for his efforts.

Reminder

Our hands-on Saturday classes are all scheduled. Beginning Saturday, September 11, and continuing each second Saturday of the month through April 9, 1994, hands-on classes will be offered at the San Jose, Oakland and Santa Rosa Dis-

trict halls and in Sacramento at the Rancho Murieta Training Center.

Courses will include GPS, data collection, ALTA surveying, radial surveying, slope staking, leveling, curve staking and traverse surveys. All Local 3 members with at least "B" hiring status are invited to participate with our registered apprentices and journey upgrades on these Saturdays.

If you are interested in attending, contact our office at (510) 635-3255. Scheduling for a particular class will occasionally change, so if you have a particular class you are interested in please contact us first.

Hazmat and BATT training

Apprentices should know that they can take hazardous materials training (Hazmat) and Bay Area Training Trust (BATT) classes. Seven of the Bay Area's chemical plants and refineries will not allow employees to enter their areas until employees have completed a mandatory eight-hour BATT safety orienta-



Inside this building atop Mt. Diablo is the plaque dedicating the site as an important reference point for land surveying.

tion.

If you are not working, check with your union hall and put your name on the list. Check the Safety Department column on page 11 for Hazmat class times and dates.

FRINGE BENEFITS FORUM

By Charlie Warren, Fringe Benefits Director



Open enrollment for retiree dental plan

October 1993 is the open enrollment period for the voluntary Retiree Dental Plans. In October, retirees and their spouses throughout the United States

(except Hawaii) have the opportunity to join the Retiree Dental Plans for the first time, change their coverage, or terminate their coverage.

The effective date of the new coverage, or termination of coverage, is December 1, 1993. Retirees in Hawaii have their own dental plan through Hawaii Dental Service and a separate open enrollment period. Retirees in Utah have their dental plan through Valudent. Utah's open enrollment is the same as California: October for December 1 coverage. To be eligible for enrollment you must be a retired member in good standing with Local 3.

Please read this information thoroughly. Once you have enrolled, you are obligated to stay enrolled for one full year. However, you may switch from one plan to another during the open enrollment period.

After this one-year enrollment period, you may cancel from the plan if you want. To cancel, please notify in writing the Operating Engineers Trust Fund Service Center, 642 Harrison Street, San Francisco, CA, 94107, Attn: Retiree Dental. It is important that you include your name, address and Social Security number. The plan will be cancelled on the first day of the following month. Please note that once you have cancelled, you will never be eligible to join the Retiree Dental Plans again.

Regular Dental

The current rate for the Regular Dental Plan will continue at:

\$25.38 per month for retiree only

\$47.87 per month for retiree and spouse

The Regular Dental Plan is available throughout the continental United States. This plan allows you to see the dentist of your choice. You may change dentists at any time without having to notify the trust fund office. The plan pays 50 percent of usual, reasonable and customary charges for basic dental and prosthodontic work. A pamphlet with a break-

down of benefits and further information about the Regular Dental Plan will be sent to you when you enroll or upon request.

Safeguard

The current Safeguard rate will continue at:

\$13.91 per month for retiree only/retiree and spouse

The Safeguard Plan is available only in these states: California, Washington, Oregon, Colorado, Arizona and Nevada. If you choose this plan, you must see a Safeguard dentist. Any time you want to change dentists, or if the dentist you have been seeing drops from the program, you must call Safeguard and have it transfer you to a new dentist. The Safeguard Plan pays benefits according to a schedule with the patient paying a predetermined co-payment.

A list of Safeguard providers and

benefits will be sent to you when you enroll or upon request. If you do not live on the West Coast, an additional list can be sent to you at your request. To change your dentist, please call the Safeguard office at 1-800-352-4341. Call collect if this number cannot be dialed from the area where you live.

Premiums

If you're receiving a pension check from the Pension Trust Fund for Operating Engineers, monthly premiums for the Retiree Dental Plan will be automatically deducted.

If you're not receiving a pension check, you may make self-payments. The trust fund office will set you up under the self-payment plan. You will be billed quarterly.

How to enroll

To be eligible for enrollment in these two dental plans, you must be retired and a member in good stand-

ing with the Local 3. If you're already enrolled in either the Regular Dental Plan or Safeguard and wish to continue, **no nothing**. Unless we hear from you, you'll be re-enrolled for the 12-month period beginning December 1. If you wish to enroll for the first time, change your enrollment, or cancel your enrollment, please indicate your choice on the form below.

Clip and return by October 15 to: Operating Engineers Trust Fund Office, 642 Harrison Street, San Francisco, CA 94107, Attn: Retiree Dental. Further information about the plans can be obtained from the Fringe Benefit Service Center at (510) 748-7450 or the Trust Fund Service Center at (415) 777-1770.

Vacation pay transfers

In accordance with various collective bargaining agreements, vacation pay for hours worked from March through August, reported and paid to the trust fund by September 25, will be transferred to the credit union by the fund manager on November 15 and will be available for withdrawal at the credit union on November 30.

If you prefer to have your vacation pay issued to you instead of the credit union, you may do so by filing a Semi-Annual Payment Request with the trust fund. You may obtain a request card at any district office or at the Fringe Benefit Service Center at the Local 3 headquarters in Alameda.

The trust fund must receive your completed request card no later than October 30. Checks will be issued November 15. Accounts for members on monthly transfer or time payment option are not affected by this transfer.

More Health Examinations dates

Vacaville - Sept. 22
Vallejo - Sept. 23
Martinez - Sept. 24
Antioch - Sept. 27
Concord - Sept. 28
Oakland - Sept. 29
Hayward - Sept. 30
Pleasanton - Oct. 1
Fremont - Oct. 5
Mt. View - Oct. 6
Redwood City - Oct. 7
Burlingame - Oct. 8
San Francisco - Oct. 9
San Jose - Oct. 12, 13, 14, 15, 16, 18

OPEN ENROLLMENT FOR RETIREE DENTAL PLANS

- _____ I wish to enroll in the Regular Dental Plan
- _____ I wish to enroll in the Safeguard Plan
- _____ I wish to change my present enrollment from Safeguard to Regular Dental or from Regular Dental to Safeguard
- _____ I am presently enrolled in either Regular Dental or Safeguard, but no longer wish to be enrolled. I understand that once my enrollment is cancelled I will **never** be eligible to join the Retiree Dental Plans again.

Name (Please Print): _____

Social Security Number: _____

Address: _____

City/State: _____ Zip: _____

Date: _____ Signature: _____

Clip above and return by October 31, 1993 to:
Operating Engineers Trust Fund
642 Harrison St.
San Francisco, CA 94107

SAFETY

By Brian Bishop, Safety Director



New Hazmat schedule announced

Local 3 has scheduled the following 40-hour Hazmat classes for California, from September through January 1994:

Rancho Murieta:

October 18 - October 22
November 8 - November 12
January 17 - January 21

21

Starting time is 7:30 a.m. Check in time at the ranch is 7 p.m. to 10 p.m. Sunday, or in the morning the following Monday. Students who wish to eat their meals at the ranch can purchase a meal ticket for \$20 for the week.

San Leandro (Oakland area)

September 13 - September 17
December 6 - December 10

Starting time 7 a.m. The San Leandro classes will be reserved for the San Francisco, Oakland and San Jose areas or company sponsored students.

Those students in Nevada will be slotted for the Rancho Murieta classes. Those in Hawaii and Utah will have to contact their district offices for class schedules.

District offices will be assigned a certain number of slots for the 40-hour classes based upon such criteria as the number of Hazmat jobs within their district, the number of members and the number of interested operators. Those wanting to attend these classes will have to sign up on the waiting list in their district. The Safety Department will only accept training requests from company sponsored employees and members who reside outside district lines. All other students must be referred by the district offices.

8-hour refreshers

A schedule for the upcoming eight-hour refreshers will be published in the next *Engineers News*. Only a couple of the 8-hour refreshers have been scheduled: September 11 in Reno and September 25 in San Carlos. We are currently combining the students in the various districts so that the refresher classes for the districts can be set up in a more centralized location.

Dangers of high-voltage power lines

Backovers have been the leading cause of serious accidents involving Local 3 members for some time now. Most people do not realize, though, that the second leading cause of serious accidents is when equipment either comes in contact with or close proximity to electrical power lines.

The Cal-OSHA Electrical Safety Orders state in part: "The erection, operation or dismantling of any boom-type lifting or hoisting equipment or any part thereof, closer than the minimum clearances from energized overhead high-voltage lines set forth in Table 2 shall be prohibited."

Table 2

Nominal voltage (Phase to Phase)	Minimum req'd clearance (feet)
600 - 50,000	10
over 50,000 to 75,000	11
over 75,000 to 125,000	13
over 125,000 to 175,000	15
over 175,000 to 250,000	17
over 250,000 to 370,000	21
over 370,000 to 550,000	27
over 550,000 to 1,000,000	42

Employers must also post an operator warning sign visible from at least 12 feet with the following: "Unlawful to operate this equipment within 10 feet of high-voltage lines of 50,000 volts or less."

Please note that these standards are for high-voltage (in excess of 600 volts). However, at least 55 percent of all electrocutions occur with power sources less than 600 volts.

Section 2948 of the standard states: "When any operations are to be performed, tools or materials handled, or equipment is to be moved or operated within the specified clearances of any energized high-voltage lines, the person or persons responsible for the work to be done shall promptly notify the operator of the high-voltage line of the work to be performed and shall be responsible for the completion of the safety measures as required by Section 2946 (b) before proceeding with any work which would impair the aforesaid clearance."

We might all assume with the way that this is written that the employer is responsible for any incident that might occur. However, there is more to it than that. We as equipment operators must bear a certain responsibility as well. When working with high-voltage lines - even if working outside the minimum clearances - make sure all personnel are away from the danger areas. This means the working end as well as the crane itself. It doesn't matter how well you think you know electricity; it will never follow the path that appears logical.

We have all observed good crane operators who will shut down a pick if the crane needs to be set differently or the load is too heavy, so why should it be any different when working near electrical lines. A lot more people are injured from booms in the wires than they are from a dropped load or a boom failure. It will probably take a little more time to shut off the power or move the rig or shorten the rigging, but it will definitely allow for a better night's sleep.

You have all heard that safety is everyone's business. That means even you on the ground

should be backing up that operator when he or she refuses to get into the lines. After all, you are the people the operator is protecting. When a boom gets too close to the wires, it is usually someone on the ground who ends up paying the price.

It doesn't matter how much experience you have, get close once and that may be once too often. A great number of apprentices and inexperienced operators love to jump into the seat to show what they can do with boom-type equipment. But if you are working near electrical lines and are not ready to shut it down when you think you are getting too close, you have the responsibility to yourself, your family and your co-workers to **not** get into that seat in the first place.

Keep a copy of these clearance distances in your pocket and be prepared to show your supervisor if you have questions. Remember, just like flying a plane, someone may be on the ground telling you how to fly, but you have to move the stick, and the final decision belongs to you.

Attention tower crane operators

Tower crane operators should know that the "dead-man switch" and the window bar on the Lieber HC 290 may be presenting more of a safety risk to the operators and personnel than reducing safety problems.

Apparently, when the operator's hand is removed from the spring-loaded "constant pressure control device" - Cal-OSHA's nomenclature for the "dead man" - the power is tripped from the hoist and trolley. But if the load is swinging, it will continue to swing until controls are reactivated.

It was also brought to our attention that the window bar greatly obstructs the operator's view when working near the mast and requires the operator to lean forward, causing normal operations to become difficult.

I am requesting information from tower crane operators or other knowledgeable people in the function or operation of tower cranes to assist me in determining whether we should try to change the Cal-OSHA standard for tower cranes.

I would like to caution you, however, that once a standard or a portion of a standard has been removed it is almost impossible to have it reinstated. As a result, I need as much information as possible.

I welcome your input regarding what other controls or corrective measures could be used in place of the window bar or dead man. It has been suggested the swing controls or the dead man could be put on a foot pedal control.

Please send your suggestion to the Safety Dept., 1620 South Loop Rd., Alameda, Calif., 94502-7090. Thank you for your cooperation.



Top center: Sierra Detroit's San Leandro shop has 12 service bays that service

Heavy-duty dis

A unit of Local 3 members working for Sierra Detroit L service and repair such renowned products as Detroit transmissions and Waukesha power systems



Top left: When customers can't bring their vehicles to the shop, these field mechanics take the shop to the customers.

Center left: Mechanics Jerry Evans and Frank Meltzer hold engine parts to a Waukesha engine. The piston rod weighs 65 pounds.

Bottom left: Gilbert Johnson.
Right: Alex DeCool



When you think of Local 3, you envision heavy-duty diesel repair shops for major manufacturers like Caterpillar, Tietz, Granite, Ghilotti or for dealerships such as Tenco or Peterson. Local 3 mechanics necessarily work in the industry.

In a spotless, spacious, state-of-the-art San Leandro, Calif., a small bargaining unit of parts specialists and service personnel Diesel-Allison, a company that distributes such renowned products as Detroit Diesels, Perkins and Waukesha power systems.

Operating engineers have probably powered various types of construction machinery. But these engines, along with Allison, are used on many transit, passenger and school buses and trucks.

When Sierra Detroit recently added Spectracore products, the company had a variety of engines to support the on-highway, marine, mining, power generation and construction. Detroit is also the only company in the services Waukesha engines, which power many treatment plants and pump stations.

Sierra Detroit operates out of two shops, which also serves as corporate headquarters, which is non-union. In San Leandro, parts specialists and mechanics do everything from tune-ups to major overhauls on vehicles — from A/C Transit buses and Flyer trucks and PS&E service trucks — pass bays. Mechanics work with state-of-the-art equipment including Sierra Detroit's new 2,200-horsepower and 500-horsepower per axle roller.

For customers interested in alternative engines, Sierra Detroit offers an extensive line of alcohol or liquid and compressed. The company is also assisting customer



and repair about 240 vehicles a month.

Contributors

Detroit Diesel-Allison in San Leandro Diesel engines, Allison

shop mechanics, you normal-
diesel repairmen working in
union contractors like
Brothers and all the rest,
erson Tractor. But not all
ectly in the construction

art shop on Adair Avenue in
g unit of Local 3 mechanics.
work for Sierra Detroit
tes, services and repairs
engines, Allison transmis-
sions and Spectrum genera-

een Detroit Diesel engines
and mining industry equip-
Allison transmissions, are also
chool buses, emergency vehi-

Perkins, Waukesha and
full line of the highest quali-
marine, industrial, agricul-
generation markets. Sierra
Bay Area that repairs and
er the generating systems for
ons.

ops: the San Leandro facility,
rters, and a Sacramento
ro, about 45 service techni-
working two shifts do every-
Each month some 240 vehi-
coaches to Scaggraves fire
through the shop's service
art diagnostic equipment,
sepower engine dynamome-
chassis dynamometer.
vely fueled heavy-duty
ve line of power plants that
natural gas and methanol.
s like PG&E and other utili-

ty companies and govern-
ment agencies in
retrofitting fleet automo-
biles and small trucks so
they can run on cleaner
compressed natural gas
instead of gasoline.

If customers can't
bring their vehicles to the shop, Sierra Detroit's field service
mechanics take service directly to the customer. Those living in the
East Bay have probably spotted a Sierra Detroit service truck at
one time or another heading north or south bound on the Nimitz
freeway en route to a service call.

The service and parts departments, meanwhile, work with a vast
inventory of quality replacement engines and parts. To make the
departments more efficient and provide better customer service,
Local 3 members are using a new IBM AS400 computerized inven-
tory control system to provide instant informa-
tion on parts availability, pricing and customer
order status. They also provide 24-hour emer-
gency parts and service support.

What has helped Sierra Detroit increase
sales from \$6 million just a few years ago to
about \$35 million last year was the company's
move in 1992 from its cramped, antiquated
shop across from Golden Gate Fields to the
new facility in San Leandro. The old place,
expanded and remodeled over the years in bits
and pieces, reminded Local 3 Business Agent
Tom Bailey of the Winchester Mystery House
because of the shop's maze of haphazard rooms
and additions.

The new shop, in contrast, with its fresh
lighting, new equipment, clean floors and spa-
cious work areas, has helped create an
improved work environment for the members,
not to mention a more positive impression on
customers. The minute you set foot inside the
San Leandro facility, you sense immediately
that you're dealing with a first-class operation.



Top right: In the parts department are Greg Brow, left, Al Lamar, center, and Larry Smith.

Center right: These parts specialists work with a multi-million dollar inventory of top-of-the-line replacement parts.

Below: Members of the service department are on the front line of Sierra Detroit's goal of providing top-notch customer service.



NEWS FROM THE DISTRICTS

New dredge contract ratified

FAIRFIELD — It was very disappointing to see such a poor turnout for ratification of a contract. With less than a 30-percent turnout, complacency apparently has become the norm. What a shame.

At any rate, after many negotiating sessions and a lot of arguing, an agreement was reached that we felt could be presented to the member-

ship. Ratification meetings were held on August 9, and the hands present voted for it by a 3 to 1 margin.

At this time, I would like to thank the rank and file negotiating committee. Candy Crowder, Frank Cross, Greg Holder and Tony Mana did a great job of letting the employers know where the problems are in

the dredge industry and what it would take to remedy them.

The new agreement consists of terms and conditions of the Master Construction Agreement with modifications consistent with the dredge industry. Copies of the new contract will be distributed as soon as they

are printed and signed.

We hope that with President Clinton's support for keeping the San Francisco and Oakland ports operational there will be a lot of dredging work coming up in the near future.

Bob Baroni, Special Rep.



Right: Biggie Crane and Rigging recently moved in one of the largest cranes ever used in the Fresno area to move 19 bridge beams for the Hwy. 180 "Gap" freeway project. The crane was an American 1125 with a 600-ton lifting capacity. The Skyhorse on the rear of the crane weighed 200 tons. The 19 beams, which took three days to move into place, weighed 238,000 pounds each and measured 134 feet in length. Above: the crew was from left oiler Jay Brown, operator Randy Burke and mechanic Ken Bacon.



Array of favorable contracts negotiated

FAIRFIELD — It's fair to say that the work picture in District 4 is improving.

Teichert Construction Company is on schedule with its I-80 widening project in Vacaville. Good work Jeff and the crew! Teichert was also low bidder on the Fox Wood subdivision in Vacaville, outbidding non-union Stow Construction, MRK and Jim Johnson.

Dorfman-Young is working a full compliment of operating engineers, and Granite Construction has just started reconstruction of a portion of Hwy. 29 near American Canyon. Vintage Grading & Paving is extremely busy through-

out the district, especially at the Wal-Mart department store project, where the company out-bid non-union Stow.

Bob Evans Paving has paving projects in Napa, calling the hall for paving employees. McGuire & Hester has been working a crew of seven operators in Vallejo on a city underground project. Walsh Construction's crews have been working on and off at the Carquinez Bridge toll plaza expansion project, with Heide & Williams moving the dirt for Walsh.

Independent Construction is about finished with a good golf course job, while Ward Maher Co.

has been placing concrete at locations in Fairfield and Vallejo, keeping a small crew busy. Argonaut out of the Santa Rosa area has a small underground project in Vallejo. Oliver de Silva is paving streets at the Castle Rock subdivision in Fairfield. Ghilotti Bros. is presently working on the First Street extension in Benicia.

New contracts with Syar Industries at Lake Herman and with Napa Shop and Madison were ratified with a four-year package. They have a fringe and wage increase totaling \$2.20. The Napa Quarry and Healdsburg agreements were open for wages and

benefits, and we were able to negotiate a 50-cents per hour increase.

Contract negotiations will soon be completed with Asta and AM Stephens for oil field site work. We have just completed negotiating a new three-year agreement with Hall-Buck Marine in Benicia, with increases amounting to \$2.12 over three years.

We had our first meeting with Ralph Parsons Construction, who is the managing contractor for Exxon's plant expansion in Benicia. The project is expected to cost between \$200 to \$300 million.

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

NEWS FROM THE DISTRICTS

Healthy wage gains won in new rock, sand and gravel contract

SALT LAKE CITY – Local 3 successfully negotiated agreements with five of Utah's rock, sand and gravel companies this summer.

We negotiated wage increases of up to \$1.25 per hour over three years for our members working for Geneva Rock Products and Valley Asphalt. We gained \$1.17 per hour for Concrete Products Company and \$1.18 for Fife Rock members in the Brigham City area. MONROC's first proposal to the union was a 10-percent cut on wages and fringes. In MONROC's negotiations we secured a 55-cent increase over the two-year contract period.

I want to thank all the plant stewards for their help in these completed negotiations. Rick Bringham, John Averett, Paul Gottfredsen, Chuck Giles and Wayne (Buck) Buchanan are presently stewards at Geneva. CPC's stewards are "Big" Ron McCleery and Tom Peterson. MONROC's steward is Lynn Little, Valley Asphalt's steward is David Henrie and Fife Rock's steward is Hal Higgs.

These men work diligently to assist our members, and they worked especially hard during negotiations to represent and better the situations under which our members are employed. Even though at times there are meetings these men are unable to attend, they're always there to provide answers to our questions when we need them most.

As Utah's district representative, I want to thank these stewards for their concern and resolve during negotiations. The business agents and I would have had a much more difficult time without your input and knowledge. We appreciate your efforts.

Clinton's achievements

President Clinton has moved forward in trying to get the enormous federal budget deficit under control caused by 12 years of Reagan and Bush "borrow and spend" policies. Clinton has offended Republican congressional leaders and other powerful people who seem to resent the idea of change that would better America's middle class.

It's important to consider what Clinton has accomplished in the short period he's been in office. He rescinded two of President Bushes' anti-union executive orders. One of Clinton's rescissions restored the Davis-Bacon Act for fair wages on federal disaster projects, the other rescinded reporting requirements to force a percentage categorizing of union activities and expenditure of funds, which would have cost America's unions millions of dollars in new and useless auditing costs.

A family and medical leave act was signed into law, which protects America's workers from having to choose between family and job during a personal crisis. Presidents Reagan and Bush had vetoed this legislation. The Hatch Act reform passed the House and is making it possible for federal and postal workers to participate in the political and election process, a privilege previously denied them.

The motor-voter bill, which was signed into law by Clinton, is making it easier to register to vote. If someone has a driver's license, he or she can register. Previous motor-voter bills were vetoed by Reagan and Bush. The election law reform bill passed in the Senate along party lines

and will make the financing of House and Senate races much more fair. Clinton says he'll sign the striker replacement law, the Workplace Fairness Act, which passed in the House, if it survives an expected Republican filibuster in the Senate and lands on his desk.

Clinton is a president "for the people" and "for the country's workers." He has made changes in the Department of Labor and in his other cabinet positions. He recently nominated William Gould, a pro-union Stanford law professor, as chairman of the National Labor Relations Board. This is a welcomed and reassuring sign that the NLRB will returned to its proper role as an agency to administer federal labor policy in the public interest.

I know we don't agree with everything President Clinton does, but he's a breath of fresh air and a monumental improvement considering what labor had to deal with during the Reagan-Bush era. President Clinton's support of fair trade, OSHA reform and other labor-supported programs can only be successful with support of the people in this country. So let's remember very briefly those dark days of the 1980s and get behind our president as he struggles to make the changes this country needs.

Kay M. Leishman
District Rep.

Contractor lives American Dream

SALT LAKE CITY – Bill Cook, owner of M. H. Cook Pipeline Construction Company, is an American success story, what we dreamed about when we were children. Born to immigrant parents on a farm in Montrose, Colo., in 1909, he has been in the pipeline business for over 60 years. He worked as a truck driver, sideboom operator, roustabout, welder, inspector, foreman, superintendent, and finally became director and chairman of his own pipeline company through his own hard work and determination.

As president and chairman of M. H. Cook Pipeline Construction Company since 1959, Bill has had something to do with practically every pipeline that moves oil or gas from Logan to Santaquin, east to Wyoming and Rangely, Colo.

Bill was honored by the United States Department of Labor and the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada for distinguished service. He was a charter member of the Distribution Contractors Association, its president in 1973, and a member in the Pacific Coast Gas Association from 1973 to 1986.

Bill has been the chairman of Utah's Operating Engineers Joint Apprenticeship Committee since 1966, when the committee was established, and he has contributed his diverse knowledge and experience with the committee.

During World War II, Bill worked on Bahrain Island in the Persian Gulf for Bechtel Corp. as general foreman supervising Bechtel's welders. The job was part of the American war effort. There was a refinery on the island, and Bechtel was contracted to add another unit to increase manufacturing of aviation fuel.

The idea was that when the war in Europe was won, the U.S. government would ferry planes through the Persian Gulf, refuel them on Bahrain Island, and send them on to the South Pacific. But the war in the Pacific ended before this was necessary.

It was also during this time that some of Bahrain's nationals worked for Bill. One day Bill sent a man to fetch parts, but the man didn't returned when he should. Bill went looking for him and found him out on the road asleep under his truck.

Bill woke the man and asked him why he was asleep under the truck. The man told him the truck quit running, you know, Allah's will. Bill shook the man a little, saying, "That's also Allah's will," and told him to get back in the truck and get the parts to where they were needed. Bill used the direct approach to things then and still does. But he's one of the most fair-minded people I know.

I wish him many more good years with his wife, Joyce, and many years of enjoyment watching the football, baseball and golf that he loves.

Virgil A. Blair, Business Rep.

Women's group members visit injured operator

The Operating Engineers Women's Support Group would like to extend its support and best wishes to five-year member Tammy Castillo and her family. Tammy is currently receiving treatment at the Alta Bates Hospital burn center in Berkeley after she was injured while oiling on a crane at the Walnut Creek Interchange (I-680/Hwy. 24) project. She suffered first and third-degree burns over 45 percent of her body.

Six members of the women's group recently visited Tammy at the burn center to offer support. We were impressed by the strength of Tammy's spirit and the loving support of her

friends and family.

Tammy still has a long, rough road to recovery and is facing several more painful operations and physical rehabilitation. Our thoughts, prayers and hearts go out to Tammy, and we intend to stand by her throughout her recovery. Cheryl Posthuma, secretary in the Fairfield District office, is coordinating donations and messages of good will to the Castillo family.

You can reach Cheryl at (707) 429-4008. The women's group can be contacted at (510) 769-0340.

NEWS FROM THE DISTRICTS

Rasmussen nabs \$12 million Fountaingrove Pkwy. job

SANTA ROSA – Work seems to be picking up in our district, both for our members and the office staff. We have had a 38 percent increase in dispatches over last year, have organized 10 new companies, negotiated about a dozen contracts and hosted a successful district picnic.

Work picture

On the job scene, the big news is Rasmussen, which picked up the 2 million cubic yard, \$12 million Fountaingrove Parkway Extension project and the second phase of the \$1.3 million Stoney Point Road. Rasmussen is also moving along with the \$26 million Cloverdale Bypass.

Parnum Paving was awarded the \$6 million U.S. 101 improvement project just south of Willits and was low bidder on the \$1.5 million James Creek project on Hwy. 1 in Mendocino County. Argonaut is starting the site work on the \$20 million Glass Beach development in Ft. Bragg and has large overlay contracts with the cities of Rohnert Park and Santa Rosa.

North Bay Construction is well along on its \$4 million sewer project in Willits and just picked up the \$1.8 million Prince Park project in Petaluma. We recently conducted a District 10 job survey for the fall, and adding up only projects exceeding \$1 million, the total came to over \$400 million worth of work for our members.

Organizing

We are nearing our goal of signing 12 new contractors in District 10 for 1993. The score to date is 10, and several of the most recent include RCR Enterprises, Kevett Dozer Service, Dan Dennis Backhoe and Kenman Corp. The two largest companies that now display Local 3 stickers and new contracts are Engelke Brothers, Healdsburg and Pavement Recycling Systems, Inc. of Riverside.

Negotiations

It seems to be contract time the last few months, and often we have negotiations scheduled for several different companies each day of the week. Some of the recently ratified agreements include Syar Industries, Kaiser Sand and Gravel, Hogue Equipment, Peterson Tractor, Empire Tractor, Respini Construction and our three drilling companies: Weeks, Petersen and Bartley.

Negotiations are continuing with A & D Concrete, Waters Construction, Parnum Paving and four technical engineering companies. Local 3 President Don Doser is negotiating the tech engineers contract. Parnum has nearly 50 operating engineers on the payroll and wants wage and fringe concessions for its rock-sand operations and shop. We're awaiting the company's second proposal.

District barbecue

Our third annual Wet & Wild picnic at the Windsor water slides was another sell out. Over 700 tickets were sold, and with temperatures reaching 106 on the day of the barbecue, pools and four slides were very busy. We drank six kegs of beer, 70 cases of soda, (it took over 600 pounds of ice to cool everything, and ate \$1,700 worth of steak and chicken.

Our intern, Alicia Burns, commented, "What a party, and anyone who isn't warm enough can just help cook for awhile, it's about 120 degrees next to the barbecue."

Thanks to all of our raffle sponsors contributors and especially to our many volunteers. Doug Reed, author of "What'd That Stake Say," which was recently featured in the *Engineers News*, won the door prize, a rifle.

My special thanks goes to all our staff, especially Alicia, and to John Kvasnicka (raffle), Jim Killeen (beer), George Slack, David Sass and Judy Keyes (three hot cooks), the Marysville District for the use of its barbecue, Neal Sparks for press coverage, Virginia Tsujisaka (serving), George Steffensen (everything, all the time), and finally to the Grievance Committee.

Many politicians spoke during the political hour, including state Senator Mike Thompson, state Senate candidate Bev Hanson, Congressman Dan Hamburg, Assemblyman Dan Hauser, Sebastopol Councilman and Local 3 member Ken Foley, Assemblywoman Valerie Brown, Sheriff Mark Ihde and assorted supervisors and city council members. Local 3 speakers included Business Manager

Tom Stapleton and Recording-Corresponding Secretary Rob Wise. They drew much applause from the members and the crowd.

Busy is the right word to describe how things have been in our district. After the last two tough years, it's really nice to be able to report some good news for our brothers and sisters.

Late-breaking news

We picketing Baldwin Construction in mid-August on two sites near Clearlake Oaks in Lake County because of contract problems. The \$6 million job was shut down, and many of the Teamsters, Laborers and Operating Engineers moved their trailers home. We were able to get a fairly quick settlement.

T. Robert (Bob) Miller, District Rep.

Trucking firms sign 5-year deal

HONOLULU – Over the past few months we have been in negotiations for you brothers and sisters in the trucking industry. With construction slowing down, companies going broke, an abundance of trucks and with a high-priced attorney involved, negotiations proved a battle. The final result, however, was that we received a good settlement considering the circumstances.

It started out with the normal threats of closing down the company, firing or replacing all employees, changing unions or going non-union. They wanted concessions or give backs, but they were not charging Public Utilities Commission published tariffs for the trucks in the first place. The agents had been monitoring these companies closely, and most of them had mostly non-union drivers, who were, of course, earning substandard wages.

With the strike hour drawing closer and over a hundred brothers and sister with spouses preparing to make picket signs, Joaquin Silva of Pineridge Farms Trucking, the largest trucker in Hawaii, called and said he was

coming in with the signed contract. Shortly thereafter other companies started calling to make arrangements to sign.

Brother Joe Yoza, Speedy Kama and Rod Seimonia were the rank-and-file members on the committee. They were called at all times of the day to show up for negotiations. They kept the drivers informed, and when it came down to the final hours, it showed.

I would like to thank the members and spouses that were present in the office to make the picket signs. Your display of solidarity is what made possible the \$5.32 over five years. Thanks also to the efforts of our Local 3 President Don Doser who was in constant contact from California.

Since July 1, the business agents have signed close to 95 percent of the truckers that were under the previous agreement on Oahu. The agents have worked very hard over the past year, not only on the trucking agreement but all around. They will now be concentrating on the trucking in Kauai, Maui and Hawaii in the near future.

Joe Trehern, District Rep.

Ghilotti picks up portion of Richmond Pkwy. project

OAKLAND – Last month General Chemical in Richmond accidentally released a toxic vapor cloud that spread from its facility into communities surrounding the plant. The accident forced many people to leave work and kept others from getting to work altogether. Among these people affected were operating engineers working for Dutra, Rasmussen, Independent and Oliver de Silva and other companies.

Many of you asked me to obtain information regarding legal services. I made a few phone calls and found a firm that's handling cases resulting from the accident. You can contact Jackson, Tufts, Cole &

Black, 650 California Street, 31st floor San Francisco, CA, 94108, Attention: Mike Baker. He can be reached at (415) 433-1950. You can write Mike a letter stating where you were, how much time you lost and send it to the above address. Mike Baker will get back to you.

The following is a brief update of jobs in my area: Ghilotti seems to be everywhere I look, and I am glad to learn that the company just picked up a piece of the Richmond Parkway between Gertrude and Parr Blvd. Ghilotti is working on Cutting (with Silva Pipe subcontracting) and has jobs on Giant Road in Hercules and in Emeryville.

Rasmussen is finally putting rock down on its section of the parkway at Hilltop. Both O.C. Jones and Walsh Construction have crews working nights on their respective jobs. Independent Construction Company is finishing up in Pinole. The dirt does not last as long as it used to.

Dutra has a good sized job at Chevron, and the cogenerator project in Crockett has finally passed one of its last hurdles and is a go. It will start soon with the demolition.

Joe Tarin, Business Rep.



FROM THE DISTRICTS

Members stand tall during Robinson strike

Local 3 members on the picket line at Robinson Construction Company.

MARYSVILLE — I would like to commend the members of District 60 for the solidarity they displayed during the labor dispute in Marysville with Baldwin Contracting and Robinson Construction.

Solidarity is what these two companies did not anticipate when they hired the union-busting firm of Littler, Mendelson, Fastiff and Tishy to negotiate their Material Producers and Marysville Private Work agreements. For the past six to eight months, the rumors were that these companies were going non-union, and when they came to the table with attorneys Littler and Mendelson, their intentions became apparent.

The companies' proposal was designed to weaken support for the union and force our members to become totally dependent on the companies, which proposed their own vacation, health and welfare, and pension plans (profit sharing) that were inferior to Local 3's. They also failed to offer any of our members union protection and stripped the grievance procedure language. It goes on and on. It was an insult to the negotiating committee and to Local 3 President Don Doser and I.

After the seventh joint negotiating session with Baldwin and Robinson, it was apparent we were headed nowhere and needed input from our members.

On August 9, we called for a meeting with the members to go over Baldwin and Robinson's proposals and discuss what we needed to do to reach a fair and equitable agreement before the end of

our work season. On that day it became clear it was time to collectively take a stand and fight.

These companies were unaware that with these proposals they would awaken a sleeping giant. For the last 10 years, District 60 members have been criticized for allowing the first private work agreement in their area, and coupled with these insulting proposals, it was the straw that broke the camel's back. We all know now that the PWA is the only valid tool we have to fight the non-union.

I am proud to say that the "S" was put in solidarity for Marysville. We had pickets at about 20 separate company locations using all operating engineers, with Laborers Local 185 and Teamsters Local 137 holding our signs and standing solid with us. Not one Local 3 journeyman crossed those lines.

Baldwin's management was overwhelmed at the show of strength and unity that our members displayed, and they wisely fired their high-priced attorneys, came back to the table and within four hours we reached a fair agreement and our people went back to work.

Dennis Robinson, however, was not so wise. He elected to keep his high-priced attorneys who convinced him their theory of labor relations was the way to go. That theory includes not giving any consideration to long-time loyal employees who have worked hard for the company and met every challenge over the past 20 to 25 years. Rather, it is more trendy to negotiate an agreement that will not allow the employees any hiring protection

or work rules, plus a wage and fringe package that is the same as it was 10 years ago. You add all of this up and you have a very demoralized worker that is saying it's time to move on.

This whole scenario with Robinson trying to go non-union reminds me of a story some time back. Several years ago during some tough times, a Lake County based construction company similar to Robinson's took some bum advice from a union-busting organization and abrogated its agreement with Local 3. When that happened, things went from bad to worse. That company did not realize, until it was too late, that the skills Local 3 members provided were what kept his company afloat.

A common mistake that management often makes is that they fail to put any value in the skill and knowledge of our members, missing the opportunity to capitalize on our help, in fact, preventing us from helping at all. Instead they take us out of the equation by insisting on more take-aways, coupled with insulting contract proposals that strip members of their self-esteem and dignity if they were forced to work under such a contract.

Our Marysville members expressed their feelings and frustrations by displaying the strongest exhibition of unity that I have ever witnessed in Local 3. I have to once again tell you how proud I am to be your representative. Hats off to District 60 members.

*Darell Steele,
District Rep.*

Did you help build Folsom Dam?

Forty-five years ago, in October 1948, Folsom Dam was completed. This October we will celebrate the dam's anniversary by having an open house celebration.

The U.S. Department of the Interior Bureau of Reclamation is trying to locate construction workers who helped build Folsom Dam. If you worked on this project or know someone

who did, call the number at the end of this article.

Our celebration will be held October 16, 9 a.m. to 5 p.m., at Folsom Dam. There will be tours of the dam every half hour, and a

special tour and ceremony at noon. All are invited to attend. There will be special emphasis on the workers who helped make "A Dream to Reality" come true.

For direction to the celebration site and additional information, please call (916) 989-7275, Public Service Section of Folsom Dam.

NEWS FROM PUBLIC EMPLOYEES

Surviving on the ragged edge

Alameda County's Deputy Sheriff's Association president talks candidly about the county's budget crisis and the dire consequences of losing the 1/2-cent sales tax initiative in November

Final in a series

For the past two months, *Engineers News* has been running a series on the budget crisis plaguing the Alameda County Sheriff's Department, whose 800 deputy sheriffs, sergeants, lieutenants, captains and commanders are represented by Local 3.

Last spring, the county board of supervisors, attempting to cope with a \$175 million budget deficit, drew up plans to slash the Sheriff's Department budget by \$32 million, cuts that would have resulted in the layoff of 342 Sheriff's Department personnel, including 153 sworn officers. All of these cuts would occur despite significant increases in violent crime.

But when the supervisors finally approved the new budget in June, they scraped together enough money to maintain services and avert layoffs until December, hoping voters will approve the half-cent sales tax on the November ballot. If voters snub the sales tax, many of the original cuts proposed last spring would probably be implemented.

Engineers News met recently with Deputy Sheriff's Association President Bill Rhodes at his post at the Santa Rita Jail in Dublin, where some of the deepest cuts would likely occur, and asked him to share his thoughts on the department's budget crisis and the upcoming sale tax initiative.

Rhodes is a 26-year veteran of law enforcement, including 23 years with the Oakland Police Department, where he worked in almost every department, including traffic, vice, robbery and homicide. Rhodes came to the Alameda County Sheriff's Department three years ago and was elected president of the DSA last year.

Engineers News: Where do you see the budget crisis going? How can these types of drastic cutbacks in law enforcement continue when

crime — especially violent crime — spirals out of control?

Bill Rhodes: I can't see the cuts going much deeper. The state has taken about all the funds it can from local government, so we should over the next year or so see a stabilization in the budget. We're still not out of the woods. It's still going to take a lot of work and a little bit of time to bring things back.

So far, we're barely able to keep the Santa Rita Jail functioning. With the cuts this year we lost 43 vacant positions, and we're allowed virtually no overtime. We're on the ragged edge of survival out here at the jail.

The crime and violence that's occurring in combination with the budget cuts are just the complete opposite of what should be happening. We're living in a time when violence is going up, yet we're forced to go and cut our services, which just makes the whole problem worse.

EN: Alameda County Sheriff Charles Plummer warned publicly that the \$32 million in Sheriff's Department cuts proposed by the board of supervisors earlier this year would result in an "absolute total breakdown in the criminal justice system." What does this mean to you, and do you think the county will get to this point?

Rhodes: The county hopefully won't get to that point. To us in law enforcement, though, the statement is right on. This whole system will collapse if the county makes the cuts that were proposed in the spring. We're looking at 205 sworn positions leaving the department when we've already lost 155 positions prior to this year. Including vacancies, we've lost now 198 positions since 1990.

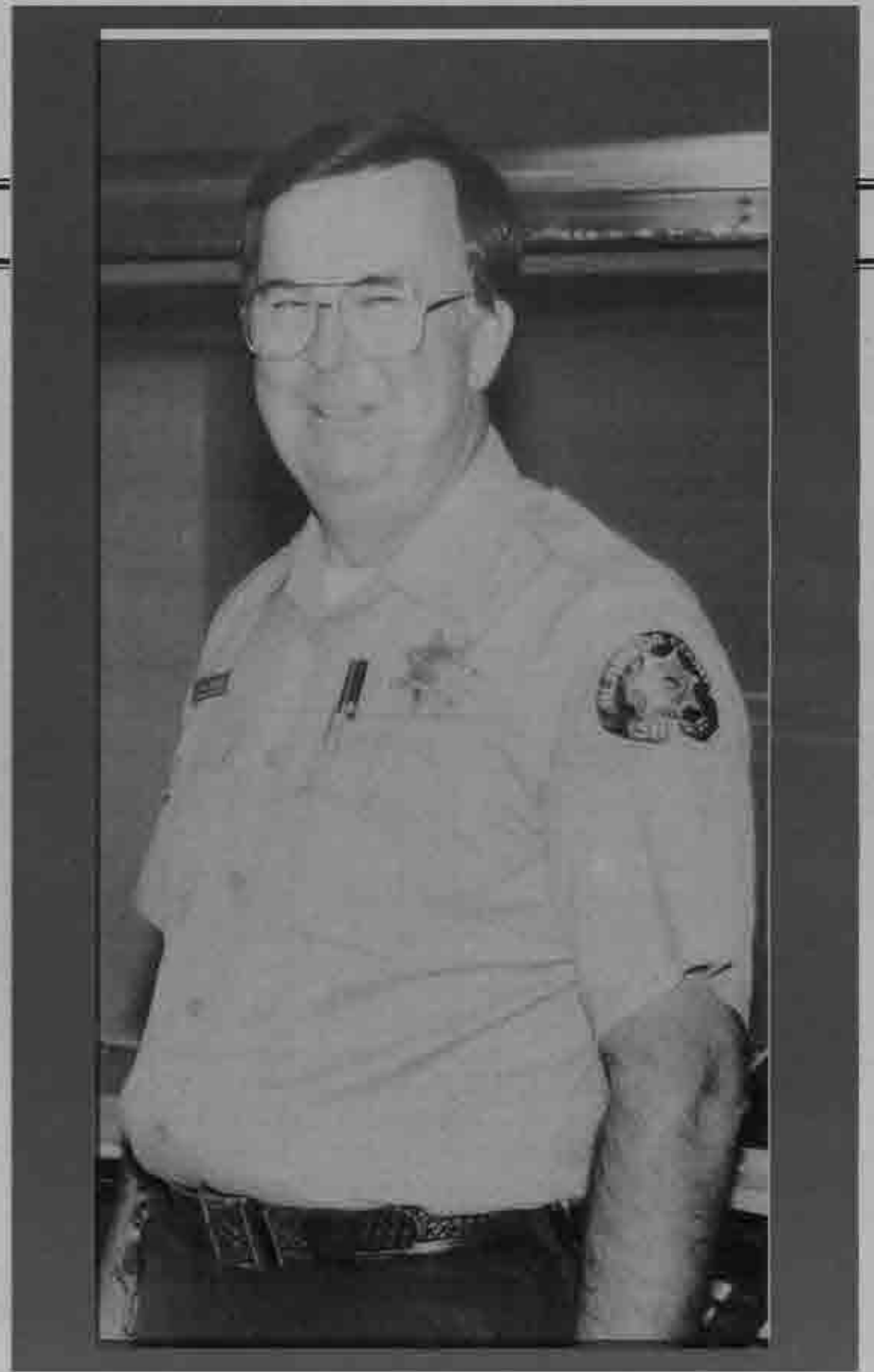
The department can't survive if the cuts go any lower. As I said earlier, we're on the ragged edge of survival right now, and if our department goes down, the other public

protection departments are going to go down with it. The district attorney's office won't be able to prosecute criminals, we won't be able to hold criminals if we do arrest and convict them. So the whole system will come to a stop.

For criminals it means a free walk. They're going to be leaving jail much earlier, if they even stay in our jails at all. For citizens it's going to mean increased crime on the streets. The criminal justice system will become a joke to the criminals, and they'll know nothing is going to happen to them. They'll be out doing

whatever they feel like doing, ripping anybody off they want. The citizens are going to feel less safe on the streets.

I think we're close to the breaking point now — we're really close. If the cuts that were proposed had actually taken effect, I think we would be right there at the breaking point. The Sheriff's Department somehow might possibly survive and hold most of the people here at Santa Rita and North County Jail, but if you cut the other departments that work in relation to the Sheriff's Department, say the DA's office and



Deputy Sheriff's Association President Bill Rhodes.

NEWS FROM PUBLIC EMPLOYEES

probation, it would bring the system to a stop and totally destroy the criminal justice system.

EN: With all the cutbacks in staffing in the patrol division and

ask for it in some areas of the county, you're looking at 10 to 15 minutes before you get the assistance. It's a problem; it's a tremendous safety problem.

This year we were fortunate

run this place as if everything is fine.

We'll do everything we've always done to fund all the programs, keep all the pod time. But the inmates are going to have to make some sacrifices, like having less pod time or whatever to allow the reduced staffing to go on working in this facility and do it safely.

I think an officer could get hurt no matter what staffing level you have. It's a matter of convincing the staff that they have to hold back and let things happen and wait for the assistance to arrive before they take on a violent situation, such as a fight in the housing unit. Stay out of it until you have the backup to handle it.

In some respects, yes, the inmates are in as much or more danger than the deputies. If something goes down in a good fight, a real violent incident, and the officers do what they've been instructed to do, they will stay out of the pod area until they get the cover units there.

It's true, we are finding more weapons, contraband and drugs that have filtered into the system. You can attribute that to the fact that staffing levels are down so your security is suffering. The deputies are so pushed to get things done, maybe something slips through the cracks where these items can be brought in.

EN: How important is passage of the half-cent sales tax initiative on the November ballot? What will happen if the sales tax is defeated?

Rhodes: I don't look at the half-cent sales tax as the solution. It's something that if it doesn't pass you're going to see that \$32 million Sheriff Plummer talked about lost, and you're going to see drastic cuts throughout the whole department. The sales tax is a matter of survival. If we get the tax passed, we'll be able to maintain services the way we have them right now, or close to it.

If it doesn't pass, well, we'll see what happens. It's going to be devastating to the county. Everything that the sheriff outlined way back in April is going to happen - I'm convinced of it. Here at Santa Rita we'll go from 14 to 8 housing units. The 600 to 800 inmates the sheriff said would have to be released early, those will happen. But it will be more like 1,200 to 1,400 early releases because the DSA and Local 3

cannot allow the deputies to be forced to work under such conditions. They're talking about adding bunks to the minimum security housing units, triple bunking, going up to 460 inmates in a housing unit designed for 196.

It's been projected that if we went to the 460 inmate configuration there would be a murder in this jail within 48 hours because of the way the inmates would be housed. We would anticipate the level of assaults to increase tremendously. I could envision just total chaos in those housing units. It just wouldn't be a workable situation at all. We've had deputies say that if this happens, they'll refuse to go into the unit and work. It's unimaginable what the situation would be if it got to that level. I'd be one of the fortunate ones. I would be one of the deputies laid off, so I wouldn't have to work in that situation.

EN: Your current collective bargaining contract expires November 20. What is the outlook for upcoming contract negotiations?

Rhodes: We're looking at negotiations on a positive note. We know the county doesn't have a lot of money. It's just the way the budget has been going over the last few years.

There's a lot of other things besides money that we can go and get in contract negotiations. We're going to be looking at different areas of the contract where the language could be rewritten to create a better working environment for the members. There's little things in there, a lot of language things, that need to be smoothed out.

The safety issue we've talked about can be negotiated into a contract, and it will probably come up during negotiations. I think it will be interesting. It will be a challenge for us. I think we'll come out with something that will keep the members happy.

EN: What's the greatest challenge for the future of Alameda County's deputy sheriffs?

Rhodes: It's the budget crisis and maintaining the department and the DSA at a level that's workable. Improving the working condition, I think, is the biggest challenge we have because the way budgets have gone over the last four years, we have gone down. We've lost a quarter of our department to budget cuts since 1990. It has got to stop, it has got to start rebuilding and that's going to be our biggest challenge.



If the half-cent sales tax initiative is defeated in November, 40 patrol deputies would likely be laid off, making it harder for the Sheriff's Department to arrest criminals.

at the jails, how much has officer safety been compromised? What can be done to prevent further erosion of on-the-job safety?

Rhodes: From what I hear of the patrol division's staffing, as low as it is, I personally feel that patrol in Alameda County is more hazardous than working patrol in Oakland, where there's much more violence and street crime, but you have more officers on the streets to handle the crime. You have more officers to respond to the violent incidents.

In Oakland, you have backup within two to three minutes. If you

enough to restore all the proposed cuts to the patrol division, but in the past the division has lost positions, and they are down a lot of staff from what they should have. If you look at the number of officers per 1,000 residents in the county, they're at about one-half of what other departments in the county average. They should easily have twice the number they now have.

At the jail, we're on the ragged edge of making the system work. It has got to come to the point that the county recognizes the fact that we don't have the staffing, and we can't

NEWS FROM PUBLIC EMPLOYEES

Study shows public employees paid less than private workers

A recent study by the Economic Policy Institute shows that public employees are paid comparably less than private-sector employees.

Local government workers earn 4 to 5 percent less than their private-sector counterparts and are not responsible for state and local government financial woes, the report concluded. Furthermore, state and local government are not likely to realize any savings by privatizing government services.

"Given the rough equality between private and public compensation, substantial savings could not be realized by simply using private employees with the characteristics of public employees," said authors Dale Belman and John Heywood of the University of Wisconsin-Milwaukee. "If there are savings, they would come from using fewer or less qualified personnel."

Belman and Heywood's study, titled *The Truth About*

Public Employees: Underpaid or Overpaid?, directly contradicts another recent study on public employee compensation by the conservative American Legislative Exchange Council. The ALEC study concluded that public employee salaries, not drastic domestic spending cuts by the Reagan and Bush administrations, are the main cause of the fiscal crisis plaguing state and local government.

The widely circulated ALEC report, titled *America's Protected Class: Why Excess Public Employee Compensation is Bankrupting the States*, was criticized for its flawed research, distortions and misleading conclusions intended primarily to justify the conservative ideological

bias of privatization. The report, according to independent analysis, made serious research errors by failing to make adjustments for significant differences between public and private-sector employees' occupational and educational attainments.

Meanwhile, Belman and Heywood found that public-sector workers generally have more education and experience and, therefore, are more likely to be professionals and managers. Over 40 percent of state and local employees have a college degree, whereas fewer than 21 percent of private-sector employees are col-

lege graduates.

The public sector employs many prime-age and older workers with substantial worker experience. The private sector, in contrast, employs more young workers, individuals who are just beginning to work and may not have been able to find a career-track position.

Although professional employees comprise only 10 percent of the private work force, they make up 30 percent of

the state and 40 percent of the local labor force. In addition, issues such as special compensation for the unique responsibilities and hazards faced by the uniformed services affect how public-sector wages are set.

Other major findings of Belman and Heywood's study include:

- Average wages and earnings of local government employees remain 4 to 5 percent below that of comparable private-sector employees.

- States, on average, compensate their employees at a level comparable to similar private employees — within 1.5 percent — even without controlling for issues such as hazardous public safety jobs.

- Although women are undercompensated relative to men in both sec-

tors, in state government, women's wages are over five percentage points higher than women's wages in the private sector. This reflects less gender discrimination in the public sector than in the private sector, rather than a bonus in wages for female state employees.

- In Rhode Island, men are paid nearly 10 percent less by state government and over 13 percent less by local government than their private-

sector counterparts.

- The gap between public and private wages and salaries has changed little between 1973 and 1989.

- There is no evidence that public workers have substantially longer job tenure than comparable private-sector workers.

- Public-sector workers are only somewhat more likely to receive a pension than are their private-sector counterparts.

Survey finds cities still in financial bind

A survey by the National League of Cities shows that an increasing number of U.S. cities will spend more money than they take in this year, suggesting that the slow-paced national economic recovery has done little to help municipal balance sheets.

Budget officers in 53 percent of the 688 cities surveyed in the annual study predicted that general fund spending — for basic budget items such as payroll — will exceed revenues in 1993. In 1984, only 24 percent of those surveyed reported deficit spending.

The problem is more pronounced in the West, where 62 percent of those responding to the most recent survey anticipated deficits. One-quarter of the western cities expect their 1993 general fund expenditures to exceed revenues by more than 5 percent, and almost a third reported cuts in services.

The problem, according to League President Donald Fraser, who is mayor of Minneapolis, stems from the slower economic recovery in the West, especially California. But he added that much of California's financial predicament is "self-inflicted." Proposition 13 and other tax-reducing measures passed by California voters has hampered its ability to raise revenues, he said.

Almost 30 percent of those surveyed nationwide said their financial difficulties were made worse by federal and state mandates, including environmental clean-up and lead abatement orders.

With federal aid to cities slashed in half since 1980, 71 percent of the respondents reported raising or imposing new taxes and fees last year, and many others said they froze or reduced municipal hiring and cut city services.

Newark, N.J., Mayor Sharpe James, vice president of the League, said financial challenges have forced cities to adopt more creative strategies such as recycling, privatization of city services and agreements to join with neighboring municipalities to share the costs of police and fire protection and other city services.

NEWS FROM Rancho Murieta Training

Supplemental training benefits apprentices

By Larry Uhde, RMTC administrator

One of the most misunderstood and controversial areas of training at the Rancho Murieta Training Center is the Supplemental Related Training (SRT) that every apprentice is required to take.

All apprenticeship programs approved and registered in California are required to provide a minimum number of hours of SRT to each registered apprentice. This requirement is also stipulated in 29CFR29 of federal apprenticeship regulations.

SRT is intended to provide the apprentice with structured curriculum that includes technical material, theory, safety, and coordinates training with the on-the-job training segment of the program.

Each apprentice program establishes the method it uses to provide the SRT segment of the program, following the recommendations established in the federal regulations. Local 3's program presently requires an apprentice to attend the training center for two weeks of SRT at the end of their on-the-job training between each period of apprenticeship, for a total of 320 hours of SRT.

Most apprentices will be required to attend the training center on average of about once each year. Apprentices are aware of their obligation to attend the training center and complete their SRT classes as part of their orientation beginning with their first dispatch to Rancho Murieta.

One of the major benefits of SRT is that it provides an opportunity for the Joint Apprenticeship Committee (JAC) to evaluate apprentices' progress and assist them in those areas where they need help.

Another important area that can be beneficial to both the apprentice and the employer is coordinating the SRT with the specific needs of the employer. Whenever possible we try to schedule individual apprentices for SRT at a convenient time for both the apprentice and the employer.

However, due to the size of our program it is not always possible to schedule training that fits everyone's schedule. What is important is to recognize the excellent training opportunity that has been provided by Local 3 and the participating employers. Apprenticeship provides the opportunity to learn a skilled trade while being paid a

wage. Apprentices earn pay increases each time they complete a period of training, and the completion of their SRT is required before they are eligible to be advanced to the next period of training.

The 320 hours, or eight weeks, of SRT required of each apprentice as a condition for completing the apprenticeship program is a responsibility that each apprentice acknowledges upon entering the program. I would like to ask all of the apprentices to help us provide them with the best possible training by using the SRT classes with as much input as possible from their employers.

For information regarding training schedules and classifications contact your area JAC coordinator.



Above left: An apprentice receives SRT on an excavator.

Above right: SRT's can sharpen their skills on a 631D push scraper.

Center right: Instructor Cedric McCauley, right, explains the use of a hand level during a gradechecking course.

Below left: Kathie Young cleans dust from the collector of an air cleaner on a 613 scraper.

Below center: Heavy duty repair apprentices get two weeks of welding experience during SRT.

Below right: Gradechecking instructor Jack Kraft, left, shows third-period apprentice Joe Villarreal how to mark the stakes for a slope.



HONORARY MEMBERS

As approved at the Executive Board Meeting on August 8, 1993, the following retirees have 35 or more years of membership in the Local Union, as of July 1993, and have been determined to be eligible for Honorary Membership effective October 1, 1993.

Frank Alford	0364033
Elwood Beckman *	0865405
Clyde Bonner	0854226
Henry Byrum	0977625
James Christensen	0863862
Harold Dalske	0818696
William Frankos	0969659
Donald Frick *	0935534
Frank Gomes	0971409
Robert Graham	0795762
Floyd Hanks	0788027
Lorn Huddelston	0977651
Tim Jacquez	0754306
Steve Jones	0899579
Henry Marsh	0736374

* Effective July 1, 1993 - Recently determined to have been eligible in June, 1993

Departed Members

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

MAY

Shirley Roberts of Nelson, Ca., 5/26.

JUNE

Ted Anderson of Alamo, Ca., 6/28; Curtis Bell of Palo Alto, Ca., 6/30; Don Brinkerhoff of Sun City, Az., 6/22; Nelson Carter of Fortuna, Ca., 6/25; James Compton of Morgan, Ut., 6/17; Richard Jackson of Pahoa, Hi., 6/24; David Keamo Sr. of Waianae, Hi., 6/27; Robert Lehman of Hesperia, Ca., 6/11; Frank Pegden of Huntington Beach, Ca., 6/30; Victor Peluga of Winnemucca, Nv., 6/25; Calvin Relyea of O'Brien, Or., 6/20; Robert Schultz of San Francisco, Ca., 6/30; Robert B. Stanley of Martinez, Ca., 6/29; Lawrence Theis of Folsom, Ca., 6/30; Lyle Wiggins of Arcata, Ca., 6/28.

JULY

Gerald Ancheta of Kapaa, Hi., 7/2; Jeff A. Clem of Fresno, Ca., 7/16; Floyd Davis of Florence, Az., 7/24; Gatlin Dorris of Arroyo Grande, Ca., 7/25; Don Ewing of Ogden, Ut., 7/1; Harry Foster of Des Ht. Sprgs, Ca., 7/16; William Hoel of Olympia, Wa., 7/24; William Jackson of San Angelo, Tx., 7/3; Frank Jensen of Evanston, Wy., 7/5; Al Jensen of Citrus Hgts., Ca., 7/10; Fay W. Lacy of Rio Linda, Ca., 7/10; L. A. Meador of Oroville, Ca., 7/13; S. A. Minardi of Scottsdale 57, Az., 7/7; William Nelson of Norman, Ok., 7/5; Ted Scarlett of Dennard, Ak., 7/24; Alfred Tucci of Sunnyvale, Ca., 7/7; Mike Vucurevich of Sacramento, Ca., 7/26; J. O. Wicklund of Sacramento, Ca., 7/7; R. Williams of Anderson, Ca., 7/14; Charles Yates of Colusa, Ca., 7/8; Samuel Ka-hookano of Kailua, Hi., 7/11.

District Meetings

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

SEPTEMBER

- 1st District 12: Salt Lake City
Engineers Bldg.
1958 W.N. Temple
- 2nd District 11: Reno
Carpenters Hall
1150 Terminal Way
- 14th District 04: Fairfield
Holiday Inn
1350 Holiday Lane
- 21st District 10: Santa Rosa
Luther Burbank Ctr.
50 Mark W. Spr. Road
- 23rd District 9: San Jose
Labor Temple
2102 Almaden Road

OCTOBER

- 12th District 1: Marin
Cattleman's Restaurant
6090 Redwood Blvd.
Novato, CA
- 14th District 30: Stockton
Engineers Bldg.
1916 North Broadway
- 18th District 17: Kauai
Kauai High School
Cafeteria
Lihue
- 19th District 17: Kona
Konawaena Int./High School
Cafeteria
Kealahakua
- 20th District 17: Hilo
Hilo ILWU Hall
100 W. Lanikaula St.
- 21st District 17: Honolulu
Farrington High School
Auditorium
1564 King Street
- 22nd District 17: Maui
Waikapu Community Ctr.
22 Waiko Place
Wailuku

NOVEMBER

- 2nd District 40: Eureka
Engineers Bldg.
2806 Broadway
- 3rd District 70: Redding
Engineers Bldg.
20308 Engineers Lane
- 4th District 60: Marysville
Cannery Local 849
3557 Oro Dam Blvd.
Oroville, CA
- 11th District 2: Concord
Elks Lodge No. 1994
3994 Willow Pass Rd.
- 16th District 8: Sacramento
Machinists Hall
2749 Sunrise Blvd.
Rancho Cordova, CA
- 18th District 5: Fresno
Laborer's Hall
5431 East Hedges

1993 RETIREE ASSOCIATION MEETINGS

FAIRFIELD - September 14 2 PM

Holiday Inn Fairfield
1350 Holiday Lane

LAKEPORT - September 21 10 AM

Lakeport Senior Citizens Center
527 Konocti

SANTA ROSA - September 21 2 PM

Luther Burbank Center
50 Mark West Springs Rd.

WATSONVILLE - September 23 10 AM

V. F. W. Post #1716
1960 Freedom Blvd.
Freedom, CA

SAN JOSE - September 28 2 PM

Holiday Inn Park Center Plaza
282 Almaden

Retiree workshop

The Federation of Retired Union Members (FORUM), in conjunction with the South Bay Labor Council, invites seniors to attend a workshop on September 15, from 9 a.m. to 3 p.m. at the United Way office in San Jose, 1922 The Alameda, near Hedding.

The workshop will include information about the council's services on aging and the use of the Santa Clara County Senior Handbook. Also, you can learn about other resources for retirees.

For reservations, please call Phyllis at (408) 266-3790 by September 10.

Nevada District Elections

At the regular quarterly District 11 membership meeting, there will be an election for an Executive

Board member and one Grievance Committee member, to fill the unexpired terms left vacant by resignation.

The meeting will be held Sept. 2 at 8 p.m., Carpenters Hall, 1150 Terminal Way, in Reno.

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

Personal Notes....

Marysville: Congratulations to Duane and Margene Vanliew on the birth of their new baby boy, Drew, who arrived 8/15.

Also, congratulations to Lyle and June Kibbe on their 40th wedding anniversary.

Reno: Congratulations to Carl and Brenda Randolph on the birth of their son, Carlton Jr., born on 7/23.

Santa Rosa: We are pleased to announce that Mike and Barbara DiPuma had a beautiful baby girl on 7/26, named Dionna DiPuma, and that Tammy at the credit union in Rohnert Park was married on 7/18, at the Hilton in Reno. Tammy and David Turpel, Jr. will reside in Sebastopol. Many happy memories to you all.

FOR SALE: 'What'd That Stake Say'?

A guide to reading construction stakes. Improve knowledge of construction stakes. \$5.95, includes tax and postage. Send check or money order to Doug Reed, 27330 Sherwood Road, Willits, CA 95490. Reg.#1143083 7/93

FOR SALE: Boat 14' Smoher Craft, trailer & 15 horsepower Johnson Motor. \$2K. EZ load boat rack, used only 2 times, \$500. 500 lb. EZ lift trailer hitch bolt on \$300. Call (408)993-1853 after 6pm-leave message. Reg.#1001691 7/93

FOR SALE: '82 Motor home 26' Imperial class C. Ford 460 Motor. Cruise control-leveling jacks, new transmission/tires, microwave, 4.5 generator, 2 gas tanks, can run on propane. Radio & CB. Sleeps 6. Roof & dash air. 30 gal propane tank. 15' awning. \$19,900. Call 682-9434. Reg.#0928024 8/93

FOR SALE: Travel Trailer '77 Terry 30', totally self contained, good cond. \$5K, OBO. Also cabover camper, wired for 110v. w/electric refrigerator, hydraulic jacks + set of cable jacks \$400. Call (209)868-3553 or see at 48781 Rd. 200, Oneals, Ca. Reg.#1182849 8/93

FOR SALE: 5th Wheel '88 - 40' Teton, 2 slideouts, in kitchen & livingroom. Like new, loaded, top of the line. Perfect home on wheels, \$29K. Call (209)526-6810. Reg.#1208485 8/93

FOR SALE: Plots 2 in Oakmont Garden of Meditation in Lafayette, \$1,696 ea. 4 in Oak Hill, San Jose, Ca., Parkview, \$2,450 ea., call (918)652-2163, or write Larry Harmon, Rt. 2 Box 347, Henryetta, Ok., 74437. Reg.#0745039 8/93

FOR SALE: '88 Motor home 24' like new. 12K miles, \$26K. Call (916)421-0716. Reg.#1230295 8/93

FOR SALE: '87 Travel Trailer Holiday Rambler Alumalite 31', front kitchen, double bed, 7-1/2 gal alum. propane tanks, heavy duty hitch, double sway bars, extra elect. cord, 9" zenith colored TV & many more. Must see to appreciate. Less than 20K miles. Call (916)342-9134. Reg.#0329532 8/93

FOR SALE/TRADE: Puppies Rotweiler, pick of the litter, 10 wks. old, male, very lg. boned, temperament and disposition both excellent. Father is German very lg. block type head, 120/130 lbs. Mother also German, nice head, 115/125 lbs. Asking \$500 or trade for firewood. Other offers considered. Call (916)534-3407. Reg.#2001342 9/93

FOR SALE: '84 Chevy El Camino P.U. small V8, auto trans, air cond, radio, tilt wheel, protecto bed cover, rubber bed liner, blue interior w/lt. blue exterior & white pin stripe. Sharp. Excell. cond, low mileage 36K. \$7,700. Call (916)432-9003. Reg.#1130313 9/93

FOR SALE: Dragline Buciprus Erie 15B

5/8 yard Hendric Bucket Cat. Motor. Call (916)674-3325. Reg.#289241 9/93

FOR SALE: '88 Chevy Cheyenne truck, 4x4, 1/2 ton, full size, auto air, am/fm, custom bumper, well maintained. 94K mi. \$7,500. Call (209)823-5510. Reg.#1977112 9/93

FOR SALE: Theodolite Topcon TL-20DE, w/EDM mounts, solar reticle/filter, case and tool kit. Excell. cond. Orig. owner. \$975. Call (707)544-9122. Reg.#1628131 9/93

FOR SALE: Puppies ASCA registered Australian Shepherd, also eligible for registry w/AKC. Excell. with children, to work stock, for show/watch dog. Colors, blue merle, red merle, red tri, blk tri. Born 7/17/93. \$200. Call (209)847-4342. Reg.#1051282 9/93

FOR SALE: Furniture Like new bedroom dresser/chest, 2 night stands, dining room table/chairs, Magnovox radio/stereo. All very reasonable. Call (408)354-3007. Reg.#0698514 9/93

WANTED: Tractor D2 Caterpillar Crawler, 1947-58 or early D4 built 1947-59. Must not weigh more than 10K. Call (209)784-0624. Reg.#529302 9/93

FOR SALE: '89 Dodge Ram 250 (3/4 ton) van conversion. 5.9 ltr. (360 cu. inches) engine. Auto, air, tilt, cruise, 4 captain chairs, bench sofa bed, privacy glass and more. 45K mi. Immaculate. \$16K. Call (209)826-5509. Reg.#2072102 9/93

FOR SALE: '77 Chevy 1/2-ton, new 454, new 10" aluminum wheels, all power \$4,500. '73 Stingray 454, at, ac, enke wheels, all orig. \$13,500. Also German shepherd puppies born 6/24, K-9 champion lines, very big dogs. \$450. Call (916)726-1411. Reg.#2123295 9/93

FOR SALE: Boat Reinell 16' I/O less 80 hrs since new. Ex. cond. full canvas/extras, \$7K. '88 classic kit companion 29' 5th. wheel. Fully loaded w/extras. Non smoker, travel less than 40 hrs, new cond. \$17K. And 12-1/2 acres in Kalamata Nat'l Forest approx. 20 mi. w. of Yreka, Ca., in good deer hunting/fishing area. All year spring/well. Good building site \$20K. Call (916)626-3223. Reg.#879730. 9/93

FOR SALE: '68 Ford F-500 Field mechanics truck. 7K lb. boom utility body. Call (415)359-0466 after 6pm. Reg.#1986429 9/93

FOR SALE: 3bd/2ba w/shop in choice location in Paradise at end of quiet st. Fireplace, open beam ceiling, central air, lg fenced in lot, lots of fruit trees. \$120K. Call (916)872-0864. Reg.#0255202 9/93

FOR SALE: Home Modern 3bd/2ba on 2.833 acres. Good well and water rights, on 93 No. on Salmon River, 2 car garage, shop, fruit room, 3mi. to town, covered deck front/back, level, must see, many extras, great hunting/fishing. Call (208)756-

4132. Reg.#525368. 9/93

FOR SALE: '87 Prairie Schooner 36', self contained, awning, generator, ac, microwave, many extras, very nice, asking \$22K. Call (209)931-6176. 9/93

FOR SALE: '90 Mobile home Mini RV rated, 12x33, 1 bd/1 ba in nice park. Low space rent cute fenced yard. 8x10 metal shed. Close to all work in the refineries. \$16,500 OBO. Call (510)427-6278. Reg.#1113039 9/93

FOR SALE: Exercise machine TBX III Nordic rowing w/total body workout monitor. Practically new, excell. cond. \$700. Call (510)803-0666. Reg.#2039055 9/93

FOR SALE: '73 Trans Am Original super duty, custom show car-restored int., a must see \$8,500 OBO. Call (510)449-4714. Reg.#2174430 9/93

FOR SALE: Time share Vacation condo. Plaza Resort Club in downtown Reno, next to Comstock. Deeded 1 week a year ownership. Fall Swing or trade thru RCI, thousands of choices. \$3K terms negot. Call (510)447-3612. Reg.#447077 9/93

FOR SALE: Furnishings Butcher block 30'x30'x15'. Rack for long bed 5-10 pick-up \$50. Hammond organ 17 tone bars, Leslie speakers- 2 tier \$400, Roto Bin- 8 tier for nuts, bolts, (ball bearings) \$145, 2 cast iron skillets \$20. Antique wood medicine cabinet, unique design. Diamond glass mirror & full of old medicine bottles. Cocktail table \$35. Office chair \$10. Roto tiller- J.C. Penny- 8 Hp \$150. Call (916)689-4061. Reg.#1238702 9/93

FOR SALE: Tools for any job large or small. Cost \$12 to \$15 K. Many special items all for \$3 K. Plus 3/4 ton truck w/utility bed free. Call (209)931-3398. Reg.#1712543 9/93

FOR SALE: '79 Dodge Trans Van, 80K mi., 270-6 cyl. auto/air, rear swamp cooler, stove, refig. sink, new tires, CB, AM/FM cassette \$6K OBO. '54 Chevy Step Van conversion, stove, shower, toilet, propane heat, 6 new tires, converted to 12 volt, needs some inter. TLC, great/hunting, fishing, camping or living. \$1,750 OBO. And, '85 Aljo Aly alliance travel trailer, 28-1/2 ft., fully self-contained, gas/electric, good cond. \$6K OBO. Call (702)882-6442. Reg.#2023316 9/93

FOR SALE: '60 Truck Int. flatbed, 2-1/2 ton and '63 Miller tilt trailer, electric brakes, \$2K each. Call (707)942-9266. Reg.#0552995 9/93

FOR SALE: 2 - Homes Both 3bd/2ba. One with 1bdm cottage (rental) on 2-1/2 acres. For info. call (916)842-3089. Reg.#1932872 9/93

FOR SALE: 140-G-Blade Serial #72V7024 approx 6,700 hr. \$75K. Call (510)785-3752. Reg.#702409 9/93

FOR SALE: '89 Dodge Ram full size p/u-37K orig. miles, 3/4 ton, 360 eng., air cond., power windows, cruise cont, auto-

matic. Two tone blue. Due to illness must sell. Call (510)794-5203 or 651-1090. Reg.#1697158 9/93

FOR SALE: Houseboat 50X24, 8 cyln. Ford engine. Moored at Lake McClure. 3 fiberglass pontoons, 650 W generator, solar, full kitchen/bath/bumpers. Merc outdrive, full iron railings/staircase, carpet, drapes, fully furnished, \$55K. Call (408)356-0575. Reg.#2077175 9/93

FOR SALE: Acres 4 beautiful 7+ acre parcels, bound by a creek. 1/2 meadow 1/2 trees, all utilities avail. Near Fort Smith, Ark. Only \$14,500/terms. Beautiful 1.78 acre lot in Calaveras Co. foothills. Hwy. frontage. Lots of pine & oak trees. Great for retirement, relocation or cabin. \$23,900/terms. Call (209)223-3473. Reg.#1984886 9/93

FOR SALE: '86 Chev Chinook motorhome, fully self contained, new/clean, 46K mi. good gas mileage, awning not used. \$15K OBO. Call (408)475-3937. Reg.#0991025 9/93

FOR SALE: Home Beautiful year-round vacation area. Located off Hwy. 4 above Arnold, Ca., 2bd+ loft/1.5ba, furnished, pellet stove, FP, 2 decks, lg. lot, elev. 5,200'. Mins. from Mt. Reba ski resort, boating/fishing. \$134,900. Call (916)781-7567 for more info. Reg.#2118631 9/93

FOR QUICK SALE: '91 28X48 MH clean 3bd/2ba., heat pump, all appliances, mini & curtains, sky light, carport, shed, adult park 55+ w/pool, club house. Reduced to \$37,500. Call (503)535-7767. Reg.#0899766 9/93

FOR SALE: Boat 12' alum. \$175, 5 Hp outboard motor w/2-1/2 gas tank \$75. Edie electric boat loader w/remot control cap to 16' \$850. Boat seat upholstered \$20. Back cab glass for '70 Ford trk \$20. 2 rear coil springs for '64 Chev wagon \$20 ea.. 1 air conditioner compressor #OW-200TI Agura Wankel \$100. Peterbuilt radiator winter canvas shield for Pete model #362-377-378-357 \$25 ea. Call (415)593-6385. Reg.#0558767 9/93

FOR SALE: Case Backhoe Buckets 36", 24" 18" & 12". All 4 buckets will go for \$1K. Price firm! Call (707)528-1730. Reg.#1606597 9/93

FOR SALE: 1/2 Acre 4 mi. north of Lakeport, Ca., w/lg. bouble wide mobile. Shade trees, pool, putting green, city sewer & water + well. 100 yds. to lake and boat ramp. Near Lakeside hospital. \$78,500. \$22,500 dn. to assumable loan of \$56K OAC. Owner may carry small 2nd.

Call (707)263-5047. Reg.#0889055 9/93

FOR SALE: Mobil home '81 Madison 24'X60' upgraded 3bd/2ba. Large living room, formal dining room, nice size kitchen, laundry room, lg. shed, 2 car carport, lg. front porch, RV parking close to shopping. Citrus Hts. adult park, 20 mi. out of Sacramento. \$60K. Call (916)723-2362. Reg.#1058704. 9/93

FOR SALE: Dog AKC miniature poodle, white male, 8 mo. Has all shots. \$125 OBO. Call (916)451-4634. Reg.#1804464 9/93

FOR SALE: '63 Chevy 1/2 ton pick-up, 4 sp., 6 cyl., \$1,200. Lumber rack for 3/4-1 ton GMC pick-up, wide bed, \$150. Call (209)852-2515. Reg.#2044279 9/93

FOR SALE: 5th Wheel '91, Alfa Suno located in Isleton with slide out L/R. Rear kitchen. Lg. awning. Mauve colors. Gen ready. Stand up bedroom, tub/shower, Queen size studio couch. A/C stereo w/speakers in L/R-B/R. Books out at \$27K. Take over bal. of \$26K with credit union. Call (916)777-5968 - please don't leave message. Reg.#2012260 9/93

FOR SALE: Furnishings 3/4 violin, like new \$275. '73 Cadillac, current registration \$800, black lacquer wall unit/entertainment center \$300, pine modular wall unit \$150, chest of drawers & dresser \$50 ea., maple matching night stands \$10 ea., single mattress/box spring \$50, brass & glass w/black trim end tables & coffee tables \$125. Will accept best offer. Call (916)673-4969 or view at 772 Taber Av. Yuba City. Reg.#1795855 9/93

FOR SALE: Home 3bd/2ba in the city of San Bernardino, Ca., with 1,285 sq. ft. CAC-plush carpets over wood/hardwood floors, on a deep lot 50'X265'. Asking \$98K. Details call (909)862-3101. Reg.#0977712 9/93

FOR SALE: Travel trailer '91 Coachman, 29-1/2 ft. totally self contained, good cond., take over pymts. w/credit union \$209 month. Call (510)447-7408. Reg.#2126867 9/93

FOR SALE: '82 Motor home 35' For travel, every option, new carpet w/park in kitchen area. New tires \$28K. '89 Dodge Omni tow vehicle w/fold up auto tow bar. \$4,200. Call (702)741-1359 evening & week-ends. Reg.#0908550 9/93

FOR SALE: Puppies German short hair pointer pups. Welped 7/6. Field and show champion stock. Litter reg. Males \$250/Females \$300. Call (916)385-1129 eve. Reg.#0950837 9/93



ARP helps members' spouses too

From time to time, ARP staff likes to share some of the positive responses our program receives from those who use our services. In keeping with this procedure, we are printing the following letter to ARP. Many individuals have indicated a desire to see more of this kind of response in the *Engineers News*.

To the Addiction Recovery Program:

I am the wife of a Local 3 member. Last year at this time my life was in despair. I used drugs and alcohol on a daily basis, and the day came when I wasn't sure I wanted to live any more. My husband contacted ARP and within minutes the ARP contacted me with an option of going into a recovery program. I said yes, and within hours I was in a 30-day recovery program.

At that time I was emotionally and financially bankrupt. I did not have the financial means to put myself into a program. Without the ARP I would not have got the help I needed.

I celebrated my one year clean and sober birthday this week. I am happier than I have ever been in my whole life. My husband and teenage daughter are also working the program, and my son is much happier with his mother today.

If anyone in your family has a problem with drugs or alcohol, I strongly recommend that you contact your ARP, as they can help.

I would like to thank each and everyone of you who are involved with the ARP, as it has changed my life for the better.

God bless you,
SM

You can reach ARP at 1-800-562-3277. Hawaii members call 1-800-842-4624.

ARP/Azure Acres picnic

Once again the annual ARP/Azure Acres picnic will take place Saturday, September 11, at Azure Acres. This year's theme will be the 1950's. Put on your penny loafers, white duck jackets and come on out for a day of fun and memories. You don't have to be over 40 to enjoy. Plan to arrive early and spend the whole afternoon. There will be a raffle, games and music, as usual. See you there.

Directions

Highway 116 to Sebastopol. Turn left at Occidental Road. At 2-1/2 miles turn right on Green Hill Road. At 6 miles, turn left to Azure Acres.



Union Briefs

Republicans seek repeal of Davis-Bacon Act

Nearly a month after Rep. Tom LeLay, R-Texas, introduced legislation in the House to repeal the Davis-Bacon Act, Republicans have introduced a similar bill in the Senate.

The bill, S 1228, introduced by Sen. Hank Brown, R-Colo., on July 14, would repeal the 62-year-old act, which requires construction contractors to pay prevailing wages on federally financed construction projects over \$2,000.

The bill has been referred to the Senate Committee on Labor and Human Resources. DeLay's bill, HR 2393, is awaiting action by the House Education and Labor Committee.

Union won't lose benefits under Clinton's health plan

White House senior policy adviser Ira Magaziner assured AFL-CIO officials August 4 that unions with a health care package more generous than what the administration is proposing would not lose their hard-won benefits under a reformed system.

However, union leaders are still concerned that these benefits would be taxed. Magaziner responded that the issue is still under discussion and that he would relay the federation's concerns to President Clinton.

Demo pushes Canadian-style health plan

Six months ago, the so-called 'single-payer' or Canadian-style health care proposal was dead, but a recent bill introduced in the House by Rep. Jim McDermott, D-Washington, has become the most popular health reform plan now in Congress.

McDermott and his 85 co-sponsors want a health reform system similar to Canada's, one that's federally financed, state administered and privately delivered. Money would be collected at the federal level, probably through payroll and income taxes, and sent to the states, which would set the level of payments. People could go to whatever doctor they wanted.

Despite Clinton's request that Democrats not endorse any other health plan until his is presented, one-third of the House Democratic caucus, and four of the six Ways and Means subcommittee members, have co-sponsored the McDermott bill.

Surge in new construction contracting

New construction contracting jumped 13 percent in June, reflecting big gains in public works and non-residential construction, the F.W. Dodge division of McGraw-Hill reported August 3.

Total contract value of construction rose to a seasonally adjusted annual rate of \$268.57 billion from \$237.57 billion in May. This brought the Dodge index to 104 percent of its 1987 base, surpassing the previous high for this year of 103 percent in January.

Robert Murray, vice president of economic affairs at Dodge, said June's data offers some assurance that there's still life in the current construction recovery. Earlier in 1993, he said, contracting had lost momentum. "The June pickup alleviates some of that concern," Murray told the Bureau of National Affairs. "But continued growth will require a greater contribution from single-family housing."

L.A. judge: 'tax grab' is legal

A Los Angeles judge ruled July 28 that California Gov. Pete Wilson's \$2.6 billion shift in local property tax revenue to the state for schools is legal, a ruling that dealt a serious blow to counties, such as Los Angeles and Contra Costa, to fight the property tax shift.

"The state's allocation of local property taxes to fund school districts and community college districts is constitutional," said Los Angeles Superior Court Judge Diane Wayne in her opinion. Los Angeles County Counsel DeWitt Clinton said his office will appeal Wayne's decision and seek an accelerated ruling by the higher court.