

Engineers News

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OPERATING ENGINEERS LOCAL UNION NO. 3, SAN FRANCISCO, CA

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Smooth Moves

Through 'thick or thin,' Local 3 operators working on an I-5 overlay job in Fresno County know their asphalt (page 10-11).

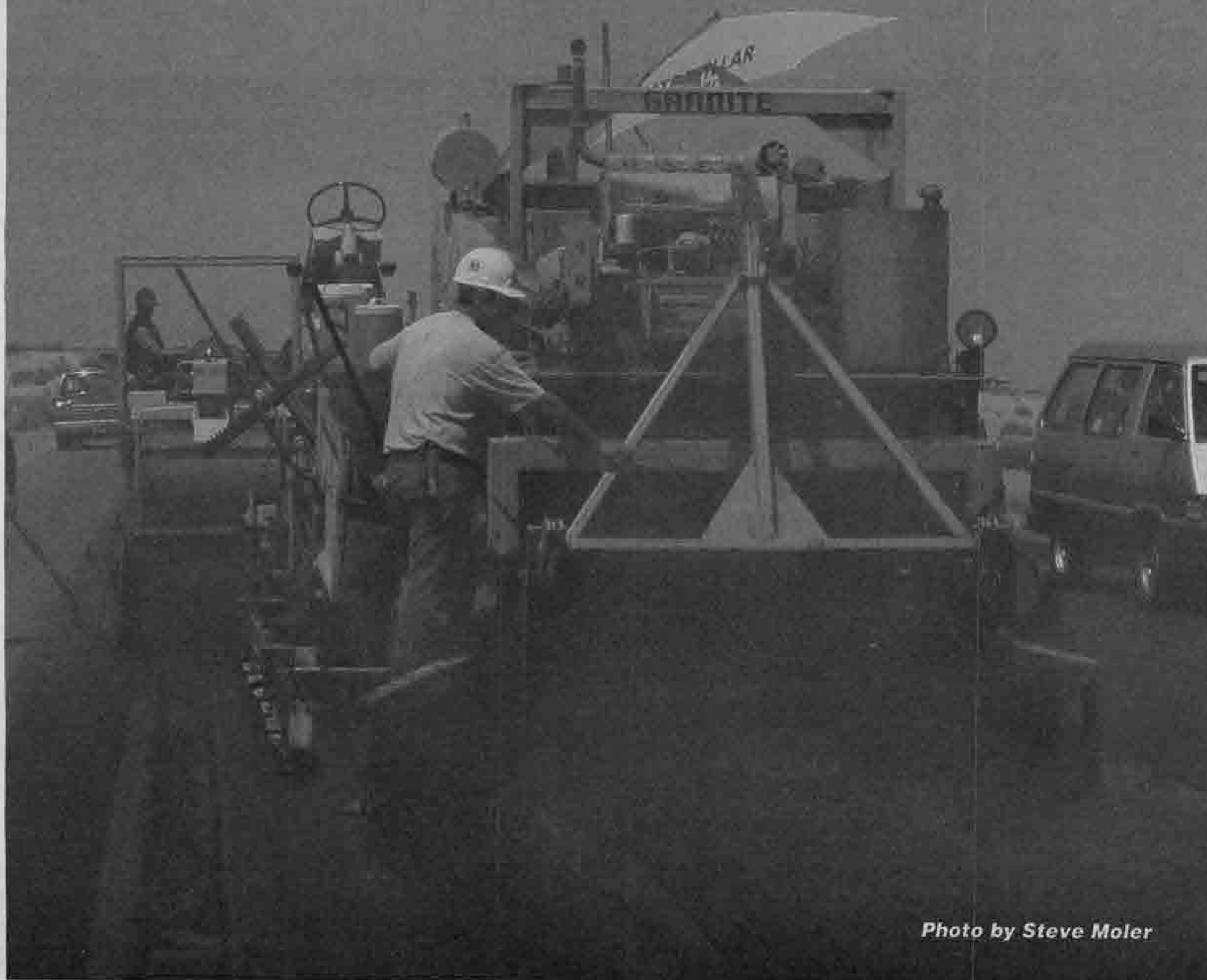


Photo by Steve Moler



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

"The free trade union movement has played a vital role in literally changing the face of the world."

As we witness the dramatic movement for democracy that is sweeping the Eastern Bloc, I can't help but recall the AFL-CIO Convention that was held in New York City, 10 years ago next month.

The highlight of the convention was the appearance of an individual by the name of Lech Walesa, a shipyard worker whose devotion to freedom and a free trade union movement, whose charismatic leadership and stubborn will to survive, fueled the Polish union movement, Solidarity.

Ten years ago, Gen. Jaruzelski instituted martial law and declared Solidarity illegal. The communist leader of Poland warned that if Solidarity continued to press for democracy, Soviet tanks would crush Poland. Walesa and his fellow activists refused to buckle under to the pressure.

Over the next eight years, Solidarity went underground and flourished as it carried the banner for democracy. They published underground newspapers, distributed videocassettes, interrupted government radio programs with announcements that "Solidarity lives." They opened up international offices and pushed for sanctions against the Polish government. Walesa and many others were jailed for their activities.

In a recent column, Ben Wattenberg, a senior fellow at the American Enterprise Institute wrote:

"During this time, the principle support for Solidarity, both financial and moral, came from the American free trade union movement. The AFL-CIO campaigned for sanctions, sent printing presses, newsprint, ink, computers, fax machines and money to Poland.

"They raised money from unions and union members in America. They lobbied for additional U.S. government funds. There were adventures galore. "Yachtsmen" on rented boats flying Polish flags landed supplies on Polish shores.

"By 1989, Jaruzelski got the message. Solidarity was getting stronger. The government recognized Solidarity. Elections followed. The communists were dumped. Soviet tanks did not roll. Hungary quickly followed Poland. So did East Germany and Czechoslovakia. The Berlin Wall came down. Suddenly there was no empire left in the Evil Empire.

"When it was all over, Solidarity leader Lech Walesa said, many times, that Solidarity could not have survived without the AFL-CIO.

"Labor's role in support of Solidarity was not a one-of-a-kind act. Free labor has always been anti-

communist. Kirkland — and before him leaders like George Meany and William Green — had fought off domestic communists seeking to control American unions. Internationally, for decades, U.S. labor backed free union movements on every continent.

"This was more than just idealistic behavior; it was self-interested and parochial. Labor, wants free unions abroad — which means free societies abroad—because in unfree societies, with unfree unions workers can't bargain collectively and don't get paid well.

"More than any businessman Kirkland knows that there is global market. He sees that if goods can be produced cheaply by unfree and unorganizable labor, American workers can lose jobs, or wages, or both.

"So labor lusts for free politics all over the world. Kirkland believes that political liberty bubbles up from the streets and the plants and the shops, not from diplomats in Foggy Bottom or Whitehall, and not from corporate boardrooms. It's an interesting point."

Much has happened since Lech Walesa first came to address trade unionists at our convention in New York. He is now President of Poland, elected by the people, and running a nation whose leaders once tried to destroy him.

There are many forces that must come into play for governments — especially dictatorships — to fall. But when you examine the last 10 years in Eastern Europe, it is not unreasonable to say that the free trade union movement has played a vital role in literally changing the face of the world.

Not only in the communist world, but in the good old U.S. of A.

Engineers News

WIPA



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Helping their own cause

Crane operator Ed Dempsey, above, using an 82-ton Link Belt truck crane, lifts the air conditioner for the new Local 3 headquarters in Alameda onto the roof without a scratch, a task the staff will appreciate on those 100-degree summer days. Left: Ed Dempsey with oiler Stan Wiffin, who both work for Husky Crane. Dempsey will be retiring soon after 41 years as a union operator. Wiffin is also a veteran with 30 years in Local 3.

Compromise reached on bay dredging crisis



The National Marine Fisheries Service has allowed 537,000 cubic yards to be dredged from San Francisco Bay.

A small step was taken last month to alleviate the dredging crisis in San Francisco Bay, a problem that threatens to cripple the area's \$5 billion maritime industry and some 100,000 jobs.

The National Marine Fisheries Service, which had suspended dredging permits in the bay to protect Chinook salmon, agreed on September 11 to allow dredging of 537,000 cubic yards, or about 20 percent of the area in need of dredging if the shipping industry is to remain healthy.

Of the 537,000 cubic yards allowed to be dredged, 100,000 are at the Port of Oakland's Pier 31 and 32, 400,000 cubic yards at the Chevron port facility in Richmond, and 37,000 cubic yards at the Port of San Francisco.

Of the total, 517,000 cubic yards

will be disposed of off Alcatraz Island, and 20,000 cubic yards, believed to be contaminated with residues of heavy metals and toxics used in shipping, will be dumped on land at the Port of Oakland. Under the agreement, The Port of Oakland is also allowed to continue development of the Mitsui Terminal, which is scheduled for completion in 1993. The Port of Oakland alone generates thousands of jobs and pumps an estimated \$1.8 billion into the region's economy each year.

But long-term solutions to the crisis still remain. "It's a step in the right direction, but a small one," said Owen Marron, executive secretary of the Alameda County Central Labor Council. "It's still not dealing with the substantial issue about what's going to be done

about continuing the maintenance dredging until a new disposal site comes on line in a few years.

"I think the regional director of the fisheries service made it real clear that this is only a compromise, but they're still going to pursue their concerns about alleged dredging effects on fish in the bay. There's

still a lot of work to do on this problem," he said.

Maintaining dredging has been halted because of disputes among federal, state and local agencies concerned with the environmental consequences of dumping dredged spoils. The effect of the dredging moratorium imposed by the fisheries service has been a long-term build-up of silt in shipping channels in the bay, causing vessels to hit bottom.

The prospect of paralyzing operations at both the San Francisco and Oakland ports drew strong reaction from labor and civic leaders this summer. Last month, Jack Henning, executive officer of the California Labor Federation, called together union leaders to set priorities for confronting the crisis.

and in November 1990 upheld the Contra Costa County ordinance, ruling that the board of supervisors had properly exercised its police powers.

Fearing that cities and counties throughout the country would pass similar measures, the Chamber of Commerce appealed. Legge ruled that the ordinances were unconstitutional, calling them "economic legislation for the benefit of certain groups, primarily the members of certain unions."

The filing of the latest appeal was announced by Supervisor Tom Powers of Contra Costa County at a news conference held in the court yard of the Federal Court Building in San Francisco. Labor leaders and elected officials of other local jurisdictions were on hand to support the action.

The Contra Costa ordinance was enacted last fall after members of the Board of Supervisors found a correlation between industrial accidents in their county and the use of low-paid, under-trained workers, frequently brought in from other states for employment on large projects.

"The goal of this ordinance is preventing accidents and deaths on the job and safeguarding against plant malfunctions that might endanger public safety," Powers said.

City Councilwoman Marge Gibson of Oakland pointed out that the ordinance also addresses problems caused when transient, poorly paid workers brought in for employment on large construction projects add greatly to the burden of supporting local services and facilities.

"If wage levels are comparable, it is logical that contractors will hire for skill and hire locally, thereby stimulating the local economy and eliminating the drain transient workers place on social services," she said. "For example, in Oakland we have a labor pool that is more than adequate to meet the needs of contractors. Basically, whatever the developer saves in lower wages and reduced benefits becomes an added expense to the local government providing health care, housing and family service benefits to those workers and their families."

The San Francisco City Attorney Louise Renne endorsed the Contra Costa County action, saying she intended to file an amicus brief in support. "The U.S. Supreme Court has ruled consistently that federal law does not pre-empt state and local government laws passed to protect workers, such as child labor laws and laws regulating smoking in the work place," Renne said. "Contra Costa's ordinance is appropriate and very much in keeping with the direction being taken by the high court."

Appeal sought in prevailing wage fight

Do cities and counties have the right to impose mandated prevailing wages on private construction projects?

In July U.S. District Court Judge Charles Legge said no, ruling that such laws violate the Taft-Hartley Act because they upset the balance between labor and management and violate the rights of employers and workers to bargain free of government interference.

Those counties and cities whose laws were nullified by the court decision filed an appeal on August 26

with the Ninth Circuit Court of Appeals in San Francisco.

But prospects for an early decision are doubtful. Lawyers on both sides of the issue concede that the wheels of the Ninth Circuit grind slowly and the ultimate decision is likely to be a long time in coming. In fact, some expect the case to eventually be heard by the U.S. Supreme Court.

In May 1990, the cities of South San Francisco and San Bruno in San Mateo County passed ordinances requiring all building pro-

jects worth more than \$250,000, public or private, to pay construction workers union-scale wages. Contra Costa County followed with an ordinance requiring contractors performing private industrial work on projects worth \$500,000 or more in unincorporated areas of the county to pay union-scale wages to all workers.

The United States Chamber of Commerce and the anti-union Associated Builders and Contractors challenged the ordinances. But Superior Court Judge James Marchi-

The making of a union family

The Bud Lampleys comprise three – and possibly four – generations of operating engineers

By Steve Moler
Assistant Editor

On a sunny fall morning about a month after World War II ended in September 1945, a skinny 28-year-old welder named Clarence Lee Lampley, better known as Bud, walked into the Oakland District office in search of a better life and joined the operating engineers. Al Clem, who later became Local 3's business manager, was the dispatcher who helped Bud fill out the paper work.

And thus began the legacy of the Bud Lampleys. Through the next 46 years, the Lampleys produced three – and now possibly four – generations of operating engineers. There's, of course, Bud Lampley Senior, who started the legacy and is now retired; Bud Lampley Junior, 46; Bud Lampley III, 25; and if the trend continues, 10-month-old Bud Lampley IV.

The four Buds, who live in various communities in the East Bay, gathered recently in Oakland to tell the story of how unionism and the trades were handed down so naturally from one generation to the next.

The Lampley tradition began the day Bud Senior took his first union job with A.S. Jones operating a mixer at an asphalt plant near Fremont. He was quickly promoted to operator and learned to run a Northwest 25 with a clamshell. During this period of about five years, Bud Senior began to learn and incorporate into his new life union pride, excellence and teamwork, values that would later be passed on to Bud Junior and Bud III.

Those union brothers and sisters at A. S. Jones – and later at C. J. Wood, Inc. and Les McDonald Construction Company of Hayward – became extensions of the family Bud Senior had lost during his teens when both parents died of illnesses. As a union hand, Bud Senior felt he was going somewhere, that he belonged to something.

By now Bud Junior was out of his diapers and approaching kindergarten age, old enough by Bud Senior's standards to occasionally accompany his father to the job site. These visits, Bud Junior recalls, had a profound impact on his decision later in life to become an operating engineer.

"As far back as I can remember," Bud Junior said, "I can recall going out to jobs with my father. He took

me out to the equipment, and then when I was around 9 or 10 years old, I went out on the equipment every chance I had."

As his father and co-workers gathered at lunch time, Bud Junior listened intently to what the men talked about, whether it was union activities, upcoming contract negotiations or on-the-job safety problems. "Whatever the topic," Bud Junior said, "it has a big influence on you when you're sitting around listening to these guys talking, because they don't have any inhibitions built up. It's open talk straight from the gut."

One of the more compelling reasons why Bud Senior joined the union in the first place was because of the superior wages. A year after graduating from Hughson High School in the Ceres-Modesto area in 1936, Bud Senior took his first job as a dozer operator at the Baker Gold Mine in Mariposa, Calif. As a non-union operator, he earned a dismal 35 cents an hour, while his union counterparts took home a hefty \$1.50 per hour, an excellent wage in those days.

But the day Bud Senior joined the union, he said good-bye to the slave wages and increased his pay five-fold. Three years later, the Lampleys bought their first home. "We just lived better once I joined the union," Bud Senior recalled. "We were the first family on our block to have a television. My children had the best of everything."

As soon as Bud Junior was old enough to distinguish rich from poor, he couldn't help but notice the difference between his standard of living and that of other families. Friends who worked for non-union companies earned a fraction of what Bud Senior earned as a union operator.

Recalled Bud Junior: "You don't fool kids. I saw that we had good Christmases, that we always had food on the table, that we always had clothes and went to school. When I was old enough to realize this, that we did have these things, that's what really influenced me."

By the time Bud Junior reached his junior year of high school, he was so anxious to become an operating engineer, he considered dropping out and going to work full time.

"I worked between my sophomore and junior years in construction," Bud Junior said, "and that's when I told my dad that being an operating engineer was exactly what I wanted to go into. Between my junior and



Meet the Bud Lampleys: Bud Senior, top, Bud III, left, Bud IV, middle and Bud Junior.

senior year I got this hair-brained idea that I was going to quit school and just go to work in construction, and my father said, 'Oh no you're not! You're going to go ahead and graduate and then we'll talk about construction.' I couldn't wait."

By graduation time, Bud Junior had earned high enough grades to attend just about any college or university he wanted, "but I didn't want to have anything to do with it; all I wanted to do was get on the seats of that equipment," he said. "I mean, I would have liked to have had a college education and degree, but I have made a good living as an operating engineer. I reared two boys, my dad reared his family, and I saw what he did and that's exactly what

I wanted."

At about this time, in 1962, Bud Senior bought a P & H truck crane and began running it as an owner-operator. Bud Junior, now 18, joined Local 3 and became Bud Senior's oiler. For the better part of four years, the two of them leased the crane to Statewide Steel and worked throughout the Bay Area hoisting reinforced steel.

"When I graduated from high school and went to work for my dad," Bud Junior said, "I earned \$2.50 an hour as an oiler, and when I got my first pay check, that was the most money I thought there was in the whole world. I mean, I had so much money I didn't know what to do with it."



Bud Lampley Sr. in 1971, when he was a foreman for Les McDonald Construction.

By the time they sold the crane four years later, Bud Junior was skilled enough to make it on his

own. Not surprising, he quickly got a job running crane for Pacific Steel in Union City, a job he would keep

remembered. "I was in awe because there were two tower cranes set up about 265 feet off the ground. I can remember riding on the equipment with my dad. Those experiences really impressed me."

Like his father before him, Bud III could clearly see the higher standard of living his family enjoyed compared to other families in the neighborhood. While the Lampleys didn't live lavishly, the family was comfortable. "There was always food on the table and at Christmas time there was always lots of gifts under the tree," Bud III remembered. "This definitely had an impact on my decision to become an operating engineer."

At family reunions and district picnics, Bud III was constantly exposed to union ways and construction shop talk. Sitting around the dinner table at his grandfather's house on holidays, Bud III remembers every conversation. "It was an exciting thing for a young child to hear the sto-

ries of what was going on at the jobs," Bud III said. "They might be talking about a contract that was coming up, or the wages, or how much was going into the pension fund that year. Whatever it was, I listened and it impressed me."

When Bud III took his first job as a non-union operator at age 15, he received a life-long education on exploitation. Similar to what his grandfather experienced working non-union, Bud III worked for minimum wage, at the time \$3.35 an hour, and had no benefits. Union operators were earning \$18 an hour. "If you got hurt, they tried to push it aside," he said. "They sent you home to deal with the injury yourself. There was no responsibility, no loyalty to the company."

Unlike Pennsylvania coal miners who dream of their sons some day finding a better life, Bud Junior openly encouraged his son to become an operating engineer. When he was a senior in high school, Bud III sought advice from his father about making the tough choice between going to college or becoming an operating engineer.

"I'm not going to tell you what to do," Bud Junior told his son at the time, "but I just want you to know you're going to go to college for four years to get that degree. When you come out, you're going to start out, under the best conditions, at \$22,000 a year. As an operator at age 18 you'll make \$40,000."

Bud III accepted his father's advice and joined Local 3 in 1984, going to work for Hensel Phelps on the Santa Clara Convention Center operating a Lull Hi Lift. Later he worked on the Emporium Capwell store in Newark and the San Jose Convention Center.

At the relatively young age of 25, Bud III ironically has achieved the best of both worlds: not only has he succeeded in the construction industry — he was recently promoted to operating engineer foreman at his job with Kulchin, Condon & Associates at the Port of Oakland — but he'll graduate next year from San Jose State University with a bachelor's degree in construction management. With those kinds of credentials, Bud III is well on his way to following in his grandfather and father's footsteps.

Ten months ago, on November 30, 1990, Bud III's wife Sharon gave birth to Bud IV, meaning the Bud Lampley legacy will thrive at least into the 2070s — and who knows how much longer after that. "The biggest thing my father taught me is to be a go-getter, to be the best, anticipate things, work towards you goals," Bud III said. "I think that's what I'll start teaching my son."

Right: Bud Lampley III started his career as a fork-lift operator for Hensel Phelps in 1984.



Below: During construction of the San Jose Convention Center, Bud Lampley Jr. lifts a 25-ton Lorain with a 150-ton Link Belt.



Performance Equipment rents machines and qualified operators to go with them

Suppose a contractor begins a major project, a high-rise office building downtown for instance, and during ground excavation encounters an old concrete foundation hidden several feet below the surface. For construction to proceed, the slab has to be broken up and removed quickly. But the contractor doesn't have the proper equipment or personnel to deal with the unexpected obstacle. What does he do?

In Northern California, he can call Performance Equipment, a newly established equipment rental company in Danville that offers its customers top-of-the-line heavy equipment and skilled Local 3 operators to go with them.

What separates Performance Equipment from ordinary equipment rental companies is the emphasis on renting late-model equipment — primarily excavators and wheel loaders — furnished with an experienced, reliable and productive Local 3 operator. These two ingredients combined virtually guarantee that customers will get what they need to deal effectively with special circumstances.

"We use only the best equipment and the best operators," said Dave Young, owner of Performance Equipment. "When we send out a piece of equipment with one of our operators, we know the customer is going to be satisfied because he's getting the best the industry has to offer."

Customers range from the small companies that don't own their own equipment to large general engineering contractors that need specialized equipment and highly skilled operators for short-term rentals. The Mountain View Sanitary District in Martinez, for example, rented a Kobelco K907 excavator with a 50-foot stick to thin tules from its holding ponds. Included in the package was Local 3 member Harold Halback, an operator with over 20 years experience on all kinds of excavators.

At the new General Services Administration building under construction in downtown Oakland, Performance Equipment delivered two Cat 225 excavators when the contractor, Rios Grading, Inc., encountered concrete footings just beneath ground level and needed an

excavator with a hammer to break up the concrete. Rios called Performance Equipment and the excavators were delivered to the job site that same day. Accompanying the equipment was Jack Burris, an operator with 20-plus years of experience.

Performance Equipment keeps about five Local 3 operators working steadily, and when business picks up suddenly, the company draws from a list of operators that can be called on quick notice. Because of the company's high standards, only the most experienced and skilled union operators with solid reputations in the industry are hired. Many of the operators have Hazmat certification.

"Local 3 operators are safer, have better training and are more reliable than the non-union operators," Young said. "In this industry you get what you pay for, and so far we've proved to our clients that the quality of union operators is much higher."

The core of the company's equipment fleet consists of a Cat 255 and Cat 235 excavator. Hitachi excavators from EX150s up to an EX700, which is a 144,000-pound machine with a digging depth of 36 feet. Performance Equipment also rents wheel loaders from Cat 930s up to Cat 980s. While the average rental lasts about three to four days, there are times when certain jobs require rentals to extend for two to three months.

Once an order is placed, Performance Equipment can usually deliver the equipment that same day. When special transportation ar-

rangements are needed — for example, the Cat 225 excavator can't be moved during rush hour and the Cat 235 excavator requires a pilot car — delivery usually can be made the next day.

Young, who is also president of D.W. Young Construction Company, Inc., established Performance Equipment last year because of a growing demand for heavy equipment rentals in the Bay Area following



The staff at Performance Equipment is from left: Marketing Manager Kathy Doub, Manager Bob Fiore and owner Dave Young.



At the General Services Administration building under construction in Oakland, Local 3 operator Jack Burris breaks concrete footings using two Cat 225 excavators.



Local 3 member Harold Halback, operating a Kobelco K907 excavator with a 50-foot stick, clears tules from holding ponds belonging to the Mountain View Sanitary District in Martinez.

passage of Props. 111 and 108, which authorized California to spend some \$18 billion over the next decade to rehabilitating the state's transportation system. He also saw the new company as an opportunity to keep his Local 3 operators working.

With the limited number of highly skilled operators available to do all this upcoming infrastructure work and new tax laws that have removed most of the incentives for contractors to own heavy equipment, Young anticipates that renting will become an attractive option for many contractors. And with so much public work coming up, contractors are going to want skilled, reliable and safe union operators to meet the rigid work and production requirements.

A paver that's quite a saver

Retiree invents machine that spreads 25 tons of asphalt in under 10 minutes

Retiree Sal Dorado has seen a fair share of asphalt spread and rolled during his career as a paving machine and roller operator. On the street and highway projects the machines did most of the work, but when it came to resurfacing back-filled trenches, paving machines were too cumbersome, so the work had to be done mostly by hand.

From atop his machine, Sal observed many of his fellow laborers shoveling and raking steaming asphalt along these based trenches. The work was often arduous and time-consuming, sometimes taking four to five hours to unload one 25-ton truck of asphalt. After watching this laborious spectacle day-in and day-out for the better part of 18

years, Sal thought there must be an easier way. If a machine can be used to pave roads and highway, why can't one be used to surface back-filled trenches?

A few years after retiring in 1979, with those long 10-hour work days behind him, Sal began to seek answers to this question. After about three years of tinkering in his garage and spending a few thousands bucks in scrap metal and parts, Sal has invented a trench paver that can empty a 25-ton load of asphalt in a fraction of the time needed to do it the usual way.

Sal's invention consists of a hopper that's fitted onto the front of a bucketless skip loader. At the far end of the hopper sits an adjustable screed box that evenly spreads the asphalt or base rock. A conveyor belt fitted at the bottom of the hopper and powered by a hydraulic motor moves the material from the hopper out to the screed box. The adjustable box allows material to be poured at a thickness ranging from a half-inch to 4 inches and at a width from 1 to 4 feet.

The machine also has two large rollers extending out from the front of the hopper that rest against the dump truck tires. A heavy metal bar

with a hook on the end extending out from between the rollers attaches to the dump truck's spreader bar so the truck doesn't run away from the paver. If the truck turns slightly to one side or the other, the rollers swivel up to 6 inches in either direction. As the truck dumps its load into the hopper, the conveyor moves the material rapidly out to the screed box, which then spreads the asphalt to the desired width and thickness. A small roller then can be used to finish the job.

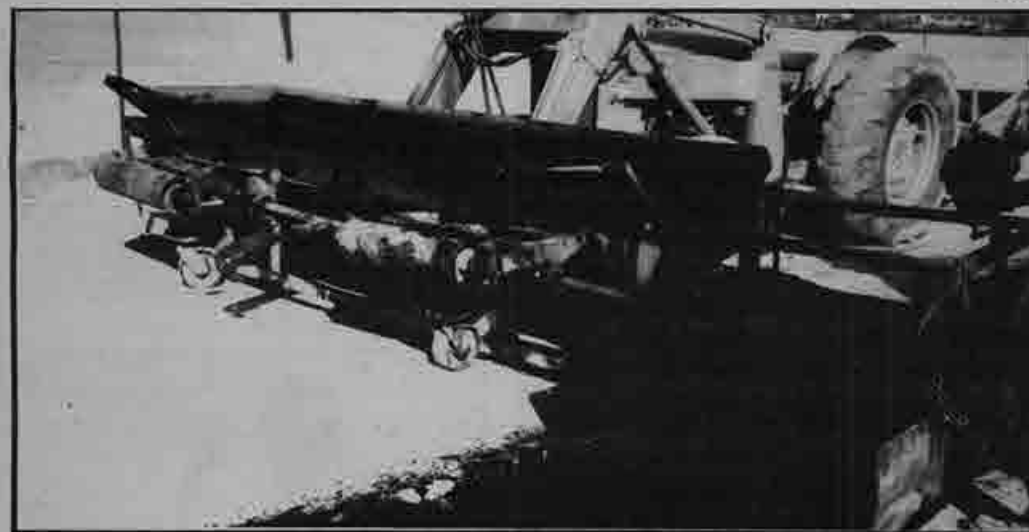
Sal's invention was field tested last year at two jobs in the Fresno area and won praise from the operators who tried out the machine. They said the paver was reliable and efficient. On several different runs, crews were able to spread a 25-ton load in under 10 minutes.

When you consider that the same task would take two or three laborers half a day to accomplish, Sal's paver is quite a saver, especially for companies that do a lot of underground work. Not only does the machine substantially reduce labor costs, it's considerably faster than conventional ways, which is critical on paving jobs where traffic has to be stopped or detoured.

Now that the paver has been suc-



Sal Dorado's trench paver attaches to the front of a bucketless skip loader. The two rollers located on the front of the hopper rest against the tires of the dump truck. The long steel bar extending out from between the rollers connects to the truck's spreader bar. The object on the far right is the adjustable screed box.



Once connected to the dump truck, the asphalt or base rock drops into the hopper.



A conveyor belt moves the material out into the screed box, which can be adjusted for width and thickness.



Above: Retiree and 31-year member Sal Dorado.



Above center: Within less than 10 minutes, an entire 25-ton load can be emptied and spread.

cessfully tested, Sal has begun the process of obtaining a patent and is searching for a company to manufacture the machine. A potential manufacturer, Sal says, would probably be a company that already builds paving machines, or a start-up firm looking for a new product to introduce into the marketplace.

Sal has been a Local 3 member since 1960 and has worked for such contractors as Gene Richards Paving Company and W. M. Lyles Company, both based in Fresno. Sal has worked on numerous overlay projects along Hwy. 99 and on other highway and street projects throughout the San Joaquin Valley.

For more information on the trench paver, Sal can be reached in Visalia at (209) 732-7828.

TEACHING TECHS

By Art McArdle, Administrator

Meet our surveyor instructors



An apprenticeship program is made up of several ingredients: apprentices, instructors, employers, union and office staff. Ap-

prentices are the learners, instructors are the teachers, employers and the union through collective bargaining are the sponsors and the office staff keeps track of records.

All of these players are integral parts of the final product – the trained worker. The program wouldn't be possible without the instructors. The Northern California Surveyors Joint Apprenticeship Committee instructors are working journey-level people who have completed the NCSJAC training program and are certified with the state of California to teach vocational education or are in the process of obtaining their vocational education credential. We are very fortunate to have a dedicated group of instructors and would like to introduce each one.

In Santa Rosa, our two instructors are **Pat O'Connor**, who was certified as a party chief from our program in 1975, and **Dick Stephan**. Both are employed by Passarino Surveys, both are licensed land surveyors and both have been associated with the NCSJAC for many years.

Ron Nesgis and **Larry Savio** instruct our evening classes in Sacramento. Ron completed his party chief training and was certified in 1975 through the NCSJAC. He is a party chief for Meridian Technical Services in Sacramento. Larry also completed his party chief training and certification through the NCSJAC in 1989. He is also a LSIT and will soon be a licensed land surveyor. Larry is employed by Continental-Heller Corp.

At our Oakland classroom site is instructor **Floyd Harley**, who completed the NCSJAC program as a certified chief of party in 1975 and is an LSIT and soon will be a licensed land surveyor. Floyd works for LCA.

Our San Jose instructors are **Tony Rubio** and **Terry Warren**.

Tony completed the NCSJAC training program in 1979 and is a certified chief of party as well as an LSIT. Tony works for Creegan and D'Angelo. Terry completed the NCSJAC training program in 1991 and is our newest graduate instructor. Terry has also passed his LSIT and work for Meridian Technical Services.

In Martinez our instructor is **Mike Rennick**, who completed the NCSJAC party chief program in 1989. Mike is also an LSIT, soon to be a licensed land surveyor, and works with Meridian Technical Services surveyors through MacKay & Soms Engineers.

John Ellwanger is our instructor in Redding and is a graduate of the Southern California Surveyors chiefs of party program, which is reciprocal with the NCSJAC program. John has many years of experience as a party chief and an instructor.

Merle Eli is a licensed land surveyor and has instructed for many years. Merle is presently acting as our correspondence instructor and works for Greiner Engineers.

Finally, we have instructor **Fred Seiji**, who was certified as a party chief in 1975 but goes all the way back to the beginning of the NCSJAC program. Fred has written – and still writes – much of the NCSJAC curricula material, has taught at the Rancho Murieta Training Center and has handled correspondence for the NCSJAC. Fred is our curricula writer and oversees the upgrading process. He is an LS and has served on the licensing board for the state of California. Fred is self-employed.

Two other individuals are affiliate instructors with the NCSJAC – **Joe Sanders** and **Carla Lurie-Harley**. Joe, a certified as a party chief by the NCSJAC in 1975, is the instructor for the surveyors class at the Sacramento Job Corps. Job Corps is a federally funded program for students to obtain their GED and also a trade through union participation. Joe is a resource for our apprenticeship program and with the aid of the Job Corps helps to supply pre-apprentice training for some of our apprentices. Carla has assisted in our hands-on classes and is a vital link to our women in apprenticeship participation. Carla will graduate soon



Pat O'Connor



Dick Stephan



Ron Nesgis



Larry Savio



Floyd Harley



Tony Rubio



Terry Warren



Mike Rennick



John Ellwanger



Fred Seiji



Carla Lurie-Harley



Joe Sanders

and move on to the party chief ranks.

All of our instructors are Local 3 members and put in many hours to keep an outstanding program at the highest level possible.

Right: Merle Eli



FRINGE BENEFITS FORUM

By Don Jones, Fringe Benefit Director

Retiree Dental Plans open enrollment



(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. Retirees in Utah have their dental plan through Valudent. Utah's open enrollment is also October for coverage effective December 1. To be eligible for enrollment you must be a retired member in good standing with Local 3.

Please read this information thor-

oughly. 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 wish. To cancel, please notify in writing the Operating Engineers trust fund office, 642 Harrison St., San Francisco, CA 94107, attention: Retiree Dental. Include your name, address and social security number. The plan will be cancelled on the first day of the following month. Please note: once you have cancelled, you will never be eligible to join the Retirees Dental Plans again.

Self-Funded Dental

\$25.38 per month for retirees only
\$47.87 per month for retiree and spouse

The Self-Funded 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 breakdown of benefits and further information about the Self-Funded Dental Plan will be sent to you when you enroll or upon request.

The Safeguard plan

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

The Safeguard Plan is available only in the following states: California, Washington, Oregon, Colorado, Arizona, Nevada, Missouri, Oklahoma, Illinois, Maryland, Ohio and Texas. If you choose this plan, you must see a Safeguard dentist. Anytime you want to change dentists, or if the dentist you have been seeing drops from the program, you must call Safeguard and have them transfer you to a new dentist. Safeguard will not notify you if your dentist

drops from the program. The Safeguard plan pays benefits according to a schedule with the patient paying a predetermined percentage of the cost.

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

Contributions

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

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

(Continued on page 14)

YOUR CREDIT UNION

By Bill Markus, Treasurer

Home loans



If you're a home owner and looking to borrow \$10,000 to \$100,000, then maybe it's time you look into your credit union's home equity program. Home equity loans have become very popular since tax deductions for other types of loan interest have been taken away. In most cases the interest on home equity loans is still tax deductible.

Before you decide on any home equity loan, it is important you get some basic facts. Your credit union's real estate department is there to answer your questions. It will explain terms you are not familiar with and answer questions concerning the programs that are available.

If there is something you do not understand, do not hesitate to ask. Home equity loans are secured by your home, and you do not want to put your house in jeopardy because you didn't understand something from the beginning.

How home equity credit works

Once a line of credit is established, you draw funds on it as needed. As you take an advance of funds, you have a choice of financing. Choose to have a fixed rate loan or an adjustable rate. You may have more than one loan using the same home equity line of credit.

Repayment is figured on the outstanding loan balance. This means that any unused portion of your credit limit is not figured into the payment amount. Remember, if you establish a home equity line of credit, even if you have not actually borrowed the full amount, the full amount shows as available credit on your credit report.

Know the cost of a home equity loan. Interest is not the only expense. Your credit union charges no points, no annual fee and no origination fee. Our home equity loans were designed with minimal costs.

Other real estate loans

If a home equity loan is not what you need, but you are looking to purchase or refinance your home, call the credit union. Both fixed and adjustable rates are available. Our real estate specialists are ready to answer your real estate questions and help you with the loan that best meets your needs.

OPEN ENROLLMENT FOR RETIREE DENTAL PLANS

_____ I wish to enroll in the Self-Funded Dental Plan

_____ I wish to enroll in the Safeguard Plan

_____ I wish to change my present enrollment from Safeguard to Self-Funded Dental or from Self-Funded Dental to Safeguard

_____ I am presently enrolled in either Self-Funded 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 mail to: Operating Engineers Trust Fund
642 Harrison St.
San Francisco, CA 94107
ATTN: Retiree Dental

A Team Effort

The process of paving the 35-mile section of I-5 requires teamwork, starting with extracting the material from the ground and ending with laying the asphalt down on the road bed.



Step 1 - Above left & right: Dozer operator Roger Welton and Tommy Flanagan move material from the pit into a hopper, which carries material by conveyor belt to the rock plant.



Granite's I-5 overlay

Prop. 111 jump starts 35-mile paving job in Fresno County



Photos and article by
Steve Moler
Assistant Editor

Almost a year after Californians approved Prop. 111, the ballot measure that authorized the state to spend more than \$18 billion over the next decade to rehabilitate the state's transportation system, Local 3 members are clearly reaping the benefits. Project signs reading, "Funded by Prop. 111," are popping up at highway construction sites all over the state.

A good example of how funds raised by Prop. 111 are putting Local 3 members to work is Granite Construction's overlay project on Interstate 5 in Fresno County. Business Agent Monty Montgomery remembers paving this section of I-5 in 1970 when he was running a dozer for Maddox Construction. About 15 years later,

though, a large portion of that same section of interstate north of Kettleman City started settling and cracking. Conditions got so bad, in fact, truckers started diverting to U.S. 99.

Since early 1989, Caltrans had wanted to rehabilitate that stretch of I-5 but didn't have the money. Thanks to Prop. 111, which Local 3 vigorously supported, more funds were immediately injected into the state highway fund, and Caltrans was able to start the repairs one year earlier than expected. The \$10 million contract calls for laying down about 350,000 tons of asphalt over a 35-mile stretch from Panoche Road to Hwy. 198 near the Harris Ranch resort.

One of Granite's first moves was to set up a temporary asphalt plant in July near the job site. A new BMG continuous mix plant was assembled at a site on Hwy. 198 one

mile from I-5 and three miles from Granite's rock plant in Coalinga. This set up allowed Granite to move large quantities of aggregate material from the Coalinga plant to the temporary plant, which would produce 80 to percent of the asphalt for the overlay project.

While technicians from BMG fine-tuned the temporary plant, workers began to crack and seat the crumbling concrete on I-5. In the real bad areas the old concrete had to be removed and replaced with 4 inches of base and an 8-inch layer of new concrete.

Once the temporary plant was fully operational, Granite's paving crew first laid down a 1.8-inch layer of 3/4-inch AR4000 asphalt, followed by a coat of paving oil in preparation for installation of the Petromat fabric, which keeps the cracking concrete underneath from breaking the new pavement on top.

Step 2 - Below & top right: Plant operator Leroy Phelps ensures that the rock is properly screened and crushed to produce various types of aggregate material, which are used to make the asphalt.



Step 3 - Below: At the temporary asphalt plant, plant operator David Tolentino makes the asphalt and keeps the haul trucks loaded with the proper amount of asphalt.



Step 4 - Below: Once the haul trucks deliver the asphalt to the job site, paving machine operator Felix Valle spreads the asphalt over the road bed and operators roll the asphalt flat.

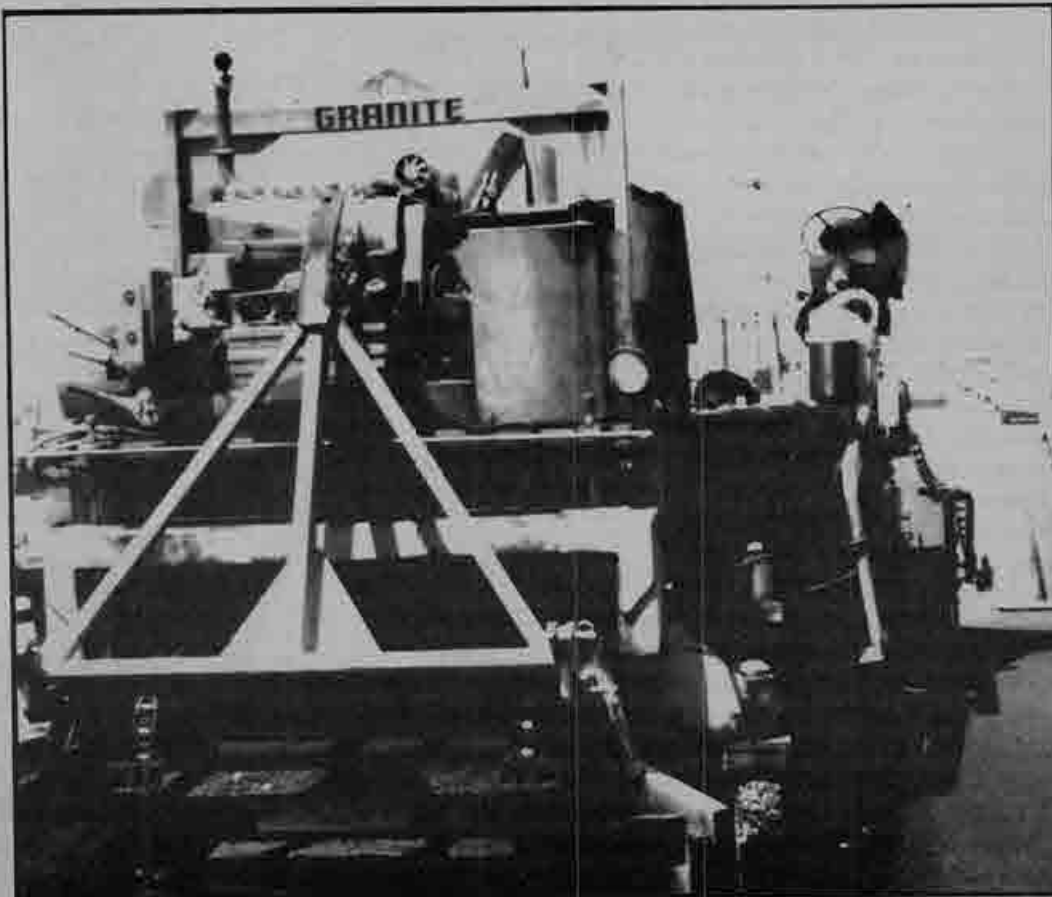
Next, another 1.8-inch layer of 3/4-inch AR4000 was laid over the Petromat, followed by a final layer of 2-inch thick 3/4-inch AR4000.

The paving crew, working 7 a.m. to 4:30 p.m. five days a week since late July, has been laying down an average of between 6,500 to 7,000 tons of asphalt a day. Roughly 5,500 tons per day are being produced at the temporary plant and another 1,200 tons per day are coming from the Coalinga batch plant. Local 3 members at the Coalinga facility, in addition to their usual duties, have been working extra hard to keep the job supplied with aggregate material and asphalt.

At the temporary plant, plant operator David Tolentino and loader operator Bob Tweet have been working equally hard keeping the line of haul trucks moving through the hopper, which is pouring out about 500 tons of asphalt an hour.

In early September, Granite began a second project, worth \$1 million, that involves resurfacing an additional 10 miles on the south end of the current project and eight miles on the north end. On September 26, Granite began yet another paving job in the same area thanks once again to Prop. 111. The third job involves resurfacing a 14-mile section of Hwy. 198 between Hwy. 33 to the west and Hwy. 269 to the east. All three projects combined will keep Local 3 hands busy until around Thanksgiving.

If not for Prop. 111, these projects likely would have remained on the drawing board indefinitely, and more Local 3 members would have remained on the out-of-work list. But because of the union's efforts in passing the transportation measure, more operators are going back to work as they should.



NEWS FROM THE DISTRICTS

Davest Construction joins Local 3

SANTA ROSA — Our office would like to extend the warmest welcome to Dave Soiland and Davest Construction, Inc., which recently joined Local 3. Davest does mostly underground construction and has put eight members to work so far on various projects in Sonoma County. Dave explained to me that he plans on growing, which is why he needs the union and its pool of highly qualified operators. Welcome, Dave, and let's work together to keep our economy strong.

Each day when I go out into the field I am confronted by the two opposing sides — union and non-union. On a typical day, as I drive up Hwy. 101, there on the right I see one of our good union contractors with 15 hands working. This is the job I like to visit; everyone there is my friend. I know the members and they see me and smile as I approach. I stop and go through the job quickly, leaving with a good feeling inside.

As I drive a little farther north, there on the left is a non-union company, with 10 workers hard at it. I don't want to stop, for everyone is not my friend. I don't know them, and when they see me, they frown and turn away. They don't like me and often won't talk at all, or worse yet, try to spit on me or threaten me. I stop and go through the job slowly, getting to know new people, trying to make even one friend, looking to establish some type of rapport with "the enemy." As I leave the job, I am troubled inside but hope I made a good, positive impression.

Do you see how easy it would be just to drive by the non-union and spend my time among friends? But the unfriendly job on the left is exactly where I need to visit the most. Without trying we will accomplish nothing. The next time I visit that job, I might get one smile, then another and another. After a year or so, the people on the job on the left have become my friends. It's easy to stop now. Time to work on talking union, stealing hands away, getting authorization cards, or whatever else I can do to get that company to sign a contract.

It's hard to do, it's unpleasant and not very satisfying, but I feel that half of my field time should be spent with the non-union. This is exactly the reason Local 3 is signing contractors like Davest and exactly the reason Local 3

business agents are so different from representatives of the other crafts. It's also why Local 3 is growing, while other unions suffer declining memberships. Think about it.

Hazmat classes coming

It's nearly Hazmat time again, and the Santa Rosa District will

soon be hosting several classes for our members. If you have been wanting to attend one of our excellent 40-hour Hazmat classes, be sure to drop by the hall or call to put your name on the list. If it's the eight-hour recertification you need, do the same. Either way, we'll con-

tact you with the date, time and place as soon as we know the details. Nearly 50 members are currently signed on the 40-hour list, so don't delay. Hazmat training is yet another service Local provides for its members.

Bob Miller, Business Rep.

Kaiser's asphalt plant's been humming for 25 years



SANTA ROSA — Nestled in the heart of Santa Rosa, with a propane company located on one side and a swimming pool chemical company on the other side across the train tracks, stands the Kaiser sand and gravel asphalt plant. This location is also known as a hot spot to the Santa Rosa Fire Department.

For over 25 years, the plant has been operating in Santa Rosa. At the helm is plant operator Scott Holmes, an 11-year employee. His assistant is Joe Bordessa, who has worked for Kaiser for four years. The team of Scott and Joe believes it's very important to work together. They both work together year round. When they are not making asphalt or cutback, they are performing maintenance on the plant.

Since installation of a Astec holding silo, Scott told me that the plant can manufacture 300 tons of asphalt an hour. The plant is also connected to a Selectron computer system.

I asked Scott what was the most production the plant has been able to put out in one day, and although he wasn't sure of the exact tonnage, about three years ago he remembered the plant started making asphalt at 6 a.m., ran all day until midnight, and then started back up again the next day at 5:30 a.m.

The plant services the Sonoma County area from as far north as Gualala along the Pacific coast to as far east as the city of Sonoma. Scott said the hardest part of his job is keeping everyone happy, especially the different agencies he has to deal with, for they all have their own specifications and standards.

Scott and Joe, like other operating engineers, take pride in what they are doing and want to make the best asphalt in Sonoma County.

*George Steffensen,
Business Rep.*

Top: Loader operator Joe Bordessa assists Plant Operator Scott Holmes (background).

Center: Plant Operator Scott Holmes.

Bottom: Kaiser's asphalt plant in Santa Rosa puts out 300 tons an hour.

NEWS FROM THE DISTRICTS

Henry Ghilotti dies at age 67

Henry "Babe" Ghilotti, a leading Marin building contractor for five decades died Aug. 31 at his San Rafael home after a seven-year illness.

President and owner of Maggiora Ghilotti, Inc., his company employed many Local 3 members over the years. His familiar logo was seen throughout the North Bay working on projects ranging from pouring concrete and grading to around-the-clock emergency repairs during the disastrous floods of 1982 and 1986.

"Babe" Ghilotti was one of four brothers who took over their father's business in 1950. In 1964, he started Maggiora and Ghilotti with his longtime friend, Elmo V. Maggiora.

Crane work fair to average

FAIRFIELD — Sheedy was slow earlier this year but recently increased its job activity. Meanwhile, Adolph Batini, owner of Sheedy, and me are working with the federal OSHA and Cal-OSHA on establishing a national crane licensing bill. I will write on this matter in more detail in upcoming articles.

Bigge's work load has picked up and is doing well all through the Bay Area. It has a turn-around at the Tosco refinery, as well as tilt-up work.

Newberry's Golden Gate Crane is expanding its fleet and has a few jobs on line that are doing well.

Peninsula is doing well. Art Algar is still very

competitive in crane rentals in and out of California. This company is noted for its fine crew and well maintained equipment, as well as its good management personnel. Bay Cities is doing

some miscellaneous work here and there. Bragg has had rigs at Union Oil for some time now. The company has a 130-ton unit to set next month and is using a 11320 American Sky Horse attachment.

The company is also adding a 180-ton American conventional and a new 120-ton Grove truck crane to its fleet.

*William Dorresteyn,
Dredge, Crane Rep.*



Utah member killed in pipeline accident

Services were held this month for Local 3 member Glenda Cristine "Cris" Seamans, who was fatally injured in an industrial accident while working on the Kern River natural gas pipeline near Fillmore, UT.

Seamans was working as an oiler for Sheehan Pipeline Co., one of the contractors that is constructing a natural gas pipeline for Kern River Co.

Seamans was operating a "Turtle Padder," which is a machine towed by a Cat that picks up dirt and removes rock and coarse material before depositing it on the pipeline in the trench.

According to workers at the scene, she was in the process of adjusting a chain that directs the flow of dirt when she became entangled in either the drive shaft or conveyor belt that drives the machine.

She was flown to Fillmore Hospital, but was pro-

nounced dead after she failed to respond to CPR.

Seamans was born Nov. 12, 1954 in Payson, UT, daughter of Sharon Arlan and Marian Larsen Seamans. She was a graduate of Orem High School and had also attended Utah Valley Community College.

She worked for Meals on Wheels when it first started and worked for the City of Orem as a cement finisher. She eventually became a member of the Operating Engineers Local 3, where she worked on the Jordanelle Dam and for Valley Asphalt.

She was a member of the Church of Jesus Christ of Latter-day Saints and enjoyed quilting, waterskiing, cooking and sewing.

Seamans is survived by three sons, Cody Lane Wall, Jesse Lynn Wall and Cory Shane Wall, all of Provo; her parents, five brothers and six sisters.

Earthco Engineering signs agreement with Local 3

Employees of Earthco Engineering — some of whom were already Local 3 members — made it official this month when company owner A. Scott Dockter signed a Master Construction Agreement with the union.

The firm, which specializes in earth moving, is currently moving about 3.5 million yards for Dutra Construction on the Cash Creek Settling Basin project near Woodland, CA.

The project is being carried out under the Corps of Engineers and Earthco expects to have its portion of the job done in about 10 months, Dockter said.

Pictured above from left to right are: Business Agent Frank Herrera, Jay Johnston, Rod MacIsaac, Duke Grable, Executive Board

Member Harold Meadows, Bob McClung, Darrell Peteron, Arthur Scott Dockter (owner) and Business Agent John Bonilla. Below are Tony Ximenez, Chris McBride, Stan Swift and Steve Oswood.



NEWS FROM THE DISTRICTS

Local 3 pushing for Caltrans research center

MARYSVILLE - Work in the Marysville District continues to be fair.

Guy F. Atkinson has about 35 operating engineers presently working on the Grizzly Hydroelectric Power House project. This work will last until the first major rain storm comes in.

Morrison-Knudson has moved into the Quincy area to work for the railroad on the reopening of a tunnel that has had the railroad closed for over a year.

Obayashi Corp. continues to operate three shifts on the tunnel job at the DeSalba Power House for PG&E and will continue to work until the end of the year.

Madonna Construction is still working on the Hwy. 70 widening job in Plumas County, with Marmalejo Construction doing the bridge extension work. This job will finish next month, weather permitting.

Lorang Brothers Construction from Colfax has moved into the Portola area to work for the city's water treatment system.

Robinson Construction has started work on the Chico Municipal Airport job and is very busy on various jobs in the Butte County area.

Baldwin Contracting is staying busy with the I-5 job north of Williams and various other projects in the Marysville District.

Mountain Cascade from San Ramon is busy keeping

many operators working doing Schedule II of the work for Yuba City off Garden Highway by Shanghai Bend.

Jaeger Construction is also working in the Garden Highway area and on other various jobs in the area.

I have been busy these past few weeks attending public hearings with the Sutter County Board of Supervisors and the Planning Commissioner regarding the Sutter County General Plan Amendments, which is the framework for the construction of Caltrans' three-square-mile Western National Transportation Research Center near the Sacramento airport, a laboratory for high-tech transportation systems.

The general plan would also pave the way for development of four "new towns" on 25,000 acres of farmland in southern Sutter County, projects that could begin next year and put lots of members to work in the Marysville area for the next 20 years.

In Sutter County, we have three county supervisors coming up for re-election: Barbara LeVake, Larry Montna and Ron Southard. All three have been instrumental in forming the general plan amendments. If you reside in their districts, we ask that you support them and help in any way you can.

Dan Mostats, Business Rep.

FRINGE BENEFIT FORUM

(Continued from page 9)

How to enroll

To be eligible for enrollment in these two dental plans, you must be retired and a member in good standing with Local 3. If you're already enrolled in either Self-Funded Dental or Safeguard and wish to continue, do 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.

Further information about the plans can be obtained from the Fringe Benefit Service Center or the Trust Fund Service Center office.

Vacation pay transfer

In accordance with various collective bargaining agreements, vacation pay for hours worked from March through August and reported to the trust fund office by September 25 will be transferred to the credit union by the trust fund office 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 directly to you rather than to the credit union, you may do so by filing a Semi-Annual Payment Request with the trust fund office. You may obtain a request card at any district office or the fringe benefits office.

The trust fund office must receive your completed request card no later than October 31.

Checks will be issued November 15. Accounts for members on monthly credit union transfers are not affected by this transfer.



Support groups begin meeting this month

Beginning October 7, Continuing Care Support Groups for all ARP alumni will begin meeting at district offices. Unfortunately, not all the offices are large enough to accommodate these meet-

ings, so alternative sites are being sought.

Mailers went out on September 23 listing confirmed scheduled meetings to begin the week of October 7. If your address has changed or you are not ARP alumni and wish to be on the mailing list, please notify the ARP office as soon as possible.

The Continuing Care Support Group meets at the Fresno District office on Tuesdays from 7 p.m. - 8:30 p.m. and is functioning now. This group needs support. The contact person for this group is Ashley Dick at (209) 224-0612.

Support Group Meeting Schedule

Dist. 03 - Saturdays, 5 p.m. - 6:30 p.m., starting Oct. 12
Teamsters Bldg., South San Francisco
Facilitator: Gary Darenzi (415) 583-9807

Dist. 04 - Mondays 7 p.m. - 8:30 p.m., starting Oct. 7
OE 3 office, 744 Empire St., Ste. 206, Fairfield
Facilitator: Gary Dalby (707) 429-5008 or
Roger Wilson (707) 447-4517

Dist. 20 - Thursdays 7 p.m. - 8:30 p.m., starting Oct. 10
OE3 office, 1620 S. Loop Road, Alameda
Facilitator: James Olsen (510) 748-7400

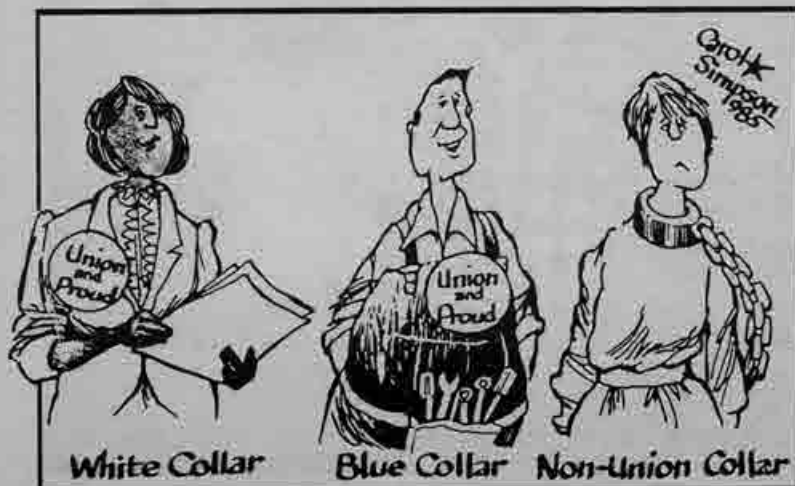
Dist. 30 - Wednesdays 6 p.m. - 7:30 p.m., starting Oct. 9
OE3 office, 1916 N. Broadway, Stockton
Facilitator: John Criner (209) 943-2332

Dist. 50 - Tuesdays, 7 p.m. - 8:30 p.m., started in Aug.
OE3 office, 1745 N. Fine Ave., Fresno
Facilitator: Ashley Dick (209) 224-0612

Dist. 80 - Mondays 7 p.m. - 8:30 p.m., starting Oct. 7
OE 3 office, 8580 Elder Creek Rd., Sacramento
Facilitator: Scooter Gentry (916) 888-1219

ARP Alumni Association

The ARP needs your help in organizing and forming the ARP Alumni Association. We need representatives from each district, and we need alumni to help organize. Please call Jim Olsen at (415) 583-5112 or leave a message for him at the ARP office. Watch the mail for the first Alumni Association meeting. Please help make this a success.



NEWS FROM PUBLIC EMPLOYEES

Cutting through the red tape

Union expedites burial benefits after deputy sheriff's death

When 35-year-old Barney Disney, a Stanislaus County sheriff's deputy and Local 3 member for 11 years, died of leukemia in July, the family — wife Terry and seven children — had more to cope with than they could sometimes handle.

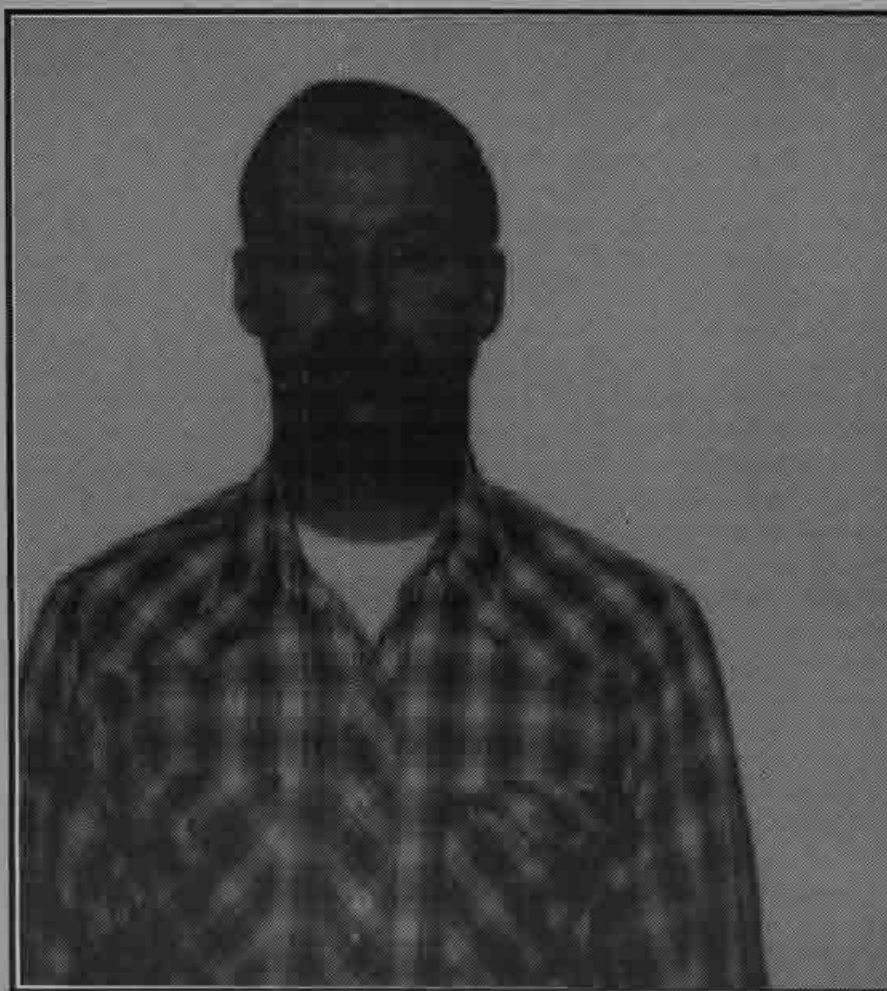
For starters, Barney's medical bills, those not covered by health insurance during the one-and-a-half year illness, drained all of the family savings. So when the cemetery required Barney's \$2,100 burial fee up front, the family had another unexpected crisis on its hands: how to raise the money in time for the funeral scheduled to take place in just three days.

"This was one of the scariest moments of my life, having a funeral and no funds to pay for it," Terry said. "I was already under enough stress. I thought to myself, you mean I can't even bury my husband. It's tough enough that I have to mourn over this, but to not be able to bury my husband because of the money was too much."

But in the midst of all the grief and confusion, an extraordinary chain of events began to unfold. Out of frustration with the cemetery's unwillingness to accept late payment, on Wednesday afternoon, July 24, Terry called Barney's best friend, Ron Crosier, a former Stanislaus County deputy sheriff and now an Oakdale police officer, to find out if Barney had any death benefits coming. Ron in turn called Paul Konsdorf, the Local 3 Public Employees Division business agent who services the sheriff's deputies.

After doing some checking, Paul found out that Local 3 members in good standing are entitled to a \$2,000 death burial benefit, which under normal circumstances takes about a month to process. But with the funeral just three days away, Paul had to figure out how to cut through the red tape and get the money real fast. A race against the clock ensued.

At around 3 p.m. the same day, Paul called his boss, Public Employees Division Director Dan Valesano, to explain the situation. Dan, in turn, called Local 3's Death Benefits department in San Francisco, which made a call to Labor Union Life Insurance Company,



Barney Disney

the death benefits insurance firm in Washington D.C. The company agreed to release the funds immediately, but to process the paperwork three documents would be

hours.

Instead of placing the check's fate in the hands of the U.S. Postal Service, Paul drove to San Francisco on Thursday morning to turn in

"I was exceptionally relieved," Terry said. "I've got to say, everyone really came through."

needed: a notarized death certificate, a beneficiary affidavit and the cemetery invoice.

At around 4 p.m., Paul picked up Terry at her home, and the two began a one-hour odyssey that took them to two different departments within the county health department in Modesto and to a notary public. By the end of the business day, they had all the necessary documents in hand. A process that normally takes four months had been completed in less than two

the paper work and pick up the check. By 4 p.m. Thursday afternoon, less than 24 hours before the funeral was to begin, the check was hand delivered to the cemetery, just in time to keep the funeral on schedule.

Along the paper trail — beginning with Terry calling Ron, Paul calling the union, Local 3 contacting the insurance company, and back again to Terry and Paul being able to quickly get the necessary documents — everyone involved

maintained their wits and accomplished an almost impossible task. Had one person balked along the way, the funeral would have been in doubt and more needless grief inflicted on the family.

"I was exceptionally relieved," Terry said. "It was a huge burden off my shoulders. I felt good that I was at least going to be able to bury my husband. I've got to say, everyone really came through. Local 3 was really good about getting the money. It was really nice; it gave me strength to know I wasn't going to be left alone."

A few days after returning from the four-hour round-trip journey to San Francisco, Paul, who started his job as business agent for Local 3 just seven months earlier, reflected on the three-day ordeal.

"I appreciated that Local 3 was able to cut through all the red tape and get the check," he said. "The problem was presented to the union knowing it was out of the normal routine and Local 3 came through. I was proud to work for an organization that bent over backwards for its members."

Barney, who grew up in the Modesto area, worked as a jailer at the Stanislaus County jail in Modesto from 1980 until his death in July. He was a central figure in forming the Northern California Gang Task Force. Colleagues described Barney as an extremely dedicated and serious deputy sheriff, a man gifted with a phenomenal memory and keen insights into human behavior. Barney also earned respect from the prisoners whom he supervised, so much so, in fact, even a former inmate of Barney's attended the funeral to pay final respects to a jailer who had been tough but fair with his prisoners.

Barney was also a dedicated and affectionate family man. He leaves behind his wife Terry, two sons, Mac, 16, and Bobby, 13, daughter Jennifer, 4, and four stepchildren: Janelle, 19, John, 18, Desiree, 12, and Pont, 10. He also leaves behind a three-year-old grandson, Greg.

Barney left an impression on everyone he knew and will be missed dearly by all those he touched.

NEWS FROM Rancho Murieta Training Center

Local 3 helps Forest Service fix roads

Nestled in the Tahoe National Forest in the Sierra Nevada Range near Nevada City is a beautiful crystal blue lake called Bowman Lake. The area is heavily forested with Douglas fir, white pine and sugar pine. Wildlife includes deer, gray squirrels, chipmunks, gray fox, various species of hawks and an occasional eagle or two. It's a beautiful, pristine area, the essence of nature in its purest form.

The U.S. Forest Service has the responsibility of managing the forest and maintaining roads. Near Bowman Lake are two small campgrounds, hiking trails and a large dam that holds the lake's water. The Forest Service has a huge job of maintaining a total of 2,900 miles of roads within the Tahoe National Forest and has an annual budget of only \$25,000 to do it. With the recent budget cuts, it's impossible for the Forest Service to keep up with the many miles of roads and jeep trails. The money and the labor just aren't there to keep up with the work. Today the Forest Service is relying more and more on volunteers or other organizations to help it maintain and keep our valuable forest resources.

Larry Uhde, administrator of the Local 3 apprenticeship program, saw this problem as an opportunity for our people to receive some valuable training in a real world situation, while at the same time performing a public service to the Forest Service. This was to be an experimental project to see how the training center could combine training along with meeting the needs of the Forest Service.

It wasn't easy negotiating to make this noble effort a reality. Many details had to be worked out before anything could be done, like where and how many people could be housed in the Bowman Lake area, who would feed the crew, and what kind of equipment would be necessary to do the job. But through some give and take on both sides, an agreement was reached on how this could be accomplished and a trial period began in early September.

Lead instructor Carl Powell was assigned to the project. Three pieces of equipment – a blade, a loader and a backhoe – were moved up to Bowman Lake. Carl was in charge of seeing that the work got done properly for the Forest Service, and that the people coming to this site received the necessary training on equipment.

All of the work up to this point

have only just started on these road repairs. There's a lot more to do before we could be even close to done."

Armando Garza, transportation officer for the Forest Service, commented: "This is fantastic for us. We need the maintenance on these roads for fire protection. Our equipment must



Instructor Carl Powell smooths out the access road around Bowman Lake.

included road repairs, working on washed out areas, smoothing out rough sections, doing some ditches and providing proper drainage to prevent further wash-outs. This hasn't been an easy project because there is mostly rock. The training center is currently doing journey training with two journeymen operators: Douglas Albright and David Lophine.

Douglas Albright from Marysville said: "I think this is a great opportunity. I wanted to gain more time and experience on a blade. Carl told me, 'If you can work in this rock without tearing up the equipment, you can work on any kind of dirt job.' And he was right."

This training opportunity just started within the last month, and it will have to close down soon because of the weather. But it has already shown some positive results, and there has been many positive comments from campers and staff members of the Forest Service.

Uhde said, "This allows us to train our people to become better operators because of the different material that is in the mountains, and our people get experience working on steep slopes."

Instructor Carl Powell said: "We



Above: Doug Albright, a journeyman from Marysville, gets some seat time on a loader.

Below: Gary Herren of the RMTTC padlocks the gas tank to a blade for security reasons.



have access to these remote areas in order to contain forest fires."

And the public gains access to some beautiful camping and hiking trails that everyone can enjoy

thanks to the cooperative efforts of the Forest Service and Local 3's apprenticeship program.

Duane Beichley,
Media coordinator



This road in the Tahoe National Forest typifies the kind of roads the Local 3 members are working on.

Union Briefs

Coalition supports fed hwy. bill

A coalition of mass transit groups – consisting of organized labor, the U.S. Conference of Mayors, the National Association of Counties and manufacturers – is planning an all-out lobbying effort in support of the 5-cent a gallon gasoline tax increase for federal highways and mass transit.

Calling themselves the Coalition for an Efficient National Transportation System (CENTS), advocates of the higher gas tax said they have organized a grass-roots lobbying effort aimed at winning congressional support for a bill, HR 2950, to reauthorize federal highway and mass transit programs.

The nickel increase would raise about \$33 billion and would produce an additional 380,000 jobs for road, bridge and mass transit improvements. The bill is expected to come up again when the House returns this month. The Bush administration has threatened to veto any highway bill that includes a tax increase.

Cal-OSHA penalty bill

A bill providing the largest increase ever in fines for employers who violate state work-place health and safety standards was passed by the California Assembly by a 57-16 vote. Sponsored by the California Labor Federation and the state Dept. of Industrial Relations, AB 1545 now goes to Governor Pete Wilson, who is expected to sign it.

Author of the bill, Assemblyman Terry Friedman, D-Los Angeles, said these sweeping penalty increases will act as significant incentives for employers to comply with health and safety standards, thereby ensuring the well-being of California's workers.

In most cases, the fine increase will run sevenfold. The bill raises the following maximum Cal-OSHA penalties: general violations – from \$1,000 to \$7,000; serious violations – from \$2,000 to \$7,000; failure to abate – from \$1,000 to \$7,000; willful or repeat violations – from \$10,000 to \$70,000.

Prosecuting safety violators

Ten work-place safety and health cases were referred by the Occupational Safety and Health Administration to the Department of Justice for possible criminal prosecution in the first six months of 1991, more than in any similar period since OSHA was established 20 years ago. The previous high for a six-month period was nine cases in the first six months of 1990. OSHA has referred 80 cases to the justice department since 1971, with fewer than one-third of these cases – a total of 24 – actually having been prosecuted.

By far, the most active period of criminal referrals has come in the past two years under current OSHA Administrator Gerald F. Scannell. During Scannell's tenure, 24 cases – or 30 percent of the total – have been referred to the justice department. In contrast, the pace of referrals slowed considerably during the first six years of the Reagan presidency, when only 10 cases were referred.

Trenching deaths account for more criminal cases than any other type of fatality, with explosions second and falls third. Other types of cases referred for possible prosecution were recording keeping, concrete or structural collapses and crushings.

But despite OSHA's efforts, only four conviction and 14 pre-trial pleas or settlements have been obtained. Five defendants have been acquitted and, in one case, the justice department was unable to obtain an indictment.

Favorable attitudes of workers

Thanks to the continued prodding of organized labor, Americans are becoming more concerned with social justice issues, such as a ban on permanent striker replacements and national health care, said Robert A. Georgine, president of the AFL-CIO Building and Construction Trades Department.

Moreover, the public is becoming more convinced that workers especially skilled craft workers, are as valuable to society as corporate executives and attorneys, he said during his Labor Day message. There's mounting evidence that the American public has come to understand that a young journeyman or journeywoman earning about \$25,000 a year is worth as much, if not more, than a \$75,000 first-year law associate in terms of contribution to the general wealth, Georgine said.

The goals of organized labor are gaining more popular support as the "me-first" attitudes of the 1980s lose favor and the memories of the Reagan presidency fade.

NEWS FROM THE MINES

Membership drive a big success

In June and July, the employees at Newmont Gold Company were involved in a membership drive. The efforts of all our members who helped explain the importance of the union to the other workers on their crew enabled the drive to be a big success.

Jon Skinner signed the most new members. Others who signed new members were:

Dan Venters
Bob Michna
Jef Cummins

James Crigler
Lance Paul
Courtland Acosta
Vince Frank
Dean Pollard
Mark Loveland
Clay Anderson
William Harden
John Pascual

We would like to give special thanks to everyone involved for their hard work and continuing efforts.

Siemon Ostrander, Business Rep.



YOU WORKED HARD FOR YOUR MONEY SO LET YOUR MONEY WORK HARD FOR YOU. INVEST IN AMERICAN MADE/UNION MADE PRODUCTS AND SERVICES.

SPECIAL MEETINGS

Active No. Calif. Engineers

Another round of Special called meetings has begun for all active Engineers and their spouses regarding the current financial status of the Active Health and Welfare Trust Fund (No. Ca.). Please check the schedule on this page. Active members and spouses are urged to attend. Come on out and let us know the direction you as a group want us to take with your Health and Welfare Plan.

EUREKA – October 8, 7 PM
Operating Engineers Bldg.
2806 Broadway

REDDING – October 9, 7 PM
Operating Engineers Bldg.
20308 Engineers Lane

MARYSVILLE – October 10, 7 PM
Veterans Memorial Bldg.
249 Sycamore Gridley

OAKLAND – October 14, 7 PM
Holiday Inn Oakland Airport
500 Hegenberger

STOCKTON – October 15, 7 PM
Operating Engineers Bldg.
1916 North Broadway

CONCORD – October 16, 7 PM
Concord Elks Lodge #1994
3994 Willow Pass Rd.

SANTA ROSA – October 17, 7 PM
Labor Center
1701 Corby Lane

SACRAMENTO – October 21, 7 PM
Machinists Hall
2749 Sunrise Blvd. Rancho Cordova

FAIRFIELD – October 22, 7 PM
Holiday Inn Fairfield
1350 Holiday Lane

SAN MATEO – October 23, 7 PM
Electricians Hall
302 8th Avenue

AUBURN – October 24, 7 PM
Auburn Recreation Center
123 Recreation Drive

SAN JOSE – October 25, 7 PM
Holiday Inn Park Center Plaza
282 Almaden Blvd.

WATSONVILLE – October 30, 7 PM
V.F.W. Post 1716
1960 Freedom Blvd.

IGNACIO – October 31, 7 PM
Alvarado Inn
250 Entrada Novato

FRESNO – November 4, 7 PM
Cedar Lanes
3131 No. Cedar

HONORARY MEMBERS

As approved at the Executive Board Meeting on September 7, 1991, the following retirees have 35 or more years of membership in the Local Union, as of September 1991, and have been determined to be eligible for Honorary Membership effective October 1, 1991.

William J. Avila	0888726
William Avist	0899661
John Badarello	0760660
Irving Bettinger	0671363
Albert Bowman	0863854
Dennis Callahan	0792012
Nicholas Castillo Jr.	0899511
John Ellenberger	0553018
Charles Fleming Jr.	0620241
Henry Gibson	0758353
Ronald Hamilton	0738975
Orville Hanner	0443214
Joe Hodges	0888825
Walter Hokanson	0622241
Mehrle Jennings	0729080
James Jewett	0879582
Jim Kepley	0892687
Walter Landgrebe	0899583
Alpha Love	0899586
Louis Oliveri	0760692
Robert Pierce	0772982
Cecil Ramsey	0899615
Loren Ross	0899452
Marion Semler	0470609
Robert Soderlund	0652529
Melvin Stevens	0301853
Ray Stoddard	0892599
James Vail	0889094
T. N. Wasson	0899495
Henry Willesen	0698444
Jim Wilson	0883714

RETIREE MEETINGS

MAUI - October 22, 2:30 PM
Cameron Ct. - Conference Room #1
95 Mahalani Street, Wailuku

HILLO - October 23, 2 PM
Wailoa State Park, Pavilion #1
Hilo

HONOLULU - October 24, 2PM
Jikoen Temple
1731 No. School St.

KONA - October 25, 2PM
Hale Halawai
Kailua-Kona

District Meetings

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

* Recording-Corresponding Secretary William Markus announces the following changes in the schedule of District Membership meetings as approved by the Executive Board at its meeting on Sept. 8, 1991.

October		November	
*3rd	District 1: Marin Alvarado Inn 6045 Redwood Hwy., Novato	23th	District 17: Hilo Kapiolani School 966 Kilauea Ave.
8th	District 17: Kauai Wilcox Elementary School 4319 Hardy Street	24th	District 17: Honolulu Kalihi Waena School 1240 Gulick Ave.
9th	District 17: Kona Konawaena School Kealahou	7th	District 3: Stockton Engineers Building 1916 North Broadway
*15th	District 4: Eureka Engineers Building 2806 Broadway	12th	District 8: Sacramento Laborer's Hall 6545 Stockton Blvd.
*16th	District 7: Redding Engineers Bldg. 20308 Engineers Lane	14th	District 2: Concord Elks Lodge No. 1994 3994 Willow Pass Rd.
*17th	District 6: Marysville Engineers Building 1010 "I" Street	19th	District 5: Fresno Laborer's Hall 5431 East Hedges
22th	District 17: Maui Wailuku Community Ct. Lower Main St., Wailuku		

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

William Stevens of Paradise, Ca., 5/28.

JUNE

Jack Hill of Gold River, Ca., 6/2; L. Mullin of Sunnyvale, Ca., 6/24; Herbert Pauline of Waipahu, Hawaii, 6/21.

JULY

James Frazer of Corning, Ca., 7/30; James Greenseth of Placerville, Ca., 7/19; Robert Haack of Grass Valley, Ca., 7/30; E. C. Hildebrand of Yerington, Nevada, 7/29; Alfred Huntington of Napa, Ca., 7/16; Dennis Johnson of Sacramento, Ca., 7/5; Gerald Larmer of Sacramento, Ca., 7/18; Clifton Martin of Normandy, Tenn., 7/18; Alvin Martin of Visalia, Ca., 7/28; James D. McCrory of Fresno, Ca., 7/30; Walter Millsap of Fresno, Ca., 7/28; Doyle Mims of Modesto, Ca., 7/27; Leonard Orton of Parowan, Utah, 7/31; C. Papadopoulos of Marysville, Ca., 7/28; Harry H. Peer of Penryn, Ca., 7/10; Dee H. Reynolds of Pinedale, Ca., 7/24; Richard Sands of Los Molino, Ca., 7/21; J. C. Tieman of Madera, Ca., 7/30; Chas. D. Tinnin of Hayward, Ca., 7/23;

AUGUST

Kenneth Bertram of Redding, Ca., 8/9; Joseph Busalacchi of San Francisco, Ca., 8/5; Lester Cardin of Durant, OK., 8/9; William Cass of Shingle Sp, Ca., 8/4; John Dilullo of Anderson, Ca., 8/4; G. Wm. Fauver of Grass Valley, Ca., 8/26; George P. Hansen of De Borgia, Mont., 8/14; J. M. Harrington of San Francisco, Ca., 8/8; Donald Kidman of Roy, Utah, 8/11; L. F. Lapack of San Pablo, Ca., 8/2; H. Larue of Chino Valley, Az., 8/26; E. McIntosh of Seymour, Mo., 8/4; Gordon Moore of Marysville, Ca., 8/13; John E. Parker of Sacramento, Ca., 8/4; Elvin Smith of Stockton, Ca., 8/1; Wm. A. Souza of Watsonville, Ca., 8/15; Clyde Stanley of Napa, Ca., 8/2; L. L. Stanley of Empire, Ca., 8/6; Richard Taylor of Benicia, Ca., 8/3;

DECEASED DEPENDENTS

Kenneth Gould, Step-son of Thomas M. Blair 8/23. Eula McDowell wife of Albert 6/6. Helen O'Connor, wife of Patrick 7/23. Jonas Sanchez, son of Onofre 8/12.

DRIVE A BARGAIN

Magic Kingdom Club members-even ones as goofy as these two characters-receive valuable discounts on rental cars at most National Car Rental locations across the U.S. For details, see Club Membership Guide.



To obtain your Disney package clip & fill out coupon and send to:
Operating Engineer Local Union No. 3

474 Valencia St.
San Francisco, CA 94103
Attn: Public Relations

Name _____
Address _____
City _____ State _____ Zip _____
Social security # _____

District Election

On October 22, at 7pm, at the regular quarterly District 17 Membership Meeting, there will be an election for Grievance Committeeman, to fill the unexpired term left vacant by resignation. The meeting will be held at the following address:

Wailuku Community Center
Lower Main Street
Wailuku, Maui

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, 474 Valencia St., San Francisco, CA 94103, 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.

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

Swap Shop

FREE WANT ADS FOR ENGINEERS

Personal Notes....

Ceres: Congratulations to Phil and Danette Dolard on the birth of their son Tyler 9/18.

We would like to express our sympathies to the families and friends on the death of William Rodrigues 8/30, and to Vincent Pimentel Jr., on the death of his father Vincent Sr., 8/19.

Marysville: The Marysville District office staff extends its condolences to the families and friends of the following deceased retired members: P. F. McCleery of Oroville; Glendon Moore of Marysville; and William Stevens of Paradise.

Also to the family and friends of Public Employee Constantine (Dino) Papadopoulos. Dino was employed by Linda Fire Protection District.

Redding: We wish to express our sincere sympathy to the family and friends on the death of Kenneth Bertram, John DiLullo, Glen Jennings and Harold Ricks. Our sincere sympathy also goes to George Sturm on the passing of his wife Mildred "Irma".

Congratulations to the following members on their recent new arrivals. Mr. and Mrs. Joe Schmitz, a girl born 6/19, Steve and LeAmber Rhoades, a boy born 7/10, Kelly and Dana Grisham, a girl born 7/25 and Eric and Lisa Kirch, a boy born 8/1.

A special congratulations to Frank and Alta Hays who recently celebrated their 50th wedding anniversary June 29.

Santa Rosa: The Santa Rosa District office wishes to express its deepest sympathies and condolences to the following families on the death of their loved ones: Shirley Grubaugh, wife of Charles, 8/23; Shawna Sanchez, daughter of Mark, (23 months old) 8/31; Helen O'Connor, wife of Pat, 7/23; Gene Talbot, surviving spouse of Christina, 9/3.

Congratulations to Tim and Tona Adams on the birth of their son Tyler Steven, 9/4; David and Diane Shaw on the birth of their son Kevin Houston, 8/18 and Jeffrey and Shannon Clay on the birth of their son Beau Clay, 9/13. Shannon works for Azure Acres and Jeffrey at Dutras Quarry in Marin. Congratulations parents!!! Welcome to the little ones!!!

Finally, Congratulations go out to Stan Olsen who married Sharon on 8/24. Many happy years together and may all your problems be little ones!

FOR SALE: '84 Pace Arrow, 31', 26K mi., 454 GMC eng., mint condition, loaded with extras, 6.5 onan gen. twin roof A/Cs, rear twin beds, 3 way ref/frz r., microwave, CB, color TV, wall vac. & more. Sm. Cavalier st. wgn. tow car. New alum. 12' boat w/extras, 7hp. mercury, 2-1/2hp. johnson motors used only once. Naco-thousand trails-RPI gold card park membership. All for \$48K. Call Merle (916) 241-6748. Reg. #1157858 8/91

FOR SALE: '91 Toyota extra cab, 4x4, 8K mi. custom chrome pushbar w/fog lights, excell condition. White w/blue interior + carpet, AM/FM, 5 speed. Call Russ (707) 255-7490. Reg. #1825969 8/91

FOR SALE: '85 Komfort travel trailer, self contained, built in microwave/stereo, frig. and stove. Air condition and central heat. full bed, 2 bunks, sleeps 6. extra room w/d, closet or bathroom. mini blinds, awnings. Ex. cond., deliver w/in reason. \$10K or best offer. Call (415) 803-0666. Reg. #202615 8/91

FOR SALE: Property & Mobile home Bullhead City, Arizona Biltmore 12x60, Ramada, 2 add'l rooms-1 each side mobile, 3 lots, each 105x43, mobile centered middle w/carport. \$79K. Call Bob (408) 238-3489. Reg. #1181795 8/91

FOR SALE: '89 Ford F250 XLT Lariat, 460 V8, auto, towing package, loaded + with extras. Excellent condition, low miles. \$14,200. Call Gerald (707) 894-3813. Reg. #2093048 9/91

FOR SALE: Lincoln Idealarc R3R 400 Amp, 3 phase D.C. welder. Excellent shop welder, set up for stick welding. \$550 or BO. Call Jim (209) 982-5432. Reg. #1519720 9/91

FOR SALE: Tournament Soccer football table. Heavy, strong, very good condition, not coin operated. Paid \$400, asking \$200 OBO. Leave message (916) 427-3076. Reg. #1977241 9/91

FOR SALE: '85 Coachman Travel Trailer, excell cond., nice layout, sleeps 9, used only 6 months, will sacrifice for \$9K. '88 Cadillac Seville, baby blue, fully loaded, excell cond. 45K miles, must sell \$14K. Call (702) 423-1196. Reg. #2005752 9/91

FOR SALE: Far West mobile home, East Biggs, Ca. 60'X24' double wide, 2bd/2ba on 0.53 acres, new carport, double pane windows, lg. front porch and awnings, new washer/dryer/alum foam roof (20 years guarantee) /vents/wood stove & hearth, 8 almond trees, 4 walnut, one lg. ash shade tree, well water, 1-16'X10' wood storage shed and loft, 1 metal shed. \$75K. Call L.B. (916) 868-1644. Reg. #0822741 9/91

FOR SALE: Tools & Service Truck Fully equip. w/aerial crane in RR corner. 11HP air comp; pressor, air greaser. Torches, Tire hammer and irons. Will sell to-

gether or separately. Priced to sell. Call Fred (415) 589-1379. Reg. #1862373 9/91

FOR SALE: Quarter Horse Gelding head or heel roping horse. \$2K firm. Call Ronald (209) 532-5979 or (209) 532-7296 after 6pm. Reg. #1157835 9/91

FOR SALE: Charter Membership Holiday adventure resorts of america with access to Coast to Coast resorts. Illness forces sale. \$2,500 small down and payments or trade for ??? Call before 9am (916) 273-2712 or write P.O. Box 1632 Cedar Ridge, Ca. 95924. Reg. #0994102 9/91

FOR SALE: D7E cat hyd ripper & dozer w/tilt, salt tracks, extreme service pads, new trans/converter, 71 white water truck 3300 bal, 8v del. 13 speed (5) cab controlled air spray heads berkley pump self loading. 416 4x4 backhoe enclosed cab, heater, air, 4 in 1 bucket, exstendo hoe, new valves. 3 buckets. Call (916) 626-6245 or (916) 622-0723 after 6pm. Reg. #346961 9/91

FOR SALE: '79 Skyline 2bd/2ba mobile home, shower in tub 8x12 shed floored w/elect. close to store in nice park. Porch w/new rug, will sell furnished \$29K. Call (503) 535-3283 Medford, Or. Reg. #347239 9/91

FOR SALE: Home 4bd/2ba Citrus Heights, Ca. north Sacramento suburb. Lg corner lot, close to schools and shopping, completely fenced, ideal for children or pets. Will trade for like property in Santa Rosa, Ca area. Call (509) 422-1214. Reg. #1174957 9/91

FOR SALE: Pontoon Boat Trailer 28', 20HP Mercury motor, self starter, \$2,100. Call John (209) 521-5872. Reg. #0754193 9/91

FOR SALE: 2 City lots Beautiful Klamath Falls, Oregon w/utilities. Golfing, shopping, fishing in 40 mile long lake. In city limits yet country. Green springs area, excell for retirement, home or mobile. \$14K. Call Les (503) 798-1073. Reg. #0728471 9/91

FOR SALE: '87 Eland Motorhome, 11K mi. on chassies 30mi. on new four bolt 454 Engine \$50K. Call (208) 765-3459. Reg. #904458 9/91

FOR SALE: Cat 140 G Grader Ser#72V4318, E-Rops, A/C, heater, defro fans, all lights, new 16.00X24-16ply, phs 5@ 20%, 2 xtra wheels, also parts (new) 12' and 14' moldboards, wings and curb shoes. 8'X12' van on tandem duals goes with grader \$10K. Xtras when purchased new. Ex/Cond. Owner operate machine (retiring) \$75K value for \$69,500. OBO. Call George (707) 429-9748. Reg. #821245 9/91

FOR SALE: Cat D7F #94F2417 Rops, st. blade w/tilt rear rippers. 95% u.c., ohrs on

trans & torque conv. set up for slope board. Also '76- 3/4 ton Dodge Cub Cab Pu 440 V8, auto, AC, 60 gal. gas tank & 140 gal diesel tank w/electric pump + Laser Beacon Model 3000, dual grade laser. Package deal asking \$41K or offer. Will sell separately. Illness forces sale. Call Bob (805) 640-1933. Reg. #1737477 9/91

FOR SALE: Motor home '91 Overland Discovery, 38', 2.8 Detroit deisel turbo, 3K mi., 6.5 gen, auto hyd, lvl, queen bed, 20' tv, vcr, rear camera, nonsmoker, no pets, more-extras, \$95K/OBO. Call Gordon (916) 243-6592. Reg. #535847 9/91

FOR SALE: 3bdm/2ba. New energy efficient, over 2,100 sq. ft. living area on 3 acres, w/stunning panoramic views, oak cabinets, pellet stove, 2 car detached garage, \$153,500. Call James (916) 865-7127. Coming, Ca. Reg. #820664 9/91

FOR SALE: '83 Ford Custom van, extended body, auto tran and overdrive, air and heater, radio and tape deck, CB, radio new michelin tires, water and power hook up, microwave oven, duel pack air and heat on top of unit, 110 AC power, iceless refrig. DC power, color TV, AC, DC power port-o-pot, full size bed. Call Bill (209) 634-5767. Reg. #1065265 10/91

FOR SALE: '88 Chev. Silverado 2500, 350 eng. 4x4 ext. cab, slide window, CC, AC, xtra tow pkg., new tires, tape deck radio, matching 5th wheel, xtra louver tailgate, 58K mi. \$13,500. Also '89 Terry resort 5th. wheel, 21-1/2', self contained, microwave, antenna power booster, spare-tire cover, inter-com, additional custom cabinets. 10K mi. spotless! \$12,800. or both for \$25K. Call (408) 623-2503. Reg. #0969651 10/91

FOR SALE: Motor home Class A 26' Executive, 440 Dodge Eng. full awning, roof air, onan gen., twin beds, sleeps 6, rear bath, new Michelin tires, \$20K. Also Mobil home in adult park, 24'x38', 2bd, 1ba, covered deck and car port, 2 storage sheds, garden area, walnut tree, Kelseyville area \$28,500. Call John (707) 263-3313. Reg. #496052 10/91

FOR SALE: Backhoe loader, 79 Case, 58 OC, 3970 hrs. w/cab, 90% rubber, new batteries and seal, Has valve and plumbing to front bucket for 4 in 1, ready to work. \$11,500, will consider trade for 10 wheel dump. Call Dan (707) 822-8666. Reg. #1317617 10/91

FOR SALE: Napa Duplex Quality, custom. Convenient to everything. Must see to appreciate. Large 2bd, 1ba, laundry and storage, living room, dining room and eat-in kitchen. Fenced yards w/sprinklers, detached double garage + shop. \$270K, might consider trade. Call Marvin (707) 252-6258. Reg. #862650 10/91

FOR SALE: '58 MGA Coupe, Excellent condition. \$7K. Call Art (408) 751885 or write Art, 86 Bernal Dr., Salinas, Ca. 93906. Reg. #1578542 10/91

FOR SALE: '90-1/2 Motorhome 34' Bounder. used twice, 2,500mi., 6K generator, microwave, 2 TVs/VCR, double door, frig, awning, \$45K. And '85 Searay Sundancer, 30', 300SRV Delta canvas twin 270 Merc 10, depth gage, S to S \$52K. Also '712 Corvette sport coupe TTop, 350/270 HP V8, new windshield, battery, tires, upholstery, paint & carpets. Collector invest car, numbers match, car totally correct, full documentation. \$9,850. Call Frank (209) 835-6889. Reg. #1832904 10/91

FOR SALE: Wheel chair Super delux, like new. \$600 or best offer. Call George (707) 226-7251. Reg. #038690 10/91

FOR SALE: Houseboat 43' Delta Clipper, Twin V/drives, fly bridge, 6.5 generator, A/C, full galley, microwave, color TV. In covered berth at Antioch. \$43,500. "or trade" \$12K EQT for travel trailer. Call Bob (510) 634-4538. Reg. #1958876 10/91

FOR SALE: Satellite Dish Uniden UST 1000, 10-1/2 foot diameter. Comes with all necessary hook-ups and instructions. Asking \$2,000. Call (510) 837-7418. Reg. #329145 10/91



Thousands gather to prove 'Solidarity Works'

Mostly it was people—wave after wave of people—who turned Solidarity Day '91 into a lasting testament to the conviction of the nation's union members.

More than 325,000 trade unionists and their allies rallied in Washington on Labor Day to protest the direction the Bush administration is leading the nation and the lack of guts in the opposition on Capitol Hill.

"We're here to remind our elected representatives that they were put there to serve, not the faceless marketplace, but the aspirations of real people," AFL-CIO President Lane Kirkland said.

The marchers called for national health care reform, for legislation to ban the "permanent replacement" of strikers and for full freedom of association for workers around the world, as well as for civil rights, fair trade, workplace safety and attention to this nation's decaying cities and infrastructure. The column of marchers unfolded down Constitution Avenue in a sea of red, blue, green, yellow and white as T-shirted unionists and supporters waved bright hand-painted and professionally painted banners and signs, chanting for change.

One unionist who waited two and a half hours for a turn along

the parade route said the wave after wave of marchers evoked an image of knights setting out on crusades, each fighting each other's fight. It was many faces with one voice.

The turnout was even better than Solidarity Day I in 1981, when hundreds of thousands marched to protest the economic and social policies of the new Reagan administration, which since have proven to be catastrophic for workers and their families.

The camaraderie and solidarity were summed up in a banner carried near the entertainment stage at 17th and Constitution, which played off the words of the famous labor song: "I dreamed I saw Joe Hill last night, alive IN you and me."

The entertainment, which began at 10 a.m. and lasted until 2 p.m., was headlined by Willie Nelson, who led the singing of "Solidarity Forever" and "America the Beautiful." Entertainment union presidents Theodore Bikel and Ron Silver starred at both ends of the march.

The march formed behind AFL-CIO union leaders, who were joined by international trade unionists and leaders of some of the 185 organizations that endorsed Solidarity Day.

From the South, they came in a caravan—50 buses hooked up together on their way from Virginia, West Virginia, Tennessee and other points. From the North, they came by train—eight of them down the Amtrak lines from New York City. From the West, they came by sheer determination and solidarity—bus rides of 16 to 20 hours out of Michigan and elsewhere in the Great Lakes area. And from all over they took advantage of special air fares.

As speaker after speaker lambasted the short-sighted and mean-spirited policies of the administration and called for worker solidarity, the crowd responded with loud applause, cheers of "Solidarity!" and "Hey, hey, ho, ho, George Bush has got to go."

That theme of sharing the wealth and taking responsibility for one's fellows often was repeated.

The workers' concerns stood in stark contrast to the policies of the Bush administration, which has



subjugated human concerns to economic theories.

Bush had cited concerns about the budget deficit, for example, in refusing an extension of unemployment benefits, even though millions of workers have exhausted their benefits since the recession began last year.

The marchers protested that the administration appears to have an economic plan for every nation except the United States.

"It's time to leave the White House and visit our house," UAW President Owen Bieber said. Indeed, the serious concerns of working families welled up and flowed over into the streets of Washington on Solidarity Day '91.