

Engineers News

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OPERATING ENGINEERS LOCAL UNION NO. 3

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Busts to Booms

PRISON

"3 Strikes & You're Out!"

How Calif.'s
"3 strikes" law
will affect prison
construction

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(Cover Design by Ed Canalin)

A case for revamping California's transportation funding program

Winston Churchill once said: "The nation will find it very hard to look up to the leaders who are keeping their ears to the ground." In California, we have far too many political "leaders" whose ears are worn raw from this despicable practice – particularly on the issue

lights of a U-Haul van as another family leaves, driven out of the state because the job that kept them here is also gone.

Now, *we* are the ones in pain. While the rest of the nation pulls itself up by its bootstraps from the terrible slump that ushered in the nineties, California continues to wallow in economic despair.

What must be done? I can't speak for all the ills that plague our state, but our transportation system is one thing I know something about. It is time for our leaders to get up off the ground, dust themselves off and look to the horizon. There, they will see that we have a critical and urgent need to get our state's transportation system off life support. Here are my suggestions:

- **Sacramento needs to re-acquaint itself with the principle of integrity.** With respect to transportation funding, those elected and hired to serve the public need to do what they say

they're going to do. Otherwise the voters will turn their backs on government forever. Case in point. When we helped to spearhead the coalition that backed Propositions 111 and 108 back in 1990, it was with the promise that the money would be used for specific projects and programs to relieve traffic congestion. Voters – never anxious to impose new taxes on themselves – supported these measures because they believed in those promises.

What happened in the meantime? California had two disastrous earthquakes and the worst recession in 50 years. Politicians, with their ears to the ground and their fingers to the wind thought they heard the masses tell them that earthquake retrofit was where we should put our money. In knee-jerk fashion they hastily passed legislation mandating that ne'er a mile of highway would be built until every bridge everywhere was earthquake safe.

This was not leadership. This was spineless genuflecting to the crowd. By mandating such a



FOR THE
Good & Welfare
By Tom Stapleton
Business Manager

of funding our essential transportation system. And what do they hear from all this time spent on the ground? It is not the sound of an oncoming train or even a semi freight truck. No, it is the deafening sound of silence; the uneasy stillness that follows when the engines of commerce grind to a halt.

The lifeblood of California's economy has always relied on two things: our water and our transportation system. Forty years ago, we had leaders who recognized this. They possessed enough vision and backbone to levy the taxes that built what was then the finest highway and water systems in the world. This precious infrastructure – which our union members played an integral part in building – paved the way for three decades of prosperity.

Once again there was the sound of spineless slithering in Sacramento. No one had the backbone to stand up to the public and say: "We're sorry, but if you are not willing to pay for earthquake repair, then it can't be done."

Even during the years when the rest of the nation languished in deep recession, California's suffering was never as painful. Why? Because we possessed a state-of-the-art infrastructure. California was a good place in which to conduct business. Indeed, corporations flocked here with their billions of dollars to build their "Silicon Valleys," office buildings and factories.

Those golden days are gone. Our gleaming image is tarnished from over a decade of neglect. It is now cause for celebration when a major business chooses California. More often we see the tail

Important Notice: New starting time for District Meetings

In response to inquiries from Local 3 members, Business Manager Tom Stapleton directed that a questionnaire be published in the September 1994 issue of *Engineers News* seeking input from the membership on whether or not the starting time for district meetings should be moved to 7:00 p.m. from the former starting time of 8:00 p.m. (except for Hawaii, which has always had a 7:00 p.m. starting time). Based upon the results of the survey, the Local 3 Executive Board and each District Grievance Committees concurred unanimously in a recommendation that **all Local 3 district membership meetings will begin at 7:00 p.m., effective January 1, 1995.**

Engineers News



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The public isn't buying "credit card construction" anymore. If you raise a billion dollars in taxes, you have a billion dollars to spend on building something.

program without providing funding for it, Caltrans was forced to dip heavily into Proposition 111 funds to pay for all those reinforced bridges.

No one denies that we are in need of retrofitting our bridges and overpasses for earthquake safety. But we are robbing Peter to pay Paul when we mandate such programs without securing the funds to pay for them.

What we needed from the politicians – and failed to get – was some backbone. They should have told the public up front that there was no money in the till to pay for earthquake repair and that a temporary sales tax increase would be the cheapest and least painful way to pay for it. That's not what we got. Oh yes, a temporary tax increase was proposed, but the politicians ran from the dreadful "T" word and instead put a bond measure on the ballot last June (Proposition 1A) that was far more costly.

The voters didn't buy it. In fact, they have turned down just about any ballot measure that seeks to put capital improvements on a credit card.

The politicians then added insult to injury. In complete violation of the public trust, the folks in Sacramento last July said they were going to pay for the earthquake retrofit anyway. Less than a month after the failure of Proposition 1A, Caltrans issued a decree that nearly all current and future highway construction in California would be halted indefinitely until the earthquake retrofit program was fully financed, as mandated by the legislature.

Once again there was the sound of spineless slithering in Sacramento. No one had the backbone to stand up to the public and say: "We're sorry, but if you are not willing to pay for earthquake retrofit, then it can't be done."

It took a month of very intense discussion and arm twisting to convince the Governor that to shut down California's highway construction industry would be disastrous.

• To save our transportation system, we must break down the traditional methods of funding stone by stone. It is time to design a better way to pay for our roads and our railways.

Fourteen years ago, we saw the handwriting on the wall. It said: "The times are changing. Cars are more fuel efficient. Less money is being generated from fuel taxes and it's happening at a time when highways and mass transit systems are much more costly to build."

We appealed to then Governor Jerry Brown for an increase in the fuel tax. He resisted. After two

years of wrangling and a lot of pressure from State Senator John Foran, we finally got Brown to sign off on a two-cent fuel tax increase. It wasn't enough, but it was better than nothing. It was one of the last things Jerry Brown did as governor.

Three years later, we were facing the same dilemma. We appealed to Governor Deukmejian, but he couldn't hear us because his ear was to the ground. He did what most politicians were doing and have been doing ever since. He refused to look at any recipe that contained "tax increase" as an ingredient. Despite all we could do, we were unsuccessful in securing a 5-cent gas tax increase.

By 1989, the transportation funding problem was severe. Even Deukmejian knew he had to do something. A coalition of business, government and labor leaders forged a plan which eventually became Propositions 111 and 108. It was a plan to provide modest increases in gas taxes and user fees to generate \$18 billion in transportation revenues. Again, it was only a compromise, but it was the best thing in town.

The Operating Engineers were the first to put money on the table to get these ballot measures passed. Our contribution spurred contractors, businesses and other unions to put their money where their mouths were. We all

worked hard during those early months of 1990 and in June, both propositions passed by slim margins.

At last, we thought we could breathe easy for awhile, but we were wrong. Earthquakes and a terrible recession threw transportation funding in a tailspin.

Our problem is painfully obvious. Fuel taxes and user fees alone cannot build and maintain our highways and mass transit.

There are those who say that we are not charging enough for the privilege of driving our cars to work. They advocate 50-cent per gallon fuel taxes, \$5.00 bridge tolls and hefty penalties on companies that allow too many employees to drive to work.

These social engineers must not know what it is like to work for an honest day's pay. They cannot possibly have any idea how difficult it is already for a company to do business in this state. If we were to impose such draconian fees on working people and employers, we might as well just hang a "going out of business" sign on our door now and get it over with.

Higher fuel taxes also ignore the obvious reality that cars go farther these days on a gallon of gas. Despite the fact that the number of miles driven in California continues to rise at 2.5 percent a year, the sale of motor vehicle fuels is very flat.

Higher fuel taxes also ignore the obvious reality that cars go farther these days on a gallon of gas. Despite the fact that the number of miles driven in California continues to rise at 2.5 percent a year, the sale of motor vehicle fuels is very flat.

There are also those who still lean on the over-used and abused "bond measure" to fix our transportation problems. It's not working. The public isn't buying "credit card construction" anymore. If you raise a billion dollars in taxes, you have a billion dollars to spend on building something. If you raise a billion dollars in bond money, you may only have two-thirds of that to spend on construction. The rest is wasted lining the pockets of the money changers.

• A sales tax increase dedicated to transportation is the most productive, least painful way to keep our transportation system healthy.

Let's face it, nearly everyone living in this state – and millions more who visit – use our transportation system. We are all beneficiaries, even if we are one of the rare few who never get behind the wheel. Every product we buy, every meal we make comes to us by virtue of our transportation system. To say that a general sales tax is not a user fee for transportation is plain wrong.

A modest increase in the general state sales tax would generate far more money for our roads and transit than similar hikes in fuel taxes could produce. According to Californians for Better Transportation, each cent of general sales tax generates \$2.8 billion per year. Our transportation system currently needs \$7.8 billion a year – \$6.3 billion to cover existing expenditures plus an additional \$1.5 billion for projects that are needed but have no funding. One option would be to eliminate the state fuel tax entirely and replace it with a 2.75% to 3% general sales tax. This would spread the cost of paying for our transportation system to everyone – resident or tourist – who buys something in this state. It would also lower our fuel taxes.

Another option would be to keep the current system of taxes and fees in place and increase the sales tax by .5 cent to cover our current shortfall.

A parting comment

I am fully aware that any proposal in the present political climate that asks for a tax increase is facing almost insurmountable opposition. Governor Wilson wants to cut taxes by 15% for businesses and individuals. We would all like to pay less taxes. But to slash taxes across the board now is fairy-tale economics. Anyone who thinks that a huge cut in taxes will generate enough business to overcome an already bankrupt state budget is dreaming.

What we need are real leaders, those with the integrity and strength to tell a patient on life support that he will die unless bold measures are taken. Right now, they are not to be found. Who will step forward and be counted?

See semi-annual meeting article, p. 20

Busts to booms

How California's 'three strikes' law will affect prison construction

By Steve Moler
Assistant Editor

The day California enacted the "Three-Strikes-and-You're-Out" sentencing law for repeat criminal offenders in March 1994, state lawmakers not only dramatically altered the course of the state's criminal justice system, they may have given the construction industry a considerable boost.

If "three strikes" is fully enforced – and that's a big "if" given the state's financial status – the California Department of Corrections estimates the state will have to build 23 new prisons by decade's end to handle the burgeoning prison population, which is expected to double by 1999, from the current 121,800 to over 240,000. A fully implemented "three strikes" law will add within five years 79,000 new inmates to California's inmate census and cost an extra \$2 billion annually.

The state estimates 23 new prisons will have to be built by decade's end as a result of "3 strikes."

having trouble keeping up with its prison population explosion. Although the number of federal penitentiaries has risen from 43 in 1982 to 77 today, they still house 30 percent more inmates than they were designed to accommodate.

What's even more astonishing, according to the Department of Corrections, is that even if all 23 new prisons are built quickly, the facilities, given the current inmate growth rate, will be filled to capacity soon after opening and jump to 140 percent of capacity within five years.

Like California and most other states, the federal government is also

Why so many convicts

The nation's prison population has been rising steadily over the past decade due primarily to tougher sentences for drug offenses. The number of inmates in state and federal prisons hit the 1 million mark last year, a three-fold increase since 1980, with half the increase linked to drug offenses. California now locks up one in every 146 residents, up from 1 in every 1,006 residents in 1980.

But "three strikes" is expected to increase prison head counts in California even more. The law requires anyone convicted of a felony to receive twice the normal prison sentence if there's a prior conviction for a serious or violent felony. A third conviction for any felony requires a 25-year-to-life sentence. And those convicted of a third felony after two previous convictions for serious or violent felonies must serve at least 80 percent of their sentence.

Another bill signed into law in September of last year imposes even stiffer penalties than "three strikes." Inmates used to be able to cut their sentences in half for work time and good behavior. But under the new sentencing law, people convicted of most violent felonies will be required to serve at least 85 percent of their prison term even if it's a first offense.

Footing the bill

The big question concerning "three strikes" is how is the state going to pay for the required prison expansion? Californians, who overwhelmingly approved the "three strikes" initiative Prop. 184 in last November's midterm election, have turned down two recent prison construction bond measures. Moreover, the state Legislature passed the "three strikes" law early last year without allocating a penny for new prison construction.

Gov. Pete Wilson, who made "three strikes" the cornerstone of his re-election campaign, has yet to submit his budget for fiscal 1995-96, but two recent studies put the cost of "three strikes" at between \$3.5 billion and \$5 billion annually. A study by the California Higher Education Policy Center, a San Jose-based independent research organization, says "three strikes" will require a 75 percent increase in spending for new prisons between now and 2003, from \$2 billion in 1995-96 to \$3.5 billion by 2003-4.

A similar analysis of "three strikes" by the

Rand Corp., the Santa Monica-based think tank, estimates the cost of the law at \$5.5 billion annually, or \$300 per California taxpayer, with most of the money going for new prisons and their operating costs. The Department of Corrections puts the cost of "three strikes" at between \$1.1 billion to \$1.8 billion annually.

Federal crime bill funding

If California and other states can't foot their entire prison construction bills, the federal government is ready to help. The federal crime bill enacted last summer authorized \$7.9 billion over six years in grants to states for prisons, with most of the money expected to go for construction, though operating costs are eligible for funding. Although the federal crime bill authorizes only \$175 million this year, the funding pace picks up sharply during the remaining five years: \$750 million in 1996, \$1 billion in 1997, \$1.9 billion in 1998, \$2 billion in 1999 and \$2.07 billion in 2000. States only would have to put up 25 percent matching funds.

Impact on Operating Engineers

If most or all of the 23 needed California prisons are built over the next decade, the impact on the building trades would be fairly significant. Constructing a medium or maximum-security prison of the 2,000-bed variety today costs between \$180 million to \$220 million and can put as many operators to work as a decent-size subdivision, up to 80 to 90 operators in the early stages of construction.

Site preparation for new prisons, which are often located in isolated, undeveloped areas, can require moving between 1 million and 2 million yards of dirt. During construction of the Coalinga Prison in Fresno County, for example, a facility that just started receiving inmates last November, Operating Engineers moved about 1.7 million yards of dirt.

After extensive site preparation, prison construction contracts usually call for the building of large on-site infrastructure such as water and wastewater treatment plants, as well as the usual storm drains and underground utilities. At the Coalinga Prison during the summer of 1992, crews excavated for sewage treatment ponds and in some areas had to dig down 10 feet and recompact the soil in order to make the site suitable for construction. Even the pre-cast concrete construction

Y Prison construction generally requires extensive site preparation. At the Coalinga Prison in summer 1992, Operating Engineers, shown here, had to dig down 10 feet in some place, then recompact the dirt to make the soil suitable for construction.



stage for housing units and guard towers puts a fair amount of crane and other hoisting operators to work.

The drawbacks

A possible disadvantage of substantially increasing prison construction is that it might drain funds from services such as parks and recreation and higher education. While funding for kindergarten through community college is guaranteed by Prop. 98 at 40 percent of the state budget, the same is not true for the state university system. Fifteen years ago, 2 percent of California's general fund went for prison costs compared with 12.6 percent for higher education. This year, spending on the two will be about the same, with higher education at 9.8 percent and prisons at 9.6 percent. And under "three strikes," the prison budget will almost certainly exceed that of higher education in fiscal 1995-96.

Where will they be built

Another big question, if the state finds the necessary revenue, is will a proportionate amount of prisons be built in Northern California? If Northern California has roughly a third of the state's population, then it follows that seven to eight of the 23 prisons should be constructed here.

But Northern Californians have demonstrated more resistance to building new prisons than their counterparts in Southern

California. Department of Corrections officials responsible for searching for new prison sites have received positive overtures from several Southern California cities and counties, but in Northern California the atmosphere has been almost hostile.

In the small town of Gridley just north of Marysville, about 200 people packed a special meeting last April and convinced the city council not to put the issue of constructing a prison on the ballot. Voters in the city of Ione in Amador County overwhelmingly rejected a ballot measure that would have paved the way for construction of a second prison there. And the same thing happened in Siskiyou County, where voters defeated a ballot measure that would have allowed construction of a prison in Weed at the foot of Mount Shasta.

The one major exception has been Soledad in Monterey County, which already is home to a 5,800-inmate state prison. The community, in stark contrast to other Northern California communities, vigorously pursued the construction of a \$208 million, 2,200 bed medium and maximum-security prison next to the state Correctional Training Facility. The project, which is expected to create 1,200 jobs and 600 indirect jobs, got underway last fall and will be completed in 18 to 24 months.

If more communities like Soledad open their doors to new prisons, Northern California stands a good chance of getting its fair share of new prisons — and the work that goes along with the projects.

Northern California prison construction

Even before the "three strikes" law went into effect, the California Department of Corrections has been pursuing an extensive Prison expansion program. Between 1990 and 1993 state prison construction spending ran at about \$400 million to \$480 million annually. No funds were allocated for new prison construction in 1994. Below is a list of the department's current construction program in Northern California:



Valley State Prison for Women

Prison location: Chowchilla, Madera County

Construction cost: \$113 million

Number of beds: 1,984

Type of construction: Almost all concrete masonry walls on continuous concrete footings with concrete tile roofs over steel trusses.

Construction schedule: Ford Construction won grading/drainage and off-site development contract in May 1993. Construction is about 85 percent complete.

Approx. number of Operating Engineers put to work: 40



California State Prison - Lassen County

Prison location: Susanville

Construction cost: \$183 million

Number of beds: 2,224

Type of construction: Pre-cast concrete panels and tilt-up walls for secure housing and guard towers; structural steel roof.

Construction schedule: Ford Construction won bids for both site grading/drainage and on-site utilities, water and wastewater treatment in summer 1993. Construction still in progress.

Approx. number of Operating Engineers put to work: 70



California State Prison - Soledad II

Prison location: Soledad, Monterey County

Construction cost: \$167 million

Number of beds: 2,224

Type of construction: Pre-cast concrete walls for secure housing and guard towers; tilt-up concrete walls on continuous concrete footings and slabs for secure support services.

Construction schedule: Huntington Brothers won rough grading and drainage contract in March 1994. K.G. Walters won off-site wastewater treatment bid in August 1994. McCarthy Western won secure housing and guard tower contract in June 1994. Construction in progress.

Approximate number of Operating Engineers put to work: 75



California Substance Abuse Treatment Facility and State Prison at Corcoran

Prison location: Corcoran, Kings County

Construction cost: \$271 million

Number of beds: 3,700

Type of construction: Pre-cast concrete walls for secure housing and guard towers; structural steel roofing, some tilt-up concrete walls on continuous concrete slab.

Construction schedule: Water supply and wastewater treatment to bid in May 1995, grading and drainage to bid in July 1995.

Estimated number of Operating Engineers needed: 75-80

GOP's anti-unionism jeopardizes prevailing wages, safety

Business Manager Tom Stapleton, during his semi-annual meeting speech, put one aspect of the Republican mid-term election victory in perspective. Despite winning support from many union members on November 8, the Republicans, he said, are no friends of labor.

Some good examples that support Stapleton's argument are emerging in Washington as Capitol Hill convenes the 104th Congress this month.

While many working Americans enthusiastically endorsed the Republicans' "Contract with America" on election day, they may not have realized the adverse consequences of supporting a party that

Senate for the first time since 1954, workers will likely see an entirely different attitude prevail in the 104th Congress, one that won't likely favor trade unionists.

Consider what's happening with the Davis-Bacon Act, the law that guarantees that construction workers are paid prevailing wages on federally financed building projects. Sen. Nancy Kassebaum (R-Kan.), who will chair the Senate Labor and Human Resources Committee, is expected to introduce a bill early in the new session calling for the outright repeal of Davis-Bacon. Kassebaum has long been an ardent opponent of the law, saying it no longer serves its original purpose.

Sen. Don Nickles (R-Okla.), a member of the GOP Working Group responsible for setting the Senate agenda for the new session and a staunch advocate of Davis-Bacon repeal, considers the law a "discriminatory law that raises the cost of government construction, ensuring the hiring of skilled labor for jobs in

fully on federally funded projects because non-union companies won't be required to pay their workers the higher prevailing rate.

If outright repeal becomes politically unfeasible, the Republicans will likely settle for substantially scaling back Davis-Bacon, such as increasing the law's threshold from the current \$2,000 level to as high as \$1 million.

Another area under Republican attack is occupational safety and health. For the past 25 years, the Occupational Safety and Health Act has helped provide workers with a reasonably safe and healthy work place. But the law hasn't been upgraded since it was enacted in 1970.

For the past two congressional sessions, organized labor, with the help of congressional Democrats, has tried but failed to enact OSHA reform legislation, which would basically overhaul the law in order to better meet the demands of today's work place.

The legislation would require businesses to establish worker-employer health and safety committees, impose stiffer penalties for companies that violate safety regulations, extend OSHA protection to 7.4 million federal and state public employees, require stricter record keeping by businesses, and enhance OSHA's oversight of the construction industry, to name a few of its provisions.

But because of the Republicans' anti-union, anti-regulatory attitudes, the chances of OSHA reform passing in the new session are "very bleak to non-existent," according to AFL-CIO Secretary-Treasurer Thomas R. Donahue. He told the AFL-CIO National Safety and Health Conference December 5 that, although labor would continue to press the Clinton administration for regulatory changes to enhance work-place safety, unions can expect little help from the Republican-controlled Congress.

As a result, unions will have to win through collective bargaining what they can't gain from a new Congress that's likely to be more hostile to union concerns. "What we can't get government to do for us," Donahue said, "we're going to have to re-learn to do for ourselves."



historically has been hostile to workers and their unions.

For most of this century and beyond, the Democratic Party has been the primary vehicle behind which organized labor has successfully campaigned for many of the federal laws that today provide workers with fair wages and safer working conditions.

But now that Republicans have captured majorities in both the House and

which many unskilled workers could be hired and develop skills."

In the House, Rep. Cass Ballenger (R-NC), who will chair the Sub-committee on Worker Protection with jurisdiction over OSHA, the Fair Labor Standards Act and Davis-Bacon, will likely introduce a companion repeal bill early in the session.

If Republican lawmakers successfully repeal Davis-Bacon, union contractors will have much more difficulty bidding success-



SAFETY NEWS *by Brian Bishop, Director*

Hazmat schedule for 1st quarter of 1995

The following classes have been scheduled for the first quarter of 1995. The start time for all 40-hour classes and refreshers is 7 a.m. Students more than 45 days past their eight-hour due dates will be required to attend an interview.

San Francisco District

8-hour class - January 21, at the Oakland District office, 8105 Capwell Drive in Oakland

Fairfield District

8-hour class - February 25, at the Fairfield District office, 2540 N. Watney Way in Fairfield

Santa Rosa District

8-hour class - March 17
8-hour class - March 18

Santa Rosa classes will be held at the Labor Center, 1700 Corby Ave. in Santa Rosa.

Reno District

40-hour class - Feb. 6-10
8-hour class - Feb. 11

40-hour and 8-hour classes will be held at the Carpenter's Hall, 1150 Terminal Way, Reno

Interviews - January 18, 1 p.m. to 8 p.m., at the Reno District office, 185 Martin St. in Reno

Elko District

(1094 Lamoille Hwy.)

Interviews - Jan. 10, 2 p.m. to 8 p.m.

Oakland District

(8105 Capwell Drive)

8-hour class - January 12
8-hour class - January 13
8-hour class - January 14
8-hour class - January 20

Due to limited space, students who want to attend the Oakland classes will have to call the district office, (510) 638-7273, to reserve a slot.

Stockton District

(1916 N. Broadway)

8-hour class - February 10
8-hour class - March 10

Call the Stockton District office at (209) 943-2332 for arrangements.

Eureka District

(2806 Broadway)

8-hour class - March 10

Marysville District

8-hour class - March 4

Class will be held at Sutter-Yuba Assoc. of Realtors, 1558 Starr Dr., Yuba City.

Redding District

(20308 Engineers Lane)

40-hour class - Jan. 23-27
8-hour class - Jan. 28

Interviews - Jan. 25, 1 p.m. to 8 p.m.

Sacramento District

(4044 N. Freeway Blvd., Suite 200)

8-hour class - January 9
8-hour class - February 13
8-hour class - March 13

Students who want to attend in Sacramento please call for arrangement at 916-565-6170.

San Jose District

(760 Emory Street)

8-hour class - March 23
8-hour class - March 24
8-hour class - March 25

Students must call the district office at (408) 295-8788 to reserve a spot.

Attention BATT students

The Bay Area Training Corp., formerly the Bay Area Training Trust, has announced the requirements for its updated BATT training. Beginning in January, the Operating Engineers will no longer be teaching the classes. The refineries have completely revamped their program to include process safety management, and special teaching credentials will be required to instruct these classes.

We have also been advised that refresher classes will be required every two years and 30 days. BATT will make arrangements for those students who have gone beyond their time requirements in order to maintain their cards. Arrangements to attend future classes can be made by calling the Concord office of BATC at (510) 602-3810.

Bob Baroni and I would like to thank those of you who took time out to attend the BATT classes that we have put on over the past three years and hope that you will continue with the BATT training.



ADDICTION RECOVERY PROGRAM

Hints that could save your life

People who abuse alcohol and drugs often engage in various risky behaviors they themselves would normally not condone. In light of current medical and public health research, the following is presented as a source of information regarding the HIV and AIDS crisis in the United States.

How you become infected

You can become infected with HIV in two main ways: First, by having sexual intercourse with an infected person, and second, by sharing drug needles or syringes with an infected person.

Also, a woman with HIV can infect

her baby during pregnancy, during birth or by breast feeding. HIV-infected women have about a one-in-three chance of infecting their baby during pregnancy or delivery.

Some people have become infected receiving blood or blood products such as a blood transfusion or blood clotting factors (for hemophiliacs). However, careful screening and laboratory testing of all blood donations since 1985 have greatly reducing this possibility.

A person doesn't have to look sick to spread the virus. An HIV-infected person can infect others without even knowing it.

How you cannot get HIV

You won't get HIV through everyday contact with infected people at work, home, school or anywhere else.

You won't get HIV from clothes, phones or toilet seats. It can't be passed on by things like forks, cups or other objects that someone who is infected with the virus has used.

You won't get HIV from a mosquito bite. HIV does not live in a mosquito, and it is not transmitted through a mosquito's bite like other germs such as the ones that cause malaria. You won't get it from bedbugs, lice, flies or other insects either.

You won't get HIV from sweat or tears.

You won't get HIV from a simple kiss. Experts are not completely certain about HIV transmission through deep, prolonged, or "french" kissing. Most scientists agree that although transmission of HIV through deep or prolonged kissing may be possible, it would be unlikely.

You won't get HIV from giving



Addiction Recovery Program

(800) 562-3277
Hawaii Members Call (808) 842-4624

blood. Needles used to give blood are sterile and used once, then are destroyed. There is only a very small chance of infection with HIV through

con't on p. 20



Surveying apprenticeship loses one of its finest

Apprenticeship has lost one of its finest. Eugene "Berkey" Berkebile passed away December 10 in Nevada City, Calif.

Berkey worked for the Division of Apprenticeship Standards as an area

TEACHINGTECH by Art McArdle, Administrator

administrator and took a well-earned retirement in 1992. He was always available to give valuable information to any of the apprenticeship programs.

Berkey helped start new programs and kept the older programs updated. He took new coordinators under his wing and guided them in the apprenticeship direction. Berkey was always there when needed, and his contribution to apprenticeship will never be forgotten. Our sincerest sympathy goes out to his wife, Anne, and family.

How apprenticeship is structured

It takes many people at all levels

of government to make apprenticeship work. The Bureau of Apprenticeship and Training is the federal governing body. It organizes apprenticeship nationwide and oversees many state apprentice programs. There is also what is called SAC (State Apprenticeship Committee) states, and these states not only have to follow the BAT regulations but have additional regulations of their own. California is a SAC state and has its own Division of Apprenticeship Standards, which falls under the Department of Industrial Relations.

Then there is the California Apprenticeship Council that approves new programs and sets the standards for all programs. Council members are appointed for three-year terms by the governor. Additionally, joint

labor-management committees are set up to oversee each program.

When you hear about an apprentice program, you hear mostly about individual requirements to be met for that particular program. The requirements are part of state law and each program must abide by these laws. So for each apprentice that enters the Northern California Surveyors Joint Apprenticeship Program all of these items have to be in place.



▲ Eugene "Berkey" Berkebile



TECHENGINEERS by Paul Schissler, Tech Agent

Contract talks focus of Tech Engineers activities

Surveyors' work hours are beginning to improve once again. Looking back over the past five years, the two worst years were 1992 and 1993. Hours reported for 1994 are estimated to be 540,000-plus.

Below is a list of work hours for the past five years.

1990 - 987,409

1991 - 663,712

1992 - 558,562

1993 - 498,479

1994 - 540,000 (approx.)

Contract negotiations

Contract negotiations and ratification meetings have been concluded with San Jose Water Company. Local 3 has represented the employees in the company's Engineering Division for many years. The new two-year agreement was by far the best agreement negotiated over the past 10

years. Special thanks to Shop Steward Vicki Larson for her invaluable help and expertise.

In the Fresno area, a new three-year agreement was also negotiated and ratified with Hanna and Manna Inc. This new contract will improve wage and fringe benefits.

Also in the Fresno area, the newly organized firm of Espinosa Surveys signed a new three-year agreement. Company owner Pete Espinosa began his career as a Local 3 survey apprentice in 1977. He completed his apprenticeship in 1980 and became a certified party chief. Pete continued his surveying studies and in 1990 successfully passed his licensed land surveyor exam.

Future negotiations

A pre-negotiation meeting is scheduled January 11 at the Santa Rosa District office for the employees of Carlile & Associates, Brelje & Race, Cinquini & Passarino and Carlenzoli & Associates. Contract negotiations are scheduled for mid-January. We will keep you informed on our progress.



▲ Party Chief Rod Stewart of Towill Surveyors at a tunnel job near the Great Highway (Hwy 1) in San Francisco.

► Party Chief Jan Higginbotham, right, and instrumentman Glen Treser, left, of Towill Surveyors at the SF MUNI tunnel.





NEWS from the **RENO**DISTRICT

Northern Nevada concludes great work year

RENO – Last year northern Nevada had Project C, the big hotel casino in downtown Reno, where four tower cranes and three manlifts running double shifts kept 17 operators busy for the last nine months.

Project C is the biggest commercial building project the Reno construction work force has ever had to staff.

Now when looking across the Truckee Meadows you will see crane booms filling in spaces between the high rises. Besides the four tower cranes, we have cranes on the federal building, Eldorado Hotel addition and the new Washoe County Courthouse. Reno has never had this many cranes at one time downtown.

The mining industry has proven again to be a big employer for our members in 1994. At one time we had over 300 equipment operators working in the gold mines at Carlin and Ely. The mines are continuously developing new properties and using our members to work these jobs.

Our road construction was very good in 1994. The big job was the 395 South extension, a \$52 million, two year job that will continue through 1995. We also had many overlays throughout northern Nevada.

Many smaller jobs of utility work, subdivision and commercial site work helped make 1994 one of the best years northern Nevada has ever seen.

Predictions for 1995 sound every bit as good as 1994. The Pinion Pine Power Plant, a \$250 million rebuild of the Tracy Power Plant from gas fired to coal fired, and the Hotel-Casino additions are in the news. The Peppermill, Clarion and Nugget all

have plans to build hotel towers. The state has proposed over \$60 million of road work to bid by spring. As far as the mine work goes, we never have any advance notice of any new projects. With jobs to finish from last year we will have an early start in 1995.

I would like to remind everyone of our district meeting date and time change to February 16 at 7 p.m. I expect to see a better turnout in 1995.

All of us in the Reno office would like to wish everyone and their families a happy and prosperous New Year.



NEWS from the **SACRAMENTO**DISTRICT

Last year was good, but '95 should be even better

SACRAMENTO – Local 3 had a much better year in 1994, and we believe 1995 will be even better with projects like Apple Computer in south Sacramento and the \$97 million wastewater treatment plant in Sacramento. The Del Webb Sun City project in Roseville will carry over into 1995, and many other projects are still going. These bigger projects have been going seven days a week. This has been good for many members.

Upcoming job prospects are SMUD co-generation plants and the 65-mile pipeline mentioned in last month's Engineers News. Also, there is a \$13 million Business I-80 sound wall that Granite wants to start soon. RGW will be starting an \$8 million Harbor Boulevard project, plus many other projects will soon start.

The AFL-CIO Operating Christmas Basket given to needy non-working union families aided over 50 families of various trades in the Sacramento area. The baskets included canned goods, pasta, beans, rice, potatoes, the whole nine yards, plus a ham and a turkey for each family. A special thanks to our union members in District 80 who volun-

teered to help pack and deliver baskets to our Local 3 families. The quality of the Christmas baskets was unbelievable. A special thanks to California Emergency Food Line and Mona Mansfield of the AFL-CIO Community Service Liaison for their efforts.

Now that we have the AHI Hearing Aid provider in our building, our Northgate office is now a complete service center. In our building we now have downstairs a branch of the credit union, American Diversified Pharmacy and AHI, while upstairs we have the Unit 12 Division, dispatch hall and apprenticeship offices.

A reminder, if anyone is unable to use the stairs, you may ask the credit union or pharmacy to call upstairs and someone will be down to assist you.

We were all very sad to hear about the accident that left Sharon Hannon of the Sacramento branch of the credit union seriously injured and her husband even more seriously injured. It will take Sharon a while to recover. We will keep you updated since so many of you have been asking. Your prayers and good wishes will be appreciated.

A trust fund to help Sharon and her husband has been established. If you would like to make a contribution, you can do so at any branch of the credit union under the Sharon Hannon Trust.

On a lighter note, Business Agent

Gary Wagon is back from successful back surgery. He thanks all of the concerned members who called to wish him a speedy recovery.

The SELEC items you have been asking about are now in the Sacramento office. We have limited sizes on some items, but a pretty good selection of the new navy blue and gray jackets, hats, sweatshirts. Call the office to see if your size is available.

If you are on the out-of-work list, don't forget to re-register. If you are unsure of when your registration expires, check with the office.

At the upcoming district meeting January 26 we will present service pins to members with 25 or more years of service. Remember, district meeting times have been changed to 7 p.m.

Don't forget the refresher course for Hazmat if you

need to recertify. We have a refresher course scheduled for February 13 and March 13. Contact the Sacramento District office at (916) 565-6170 to enroll.

The agents and personnel of the Sacramento office would like to wish you and your families a happy, healthy and prosperous New Year.

Troy Ruff,
Business Rep.



Help build a fishing pier

Local 3 member David Geier of Livermore and his wife Sharon are coordinating the construction of fishing piers at this site at Pincrest Lake in the Stanislaus National Forest in memory of their son, Lon Geier, who, at age 27, was killed in an automobile accident last summer. Lon and his family spent many summers camping and fishing at the lake. Although construction should begin next month, the project is still short of funds. If you'd like to help, a donation would be greatly appreciated. Send to:

Lon Geier Memorial Fund; Account # 800-00-0009
Operating Engineers Federal Credit Union
P.O. Box 2082, Dublin, CA 94568-9943

You can reach David and Sharon at (510) 443-6813.



NEWS from the **SANTA ROSA** DISTRICT

Bright outlook for subdivision work

SANTA ROSA – When we look back at 1994, it's clear that District 10 underwent many positive changes that came about because of strong leadership from Local 3's Vice President and Director of Organizing Jerry Bennett and the good work of Business Agents Jim Killeen and Greg Gunheim.

Fourteen new companies signed with Local 3, providing jobs for our members and increasing our union market share. Several of the new larger employers are Carlile & Associates (six jobs), Mendocino Construction Services (10 jobs) and Cinquini/Passarino (six jobs). Most of the construction companies of any size in Sonoma County are now union, with two notable exceptions being FEDCO and Pipeline Excavators.

Politics

Thanks to the hard work and dedication of our members, we now have the ability to "count to 3" with the Sonoma County Board of Supervisors and the Santa Rosa, Petaluma and

Windsor city councils. These are the important ones, for they control the potential growth areas along the U.S. 101 corridor.

Even though we don't have the majority of supervisors in Lake and Mendocino counties, the efforts of political coordinators Tom Card (Lake County), John Kvasnicka (Mendocino County) and Marshall Bankert (Sonoma County) paid off because we're "in the door." This is the first time we've been behind any of the winners in either county, and with two Local 3-backed victors in Lake County and one in Mendocino County, there will definitely be a change in our favor.

Work picture

Dispatcher George Steffensen notes that in 1994 our out-of-work list was at its lowest point in three years, with dispatches up 13 percent over 1993.

Two large projects, now mostly completed, provided many jobs for our people: the \$12 million Fountaingrove extension (O.C. Jones) and the \$12 million Hidden Valley Sewer Expansion. (Argonaut, F&H and Earthworks). Two other big jobs are in their early stages and will overlap well into 1995: the \$25 million Santa Rosa wastewater expan-

sion (C.W. Roen) and the \$10 million Pacific Gas and Electric fish screen (Dillingham).

The private work for 1994 picked up significantly as interest rates stayed down and housing starts jumped.

Looking ahead

FEDCO and Pipeline will be our two major targets for construction organizing in Sonoma County for 1995. It may be time for a new approach, and we may be asking for help from our members because you are the power.

In Lake County, we will concentrate on Epindendio Construction, and in Mendocino County on Valley Paving. We also plan a major effort in Sonoma County to get the quarries organized, namely Mark West Springs, Stony Point, Canyon Rock, Blue Rock and Chaney Gulch. Our goal is long-term, large-scale jobs for our members.

We are focusing on two other areas: a ballot measure to widen U.S. 101 to three lanes from Windsor to the Marin County line, and a huge expansion for Sonoma County's sewer capacity. Both projects would provide "megawork" and healthy growth.

Several other areas we'll be work-

ing on are a Sonoma County airport expansion, the Eureka-to-Marin rail line, the southeast and southwest housing developments in Santa Rosa, and helping our signatory employers obtain aggregate permits.

Moreover, we are expecting the \$12 million Squaw Rock/ U.S. 101 job to bid this spring and the \$40 million Geysers Effluent Pipeline to start early in 1995. Both projects would provide a lot of jobs for our people.

On the private front, local Economist Ben Stone predicts that Sonoma County will be one of the top spots in the state for housing starts in 1995. Of course, this may hinge on interest rates, but the outlook is positive. Subdivision work puts a lot of members to work, and we expect it should continue to improve.

Several things won't change here in District 10. First, our firm belief that service to you, the members, is our top priority. Second, our open-door policy will continue so your problems and concerns remain very important to us. Let us know, for our door (and mine personally) is always open.

Our office wish for 1995 – that each of you has a great upcoming year.

Bob Miller,
District Rep.



OAKLAND – Several employees of Peterson's San Leandro shop recently received service pins. They are James McAllister, second from left, Greg Patterson, third from left, Elbert Patterson, fourth from left, Tom Patterson, fifth from left and Dave Burns, second from right. Oakland District Representative Bob Delaney is at far left and Business Agent Tom Bailey is at far right.



FISHING TRIP

Event: Bottom fishing and dungeness crabbing trip for Operating Engineers, friends and family.

When: Sunday, February 5, leave port at 6 a.m.

Where: Leave from Porto Bodega, probably fish at the

Cordel Banks. Drop crab traps provided on the way out. Pick them up on the way back. Limits are 6 dungeness crabs, 15 bottom fish and 5 ling cod per person.

How to join the fun: On fishing vessel *Tracer*; cost is \$50 per person, plus \$5 extra to rent a rod and reel. Fishing license is required. First 26 persons to get there spots reserved get to go, so reserve your spot by getting \$50 to Santa Rosa District Business Agent Greg Gunheim as soon as possible.

His number is (707) 546-2487.

Scholarship Contest Rules for 1995

General rules and instructions for Local 3 College Scholarship Awards 1994/1995 school year

Four college scholarships will be awarded to sons and daughters of Local 3 members. Two scholarships of \$3,000 each will be awarded to the first place female and male applicants. Two scholarships of \$2,000 each will be awarded to the runner-up female and male applicants.

These scholarships must be used for study at any accredited U.S. College of university. The Local 3 Federal Credit Union will contribute half the amount of each of the four scholarships.

The Local 3 scholarships will not impose restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not rule out scholarship aid from other sources.

Who may apply

Sons and daughters of members of Local 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased members of Local 3 are eligible to apply for the scholarships. The parent of the applicant must have been a member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of either: (1) the fall semester (beginning in 1994), or (2) the spring semester (beginning in 1995), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance in the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1995 and March 1, 1995.

Awarding scholarships

Upon receipt of the application and required forms, Local 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factor normally used in awarding academic scholarships, the University Scholarship Selection committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winner selected.

Scholarship winners will be announced at the July semi-annual meeting of Operating Engineers Local 3. The checks will be deposited in the winning students' names at the college or university they plan to attend.

All of the following items must be received by March 1, 1995:

- 1) The application: to be filled out and returned by the applicant.
- 2) Report on applicant and transcript: to be filled out by the high school principal or person he or she designates and returned directly to Local 3 by the official completing it.
- 3) Letters of recommendation: applicants should submit one to three letters of recommendation giving information about their character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. Please submit all letters of recommendation with the application.
- 4) Photograph: a recent photograph, preferably 2 inches by 3 inches, with the applicant's name written on the back. The photo should be clear enough to reproduce in the Engineers News.

It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

Robert L. Wise
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Road, Alameda, CA 94502-7090

RETIREMENT ASSOCIATION MEETINGS

UKIAH

Thurs., March 2, 10 am
Discovery Inn
1340 N. State St., Ukiah

SANTA ROSA-Chi Chapter

Thurs., March 2, 2 pm
Luther Burbank Center
50 Mark West Springs Rd.
Santa Rosa

OAKLAND-Mu Chapter

Wed., March 15, 10 am
Oakland Zoo, Snow Bldg
977 Golf Links Rd., Oakland

CONCORD-Mu Chapter

Thurs., March 16, 10 am
Concord Elks Lodge #1995
3994 Willow Pass Rd., Concord

WATSONVILLE-Iota Chapter

Thurs., March 23, 10 am
VFW Post 1716
1960 Freedom Blvd., Freedom

SAN JOSE-Iota Chapter

Thurs., March 23, 2 pm
Italian Gardens
1500 Almaden Rd., San Jose

EUREKA-Alpha Chapter

Tues., April 4, 2 pm
Operating Engineers Bldg.
2806 Broadway, Eureka

REDDING-Beta Chapter

Wed., April 4, 2 pm
Moose Lodge
320 Lake Blvd., Redding

MARYSVILLE-Gamma Chapter

Thurs., April 6, 2 pm
Veterans Memorial Bldg.
249 Sycamore, Gridley

CERES

Thurs., April 13, 10 am
Tuolumne River Lodge
2429 River Rd., Modesto

STOCKTON-Eta Chapter

Thurs., April 13, 2 pm
Operating Engineers Bldg.
1916 Broadway, Stockton

AUBURN-Epsilon Chapter

Thurs., April 27, 10 am
Operating Engineers Bldg.
123 Recreation Dr., Auburn

SACRAMENTO-Zeta Chapter

Thurs., April 27, 2 pm
Operating Engineers Bldg.
4044 N. Freeway, Sacramento

IGNACIO-Chi Beta Chapter

Wed., May 3, 2 pm
Alvarado Inn
250 Entrada, Novato

S.F./SAN MATEO-Kappa No Chapter

Thurs., May 4, 10 am
IAM Av Transport Employees
1511 Rollins Rd., Burlingame

SALT LAKE CITY-Pi Chapter

Wed., May 10, 2 pm
Operating Engineers Bldg.
1968 W. N. Temple, Salt Lake City, UT

RENO-Xi Chapter

Thurs., May 11, 2 pm
Carpenters Hall
1150 Terminal Way, Reno, NV

FAIRFIELD-Chi-Gamma Chapter

Tues., May 16, 2 pm
Operating Engineers Bldg.
2540 N. Watney, Fairfield

FRESNO-Theta Chapter

Thurs., May 18, 2 pm
Laborers Hall
5431 E. Hedges, Fresno

PRE-RETIREMENT MEETINGS

AUBURN

Tues., Jan. 10
Auburn Recreation Center
123 Recreation Dr.

SACRAMENTO

Wed., Jan. 11
Operating Engineers Bldg.
4044 N. Freeway Blvd.

FAIRFIELD

Thurs., Jan. 12
Operating Engineers Bldg.
2540 N. Watney

EUREKA

Tues., Jan. 17
Operating Engineers Bldg.
2806 Broadway

REDDING

Wed., Jan. 18
Operating Engineers Bldg.
20308 Engineers Ln.

MARYSVILLE

Thurs., Jan. 19
Veterans Memorial Bldg.
249 Sycamore, Gridley

OAKLAND

Tues., Jan. 24
Operating Engineers Bldg.
1620 S. Loop Rd., Alameda

CONCORD

Wed., Jan. 25
Concord Elks Lodge
3994 Willow Pass Rd.

STOCKTON

Thurs., January 26
Operating Engineers Bldg.
1916 N. Broadway

WATSONVILLE

Tues., Jan. 31
VFW Post 1716
1960 Freedom Blvd., Freedom

SAN JOSE

Wed., Feb. 1
Holiday Inn Park Center Plaza
282 Almaden

MARIN

Tues., Feb. 14
Alvarado Inn
250 Entrada, Novato

SAN FRANCISCO-SAN MATEO

Wed., Feb. 15
Electricians Hall
302 8th Ave., San Mateo

SANTA ROSA

Thurs., Feb. 16
St. Eugene's Church,
Msgr. Becker Center
2323 Montgomery

SALT LAKE CITY

Tues., Feb. 21
Operating Engineers Bldg.
1968 W. N. Temple

RENO

Wed., Feb. 22
McCarren House
55 E. Nugget, Sparks

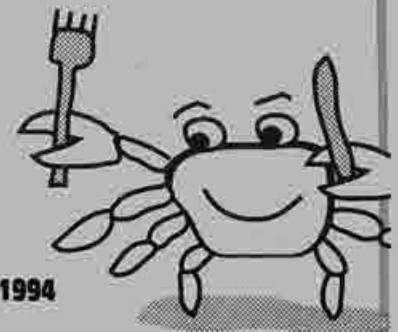
FRESNO

Tues., Feb. 28
Cedar Lanes
3131 N. Cedar

All meetings
convene at 7:00 p.m.

We're Back!

Eureka Crab Feed



Sunday, Feb. 19, 1994

5:30 pm to 8:30 pm

The Eureka Elks Club

445 Herrick Ave.

No Host Cocktails 5:00 pm to 6:00 pm

Dancing 8:00 pm to Midnite

Crab, pasta, salad and trimmings

Door prizes

Cost: \$17.50 per plate

Retirees: \$15.00 per plate

Limited seating; tickets must be purchased in advance.

Eureka office will assist with motel reservations.

Call (707) 443-7328



NEWS from **PUBLIC EMPLOYEES**

Stockton school bus operators help make yellow buses safest transportation mode in the U.S. – and the world

When it comes to safety, those on the front lines often know best.

Back in the late 1980s, the Stockton Unified School District was having too many preventable school bus accidents. In just one school year alone, 1989-90, the district, one of the largest in the state, suffered 34 accidents that the district determined could have been prevented.

By Steve Moler
Assistant Editor

Rather than accept the status quo the district's 67 bus operators, technicians and specialists, who have been represented by Local 3's Public Employee Division since 1977, took it upon themselves to turn things around.

The bargaining unit, with support from Local 3 and the district's Transportation Department management, persuaded district

What's impressive about the turnaround is that the accident rate has been coming down steadily every year. For example, there was a 33 percent lower accident rate in 1992-93 over the previous year, and a 25 percent improvement in 1993-94 over the previous year. These are indeed impressive figures considering the district transported the equivalent of 1.6 million children over 1,054,000 miles during the school year 1993-94.

The Transportation Department recently held its annual awards presentation to recognize those drivers with outstanding safety records. Drivers received patches and pins for consecutive years of service without a preventable accident.

Two top drivers, John Vezaldenos and Shirley Decker, each received awards for driving 17 consecutive years without a preventable accident. The entire unit was recognized for having a combined total of 400 consecutive years of driving without a preventable accident.

"We've got a great bunch of drivers," said Transportation Department Director Beth Scott. "They deserve a lot of recognition for turning things around the way they have. We are really pleased with the entire group."

To better understand just how challenging it is to attain these impressive statistics, *Engineers News* accompanied bus operator Joan Milburn on one of her afternoon runs. Before rolling out of the yard, Milburn took the first step towards preventing an accident by conducting a pre-trip safety inspection that included checking wheels, breaks, emergency doors, lights, flashers and other items for any malfunctions or problems.

After picking up the first load of students at Hamilton Middle School, the challenge of driving a 36-foot-long, 16-ton yellow beast through the streets of Stockton carrying 45 to 50 spirited children became apparent. Milburn not only had to maintain discipline inside the bus, but contend with traffic.

Safety concerns abounded along Milburn's route. It was a surprise to learn that many automobile drivers nowadays don't stop when the school bus' two rear red warning lights are flashing. The problem has gotten so bad that when bus drivers want to stop traffic to let students cross the street, they not only turn on their flashers, they exit the bus and, like a crossing guard, stand in the middle of the street holding a hand-held stop sign.

The run concluded about two-and-a-half hours later after picking up and dropping off students from three other schools. It became clear following the ride-along that Stockton Unified's bus drivers are part of an elite group of professionals nationwide who don't often receive the recognition they deserve for saving hundreds of lives. Despite some sensational accidents in recent years in which multiple fatalities have occurred, school bus transportation has become the safest mode of transportation in the United States – and the world.

In a recent study conducted by the National Highway Traffic



A Bus driver
Joan Milburn
prepares to
take a load
of middle
school
students
to their
destinations.

administrators to form an Accident Review Committee, which would evaluate each accident and determine if the mishap was preventable, then recommend any safety improvements.

Before the committee was established, the responsibility of determining whether or not an accident was preventable was left to one individual – the department's safety training officer. Now those decisions are made by the seven-member Accident Review Committee, which consists of two bus drivers, a bus mechanic, a school district police officer, and the Transportation Department's director, safety trainer and risk manager.

Since the committee was formed five years ago, the district has improved its preventable accident rate by 75 percent, from the 34 in 1989-90 to just eight during the 1993-94 school year.

► **Stockton
School District
bus drivers**

Safety Administration of highway-related fatalities that involved youth under age 20 during the week-day morning and afternoon commute hours during 1993-94, there were 488 deaths. Some 338 were killed in passenger cars and light trucks, 96 as pedestrians, 28 on bicycles, 16 on motorcycles, and just two inside a school bus. This means that only 7 percent of all fatalities in this age group were school bus related, while 93 percent were related to other forms of transportation.

Furthermore, of the 23.5 million children who were transported nationwide by school bus during the 1993-94 school year, which represents about 52 percent of all school-age children in the United States, there were only 33 fatalities. These statistics show just how safety campaigns, such as the one at Stockton Unified, are saving children's lives. Not only that, the decrease in accidents saves the school district thousands of dollars in lower insurance costs.

Just think, had it not been for the initiative of Stockton Unified's bus drivers back in the late 1980s, the district might still be hampered by unacceptably high preventable accident rates – and the potential for injury or death to the bus drivers and Stockton's school children.



► **Stewards Jackie Harrison, right, and Rose Sivils, left, with Business Rep. Steve Conway. Not shown is Steward Dannie Jo Bryan.**

▲ **California Highway Patrol officer Travis Laughlin answers questions from district bus drivers at a recent safety meeting.**





MEETINGS & ANNOUNCEMENTS

Election of Geographical Market Area Addendum Committee Members

Business Manager T.J. Stapleton has announced the election of Geographical Market Area Addendum Committee Members at each of the Northern California and Reno regular scheduled district meetings during the first quarter of 1995 with eligibility rules as follows:

1. No member shall be eligible for election, be elected or hold the position of Geographical Market Area Addendum Committee Member unless they are:

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

2. No member shall be nominated unless they are present at the meeting and will accept the nomination and the position, if elected.

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

4. No member may be an owner-operator.

The schedule of the meetings in which these elections will be held appears on this page under "District Meetings." Freedom and Auburn Committee Members will be elected at San Jose and Sacramento district meetings.

Bring your dues card

All members are reminded to carry their paid up Local 3 dues card with them when attending a semi-annual, quarterly district or specially called meeting of the union. Your paid up dues card is proof of your good standing status as a member of IUOE Local 3 and your right to vote in such meetings and/or participate in the business of the union.

For Pre-Retirement Meeting Schedule, see page 15

1995 Grievance Committee Election

Recording Corresponding Secretary Robert L. Wise has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Grievance Committees shall take place at the first regular quarterly district or sub-district meeting of 1995:

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

DEPARTED MEMBERS

Abbott, Forrest	Rowland Hts, CA	12/2/94
Adams, John	Auburn, CA	11/29/94
Aubuchon, Robert	Carmel, CA	11/30/94
Avery, Leon	Tulare, CA	12/8/94
Boudreaux, Pat	Sebastopol, CA	11/19/94
Burke, William	Aiea, HI	12/1/94
Conner, C.	Monterey, CA	12/18/94
Davis, Clarence	Elverta, CA	11/27/94
Deal, Gerald	Santa Rosa, CA	12/7/94
Dampsey, Michael	Oakdale, CA	12/12/94
Goff, Edgar	Union City, CA	12/4/94
Herd, Gerald	Lodi, CA	12/8/94
Howe, G.	Clovis, CA	11/20/94
Hunt, Ervin	Azle, TX	11/24/94
McCaffrey, James	Napa, CA	12/5/94
McRae, Edmund	Forest Ranch, CA	11/6/94
Mennel, Marcel	Manteca, CA	11/26/94
Moffitt, Lincoln	Yuba City, CA	11/20/94
Mullineaux, Fred	Yuba City, CA	11/10/94
Oxier, Paul	Hornbrook, CA	11/30/94
Reynolds, Ben	Chico, CA	11/17/94
Sarver, Alvin	Lapine, OR	11/28/94
Silva, Albert	Hayward, CA	12/14/94
Toorinjian, Antrini	Aiea, HI	11/29/94
Treadway, James	Stockton, CA	12/10/94
Varney, Viri	Klamath Falls, OR	12/13/94
Wells, Don	Santa Rosa, CA	11/19/94
Willingham, John	Fremont, CA	12/9/94
Wolverton, Furman	Spokane, WA	11/10/94

(continued on next page)

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of December 1994, and have been determined to be eligible for Honorary Membership effective January 1, 1995:

Pasquale L. Baldetta	0854307	Robert B. McDonald	0745216
Richard C. Belden	1025344	George Mosegaard, Jr.	0889055
Leslie Bethers*	0758218	Clyde Nielson	1025387
Paul Butters	0917960	Sterling Newson	0606977
William A. Coombs	1027812	Laverne Nolan	0506420
Edwin Donahue	1027816	Daniel Palakiko	0994158
David Friese	1027823	Richard L. Pennington	0983232
Bud H. Gebelin	0795986	Bill Porter	1027853
Walter D. Gibson	0683181	Carl Sanjines	0758388
Minoru Katsuki	1001707	James P. Thomas	1020082
George A. Lema, Jr.	1003208	Clifford R. Trott	0772998
Robert W. Manka	0857996	Bob Vicks*	0531595
Jay McCrary	0841538	Ray A. Whittle	1003137

*Effective October 1, 1994

San Jose Grade Checking Classes

The San Jose office will be holding gradechecking Classes beginning Thursday, Feb. 9, 1995 at 7 p.m.

(Located at 760 Emory St., San Jose)

DISTRICT MEETINGS

All district meetings will convene at 7 pm.

JANUARY 1995

- 10th.....District 40: Eureka
Engineers Bldg.
2806 Broadway
- 11th.....District 70: Redding
Engineers Bldg.
20308 Engineers Ln.
- 12th.....District 60: Yuba City
Sutter-Yuba Bd. of Realtors Bldg.
1558 Starr Dr., Yuba City
- 19th.....District 30: Stockton
Engineers Bldg.
1916 N. Broadway
- 26th.....District 80: Sacramento*
Engineers Bldg.
4044 N. Freeway Blvd.

*Election of Geographical Market Area Addendum Committee members for Auburn will be held at this meeting.

FEBRUARY 1995

- 2nd.....District 01: San Francisco
Seafarers Int. Auditorium
350 Fremont St.
- 15th.....District 12: Salt Lake City
Engineers Building
1958 W. N. Temple
- 16th.....District 11: Reno
Carpenters Hall
1150 Terminal Way
- 21st.....District 04: Fairfield
Engineers Building
2540 N. Watney Way
- 23rd.....District 50: Fresno
Laborer's Hall
5431 East Hedges

MARCH 1995

- 2nd.....District 10: Santa Rosa
St. Eugene's Church
2323 Montgomery Dr.
- 7th.....District 17: Hilo
Hilo ILWU Hall
100 W. Lanikaula St.
- 8th.....District 17: Maui
Waikapu Community Center
22 Waiko Pl., Wailuku
- 9th.....District 17: Honolulu
Farrington High School Library
1564 King St.
- 14th.....District 17: Kona
Kona Imin Community Center
76-5877 Mamalanoa, Holualoa, HI
- 16th.....District 17: Kauai
Kauai High School Cafeteria
Lihue
- 16th.....District 20: Oakland
Local 3 Headquarters
1620 South Loop Rd., Alameda
- 23rd.....District 90: San Jose**
Labor Temple
2102 Almaden Rd.

**Election of Geographical Market Area Addendum Committee members for Freedom will be held at this meeting.



SWAPSHOP Free Want Ads for Engineers

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, 94502, 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 are not accepted. All ads should be no longer than 50 words in length.

FOR SALE: 5th Wheel. 33 1/2' long. "1993 Regal Prowler. Fully loaded, 14' slide out, hook-up for washer & dryer. \$24,000.00. Phone (209) 473-4388. Reg # 1870333 12/94

FOR SALE: 1989 GMC 7000 Dump Truck with deluxe int. tinted glass, AC radio, 10 sp. trans., step tanks, air brakes, radial tires, power steering, 427 engine, 28K mi. Jacobson 12 ton tilt bed trailer air over hydraulic brakes. For 655A Extendo Backhoe with cab, AC heater, 12-18-24-36 in. buckets. Call for prices, (209) 299-4295. Reg # 0998883 12/94

FOR SALE: 1956 Ford Victoria Hard Top. Electric windows, power steering, completely restored. \$9,000.00 OBO. Call (510) 671-0555. Reg # 1745132 12/94

FOR SALE: 1975-35' Pioneer 5th Wheel. 3 full bath, lic. and good condition: \$4,250.00. 1981 El Camino; Jem top, lic. Oct 94; good tires, runs good: \$1,200.00. Allis Chalmers Model M Crawler Tractor; narrow gauge, runs good, needs paint: \$1,350.00. Super A International Farm All Tractor; good tires, runs good, tool bar hyd. controlled: \$1,250.00. Call (916) 972-8626, Durham, CA. Reg # 0598106 12/94

FOR SALE: Trailer. Car or boat. Full frame Lil Dude. Tandem axle, surge brake, 2-speed hand winch, 8' wide, 27" OAL, spare tire: \$1,000.00 OBO. Jack (408) 371-2949. Reg # 1414653 12/94

FOR SALE: 1992 Dodge Van. 5.2L-V*, auto OD, A/C, tilt, CC ABS, power door & windows, AM/FM cass., TV, VCR, 18K miles, very clean: \$16,000.00 OBO. Jesse Sanchez (510) 846-6724. Reg # 1606672 12/94

FOR SALE: 1972 Classic Chrysler Imperial LeBaron. 43K orig. miles, exc. cond., 440 Magnum Engine, 374 Hp, leather interior, full power, cruise, air, tilt wheel, fully maintained. \$5,000. (209) 299-2725, message (209) 841-7776. Reg # 1181679 12/94

FOR SALE: Mobile Home Park in Hughson, CA. On city sewer & water; 17 spaces, incl. 12 mobile homes. \$375,000.00. Call (209) 883-9270 or write to: Fred Glenn, 2118 Domenic Ave., Hughson, CA 95326. Reg # 1403326 12/94

FOR SALE: 1992 Coleman Tent Trailer. 2 queen size beds, 2 stoves, sink, cupboard & drawer storage, porta-potty (never used), awning, new condition: \$3,895.00. Call (209) 823-3815. Reg # 0622923 12/94

FOR SALE: 1988 27' Mallard Sprinter. Class C, 28K miles, generator, microwave, A/C, awning, cable & antenna, rear bedroom. Well cared for, exceptionally clean, no smoking: \$21,000.00. 1972 International 1010 Pickup Truck. 87K orig. miles, 2nd owner, all records, very, very clean. Power steering, 345 V8 automatic, great work truck, looks and runs good. \$5,000.00 OBO. Jeaneen (707) 537-0235. Reg # 1896083 12/94

FOR SALE: 12' x 42' Mobile Home. 1 bedroom, new refrig., stove, cooler, custom drapes & carpets. Awning over patio area, fenced yard, low maintenance, metal shed. Above average—Vallejo park. Very clean, everything up to code. \$5,500.00. Call (707) 745-4846. Reg # 863872 12/94

FOR SALE: 89 Holiday Rambler. Alma Lite XL trailer, 31-ft. front kitchen, rear twin beds, lots of closet & storage, oak wood, like new, many more extras. Dry wt. 5,476 lbs. \$13,000.00. Call (209) 575-2456. Reg # 904634 12/94

FOR SALE: 3 Acres. Shingle Town area. 4K foot elev. On Hwy 44, 24 mi. From Redding, 20 mi. To Lassen Park. All black top rds., near small airport. Bldg. Site is cleared, well and septic tank are in. Beautifully treed, exclusive homes. 50K/neg. Call (916) 533-7474. Reg # 1006613 12/94

FOR SALE: 88 Exel 32.5-5th Wheel. Queen size island bed. Oak interior, rear kitchen. Walk-through bath used very little: like new in & out. Also Ford Pickup 85-250 HD Diesel with Turbo. Would sell trailer separate. Call (503) 352-6660. Reg # 0381659 12/94

FOR SALE: "Fixer Upper" Special for boat lovers. 1968 33-ft. blue water Olympian sailboat. Presently dry docked. Hull needs to be finished. Some work needed in cabin. Extra equipment included—depth finder, etc. Make an offer. (510) 482-5074. Reg # 2081049 12/94

FOR SALE: Holiday Adventure Resort. (Leisure Time Resort RV Park membership; home base, Colfax, CA. Price includes coast to coast membership. Over \$5,000.00 value, only \$2,000.00. (503) 269-2641. Reg # 2012226 12/94

FOR SALE: Mobile home. 8' x 40' with large porch on 60' x 95' lot close to shopping, 1/2 mi. from Clearlake, CA. \$45,000.00 or trade. Phone (707) 995-7031. Reg # 1196400 12/94

FOR SALE: 12" Radio Arm Saw. 3 blades, runs good. \$200.00. Call (408) 258-9924. Reg # 1124514 12/94

FOR SALE: 112' x 60' Mobile Home. 2 Br., 1 Ba. Completely remodeled, new insulated roof, furnace, H.W. Heater, oven, carpets and drapes. Corner lot. 55+ park. \$15,000.00 or make offer. Call (707) 528-2853. Reg # 640861 12/94

FOR SALE: 1961 Mercedes Benz. 4-door, licensed to 8/95. Needs tune-up and battery. \$225.00. Call Ralph at (510) 443-0899. Reg # 0972289 12/94

FOR SALE: 1983 28-1/2' Fireball Fifth Wheel. Awning, A/C, 4 new tires, twin beds, stereo radio/cassette. Includes hitch. \$7,500 or B/O. (916) 334-2572. Reg # 581570 1/95

FOR SALE: TV. G.E., 26 inch. Hi-fi stereo, 100 watts of power, with speakers. \$400.00. (916) 589-2646. Reg # 1754890 1/95

FOR SALE: CAT 3208 Engine with 5-speed transmission and double disk clutch. \$2,000.00. (916) 589-2646. Reg # 1754890 1/95

FOR SALE: Ford, 1970 sport custom pickup. New radial tires (motor needs work). \$1,200.00. (916) 589-2646. Reg # 1754890 1/95

FOR SALE: Welder. Lincoln 200 amp on trailer with boxes for oxygen, settling and welding rod compartment. \$2,500.00. (916) 589-2646. Reg # 1754890 1/95

FOR SALE: Townhouse in Rohnert Park, CA. Possible 5% down to qualified first-time buyer. 3-bd, 2.5-ba, 2-car garage, fireplace and deck in back: \$152,000. Call after 4:00 pm. R. Tovar (415) 897-2141. MUST SELL by 2/8/95 to highest bid! Reg # 1666675 1/95

FOR SALE: Home in Vallejo, CA in nice area. Possible 5% down to qualified first-time buyer. 3-bd, 2-ba, 2-car garage. Big deck with hot tub: \$152,000. Call after 4:00. R. Tovar (415) 897-2141. MUST SELL by 2/8/95 to highest bid! Reg # 1666675 1/95

FOR SALE: SAFE-TOW Dolly in excellent condition. \$500.00. Call (209) 862-2554 Hardy Reeve. Reg # 0987265 1/95

FOR SALE: 1985 34' Bounder Motor Home. 34K miles, 6.5 generator, microwave, 2-A/C, 21' awning, 2-TV's, VCR, CB Radio. 8K miles on tires, new air bags, front and rear. Clean in and out. \$29K. Call (510) 684-2549. Reg # 1020129 1/95

FOR SALE: 1962 Classic Oldsmobile. Four-door. 455 motor, black. 70K miles. Very good condition. 1976-3/4 ton Ford pickup; good cond., best offer. (209) 668-4689. Reg # 418171 1/95

FOR SALE: 1966 Peterbuilt 10 Wheel Conv. Dump. 10-speed, new Cummings 335T, Jack brake. Good working truck! \$11,500.00. (916) 477-8724. Reg # 2217862 1/95

FOR SALE: Property to lease. 1,000 to 10,000+ acres, must be suited for hunting, fishing and camping; year round access preferred, conditions, restrictions and terms negotiable. Also wanted: property near Byron area; 5 acre or so parcel, buildings or undeveloped. Zone R1 preferred, negotiable. Call Robert at (510) 372-5893. Reg # 2084439 1/95

FOR SALE: Fantastic views of Lake Oroville and Sutter Buttes. 10 acres at Berry Ck. at end of road with power and phone. \$42,000.00 OBO. '93 30-ft. Sandpiper Trav/Trlr with all options. A must see before you buy. New: \$14,000.00 OBO. Call (916) 988-8459. Reg # 2014236 1/95

FOR SALE: Mobile Home. 24' x 56' two bedrooms, 2 bath. Washer, dryer, dishwasher, curtains & drapes. Full awnings both sides. Located in senior park in Anderson, CA. \$27,500.00. Phone (916) 365-4127. Reg # 0731140 1/95

FOR SALE: 1971 Chevrolet 3/4 ton pickup with 8'

overhead Travette camper. One owner. 402 Engine; 70K original miles; 2 gas tanks. Very clean, excellent condition. \$5,000.00 for both. Call (707) 644-7031. Reg # 1216146 1/95

FOR SALE: Tri-level Home with 3-bdr, 3-ba, 2 FP on large lot on Hood Canal, Hwy 101, near Shelton, WA. 2 year-round ponds. Asking \$159,000.00. Also 3 lots 3 miles away, at Lake Cushman. One w/66' x 14' mobile home; water, power and septic: \$26,000.00. 2 lots with septic (new), \$9,000.00 and \$12,000.00. Will consider trade in Sacramento, Modesto or nearby areas. (209) 823-2960. Reg # 1006652 1/95

FOR SALE: 1930 Model A Coupe. Side mount spare tire, rumble seat, new engine, blue ribbon winner. All original, all tin, no fiberglass. \$10,000.00 firm. Warren Miles (916) 284-6809. Reg # 256621 1/95

FOR SALE: Sports Car. '87 Chrysler Conquest. 66K mi.; loaded, immaculate. \$5,000.00 firm. Book \$6,100. Call (209) 274-4808. Reg # 1017830 1/95

WANTED: Old bottles paying over 1,000 for pre 1900 whiskey/bitters bottles. Also need beer, soda and medicines. Buying old advertising signs, metal, paper, glass, old coin operated machines—gum, peanut, slot, etc. Write: Richard Siri, P.O. Box 3818, Santa Rosa, Ca., 95402. Reg # 1025301 1/95

WANTED: Belt Buckle from the 1986 Ocean Beach Outfall Job from Anacortes Brass Works. Also other construction companies' belt buckles. Looking for parts for 1955 to 1959 Chevy pickups. Mostly need for 1958 Apache. Call Joe (415) 586-2207. Reg # 1852493 1/95

UNION PRIVILEGE LEGAL SERVICE



Contact your union or call
1-800-452-9425
for lawyers near you

- Free initial consultation
- Free document review
- 30% discount on complex matters



PERSONAL NOTES

The Santa Rosa District office wishes to congratulate Joe and Becky Hernandez on the birth of their baby boy, David Christopher, on Dec. 12, 1994. They would also like to express their condolences and extend their prayers to the families and friends of the following departed: Gerald D. Deal, 12/7/94; James McCaffrey, 12/94; Alvin Ballie, 9/3/94; Chester Mayhew, 11/6/94; Delores Anderson (wife of Blaine Anderson), 11/94; Betty Lou Nyholm (wife of James H. Nyholm), 12/23/94; William Vick, 12/28/94; Julie Fletcher (wife of William Fletcher), 11/30/94; Douglas Koskinen (son of Oscar Koskinen), June Natalie Johnson (mother of brother James Johnson), 12/3/94.

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Deceased Dependents

Isaman, Frances, wife of Bob Isaman	11/25/94
Anderson, Delores, wife of Blain Anderson	11/94
Betz, Dorothy, wife of Paul Betz	11/27/94
Carstensen, Mary, wife of Richard Carstensen	12/11/94
Deweese, Sybil, wife of Henry Deweese	12/13/94
Fletcher, Julie, wife of William Fletcher	11/30/94
Houweling, Gretchen, wife of William Houweling	12/10/94
Johnson, Jane Natalie, mother of James E Johnson	12/3/94
Koskinen, Douglas, son of Oscar Koskinen	10/21/94
Middleton, Vivian, wife of Ed J. Middleton	12/13/94
Morton, Oleta, wife of William Morton	9/30/94
Pipkins, Maxine, wife of Dyke Pipkins	12/20/94
Sims, Annie, wife of Homer Sims	12/2/94

Correction: Last month the name of deceased member Rudy Wright O'Hagan was misspelled. We regret this error.

Stapleton tells members GOP sweep nothing to cheer about

While many Local 3 members applauded the Republican landslide in last November's mid-term election, Business Manager Tom Stapleton, in his January 7 semi-annual meeting address, told the members the GOP sweep was nothing to smile about.

"I know the political events that unfolded in November made a lot of people happy," he said, "but what we're going to reap from the last election is really bothersome to me. Even though Republicans historically have shown that they're not your friends, we still have folks who keep voting for them. How serious trouble we are in depends on the political issue. Don't think it's going to be peach-apple pie."

Stapleton was referring to the November 8 election in which the nation saw the biggest GOP sweep since 1946. Republicans not only won majorities in both houses of Congress for the first time since 1954, but they won 10 new governorships and captured majorities in 18 state legislatures. Not a single Republican incumbent lost on election day.

Particularly troublesome for Local 3, Stapleton said, is the California

Assembly, where before the election the Democrats enjoyed a 47-32 majority but on election day lost seven seats, leaving the chamber with 40 Republicans, 39 Democrats and one independent. With the shift in power, Democratic Assemblyman Willie Brown, an ardent union supporter, could lose his speakership to a Republican, a change that would seriously jeopardize labor's ability to attain its legislative goals.

What some union members may not realize, Stapleton said, is that Willie Brown has been one of the few – if not the only – assembly member that has been able to hold all the various political factions together in Sacramento. Brown also has been a strong political ally of Local 3 since becoming speaker in 1980.

"A lot of times I've had to get on the phone and express my opinion to Willie Brown, and we were able to get his ear," Stapleton said. "If he goes out, I'm going to have very few people to talk to. Up until the election we were able to block legislation that did harm to our members. But now it's possible we won't be able to do this anymore. Any influence we might have had will keep deteriorating."

The Republicans, Stapleton fears, may also use the Assembly gains to attempt a repeal of the state's prevailing wage laws, which would spell disaster for the construction trades. Stapleton pointed out that if California's little Davis-Bacon is axed, union contractors will have great difficulty competing for public works contracts.

When Utah repealed its prevailing wage law in 1980, the state "came about as close as you can to getting rid of labor," he said. The repeal accelerated the decline in the union share of the state's construction market, drove down average wages and decreased apprenticeship training. The same would likely happen in California.

The problem with the last election, Stapleton said, is that too many Local 3 members voted with their emotions rather than their pocket books. "We get caught up in issues that really don't have that much impact on us," he said. "Look at Prop. 187 (illegal aliens), it got Gov. Pete Wilson re-elected. We've got

to look at our own pocket books, what is in it for us – all of us. The word is 'pragmatism.' We have to get back to basics."



In other union business, Stapleton reported that Local 3's financial

Business Manager
T.J. Stapleton
addressing the
members at the
semi-annual
meeting.

picture stabilized in 1994. Even though membership in construction was 4 percent less than last year at this time, the union's income was 2 percent over expenses. Dispatch hours were up 3 percent over last year.

If the Federal Reserve Board doesn't raise interest rates too much, next year looks pretty good, Stapleton said. However, if the board doesn't meet its goal of keeping inflation under control and has to raise interest rates more than expected, there could be a mild dip in the work picture, he said.

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a blood transfusion since all blood is now tested for HIV.

Take action to protect yourself

- Learn basic facts about how you can and cannot become infected with HIV. Knowing the facts can help you protect yourself and reduce fears about contracting HIV through casual contact.
- Assess your personal risk for HIV infection. Evaluate any current and past sexual and drug-using behaviors. Call the Centers for Disease Control National AIDS Hotline, 1-800-342-AIDS, for a copy of the brochure "HIV Infection and AIDS: Are You at Risk?"
- Seek counseling and testing if you think you could be infected. To find local facilities that provide these services, contact your health department, a local AIDS service organization, or the CDC National AIDS Hotline.
- Avoid risky behaviors and practice safer sexual behaviors.
- Be aware of the risks of sharing needles and other drug equipment. If you use drugs, enroll in a treatment program. Try to quit. If you cannot stop right away, don't share needles or syringes with anyone.
- Avoid excess alcohol and any use of cocaine, marijuana and other drugs that may affect your judgment. Under their influence, you may practice unsafe behaviors, thereby putting yourself at risk of HIV infection.

Talk with your family and friends

Help your loved ones avoid behaviors that may put

them at risk of HIV infection. Share the facts about HIV and AIDS. Just by talking, you may help save their lives.

- If you are a parent, talk to your children about AIDS. Explain the risks of using drugs and becoming sexually active. Discuss how to prevent HIV infection and other sexually transmitted diseases (STDs). For advice, call the CDC National AIDS Hotline for an AIDS Prevention Guide.
- Share HIV prevention information with your friends. Discuss the facts in casual conversations. You may start a discussion by bringing up a news story about AIDS.
- Discuss HIV infection openly with your sex partner. You have choices when making decisions about sexual activity.
- Correct misinformation about HIV and AIDS. Speak up when family and friends don't know the facts.

AIDS/HIV hotlines

- AIDS Interfaith Resources Network, 981 South Clover Avenue, San Jose, CA, 95128-3323. Provides non-denominational emotional, practical support, crisis intervention services and referral services for persons with AIDS, (408) 249-0725, 24 hours.
- ARIS Project, 595 Millich Drive, Suite 104, Campbell, CA, 95008. Provides support services, grief counseling and peer support group meetings for people with AIDS (or HIV positive) and their family members and parents, (408) 370-3272.
- National AIDS Hotline (Centers for Disease Control). Provides confidential basic information concerning the AIDS virus, locations of testing sites, extensive publications, and additional referral and information services, (800) 342-AIDS, Spanish 1-800-344-SIDA.

Deaf 1-800-AIDS-TTY.

- CDC Business Responds to AIDS Program (BRTA) is designed to help large and small businesses and labor meet the challenges of HIV infection and AIDS in the work place and community. Assistance in developing work-place programs, policies, education programs for employees, their families and the community, 1 (800) 458-5231 voice or 1 (800) 243-7012 (TTD).
- Marin AIDS Support Network. Provides information, referrals and support services, 457-AIDS.
- Northern California AIDS Hotline. Provides general information, answers questions of all kinds and offers an extensive referral network, (800) FOR-AIDS.
- Project Inform Hotline. Provides information on treatment options, printed information and newsletters, SF 558-9051, CA 1(800) 822-7422, 10 a.m. - 4 p.m. Mon. - Fri.
- Regional Disability and Business, Technical Assistance Center. ADA information and business assistance hotline, 1 (800) 949-4232 voice/TDD.
- San Francisco AIDS Foundation Hotline. Information and extensive referral service, 863-AIDS.
- San Mateo County Health Services Agency, AIDS Program (Public Health Division), 3700 Edison Street, San Mateo 94403. Provides AIDS education to business, schools and community at large. Offers workshops, (415) 573-2588. Prevention offers a clinic for HIV and AIDS health care and counseling and has a drop-in center for clients, family and friends to socialize and obtain information, (415) 573-2385 Clinic/ Client Services. AIDS Counselor Project provides anonymous HIV testing, counseling services, alcohol & drug programs, (415) 573-3940, Mon. - Fri. 8 a.m. to 5 p.m.