

Engineers News



VOL. 53, NO. 10

OPERATING ENGINEERS LOCAL UNION NO. 3

ALAMEDA, CA

OCTOBER 1995

Mass Excavation

***Utah members move 3 million
yards in 30 days at Micron
Technology's new
semiconductor
complex in Lehi***

In this issue...

Fresno work picture • Fresno's Valley Children's Hospital • Bartz Construction profile • Mega-lift at Riverbank



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

Last month, while we were fighting in the trenches on the prevailing wage issue, the California Supreme Court delivered a blind-side punch that will cost our members billions of dollars in jobs.

With the stroke of a pen, the court ruled that Santa Clara County's Measure A, a half-cent sales tax intended to raise \$3.5 billion over the next 20 years for highway and mass transit, was unconstitutional.

The ruling sent shock waves throughout California, where 17 other counties have passed similar sales tax measures by majority votes.

The court basically agreed with the Howard Jarvis Taxpayers Association, who filed the lawsuit, that local sales tax measures need a two-thirds vote, not a simple majority.

This decision would be bad enough if only Santa Clara County were effected. In that county alone, we will lose a BART extension to San Jose, converting Hwy. 87 into a freeway, widening a large section of Hwy. 101 and improving the I-880/237 interchange.

How many wake-up calls do we need?

But this also means that every county looking at a local sales tax measure to finance transportation projects will now scuttle their plans. Things have to get really bad in order for even a majority of voters to vote themselves a tax increase. There are only two counties in California that were able to get a two-thirds "super majority" vote on a local tax measure.

I am disgusted that as voters, we have been robbed of the right to make our own choices. The court has told us that it's not good enough if a majority of voters go to the polls and say, "Yes, we need this tax measure to improve our quality of life."

Without the ability to go to the voters for local tax relief, county governments are facing an avalanche of financial problems with no place to go. Hit by earthquake repair bills, lower than expected revenues and rip-offs from politicians, the state transportation fund is dry. The only way to get the construction projects we need is for county governments to go before the voters and say, "We need this temporary sales tax measure to fund this many projects."

That's what Santa Clara County did in 1984. It provided money to build major improvements on Highways 85, 101 and 237. Local 3 members benefited immensely from that tax measure.

The inability of county governments to solve their own transportation funding problems will increase traffic congestion and lower the quality of life for everyone. That in turn flashes a huge warning light to companies who will be inclined to locate their business elsewhere.

How many wake-up calls to we need? How many times will we take a hit on our jobs and our way of life before we grab hold of the bat and step up to the plate? It is time to act. It is time for personal involvement in our union. It is time to take individual responsibility for our own future and the future of our industry.

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ENGINEERS NEWS



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Vice President
Recording-Corresponding Secretary
Financial Secretary
Treasurer

Engineers News Staff

Managing Editor
Assistant Editor
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James Earp
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Ed Canalin

Engineers News (ISSN 176-560) is published monthly by Local 3 of the International Union of Operating Engineers, AFL-CIO: 1620 South Loop Rd., Alameda, CA 94502. Second Class postage paid at Alameda, CA and additional mailing offices. **Engineers News** is sent without charge to all members of Operating Engineers Local 3 in good standing. Non-member subscription price is \$6 per year. POSTMASTER: Send address changes to **Engineers News**, 1620 South Loop Rd., Alameda, CA 94502.

Printed on Recycled Paper

Statement of Ownership, Management and Circulation
(Required by 39 U.S.C. 3686)

1. Publication Title: **Engineers News**

2. Issue Date: **October 1995**

3. Issue Frequency: **Monthly**

4. Issue Number: **10**

5. Annual Subscription Price: **\$6.00 to non-members; Free to members**

6. Owner: **Operating Engineers Local Union No. 3**

7. Owner's Address: **1620 South Loop Road, Alameda, CA 94502-7090**

8. Owner's Telephone: **(415) 761-1111**

9. Owner's Fax: **(415) 761-1111**

10. Owner's E-Mail: **local3@engineersnews.com**

11. Owner's Website: **http://www.engineersnews.com**

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Local 3 mourns death of Fresno Rep. Harold Smith



Local 3 mourns the death of one of its most respected and beloved members, Fresno District Representative Harold Smith, who passed away September 22 of a heart attack in Fresno.

Smitty was one of the most senior members of the Local 3 staff, having joined the union as a Fresno business agent more than 25 years ago. His career as a heavy-duty repairman and labor leader spanned more than 34 years.

Born in Fresno on Oct. 14, 1932, Smitty spent most of his childhood in Fresno, where his parents owned a dairy farm and his father worked as a mechanic and lineman for PG&E. After serving in the U.S. Army from 1952-55, he worked with his father in the Oregon logging industry before taking a job as a mechanic at a Cat dealership in Eureka.

His years in the union construction industry began in October 1961 with Morrison Knudsen and Simpson-Ball on a water project in the Redding area. From there, he went to work a short time for Mercer-Frazer in Eureka before going back home to the Fresno area to work for Peter Kiewit & Sons Construction on Reach 3 of the San Luis Canal in late 1964.

Redding District Representative Monty Montgomery, who worked with Smitty in the Fresno District office for five years, remembers first meeting Smitty in 1966 on the canal job when both worked for Granite & Ball.

"We were just young men in those days," recalled Monty. "I was running a 657 scraper

and Smitty was an HDR. One thing I remember is that Smitty was an awfully good mechanic. He was a hell of a good guy. He broke me in when I became a business agent in 1987."

After the canal was finished in late 1967, Smitty stayed with Kiewit and went to work on Interstate 5 in 1968 in the Kettleman City area, where he first met another long-time Local 3 staffer, Vice President Jerry Bennett.

"Smitty was one of the best mechanics I ever ran across and definitely the best welder," Bennett said. "I was always breaking stuff and Smitty was always fixing it. He could weld the gooseneck on a scraper better than anyone."

Smitty was still working on the I-5 project for Griffith Construction as a master mechanic when he was recruited by the Al Clem administration to become a business agent in August 1970, a position he held for 24 years before being promoted to district representative in February 1994.

His contribution to Local 3 and the labor movement will never be forgotten, and his presence will be sorely missed by all those who knew him. "As a union rep he was one of the most dedicated union men you'll ever know," Bennett said. "He was the gutsiest person when it came to representing the members. He always gave you an honest answer, and he never lied to please anyone."

Local 3 would like to express its sincerest condolences to Smitty's family and friends.

Former Local 3 VP, Jerry Dowd, passes away in San Francisco

Jerry Dowd, former Local 3 vice president and regional director of the international union, passed away September 23 in San Francisco.

Dowd's illustrious career as an Operating Engineer began in the 1930s when he was a college student working summers in the construction industry. During his career as a professional football player in the late 1930s and early 1940s, Dowd worked during the off season running heavy equipment. During World War II, he worked at Pearl Harbor helping repair damage to the port and Hickam Field following the December 7 Japanese attack.

After the war, Dowd played football for the old San Francisco Clippers before becoming a Local 3 business agent. He was elected vice president in 1960, then went to work for the international as a regional director. That same year, he was elected vice president of the California Labor Federation, a post he held until 1988.

Dowd was a football star at St. Mary's College in Moraga during the glory days of the Galloping Gaels, playing fullback in his sophomore year and halfback his junior year. During his senior year in 1939, he played center and was captain of the team that defeated Texas Tech in the Cotton Bowl. From there, he went on to his professional football career, first with the Rams, then two seasons with the Honolulu Bears and finally the Clippers.



State high court puts brakes on South Bay highway projects

Calif. Supreme Court rules Santa Clara County's half-cent Measure A sales tax is invalid

The California Supreme Court dealt a severe blow to Santa Clara County's transportation program. The state high court ruled September 28 that the county's half-cent sales tax Measure A approved by voters in November 1992 is invalid.

The stunning decision not only means that Santa Clara County can't collect a projected \$3.5 billion over the next 20 years for major transportation projects, but it will also prevent other local governments from passing special transportation levies unless they obtain a "super" two-thirds majority vote.

The decision stems from a lawsuit filed by a coalition headed by the Howard Jarvis Taxpayers Association shortly after the November 1992 passage of Measure A. The group contended that Measure A was illegal because it failed to win a two-thirds vote as required by the landmark 1978 initiative Proposition 13 and by a later measure, Proposition 62 in 1986.

In its decision, the court upheld Prop. 62, which states that passage of any "special tax" needs a two-thirds vote rather than a simple majority. Measure A passed by a 54.1 percent margin. The court did say that other local taxes, such as hotel and utility taxes used for general government purposes, need only simple majority approval.

Other existing transportation taxes elsewhere in California, like Fresno's Measure C and Sacramento's half-cent levy, do not appear to be in jeopardy. However, any renewal of these levies will have to be passed by at least a two-thirds vote.

Sacramento's 20-year, half-cent tax was approved by voters in 1988 and is expected to raise \$1.8 billion for road projects, public transit, street maintenance, air quality improvements and other projects. Fresno's Measure C passed in 1986 will raise nearly \$1 billion to expedite construction of Fresno County freeways, including the \$142 million Hwy. 168 freeway that's expected to start next year.

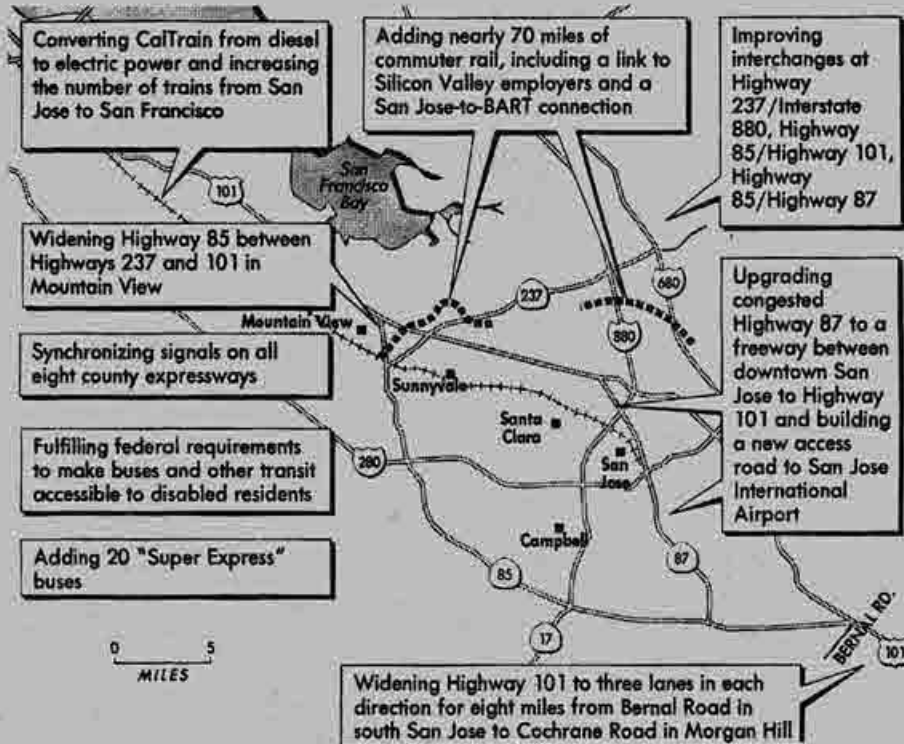
"Each tax will have to be looked at individually and a legal analysis made," Alvin Kaufer, an attorney representing Santa Clara County, told the *Sacramento Bee*. "But in the future there's going to be hell to pay when it comes time to raise money."

Gary Burke, president of the Santa Clara Valley Manufacturing Group, blasted the decision in an October 1 *San Jose Mercury News* editorial, saying "voters have been robbed of the right to determine our own destiny. We have lost our power as private citizens to pursue grass-roots solutions to pressing regional problems."

Santa Clara County leaders are searching for new ways to pay for the county's needed trans-

No relief in sight

Major transportation projects in Santa Clara County will be indefinitely delayed as a result of the state Supreme Court's decision declaring a half-cent sales tax is invalid. The tax was intended to raise \$3.5 billion. The projects delayed include:



Reprinted from the SF Chronicle.

portation projects. Among some of the ideas being considered are a regional gas tax, toll roads, a statewide ballot initiative to revise transportation financing, or perhaps even going back to county voters with a scaled-back plan.

The court's decision couldn't have come at a worse time. The state's transportation budget is already \$6 billion in the red, and with the court's decision, will certainly get worse. Local sales taxes provide 51 percent of the state's current seven-year transportation plan.

A report last year concluded that the state's transportation system is "straining at the seams," and that the governor "will have to become deeply involved in any significant transportation reform and funding program and provide the statewide leadership that only a governor can."

Whether Gov. Pete Wilson takes a sincere interest in the state's transportation crisis is hard to know judging from his past performance. However, his predecessor, George Deukmejian, an even stronger tax opponent, surprised many when he agreed to place a 9-cent-a-gallon gas tax on the ballot, Proposition 111, in the late 1980s, then turned around and helped Local 3 and other interested groups campaign vigorously for its passage.

WIDESPREAD IMPACT

Eighteen counties use half-cent sales taxes to pay for transportation improvements. After the existing tax expires, any new tax would require a two-thirds vote.

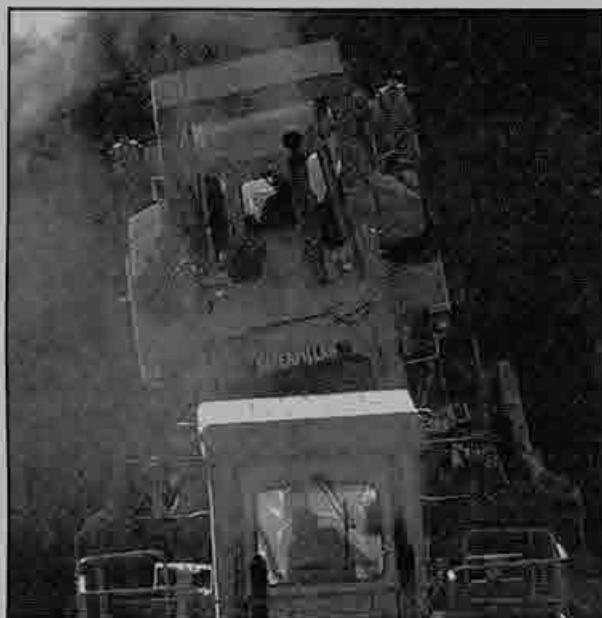
County	Yr. Passed	Duration	Yr. Expires
Alameda	1986	15	2001
Fresno	1986	20	2006
San Diego	1987	20	2007
San Benito*	1988	10	1998
San Mateo	1988	20	2008
Contra Costa	1988	20	2008
Riverside*	1988	20	2008
Sacramento	1988	20	2008
Imperial	1989	20	2009
San Bernardino	1989	20	2009
San Francisco	1989	20	2009
Santa Barbara	1989	20	2009
Madera	1990	15	2005
Los Angeles	1990	20	2010
Orange	1990	20	2010
San Joaquin	1990	20	2010
Santa Cruz**	1990	6	1996

* Passed w/two-thirds majority. ** Seismic repair

Mass excavation

Utah members move 3 million yards in 30 days at Micron Technology's new semiconductor complex in Lehi

▼ *Manitowocs from Danny's Construction being prepared for use on the Micron job.*



▲ *A dozer and loader operator team up to move dirt.*



▲ *An excavator loads a Cat 773 haul truck, which are being driven by Operating Engineers.*



➤ *Several of Ames Construction's 22 631-scrapers move into a cut at the Micron job.*



➤ *To move the required 3 million yards in 30 days, these scraper hands worked six and seven 10-hour shifts per week.*



Three million cubic yards in 30 days! That's the kind of production Local 3 Operating Engineers have gotten this summer at construction of Micron Technology's new semiconductor facility in Lehi about 25 miles south of Salt Lake City.

In March, Micron Technology, a major U.S. semiconductor manufacturer based in Boise, Idaho, announced it had selected Lehi to build a \$1.3 billion manufacturing complex. Utah District Rep. Kay Leishman worked with several of the project's major contractors to sign project agreements with Local 3, including Ames Construction of Burnsville, Minn., which is moving the project's enormous amount of dirt.

Beginning in late June, Ames moved about 22 631 scrapers and about a dozen D-9s and D-10s and other heavy equipment onto the job site to move the first 3 million yards in one month. Phase 2, which is just winding down at press time, involves moving an additional 4 million yards, but at a slightly slower pace. Crews have been working six and seven 10-hour shifts per week.

At its peak in July, Ames had as many as 70 Local 3 hands on the job. Several other contractors who have signed with Local 3 – namely Shurtleff & Andrews (cranes), Danny's Construction (structures and some cranes), Adam & Smith (building construction), and Murphy Company and Murry Company (mechanical) – have also been using scores of Local 3 hands.

In addition to the massive amount of dirt moving, Ames is also doing the excavation for a network of vehicle and pedestrian cut-and-cover tunnels that will connect each building within the complex. At the peak of building construction in 1996-97, there will be an estimated 1,000 and 1,600 construction workers at the site.

When the facility is completed in about five years, it will employ about 3,500 workers to start and within five years expand to as many as 5,000 employees, who will pump out an average of 10,000, 8-inch chip wafers per week.

Congratulations to all the Utah members who have put in a great effort in making this high volume job possible.

Fresno's Golden Summer

As the district wraps up one of its shiniest work seasons in years, two proposed residential communities and future highway work will keep the work picture shimmering at least into next year

Fourth in a series profiling districts where work activity has been particularly robust this year



◀ One of the largest jobs in the Fresno District is the 5-mile, \$25 million Livingston Bypass near Merced.

As one of the best work seasons in years succumbs to winter's arrival, the Fresno District sees this past summer's robust construction activity as a prelude to what's ahead for next summer and beyond.

The work season got off to a slow start due to the unusually wet spring, but by the end of June dispatches had shot up 112 percent over 1994 due primarily to an abundance of highway work, like RGW's 5-mile, \$25 million Livingston Bypass near Merced, and a bunch of overlays throughout the district. Just about any member who wanted to work this summer did, and the outlook for next summer appears equally positive.

Hwy. 168 freeway

Future highway work throughout the district should keep a bundle of Operating Engineers busy for the next few years due in large part to Measure C, the half-cent sales tax passed in 1986 to raise nearly \$1 billion to expedite construction of Fresno County freeways.

The largest of these Measure C projects is the 9-mile, \$142 million Hwy. 168 freeway that will extend from downtown Fresno north to Temperance Avenue in Clovis.

The mostly six-lane freeway will be elevated from Hwy. 180 to Weldon Avenue, from just

north of Pontiac Way to Shaw Avenue, from Second Street in Clovis to Marion Avenue, and from east of Armstrong Avenue to Logan Avenue.

Construction is expected to begin next summer and continue through 2006. The first phase (\$31 million), from 1996 to 1999, begins at Hwy. 180 and goes to Shields Avenue. The second phase (\$26 million), from 1997 to 2000, will go from Shields to Ashlan Avenue. The third phase (\$17 million), from 1998 to 2000, starts at Ashland and extends to Shaw Avenue. The fourth phase (\$44 million), from 2002-2003, will start at Shaw and stretch to Herndon. And the final phase (\$24 million), from 2005-2006, begins at Herndon and ends at Temperance in Clovis.

Delhi freeway

Farther north in Merced County where Hwy. 99's Livingston Bypass ends in Delhi just south of Turlock, Caltrans has plans to begin a \$28 million freeway remodeling beginning in the winter of 1996. The purpose of the project is to improve safety by eliminating cross traffic. To accomplish this, Caltrans will replace existing access points along Hwy. 99 with frontage roads and interchanges.

An interchange will be constructed at First Avenue South and Vincent Road. In the northern section of the project, interchanges will be built at Bradbury Road and the

Flower Avenue frontage road. The southbound truck scales will be removed, leaving four lanes and a 94-foot median. The design could ultimately accommodate an eight-lane freeway with a 46-foot median.

Private work

If the Livingston Bypass and Hwy. 168 freeway represent highlights of the district's highway work, then construction of the new Valley Children's Hospital spotlights the private work. Since mid-June, McCarthy Construction and subcontractors American Paving (grading and paving) and W.M. Lyles Co. (underground) have been doing the site preparation on this \$170 million facility (see article pages 8-9).

But the real story as far as future work is concern lies in the possible construction of two enormous developments near Valley Children's where the San Joaquin River crosses Hwy. 41 in southern Madera County.

Rio Mesa development

The largest of the two developments is Rio Mesa, where a stunning 30,000 homes are planned over the next 30 to 40 years on 15,000



◀ In late August, RGW prepared to open the first section of the Livingston Bypass.

acres. By 2030, Rio Mesa could be home to more than 130,000 residents and provide 20,000 new permanent jobs, not including the thousands of construction jobs the project would support.

In March, the Madera County Board of Supervisors approved the project and its environmental impact report, paving the way for site preparation to begin as early as next summer. The project will also require the construction of water treatment facilities and other on- and off-site infrastructure.

To meet the area's traffic needs, the Hwy. 41 freeway will be extended two-miles to Avenue 10 at a cost of \$36 million. The project will involve construction of two bridges over the San Joaquin River and an interchange at Avenue 10. The Madera County Board of Supervisors wants the extension finished in conjunction with the mid-1998 opening of Valley Children's.

Castle and Cooke's proposed development

Another proposed project that could put a host of Operating Engineers to work could be constructed right next door to Valley Children's. The international developer Castle and Cooke Homes Inc. of Bakersfield wants to build a planned residential community similar in size to Rio Mesa on 9,500 acres of farmland surrounding the hospital.

Because Castle and Cooke has yet to submit

a plan to the county, it's not known exactly what the new community will involve, but a Castle and Cooke executive told the *Fresno Bee* that the development will "have villages with different themes and areas for employment." The development will likely contain in the neighborhood of 15,000 to 20,000 new homes, some commercial development and state-of-the-art water reclamation.

Castle and Cooke, which owns 6,800 acres of the proposed site, would have to purchase property from 12 different landowners and complete an environmental report before serious consideration of the project could be made. The company, which is the world's largest producer and distributor of fresh fruits and vegetables through the Dole Food Co., is also a major real estate owner and developer in Hawaii and California with plenty of experience building quality projects.

Madera County's rapid growth

These two project will contribute significantly to increasing Madera County's population from its current 88,000 residents to a hefty 214,000 by 2020. Even before the Rio Mesa and Castle and Cooke developments, the county's growth was on the move upward. From 1980 to 1990, the county's population increased by 16,617 people, for an annual growth rate of 3.1 percent. However, the last five years of the 1980s, from 1985 to 1990, the population increased by about 9,412, for an annual growth rate of 4.4 percent.

I-5 business corridor

Back in Fresno County, a partnership of county public agencies has formed a "food-and-fiber" business corridor along I-5 that could become a local version of Silicon Valley.

The I-5 Business Development Corridor - A Rural Partnership for Central California Commerce consists of the cities of Firebaugh, Kerman, Madera and San Joaquin, the unincorporated community of Tranquility, Fresno County and Fresno State University.

The partnership wants to develop the first major industrial corridor along I-5 based on the development and production of regional food and fiber products. The corridor could create some 1,500 manufacturing and commercial jobs and capture \$17.5 million in additional sales by western Fresno County businesses within the next five years. A study commissioned by the partnerships notes that there's an abundance of land for industrial development but a lack of adequate infrastructure for the manufacturing and distribution of products.

When you combine these types of proposed private jobs with all the highway work on the books, it's fair to say next year could quite possibly be as good as gold.



Fresno's Valley Children's Hospital

McCarthy Construction is wrapping up site preparations on this new \$170 million, 214-bed child care campus



Over the past several years, Fresno's Valley Children's Hospital has had to convert staff lounges to patient care rooms and move administrative personnel off campus to renovated houses. In short, the 192-bed facility, the premier pediatric acute care hospital in central California, has reached capacity and can no longer grow at its present downtown location on North Millbrook. When the beds are full, the hospital has only one option — turn sick children away.

But all that will change in about three years. The hospital has been given a parcel of land so it can construct a new facility that will allow the hospital to meet the region's needs well into the next century.

Beginning in mid-June, prime contractor McCarthy Construction and its subcontractors began site preparations for construction of a \$170 million, 214-bed campus near Hwy. 41 and Avenue 10 overlooking the bluffs of the San Joaquin River.

The 50-acre parcel was donated by Fresno developer Richard Gunner and his wife Mimi, the same people who own an additional 1,000 acres surrounding the hospital that Castle and Cooke Homes Inc. wants to purchase for its proposed planned residential community (see article pages 6-7).

American Paving is currently wrapping up the earth works, which consists of over-excavating the entire site down as much as 20 feet and recompacting the dirt to make it suitable for construction. In all, American Paving is moving a total of 900,000 cubic yards using up to 21 Operating Engineers on 10 scrapers, a pair of D-9s, a couple of blades, a compactor and three water pulls.

On their best day, July 10, the hands moved 27,666 yards, with between 18,000-14,000 yards more of a typical daily average. W.M. Lyles Co. is doing the underground for McCarthy.

"I've really been impressed with the Operating Engineers," said Pat Brietigan, vice-president of facilities for Children's Hospital. "American Paving moves dirt as if it was a ballet. It



◀ American Paving's scraper crew perform over-excavation down 20 feet to make the soil suitable for construction.

➤ Excavator operator Jerry Hayes of W.M. Lyles Co. performing underground work.



◀ Dozer operator John Caugdale

▼ An operator for American Paving fills the can at a cut on the north end of the project.



➤ J.J. Skeen, loader at left, teams up with Steve Chappel on underground excavation for W.M. Lyles Co.



➤ Subcontractor Stoneridge Construction installs 30-inch and 60-inch storm drains.



Artist's rendition of Valley Children's Hospital

has been really impressive to see how these guys can move dirt so easily and efficiently."

In the project package is about \$7.6 million in off-site infrastructure, including extending Children's Boulevard to Hwy. 41 and widening a half-mile section near the hospital to four lanes. Another major project stemming from the hospital construction will be the extension of the Hwy. 41 freeway to Avenue 10, a job that could begin next year and put dozens more operators to work.

Once the site preparation and on- and off-site infrastructure are completed, construction on the three-story, 620,000-square-foot campus will begin, with the new hospital opening in mid-1998. The campus will be built around the theme of "our universe," with the interior of the hospital designed to create a healing, soothing yet mentally stimulating environment. Designs drawn from nature will emphasize the world, the universe and the responsibility in preserving them.

Tapping into the veins of skilled labor

After a former Local 3 member's new company, Bartz Construction, went union shortly after its inception, the firm quickly blasted off into the upper strata of Fresno's construction industry

By Steve Moler
Assistant Editor

When Gary Bartz launched his own construction company in 1987, he quickly learned the pitfalls of being non-union. Typical of a small contractor just starting out, Gary rented a few pieces of heavy equipment, hired a couple of operators and started bidding small public works jobs, the first being classroom building pads for the Fresno Unified School District.

But within two years, Gary found his fledgling company bidding bigger and bigger jobs. In the summer of 1989, Bartz Construction won its first big public works contract for Fresno County — \$1.4 million for doing asphalt overlays at various sites throughout the county.

But the moment Gary signed on the dotted line, he inherited a huge problem. "We just didn't have all the skilled labor to do such a big job,"

Gary told *Engineers News* at his office on Woodson Avenue. "We had already been considering becoming union, so when this job came up, we signed with Local 3 to get access to the skilled hands we needed. And, you know, I can tell you I have never regretted it."

The non-union dilemma

Here's one reason why. After crunching all the numbers, Gary determined that by being non-union he was saving a mere 5 percent on payroll, yet he lacked access to that invaluable pool of well-trained, experienced operators that any thriving contractor needs to remain competitive.

"After signing with Local 3, we started getting all the work we could handle," Gary said. "Being signatory to Local 3 gave me the confidence to bid bigger jobs knowing I could get competent help. There's just no question that we now have more professional operators."

Growth despite recession

Despite the worst recession in California history, Bartz Construction grew steadily through the early 1990s, from about a half-million in gross revenue in 1987 to about \$7 million in 1994. This year, Gary estimates his company

will gross nearly \$10 million and employ up to 15 Operating Engineers. And next year looks equally bright.

Another reason for the company's success over the past eight years is that Bartz pursues primarily those jobs that fit into the company's groove of asphalt overlays and reconstruction

of city streets and county roads and highways. Bartz just finished \$1.3 million worth of asphalt overlays for Fresno County and a \$1.1 million job with the City of Fresno for several downtown street overlays. In all, Bartz has put down over 200,000 tons of asphalt this summer.

New division to emphasize private work

And earlier this year, the company established a new

division specializing in private subdivision work, an expansion that's likely to transform Bartz into one of the major contractors in the Fresno area. When that happens, Bartz will again be calling the Fresno dispatch hall for more of those experienced, skilled hands that helped propel the company into the upper strata of Fresno's construction industry.

Gary's roots

When you first meet Gary, he reminds you of a typical local guy who must have followed his father into the construction industry. But looks are indeed deceiving. Gary was not only born and raised outside of California, he carved his own path into the construction industry.

Gary was studying architecture at the University of North Dakota in 1960 when he decided, with the encouragement of a friend, to quit school and move to California. In those days, the California Division of Highways (Caltrans), which was undertaking its massive freeway building program, was hiring like department stores during the Christmas holidays. So Gary went to work with the highway division first as a surveyor, then in a materials lab, and finally on a highway crew.

About three years later, a division of highways resident engineer, John Gentz, started his own construction company and asked Gary to join him as a gradechecker and equipment operator. When Gary accepted, he joined the Local 3 family in August 1963.



Gary Bartz

Third in a series of articles about Operating Engineers who, after successful careers in the field, have gone on to start their own companies, which, in turn, have kept additional Local 3 members gainfully employed

Joining Wilmoth Construction

A short time later, Gentz formed a partnership with Harold and Harry Wilmoth and formed Wilmoth Construction. But within two years the new company ran into financial difficulties and the partnership was dissolved.

Gary next went to work for Thomas Construction for seven years, starting out as a gradechecker and equipment operator before being promoted to foreman and later to superintendent.

Gary went back to work for John Gentz in 1970 as a foreman and quickly moved up to project superintendent. Gary ended up staying with Gentz Construction for 17 years, ultimately rising to vice president of operations. During this period, Gary also earned his contractor's license.

Starting his own company

By 1987, Gary had accumulated an impressive 25 years of construction industry experience,

much of it at the foreman and superintendent levels. So that year, Gary, with only an office, telephone and no jobs, launched Bartz Construction. Within a month, Gary hired his first estimator and began bidding jobs, the first being the one constructing building pads for the Fresno Unified School District.

From the beginning, Gary knew if his company succeeded at all — if he ever got any jobs much over a half-million dollars — he'd return to his roots in the unionized construction trades. And all it took was landing that first big Fresno County overlay job and the rest was, well, kind of easy knowing the human resources would always be there.

➤ *Paver operator*

*Richard SantAgata, left, and
screed operator Mario Dorado*



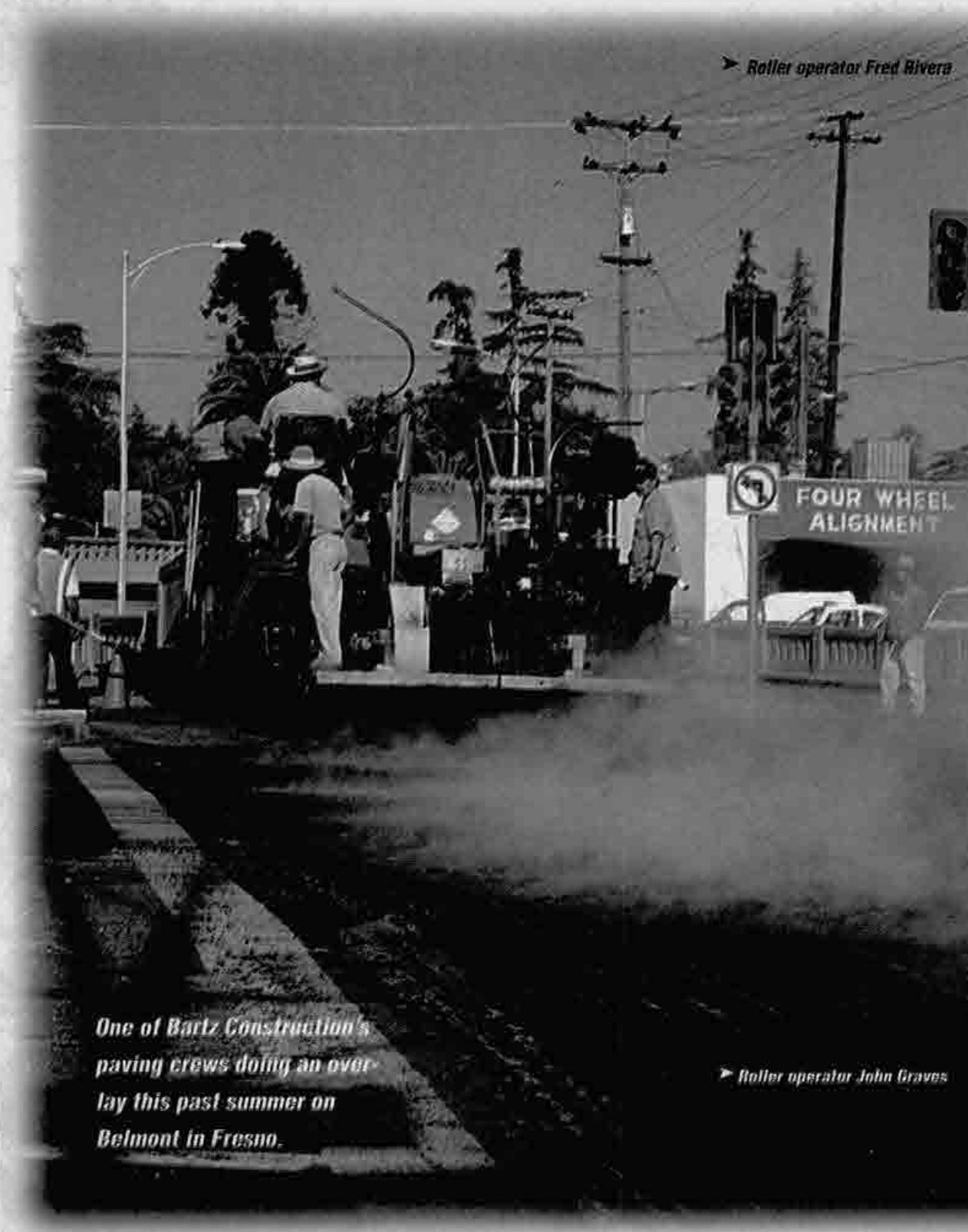
➤ *Roller operator Fred Rivera*



➤ *Roller operator John Graves*



*One of Bartz Construction's
paving crews doing an over-
lay this past summer on
Belmont in Fresno.*



Mega-Lift

by Steve Moler

**Bragg Crane Service
uses largest crane
in the Western
Hemisphere,
a 900-ton Manitowoc
M1200 ringer,
to lift a 350-ton train
bridge spanning the
Stanislaus River at
Riverbank, Calif.**

Bragg's M1200, one of only three such cranes in the world, required 1.5 million pounds of counterweight.

(Photo: Adrian Moller / Modesto Bee)



About two and a half years ago, a Santa Fe Railway freight train was rumbling through the Central Valley town of Riverbank near Modesto when the train lost a load of plastic cylinders just as it was crossing a bridge spanning the Stanislaus River. The bridge was damaged when the plastic cylinders slammed into the trusses. Santa Fe made some emergency repairs and lowered the speed limit from 60 mph to 40 mph until a permanent fix could be made.

Two years and seven months later, Bragg Crane Service used the largest crane in the Western Hemisphere, a Manitowoc 900-ton M1200 ringer, to remove the 350-ton 1920s vintage trestle-style bridge and install its replacement on Sunday, August 27. There are only two other M1200s in use worldwide, one in Australia, the other in Singapore.

Santa Fe closed the tracks for a total of 36 hours to give Bragg and the railway's "Steel Bridge Gang" enough time to complete the job. Bragg was given just 10 hours to do its part.

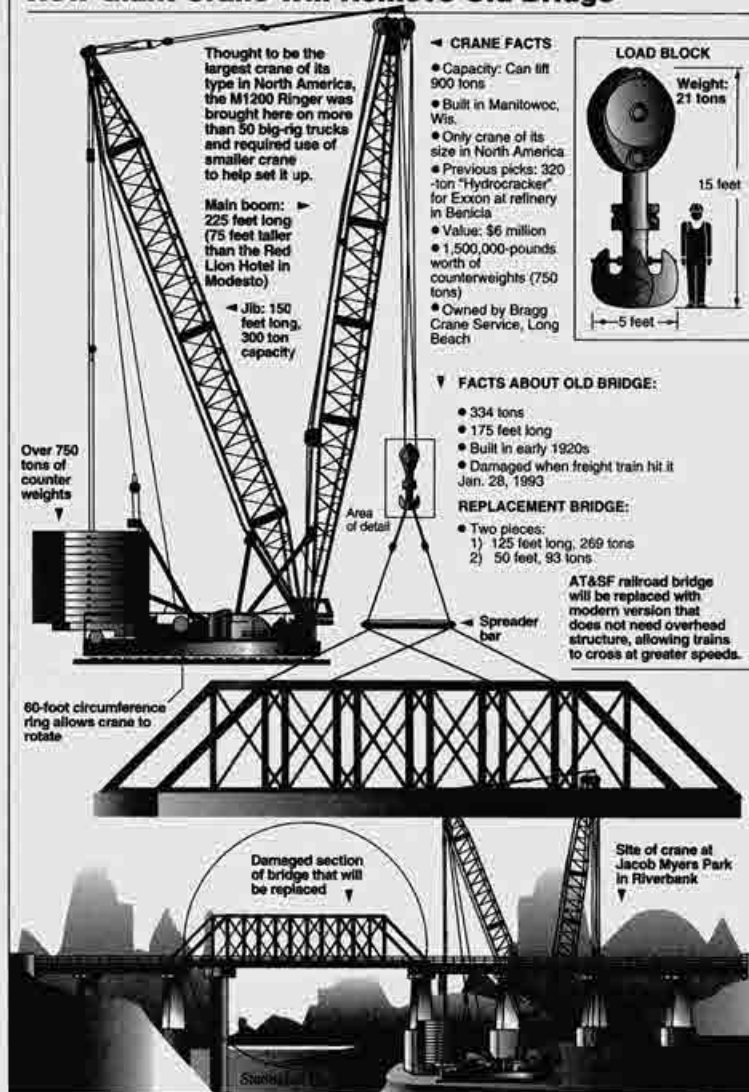
Bragg began setting up the M1200 on the river's north bank adjacent to Jacob Meyers Park about three weeks before the big lift. The crane, which had been previously used at Exxon's refinery renovation in Benicia, was brought to Riverbank on 44 flatbed trucks and assembled on the river's edge over about a two-week period. The set-up included 225 feet of boom and 1.5 million pounds (about 750 tons) of counterweight to handle the 350-ton lift at 125 feet of radius.

On the afternoon of August 27, Santa Fe shut down the line and Bragg's 10-hour countdown began. By 5 p.m., after the crane's four-clawed hooks were attached to the bridge, a crowd of several hundred began assembling at the park to watch the mighty lift. But it wasn't until a little before 10 p.m. when the span, illuminated by 12 banks of flood lights, started swinging out over the river as the crowd cheered.

The two sections of the replacement bridge — one measuring 125 feet long and weighing 269 tons, the other 50 feet long



How Giant Crane Will Remove Old Bridge



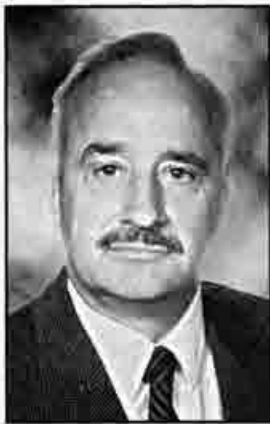
Jim Lawrence/The Modesto Bee

and weighing 93 tons — were lowered into place later that evening and into the early morning hours. By 2 a.m. Tuesday, August 29, the job was completed and the tracks reopened.

The historic bridge, by the way, is for sale, but the buyer has to haul the relic away. If there are no takers, Santa Fe will most likely sell the old bridge for scrap metal.

PHOTOS

- 1: Crane operator Tom Allen uses a 250-ton Link-Belt truck crane to move pieces of the M1200 into place.
- 2: About 5 p.m. on Sunday, August 27, the crane is hooked up to the 350-foot trestle in preparation for the 10 p.m. lift.
- 3: About a week before the August 27 lift, a southbound Amtrak passenger train passes over the old trestle as Bragg's crew prepares the Manitowoc M1200 for the big lift.
- 4: In the staging yard about a mile from the lift site are Business Rep. Doug Corson, oiler Randy Silva, crane operator Wallace Lewis, and District Rep. Dave Young.



Law restricts certain uses of cranes for tree trimming

The following is a letter from Dr. Frank Ciofalo, deputy chief of the California Division of Occupational Safety, in response to a question asked by Fairfield District Rep. Bob Baroni:

September 5, 1995

Re: Hoisting personnel in a harness attached to a crane hook to trim trees

Dear Mr. Baroni:

After a staff review of Title 8 California Code of Regulations, it has been determined that hoisting employees in a harness tied off to a crane hook is not permitted by current Title 8 regulations.

The Division is of the opinion that lowering or swinging a person into the canopies of trees could present a very hazardous condition with substantial probability of serious injury or death for the following reasons:

1. The vision of the crane operator could be impaired by both distance and a dense tree canopy.
2. The tree trimmer would have to be the signal person to provide information to the crane operator. In an operation of this nature a two-way radio operation would surely be required. Two-way radios are normally hand operated and would require

one hand of the operator during entrance or exit from a tree canopy when that hand and arm would be required to negotiate his or her way through tree limbs. If the employee struck a tree limb or became stuck in the tree limbs without the operator's knowledge, the employee could be very seriously injured.

3. The operator of the crane may not feel any resistance on the crane controls or crane structure if an employee did become entangled in any part of the tree and the employee could actually be pulled apart before the crane operator had any knowledge that a problem existed.

4. In city and urban locations where trees are normally trimmed, trees frequently share the same area as overhead high voltage electrical distribution systems. If a wire was struck with a crane boom or by an employee swinging from a crane hook, the end result would probably be disastrous for all parties involved. This could or would initiate an accident investigation with possible violations of California Penal Code Section 385 and 387.

Please ensure that all crane operators of the Operating Engineers Local Union No. 3 receive the information provided in this letter.

Sincerely,
Dr. Frank Ciofalo, Ph.D.
Deputy Chief

by Brian Bishop

Safety Director



ADDICTION RECOVERY PROGRAM

Commercial driver notification

ARP to provide DOT-mandated driver's training to Local 3 members who have commercial driver's licenses

All Local 3 members who have a commercial driver's license (CDLs), and who may be called to drive in a safety sensitive position, must receive a Department of Transportation-mandated training session on the new DOT regulations, the joint-labor-management substance abuse policy and the effects of drugs and alcohol on driving. All supervisors who supervise commercial drivers must have a separate DOT-mandated supervisory training session.

Driver awareness training

Even though the regulations place the responsibility for providing this training on the employer, your union recognizes that many Operating Engineers with CDLs will not timely receive this mandated training; therefore, driver awareness sessions are scheduled for Local 3 members who possess CDLs according to the following schedule:

Sat., Oct. 28 - Fairfield District office
3 sessions: 8-10 a.m., 11a.m.-1 p.m., 2-4 p.m.
40 people per class limit

Sat., Nov. 4 - Santa Rosa District office
3 sessions: 8-10 a.m., 11a.m.-1 p.m., 2-4 p.m.
15 people per class limit

Sat., Nov. 18 - Sacramento District office
3 sessions: 8-10 a.m., 11a.m.-1 p.m., 2-4 p.m.
50 people per class limit

Sat., Dec. 2 - Alameda Headquarters office
3 sessions: 8-10 a.m., 11a.m.-1 p.m., 2-4 p.m.
36 people per class limit

Sat., Dec. 2 - San Jose District office
3 sessions: 8-10 a.m., 11a.m.-1 p.m., 2-4 p.m.
15 people per class limit

Sat., Dec. 9 - Alameda Headquarters
1 session: 2-4 p.m.
36 people per class limit

Sat., Dec. 16 - Fresno Laborer's Hall
5431 East Hedges
3 sessions: 8-10 a.m., 11a.m.-1 p.m., 2-4 p.m.
50 people per class limit

Caltrans and public sector employees should contact their respective organizations to obtain this mandated driver training.

Please note further that these training sessions will be documented by the ARP. Training certificates will be provided at the close of each class to each driver or participant. You can give a copy to your employer for its records and keep your copy for any future employer you may be dispatched to.

You must call the ARP at 1-800-562-3277 and make a reservation now. Classes will be filled on a first-come, first-serve basis. Future training sessions will be noted in this column.

by Bud Ketchum

ARP Director



Open enrollment for Retiree Dental Plans

October is the open enrollment period for the voluntary Retiree Dental Plans. In September, retirees and their spouses throughout the United States, except Hawaii, have the opportunity to join the Retiree Dental Plans for the first time, change their coverage, or terminate their coverage.

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

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

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

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

\$25.38 per month - retiree only

\$47.87 per month - retiree and spouse

The Regular Dental Plan is available throughout the 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 Regular Dental Plan will be sent to you when you enroll or upon request.

Safeguard

The current Safeguard rate will continue at:

\$14.87 per month - retiree only/retiree and spouse

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

A list of Safeguard providers and benefits will be sent to you when you enroll or upon request. To change your dentist, please call the Safeguard office at 1-800-352-4341. Call collect if this number cannot be dialed from the area where you live.

Premiums

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

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

How to enroll

To be eligible for enrollment in these two dental plans, you must be retired and a number in good standing with Local 3. If you're already enrolled in either Regular 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, 1995. If you wish to enroll for the first time, change your enrollment, or cancel your enrollment, please indicate your choice on the form below. Clip and return by October 31 to:

Operating Engineers Trust Fund Office
642 Harrison Street
San Francisco, CA 94107
Attn: Retiree Dental

Further information about the plans can be obtained from the Fringe Benefits Service Center and the Trust Fund Service Center.

by Charlie Warren

Fringe Benefits

Director

OPEN ENROLLMENT FOR RETIREE DENTAL PLANS

☐ I wish to enroll or to change my present enrollment. Further information and enrollment forms will be mailed to you. A completed enrollment form must be returned to the Trust Fund Office.

☐ I am presently enrolled, but no longer wish to be enrolled. I have been enrolled a minimum of twelve months. I understand that once my enrollment is canceled I will never be eligible to join the Retiree Dental Plans again.

Name _____

Social Security Number _____

Address _____

City/State/Zip _____

Date _____

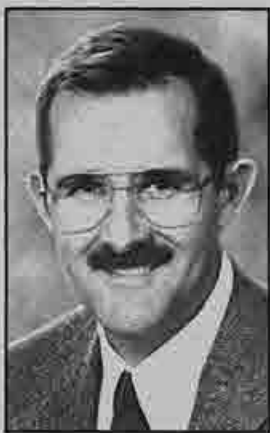
Signature _____

Vacation pay transfer

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

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

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



by Rob Wise

Credit Union

Treasurer

How to protect your money from scam artists

In our daily lives, we are constantly taking action to ensure our personal safety. We lock our doors and windows at night, we buckle our seat belts when we drive, and we put on a helmet when we ride a bicycle or motorcycle.

But what about taking action to ensure our financial safety? We have all heard about how important it is to protect our checking account and credit card numbers. We know that if these numbers fall into the wrong hands money can be withdrawn from our accounts and purchases made on our cards. Even worse, we may not find out about these problems until it's too late.

So, it is important to protect yourself from theft and scams. Make it a rule not to release bank account or credit card numbers to anyone without first taking precautions.

Extra caution must be used with telephone solicitors. In general, it is safe to use your credit card to purchase an item over the phone from a reputable company if you're the one who has initiated the call. But if you receive a call from a solicitor who wants to sell you something over the phone and wants you to pay with your credit card, beware. Many credit card scams originate over telephone lines, so make it a policy never to give your credit card number to a telephone solicitor.

The literature stated in fine print that the recipient had been "pre-approved" for credit card insurance coverage, and that a charge of 83 cents per month – or \$69.72 for seven years of coverage – would be billed to the recipient's credit card.

All the recipient had to do was complete the back of the \$4 check, list his credit card type and account number, and then sign the check. By doing this, he had authorized the protection agency to bill his card for \$69.72. To further entice the recipient, this agency offered a free calculator wallet, plus the chance to order three more at the discounted price of \$20 each. The cost would be billed to one's credit card in three convenient installments.

In all, one who fell prey to this scam could be charged \$69.72 for the insurance coverage plus \$60 for the three calculator wallets, for a total of \$129.72. And, of course, he would receive nothing.

In bold print the ad boasted a "No-Risk Guarantee." It claimed that once one received the protection kit, he or she would also receive a toll-free number to call in case there was ever a problem. The company's street address and phone number were listed on the check. But when the member called the number, he got only a recording encouraging him to sign the back of the check and enroll in the protection plan. The recording further stated that if he wanted additional information he must write to the company. Of course, no one from this agency would ever respond.

The lesson to be learned is this: When a company wants to collect seven years of premiums on an insurance policy, and yet it cannot even be reached by telephone, it is likely a scam.

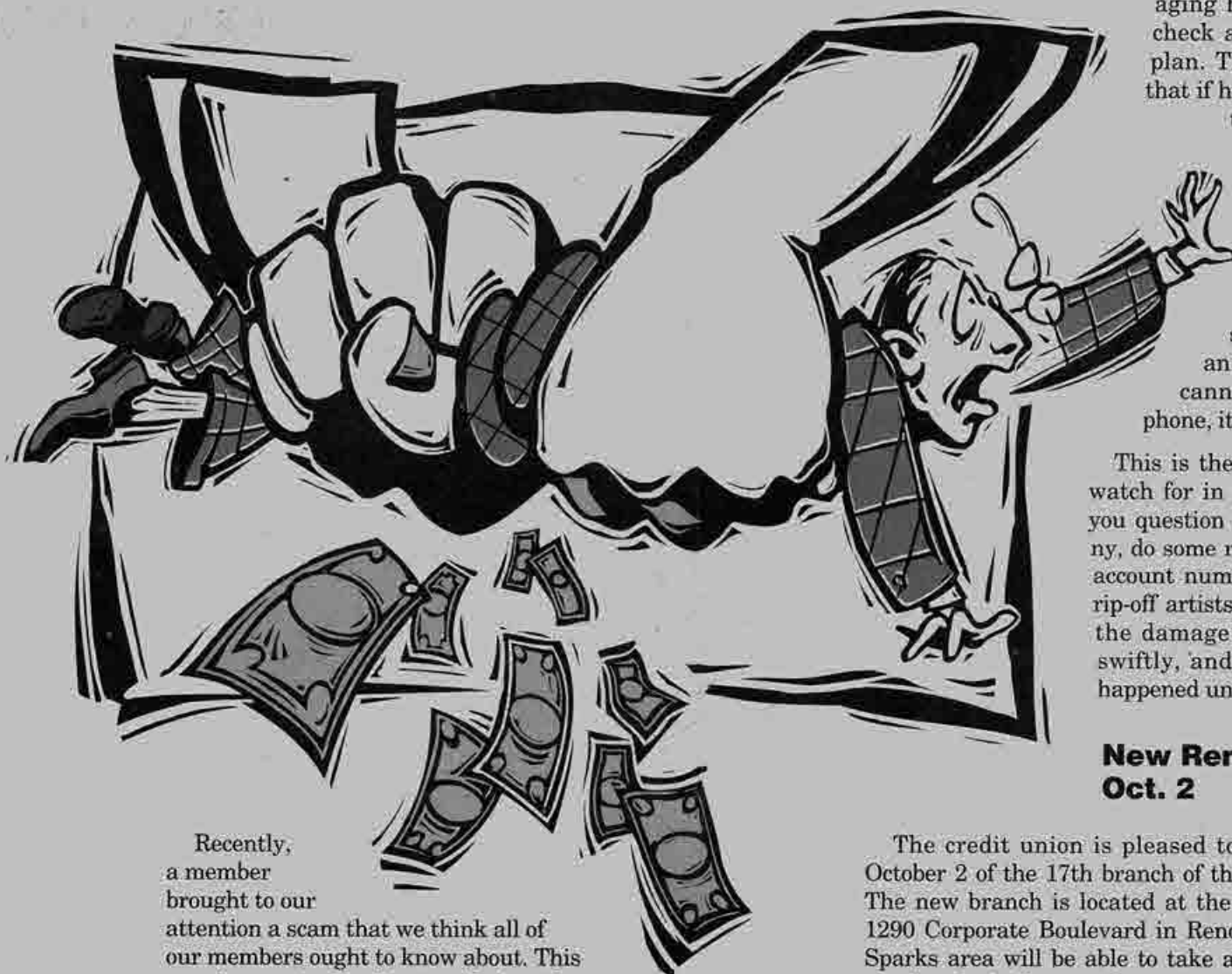
This is the type of activities you must watch for in protecting your finances. If you question the reputability of a company, do some research before giving it your account number. Once thieves and other rip-off artists have your account number, the damage to your account can move swiftly, and you may not know what's happened until it is too late.

New Reno branch to open Oct. 2

The credit union is pleased to announce the opening on October 2 of the 17th branch of the credit union in Reno, Nev. The new branch is located at the new Reno District office at 1290 Corporate Boulevard in Reno. Those of you in the Reno-Sparks area will be able to take advantage of all credit union services, including opening a new account or obtaining access to your existing account.

New Auburn branch coming in November

On the heels of the new Reno credit union branch will be the opening some time in November of yet another branch, this time in Auburn, Calif., at 2850 Richardson Drive, Building 201B, Suite 6.



Recently, a member brought to our attention a scam that we think all of our members ought to know about. This member received a direct mail piece that captured his interest by including a check for \$4.

The sender was a credit card protection agency promoting its credit card protection plan. The piece first flattered its reader with a "dear preferred card holder" salutation. Then it tried to frighten him into thinking he needed extra protection by citing that thieves rake in \$17 million in fraudulent charges each year. With these tactics working against the reader, it would be easy for him to fall for this offer. But in taking a closer look, one would see this mailer itself was a fraud.

A big thanks to those serving on our JAC and trust

Each year the Northern California Surveyor Joint Apprenticeship Program likes to thank those that serve on our joint apprenticeship committee and trust. These are the individuals responsible for making our program possible. Members of both these committees donate their time, efforts and extensive knowledge to maintain our program at the highest quality level possible.

Both committees meet several times during the year to conduct their various duties and make the decisions necessary to keep the NCSJAC and the trust the best training program in the state.

JAC members are primarily responsible for maintaining the entire program, and the trust members are primarily responsible for the funding needed to maintain the program.

Representing management for the JAC are Co-Chairman Stan Kangas of Brian, Kangas and Foulk, Ralph B. Hoyt of Bay Counties Association, John Humber of Sandis, Humber, Jones & Assoc., Mark Reschar of Meridian Technical Services, Ken Moore of Wilsey and Ham, and Phil Savio of Mark Thomas & Co.

You no doubt will recognize many of the firms represented as those who consistently employ apprentices, which confirms that they not only use apprentices, but also spend extra time in the formulation of the program. Who knows more of what they need in survey personnel than the people who run the companies?

Our union representatives on the committee are Co-Chairman Business Manager Tom Stapleton, President Don Doser, Vice President Jerry Bennett, Recording-Corresponding Secretary Rob Wise, and Technical Engineers Business Representatives Paul Schissler and Bill Schneider.

Management representatives of our trust are the same as our JAC with the exception of Ralph Hoyt, who serves as legal counsel. Union representatives of our trust are Business Manager Tom Stapleton, President Don Doser, Vice President Jerry Bennett, Recording-Correspondence Secretary Rob Wise, Treasurer Pat O'Connell, and Technical Engineers Business Representative Paul Schissler.

As you can see the highest union officials and business representatives take time out of their busy schedules to ensure that our program is properly run and suitable for the employers in

con't on p. 21



by Art McArdle

Administrator

Survey determines prevailing rate increases in 21 Calif. counties

California's prevailing wage survey has finally been completed. We are pleased to report that in 21 counties prevailing wage rates increased, while in 12 counties they slightly decreased.

We now have 28 of the 46 Northern California counties at the "A" schedule. Those counties are Alameda, Colusa, Contra Costa, Del Norte, El Dorado, Humboldt, Madera, Marin, Mariposa, Merced, Monterey, Napa, Placer, Sacramento, San Benito, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Shasta, Siskiyou, Solano, Sonoma, Stanislaus, Trinity, Tuolumne and Yolo.

The total per-hour wage package for the following surveyor classifications are:

Chief of Party: \$25.08 (wages), \$12.06 (fringes), \$37.14 (total pkg.)

Instrument person: \$22.63 (wages), \$12.06 (fringes), \$34.69 (total pkg.)

Rod/chain: \$20.38 (wages), \$12.06 (fringes), \$32.44 (total pkg.)

By improving the prevailing wage rates in these additional counties this will allow employers to expand their geographical market area and compete more equitably with non-union firms on public works projects. Exceptions to prevailing rates are charter cities, which set their own rules and prevailing rates.

Some members have asked what does "public works" mean? Public works is defined, under California Labor Code 1720, 1721, as "any construction done under contract and paid for in whole or part out of public funds...for irrigation, utility, reclamation, improvement and other districts of this type...street sewer or other improvement work done under the direction and supervision or by authority of any office or public body of the state, or of any political subdivision or district...which includes any county, city, district, public housing authority or public agency of the state and assessment and improvement districts."

Future meetings

During the next few months specially called surveyor meetings will be held to discuss specific problems that could have adverse effects on field surveyors. We encourage you to make every effort to attend. The dates and locations will be published in future *Engineers News* articles.

SAN JOSE WATER COMPANY



▲ Left to right: Perly Quiachon, Vicki Larson, Mike Shannon, Le Mai

▼ Betty Naten



▼ Kent Scharninghausen



▼ Dean Folkening



by Paul Schissler

Tech Agent



Major Hawaii project wins approval

Kealakekua Development Corporation's South Kona Development gets final go-ahead

HONOLULU – The Hawaii Operating Engineers Industry Stabilization Fund is pleased to report another major project has been approved thanks, in part, to the leadership role our members and other tradespeople took in supporting this project at public hearings and meetings.

On May 17, after a two-year battle the Hawaii County Council voted 6 to 1 in favor of the project, which will encompass an 11,200-acre parcel, of which 8,500 acres will be used for a reforestation project. There will also be 500 one- and three-acre house lots. Some 200 acres will be leased for agricultural and small-scale farming. Another 250 acres will be used for an equestrian park.

As usual, there was enormous opposition from the tree huggers and from those who already have their place in paradise. Just the same old story over and over again, "I got mine, you can't have yours."

It was a long and tedious process, and we are very grateful to all of you for the help we received from our brother and sister Operating Engineers on both the Kona and Hilo sides of the Big Island.

A great big *Mahalo* to all those that came out to help at the many hearings held in Hilo and Kona. Brothers Jesse Manlapit and Donald Medeiros did an excellent job in putting together a strong showing at all the meetings and hearings.

The developer, Kealakekua Development Corp., was very grateful for the efforts of the stabilization fund staff, Local 3 business representatives and staff, and Local 3 members who aided in getting the approval of the project. This will be a union project when it gets started.

It is efforts like this that help get new projects on line that will create work for all of our brothers and sisters. These success stories can only happen when you, the members of Operating Engineers,

are willing to spend the time to help by attending these hearings. We will be calling for your help again as the need arises. Thanks again.

Willy Crozier, administrator, Hawaii Operating Engineers Industry Stabilization Fund

▼ Members who attended hearings in Kona for the Kealakekua development project are front row from left: Darren Aki, Raymond Silva, Matthew Pacheco, Derrick Bihag, Douglas Catarahara, Educational Specialist Donald Medeiros, second row: anonymous, Alvin Viera, William Mitchell, Obed Kepilii, Herbert Anakalea, Lionel Gaspar, third row: Albert Pi Sr., Larry Imai, Business Rep. Hugh Hurley, Vance Young, Fred Nakamura and Edwin Padaken.



► Members who attended hearings in Hilo for the Kealakekua development project are kneeling: William Gonzalez Jr., developer Sachi Noma, Hilo office clerk Mary Alice Lee, Reynoldo Foronda, second row: Dustin Estocado, Stabilization Fund Administrator Willy Crozier, Patrick Haleamau, John Kamoku, Brenda Kauhi, Miles Kaichi, third row: Manuel Varize, Donald Estocado, Matthew Pacheco, Raymond Silva, Anthony Martinez, Allen Yap, fourth row: Business Rep. Hugh Hurley, Jesse Manlapit, Edwin Padaken and District Rep. Adrian Keohokalole

Contractors rush to complete jobs before winter

SANTA ROSA – Because of the long, very wet winter, the work picture in District 10 really didn't get into full swing until late May. Because of the short summer, almost all the contractors now are working overtime to get their projects completed or winterized before the next rains arrive.

North Bay Construction has some of the bigger jobs in the Santa Rosa area: the \$6.3 million Skyhawk subdivision, the Healdsburg Landfill closure and the Windsor Civic Center.

O.C. Jones Construction is all but done with the Stony Point Road widening and has crews working on the \$12.2 million Fountaingrove Parkway and the Rincon Valley school.

C.A. Rasmussen is working on the Oakmont subdivision and is starting two other good-sized jobs, one being a 100-home subdivision off Bicentennial Way, the other a \$740,000 road job on Brooks Road and Arata Lane in Windsor.

Ghilotti Construction was the low bidder on a Caltrans' \$11.9 million realignment on Hwy. 1 and will be putting in some long days to beat the deadline. Its paving crew just finished an overlay on Myer Flat Road. Argonaut Constructors has more work on the books this year than it ever has had.

The Santa Rosa Marketplace has kept a lot of hands busy all season. It is just finishing up the Hidden Valley sewer project and picked up another \$700,000 pipe job in Willits. Argonaut's dirt crews have been working six, 12-hour days on Caltrans' county highway 29-53 in Lake County, and the company has five operators working on the Casper Landfill closure out on the coast.

Siri Grading & Paving Inc. has the site work for the Windsor Middle School, Ukiah downtown plaza and the Sonoma Airport Business Park.

Cheli & Young Construction has been subcontractor to Siri Grading & Paving on all the underground work, and the company is doing the underground work for O.C. Jones on the Northeast High School.

Oak Grove Construction, Engelke Brothers and Hermismeyer Paving all have been racing to get all their jobs finished so they can get onto the next job.

Farther north, Parnum Paving was the low bidder on two more Caltrans jobs totaling around \$1 million to go along with its Friedman Brothers project and the Redwood Valley School.

Waters Construction out of Willits is going to do the pipe on the Redwood Valley School. The company is also a subcontractor to Huntington Brothers on the Sea Ranch Reservoir project, which looks like it won't get started until next season.

Mendocino Construction Services was busy during the rains on a lot of storm repair work and has kept its crews busy on a couple of rip-rap jobs for Parnum Paving, and it did all of the site work for Louisiana Pacific in Calpella.

Mercer Fraser Co. Inc. out of Eureka has about nine Operating Engineers working on the Hwy. 101 Cummings slide job. The company is trying to construct a temporary detour so traffic can get through this winter.

Out on the north coast, J.F. Shea is moving along on both retrofit jobs at Big River and Gasker Slough Bridge. It is getting ready to rock and pave the Noyo Harbor parking lot project.

Baxman Gravel in Fort Bragg has been revamping its hot plant and crusher operations, and its construction crew has kept busy on some private jobs.

Green's Right-O-Way Constructors first moved its equipment off the Casper Creek and is getting ready to start a small project for Caltrans on Hwy. 128 at Navarro.

District Rep. Bob Miller has been transferred to the main office in Alameda as a special representative. I know he looks forward to the challenge. I would like to thank him for all of his hard work and dedication. Bob always went the extra mile to help the members, the union and the contractors to have a better working relationship.

Although Bob will be missed, Gary Wagnon, our new district representative, brings with him 12-plus years of experience. Many of you might be familiar with Gary; he worked in the Santa Rosa area for many years and in 1982 was elected to serve on the District 10 Executive Board. Later he worked as a dispatcher in Santa Rosa before moving onto the Oakland District and then to Sacramento as a business agent. Good luck to Gary and Bob on their new jobs. We also wish a speedy recovery to Business Agent Greg Gunheim. We would like to get him back as soon as possible.

Don't forget, Local 3's Director of Safety Brian Bishop has scheduled an eight-hour Hazmat refresher class for District 10 on December 8 at 7 a.m. at the Labor Center, 1700 Corby Ave. Bring a bag lunch. If anyone has lost their one-year certification, get in touch with the Santa Rosa hall and I'll schedule you for an interview.

Jim P. Killeen,
Business Rep.

Utah picnic draws nearly 300 guests

SALT LAKE CITY – The Utah District's August 26 picnic at Murray Park was a huge success, with nearly 300 gathering on a typical hot August day. It was tough to find shade because the park's maintenance crew had taken out the trees where we set up the cooking fires. We'll have to set up our own beach umbrellas next year so we don't collapse from heat stroke working around the cooking area.

We only had one member, Darrell Simmons, who received his 50-year watch. We want to congratulate Simmons on his watch. He's a member who paved the way for those of us still on the union trails, and we have a lot of respect for these sincere and determined men.

The Chicken a la Clyde seemed to go well again this year, and the jumbo hot dogs were gone at the end of the meal. Our cooks did their usual excellent job and our thanks go to Don Larsen, Kay Crittenden, Mave Mills and their wives. Their recipe really draws the people. Whether it's the Dutch oven baking that does the trick or the

recipe the men came up with, the chicken is always well-seasoned and comes out tender as a mother's kiss.

All the people attending seemed to enjoy the picnic and the raffle. Doreene Chavez, Don Watson's girlfriend, won the television set this year. Coleman Seal won the golf tournament, with Sterling Lee coming in second. Ruby Seal, Coleman's wife, took third place. If we could find a backer for Ruby, I think she'd take the tournament next year.

A pre-retirement meeting was held early on the morning of the picnic, with Charlie Warren, fringe benefit director, and Mike Biehl, senior analyst from the pension department, both doing their usual well-informed and able presentation for the members interested in how Local 3's retirement system works. Our thanks to these gentlemen and their offices for all the assistance we always get. Hope you're both in Utah again soon.

Kay M. Leishman
District Rep.



◀ Don Larsen, left, and Kay Crittenden put together the chicken a la Clyde, a recipe the two men developed several years ago while working on a W.W. Clyde job.



▼ 50-year watch recipient Darrell Simmons, center, is flanked by Utah District Rep. Kay Leishman, left, and President Don Doser.



Modesto loses prevailing wage fight

STOCKTON — At a time when construction employment is at an all-time high in our district, we have, nevertheless, suffered a major political defeat.

The Modesto City Council recently voted 4 to 2 to stop paying prevailing wages on city-funded public works projects. As a result, the 1995-96 Capital Improvement Program, which was just adopted by the city council and includes 50 projects valued at \$18.3 million, will not be covered by prevailing wages.

Mayor Richard Lang and Councilman Stan Dobbs were the only two courageous enough to stand up and vote not to end prevailing wages. The other councilmembers, Keni Friedman, David Cogdill, Janine McClanahan and Frank Muratore, voted to eliminate prevailing wages in spite of all the information provided to them regarding the adverse effects to communities that have eliminated prevailing wages in the past.

District 30's Political Action Committee has interviewed and endorsed three candidates [Modesto City Council] who have supported labor and are willing to support reinstating Modesto's prevailing wages.

These candidates are our good friends. They are current city councilman Stan Dobbs, Gerald McKinley, who is a former police officer and chief of police, and Jesse Alexander, who was chair of Modesto's planning commission and president of the local United Way in 1992. Jesse also has union affiliation with CSEA and has been active in union organizing. We have demonstrated that our members can get behind our political friends, as shown in the Michael Machado recall.

The Modesto prevailing wage fight proved to be a wake up call. You can rest assured that this is the beginning of the conservatives' campaign to eliminate prevailing wages in our cities. We must unite. Vote, write letters and make phone calls, otherwise, suffer the consequences of lower wages, less pension and pensioned health and welfare, not to leave out collapse of our active members' health and welfare coverage. The bottom line is you must participate in your union activities.

\$50 million levee project approved

A local flood control agency hopes to begin construction next summer of a \$50 million levee improvement project. Levees bordering Bear Creek, Mosher Slough, Calaveras River, Stockton Diverting Canal and Upper Mormon Slough will be raised in some areas as much as 4 feet, and for every 4 feet these levees are raised they will also be widened 5 feet.

In some areas the levees will be improved by adding concrete walls and excavating one 20-acre pit 15 to 25 feet deep. The \$50 million project may also lead to long-term plans extending the levee improvements into the rural areas at an additional cost of \$39 million. There is hope that the rural project would lead to building a 100- to 200-acre

reservoir on the Calaveras River near Bellola for flood protection and water storage threatened by salt water intrusion.

Manteca planners approve housing project

Almond Crest Estates has been approved and will include 172 single family homes, a 3.4-acre site for senior housing and a 2.9-acre park.

Stockton City Council considering large card room near airport

The Stockton City Council is considering approving a 100,000-square-foot card room near the Stockton Metro Airport and, if approved, would provide over 800 new jobs and provide about \$5 million in tax revenues for the city, meaning more for paving and other improvements. The bottom line is jobs.

Gold Rush City is about to shine

The environmental impact review on the \$4 billion Gold Rush project has been completed, it is believed that any major problems can be overcome and construction could begin as early as late next year.

Gold Rush City would be built on a 5,794-acre parcel at the junction of I-5 and I-205. Lathrop hopes to annex the area, thereby tripling the city's size. There is a public hearing schedule for this month, with possible city council approval coming in November.

Gold Rush City would create 17,500 jobs, and could draw 5 million visitors a year and bring in \$36 million in annual tax revenue. Building the park would cost about \$200 million, including \$70 million for roads, utility lines and other infrastructure.

Altamont Pass Commuter Rail still on line

Last month, approval was obtained to begin design work for improvements for commuter service from San Joaquin County over the congested Altamont Pass to the San Jose area. Bob Cabral, chairman of the San Joaquin Regional Rail Commission, said the commission has agreed to use \$100,000 of Measure K funds to pay for design studies. There will be 85 miles of commuter rail service and will run twice daily from Stockton to San Jose and will service an estimated 900,000 passengers the first two years of operation.

Dave Young,
District Rep.

"DIRTHANDS"

By Ron Gardner

Just a couple dirthands,
Who struck out on their own.
Chasing work where it takes us,
And living all alone.
Leaving behind the things we love,
Just a day ahead of our past,
Looking for that good job,
Where the money's big and fast.
Both of us have been around,
We've hauled a many load,
From the scourching western desert,
To the stinging Alaska cold.
From earthfill dams and manmade lakes,
To the gold and silver mine.
Laid an endless stretch of interstate,
And a million miles of line.
Living the age old story,
Of fortunes won and lost.
Pissing away our youth and health,
And never mind the cost.
Drinking more than we can hold,
Defying nature's law.
Waking up with screaming heads,
From sleeping where we fall.
We've bunked out in our pick-ups,
And in the finest camps.
We met a few nice ladies,
And a lot of bar room tramps.
Saw a truckload full of dummies,
And hands that had some class.
Worked for some damn good outfits,
And told a few to kiss our ass!
It's not the life for everyone,
Some tried and failed the test.
But it's the only thing we know,
And the one thing we do best.

Colma BART prepares for opening

SAN FRANCISCO — The Colma BART station parking garage ('before' photo), as it appeared in January 1994, is almost finished, ('after' photo), with the station expected to accommodate its first passengers in early 1996. The \$32 million, 1,400-space parking garage, built by the joint venture of Morse Diesel International-Bomel, has made California history by being the first parking structure built over an operating rail yard. Operating Engineers working for such other notable contractors as O.C. Jones and Dillingham Construction have spent the past three and half years building this \$170 million, 1.6-mile extension from Daly City. The Colma extension is important in that the new station is now the gateway to the proposed 6.5-mile, \$1.2 billion BART extension to San Francisco International Airport, which could begin construction in late 1996.

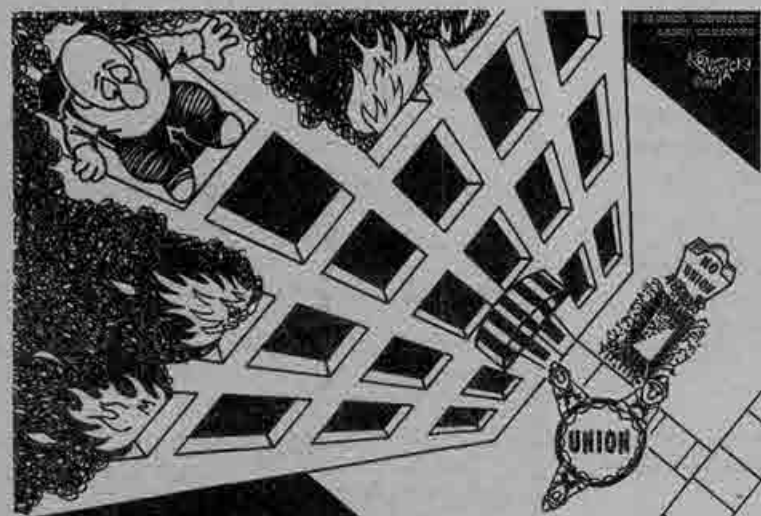
BEFORE



AFTER



HUCK/KONPACKI LABOR CARTOONS



JUMP!

Teaching Techs can't from p.17

this ever changing industry. Our program has had a long history of successes due to the dedication of the people above. Their main concern is to the apprentices who are today's learners and tomorrow's leaders.

The NCSJAC thanks these people, as well as all who served before them, for their dedication and support of this great program.

RETIREE ASSOCIATION MEETINGS

CERES

Thurs. Oct. 19, 1995 10:00 AM
Morris Bldg.
300 E. Morris, Modesto, CA

STOCKTON-Eta Chapter

Thurs. Oct. 19, 1995 2:00 PM
Operating Engineers Bldg.
1916 N. Broadway, Stockton, CA

RENO-Xi Chapter Mtg. & Open House

Sat. Nov. 18, 1995 11:00 PM
Operating Engineers Bldg.
1290 Corporate Blvd., Reno, NV

FAIRFIELD-Delta-Gamma Chapter

Thurs. Nov. 9, 1995 2:00 PM
Operating Engineers Bldg.
2540 N. Walney, Fairfield, CA

S. F. SAN MATEO-Kappa Nu Chapter

Thurs. Nov. 30, 1995 10:00 AM
AM Air Transport Employees
1511 Rollins Road, Burlingame, CA

IGNACIO-Chi Beta Chapter

Thurs. Nov. 30, 1995 2:00 PM
Alvarado Inn, 250 Entrada, Novato, CA

MEETINGS&ANNOUNCEMENTS

NOTICES

➤ RENO DISTRICT OFFICE MOVES TO ITS NEW BUILDING

Effective Oct. 2, 1995, the Reno District office has moved to its new office building. The new address is:

Operating Engineers Local Union No. 3
1290 Corporate Boulevard
Reno, NV 89502
(702) 857-4440 (Dispatch Hall)
(702) 857-3105 (Apprenticeship Dept.)

➤ OAKLAND OFFICE MOVES TO THE ALAMEDA HEADQUARTERS

Effective Sept. 18, 1995, the Oakland District Office has relocated to the Alameda Headquarters. The new address and phone numbers are:

Operating Engineers Local Union No. 3
1620 S. Loop Road
Alameda, CA 94502
(510) 748-7446 (Dispatch Hall)
(510) 748-7438 (Public Employees Dept.)
(510) 748-7410 (JAC Apprenticeship Dept.)
(510) 748-7413 (No. Cal Surveyors JAC)
(510) 748-7431 (Technical Engineers Dept.)
(510) 748-7420 (Foundation for Fair Contracting)

➤ FRESNO DISTRICT ELECTION OF GEOGRAPHICAL/MARKET AREA ADDENDUM COMMITTEE MEMBER

Recording-Corresponding Secretary Robert L. Wise announces that on Oct. 26, 1995, at 7 p.m., at the regular quarterly District 50 (Fresno) membership meeting, there will be an election for one (1) Geographical/Market Area Addendum Committee member to fill the unexpired term left vacant by resignation. The meeting will be held as follows:

October 26, 1995, 7 p.m.
Laborer's Hall
5431 East Hedges
Fresno, CA



LEGAL SERVICES 1-800-452-9425

FREE LEGAL ADVICE: Free 30-minute consultation in person or over the phone; free follow-up phone call or letter.

FREE DOCUMENT REVIEW: Important papers, leases, insurance policies or other contracts are reviewed and explained. (Written evaluations are not part of this service, nor are documents written by you or for use in a business capacity.)

LOW-COST SERVICES: A 30 percent discount for complex matters.

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of September 1995, and have been determined to be eligible for Honorary Membership effective October 1, 1995. They were presented at the September 17, 1995 Executive Board Meeting.

Ronald Anders.....# 0987157	Henry Marshall.....# 0652501
James D. Beck.....# 1046711	Richard Martinez.....# 1027837
Lynn S. Bell.....# 0674704	Kenneth O. McCullough.....# 1051325
Harold L. Byer.....# 1051263	Lloyd McCusker.....# 0769718
Philip W. Byrnes.....# 1051265	F. Layne McNally, Jr.....# 0955204
Roy Cameron.....# 0707190	R. Q. McQueen*.....# 0987237
Virgil Capps.....# 0873264	Billy Oskin.....# 0900183
Ronald E. Coletti.....# 1003205	Cal J. Oylar.....# 0865462
Loyd A. Davidson.....# 0711792	Felix H. Rodriguez.....# 1043806
Robert Delaney.....# 1001691	Ralph Sgambati.....# 1046759
William J. Derrick.....# 0982933	Wilford Shinn.....# 0836875
Donald Deussenberry.....# 1040572	E.E. Siler.....# 0718306
Thomas W. Field.....# 1051405	John D. Silva.....# 1051363
Raymond Garcia.....# 0876073	Robert Slater.....# 0870906
Etsuo Hirata.....# 0999172	Arthur R. Strasser.....# 0847495
Harold Jones.....# 1054885	Orvis Straw.....# 0632517
Robert C. Jones.....# 0908716	Lloyd A. Thill.....# 1018604
Merill L. King.....# 1051336	Harold Walker.....# 1020090
Mederic LaChapelle.....# 0868407	Lloyd Whitehead.....# 0997633
Willard H. Lankford.....# 1054973	David Williams.....# 1051501
James R. Lewis.....# 0775463	James Wright.....# 0870873
Robert Lynn.....# 1051432	

* Effective July 1995

DEPARTED MEMBERS

Abington, Richard	Aptos, CA	08/12/95
Athanacio, Tony	Anderson, CA	07/19/95
Bentley, Don	Emmett, ID	08/05/95
Bristow, Earl	Newman, CA	08/02/95
Deaver, Dave	San Bruno, CA	08/22/95
Downing, Bob	West Plains, MO	07/25/95
Evers, Vernon	Reno, NV	07/26/95
Farias, Richard	Las Vegas, NV	08/01/95
Floyd, Benny	Concord, CA	08/13/95
Freed, Arthur	Puyallup, WA	08/09/95
Gamiel, Wilard	Corning, CA	08/19/95
Gray, Floyd	Modesto, CA	08/12/95
Hall, Evan	Waltersville, UT	08/03/95
Hicks, Herbert	Placerville, CA	08/03/95
Hogg, Walter	Yuba City, CA	08/14/95
Hudson, L.	Paradise, CA	07/21/95
Johansen, Carl	Hayward, CA	07/25/95
Jones, Blaine	Paragonah, UT	07/27/95
Lindell, Leonard	Friendswood, TX	07/16/95
Moore, Jack	W. Sacramento, CA	07/22/95
Morrow, Milton	Suisun City, CA	08/15/95
Nigg, Joseph	Fresno, CA	08/01/95
Ohara, Thomas	Spokane, WA	08/21/95
Orazem, Anton	Menlo Park, CA	07/20/95
Reusser, Leland	Yuba City, CA	08/12/95
Ryken, Richard	Oakland, CA	08/04/95
Sabido, Proceso	Millitani, HI	08/09/95
Salinero, Pedro	Danville, CA	08/12/95
Sanchez, Enos	Auburn, CA	07/19/95
Smith, Amos	Modesto, CA	08/06/95
Smith, Kelly	Mountain Grove, MO	07/31/95
Sooza, Albert	Bay Point, CA	08/17/95
Tomasello, James	S. San Francisco, CA	08/01/95
Viscaino, Manuel	Redding, CA	07/19/95
Willis E. Jr.	Tracy, CA	08/15/95
Yoshinaga, Freddie	Honolulu, HI	07/23/95

Deceased Dependents

Auger, Betty Jean (wife of Hyrum Auger)	04/95
Briggs, Captola (wife of David Briggs (dec))	08/02/95
Brooks, Velma (wife of Wayne Brooks)	07/05/95
Caster, Shirley (wife of Roy Caster)	07/10/95
Henry, Donna (wife of Alan Henry)	06/24/95
Newhouse, Opal (wife of Ray Newhouse)	07/21/95
Rasmussen, Virginia (wife of Carl Rasmussen)	07/19/95
Woodville, June (wife of John Woodville)	07/23/95

DISTRICT MEETINGS

All district meetings will convene at 7 pm.

OCTOBER 1995

- 3rd.....District 40: Eureka, CA
Engineers Building
2806 Broadway
- 4th.....District 70: Redding, CA
Engineers Building
20308 Engineers Lane
- 5th.....District 60: Marysville, CA
Cannery Workers
3557 Oro Dam Blvd., Oroville
- 12th.....District 80: Sacramento, CA
Engineers Building
4044 N. Freeway Blvd.
- 19th.....District 30: Stockton, CA
Engineers Building
1916 North Broadway
- 26th.....District 50: Fresno, CA
Laborer's Hall
5431 East Hedges

NOVEMBER 1995

- 1st.....District 12: Ogden, UT
Ogden Park Hotel
247 - 24th St.
- 2nd.....District 11: Reno, NV
Engineers Building
1290 Corporate Blvd.
- 9th.....District 04: Fairfield, CA
Engineers Building
2540 N. Watney Way
- 30th.....District 01: Marin, CA
Alvarado Inn
6045 Redwood Hwy., Novato

DECEMBER 1995

- 4th.....District 17: Kona, HI
Holualoa Imin Community Center
76-5877 Mamalahoa, Holualoa
- 5th.....District 17: Hilo, HI
Hilo ILWU Hall
100 W. Lanikaula St.
- 6th.....District 17: Maui, HI
Waikapu Community Center
22 Waiko Place, Wailuku
- 7th.....District 17: Honolulu, HI
Washington Intermediate School
Cafeteria
1633 So. King St.
- 8th.....District 17: Kauai, HI
Kauai High School Cafeteria
Lihue
- 13th.....District 20: Concord, CA
Elks Lodge No. 1994
3994 Willow Pass Rd.
- 19th.....District 90: Freedom, CA
Veterans of Foreign Wars Hall
1960 Freedom Blvd
- 21st.....District 10: Lakeport, CA
Senior Citizen's Center
527 Konocti

Free Want-Ads for Members

FOR SALE: Gentlemens Ranchette. El Dorado Co., Ca; Town of Rescue. 5 acres, 78 GPM well, util. to lot line, pond site and spring. Lowest price parcel in area, only \$89,000. Homes in area are \$250K+. (916) 274-2709. Reg #5632529/95

FOR SALE: Vacation home or small sports lodge in Shasta Co. Ready to move in. Completely furnished 3-bd/2-ba, w/gazebo on 7/10 acre. Located on 10th fairway of golf course. Ample boat/RV parking. Golf, fish, boat, hunt, hike, fly. Lighted county airstrip nearby. \$219,500. (415) 681-8484. Reg #2068674 9/95

FOR SALE: 1-Acre river frontage lots. Four available. Central San Joaquin Delta, easy access to I-5 and Hwy. 12; cool delta breezes and awesome views; 150M ea. (916) 777-6134 or (916) 777-6411 or fax (916) 777-6401. Reg #0889192 9/95

FOR SALE: 1980 Wellcraft 25.5 Suncruiser. Large cabin and self-contained with trailer. Good condition, \$8,500 or trade. (916) 722-4418. Reg #2049670 9/95

FOR SALE: Austrian Steyr GB 9-mm pistol. Four magazines, 18 shot each, orig box, no reg required. \$500 or trade. Robert (510) 372-5893. Reg #2084439 9/95

FOR SALE: 1991 Plymouth Laser Turbo. Excellent condition in/out. 6-cyl, 16-valve eng; loaded, all power, excellent performance tires, alloy wheels, AM/FM stereo, tinted glass, new turbo. Fast! Body similar to Mitsubishi Eclipse. 55K mi. \$10,000. (510) 754-2379. 9/95

FOR SALE: 25-ft. 5th Wheel. 1985 Road Ranger. Cent heat/air, full tub/shower, walk-thru bathroom, queen bed, pull-out couch bed, elec. ign, water & fridge, spare tire. Everything works well. \$6,900 OBO. (510) 443-2309. Reg #821416 9/95

FOR SALE: Mobile home. 24'x58'; lot 45'x95' in Clear Lake Oaks, Ca. All fenced 4-car garage, 2 storage areas, surrounded by walnut trees and private marina. \$75,000. (707) 998-4051. Reg #0702261 9/95

FOR SALE: 30-ft Bayliner 1977. 10+ Beam. Two new 350 Chevys, completely loaded and renovated. Sleeps 6. Dad's in Alaska and says, "Sell this boat!" This is a MUST SEE! \$21,500. Call 6-8 pm or weekends (209) 957-8823. Reg #2035189 9/95

FOR SALE: 160 acres. With 84 acre water rights; 25 miles from Winnemucca. Nev. \$140,000. (916) 824-1380. Reg #0935404 9/95

FOR SALE: Mobile home in Concord, Ca. 12'x61', 2-bd/2-ba, two covered carports, dw, new w/d, new cent air, double roof, 3 enclosed rooms, double glass, 8'x50', 2 storage sheds. Located in beautiful senior park. Water, garb, TV included. \$27,000; owner will carry. (510) 825-3710. Reg #0251068 9/95

FOR SALE: 1989 Winnebago Elandan. 37-ft, fully loaded, full awnings, air/hyd jacks, 76K mi. \$50,000 or take over payments. (510) 689-6594. Reg #1597749 9/95

FOR SALE: 3 pool tables. Still in boxes. One complete and other two are frames only, no legs. Price for all \$700. Call Miguel (408) 286-9178 after 4 pm. Reg #0750523 9/95

FOR SALE: Campground membership. Ponderosa Park, Coloma, Cal. on South Fork American River. Coast to coast affiliated. \$500 plus transfer fee. (916) 621-4502. Reg #0719517 9/95

FOR SALE: Women's Alameda Co. Sheriff's uniforms. Five pairs of pants (32 x 29), medium shirts and dress jacket. Excellent condition. \$125. (510) 487-6984 9/95

FOR SALE: Holt tandem axle trailer with wench, hauls car and boat overhead - easy launch and load - excel cond w/new tires. \$2,000. Also: Kar Kaddy II Dolly by Demco. Heavy duty, like new w/15" tires and set of turn ind. lites incl. \$1,000. Alumacraft 12' John Boy boat; excel cond w/live well: \$700. Hardy (209) 862-2554. Reg #0987265 9/95

FOR SALE: 1971 International truck. 10 wheeler, 1890 Loadstar, brand new rebuilt 392, 20' Beaver tail, air brakes, G.V.W. 30,500 lbs, new front tires, headache rack. Hauled a backhoe. (916) 668-0724. Reg #2031627 9/95

FOR SALE: Laser. Laserline ELI. Elevating tripod, receiver, tender, rod, LCD, laser eye at mast. \$3,500 OBO. Call Hank (510) 278-6993. Reg #158258 9/95

FOR SALE: Mobile home in Lake Havasu City, Az. 16'x70' w/9'x36' Az. room. 3-bd/2-ba, water softener, 8'x10' storage shed, trees on bubblers. Minutes to boat launch. In park w/lg pool avail. Near Laughlin, Nev. casinos. \$28,000. (520) 764-3557. Reg #0888970 9/95

FOR SALE: Time share. One week in Arnold, Ca. (near Calaveras Co.). 3-bd/2-ba, tri-level. Can be transferred anywhere in the world through RCI. \$6,000 OBO. Also: mobile home in Bay Point, Ca. 3-bd/2-ba, 24'x62', large fenced corner lot on Green Belt. Across street is swimming pool, playground, rec room w/pool room. \$45,000. Call evenings (510) 746-0682 9/95

FOR SALE: 1969 Camaro. Black "SS 350", modular chrome rims, turbo 400. Needs some body work, but still looks good. Car parts included. \$6,000 OBO. (916) 233-3929. 9/95

FOR SALE: Motorhome. 1986 26-ft Bounder. Basement, storage, awning, TV, VCR, MW, AC, excel. cond, 53K mi. Also:

'86 Nissan p/u w/shell and boat rack. Several tow and trailer hitchers, equalizing bars. Prices on all negotiable. (510) 223-4337. Reg #598622 9/95

FOR SALE: Surveying equipment. T-1A's, levels, rods, Topcon DMA-2, prisms, and related equipment. Retiring! Call for list. (408) 738-4264 or (415) 968-4882. Reg #080111 9/95

FOR SALE: 1978 KW tractor. Also make offers on: 1968 Freuh trailer; '67 Mercedes 230SL, needs work, old washing machine. 2 Hon filing cabinets, new: \$80 ea. (510) 447-4760. Reg #0971443 9/95

FOR SALE: Lark scooter and automatic battery charger. Both in good condition. (510) 276-4173 9/95

FOR SALE: 1973 Smuggler Camping Trailer. Built to haul motorcycles. 16', sleeps 4, stove, icebox, sink w/30-gal. water tank, heater, two 5-gal. fuel tanks, two 5-gal. propane tanks, electric brakes, equalizing hitch & bars. Will hold 2 bikes or 2 Quads. \$2,500. (510) 449-5164. Reg #1953042 9/95

FOR SALE: Far West mobile home in East Briggs, Ca. 60'x24' double wide, 2-bd/2-ba on .053 acres, new carport, new alum. foam roof, 20 yr guarantee, new w/d, new wood stove & hearth, double pane windows, central heat and air, 8 almond trees, 3 walnut trees, one lg ash shade tree, wood storage shed and loft, 1 metal shed. \$65,000 cash. Call Lawrence Shea at (916) 868-1644. Reg #0822741 9/95

FOR SALE: Campground membership. Thousand Trails Unlimited. Good for all campgrounds all over U.S.A. Safe, clean, facilities and activities for all ages. \$1,200 plus transfer fees. OBO. (916) 268-2691. Reg #449707 9/95

FOR SALE: 14K ladies gold ring, with .80 ct. round cut diamond; appraised value: \$4,300, asking \$2,250. Also: (408) 726-1729. Reg #1075515 9/95

FOR SALE: Rottweiler puppies. AKC-OFA, champion lines. \$800 to \$1,000. Also: '49 Ford pickup parts-1) flat head V8 engine, 2) 4-speed trans., etc. 1982 VW Jetta, clean. \$1,900 OBO. (916) 534-3407. Reg #2001342 9/95

FOR SALE: 1992 Terry Resort Trailer. 8'x35', very nice interior, kitchen, 2-bd, toilet, shower, self-contained. \$10,000. Also: nice '85 Pontiac Fiero \$2,600. (707) 768-1922 or (707) 764-1727. 9/95

FOR SALE: Vacaville mobile home at "Lemon Tree" (adult 55+) Park. 12'x60' Double Expando. 2-bd/1-ba, laundry room w/washer & dryer, new carpet, on nice corner lot with fruit tree, storage shed and carport. \$23,500 OBO. (707) 448-5071. Reg #1825978 9/95

FOR SALE: 1971 International truck 10-wheeler. 1890 Loadstar. Brand new rebuilt 392, 20' Beaver tail airbrakes. GVW 30,500 lbs. \$3,000. (916) 668-0724. Reg #2031627 10/95

FOR SALE: 2-bd/1-ba home in Lake Isabella, Ca. Double garage, lg lot, new paint and floors, nice views, excel cond. Assumable low interest loan. \$58,000. (619) 379-1293. Reg #2162773 10/95

FOR SALE: 10 1/2' self-contained cab over camper. Very nice inside and out. Pads and curtains almost new. Asking \$750 OBO. Must sell! (209) 825-5618 after 6 p.m. Reg #2203662 10/95

FOR SALE: '95 Mountain Aire 5th wheel. 36-ft, living room, dinette/bedroom slide out, w/d, fan, 2 air, much more. Loaded. LIKE NEW, used once. '95 one ton dually, ext cab 460, 7k mi. (602) 876-0026. Reg #359498 10/95

FOR SALE: 1967 Dodge dump truck. 383 propane engine-5 + 2 trans. No smog required. With spare parts. Asking \$1,200 or will trade for 125+ Air CompGod engine. Also: new deep rock well drill. All nec. parts: 250' - 1 core bit - 1 1/2'. \$1,000. Write to: Paul Hayden, P.O. Box 5243, Reno, NV 89503. Reg #0685675 10/95

FOR SALE: 1947 Ford running gear, complete. Front end-rear end trans, fuel tank: \$450 for all. Also: 1987 Mustang fuel tank, complete: \$90. Lake County (707) 279-4225. Reg #2011075 10/95

FOR SALE: 10 Acres of Montana. Remote, raw land, 100 mi north of Yellowstone Nat'l Park. \$12,000. (916) 357-5510, lv msg. Reg #2004917 10/95

FOR SALE: Home in El Cerrito, Ca. 2-bd/1-ba, hardwood floors, separate garage, near BART. \$167,500. (916) 865-7127. Reg #820664 10/95

FOR SALE: Lincoln Mark VII. 47k miles, showroom condition. \$15,000. Reg #0354313 10/95

FOR SALE: Gambler Sprint Car, 360 or limited. Hilborn Injected SB Chevy, Lee, Wilwood, Taylor, Sanders, Halibrand, JB ent, A.R.T. Hood, spare tires, wheels and gears. Over \$30,000 invested, selling for \$15,000 OBO or trade for street rod or hot rod boat. (916) 873-4207. Reg #2163640 10/95

FOR SALE: Arabian Horses. 7-yr old bay mare, excellently bred, very gentle, good for beginning riders. Also yearling filly, out of above mare and by U.S. and Canadian Nat'l Top Ten Champion Stallion, LBA LodeStar. Beautiful bay, lots of charisma and action. Both easily handled. Package priced: both \$12,000. (209) 584-2625. Reg #2161219 10/95

FOR SALE: Payson, AZ Cool Rim County. Cavco 2,200+ sq. ft. 2 1/2 wide and Az. room. Many upgrades. Detached 2-car garage, lakeside, gazebo w/BBQ, putting green, fenced and very

private 1/4-acre lot. Asking \$155,000. (520) 474-2365. Reg #1157804 10/95

FOR SALE: 1968 Mustang hard top. 289 automatic trans. Runs great. \$5,000. (408) 269-9006. Reg #754336 10/95

FOR SALE: Home in Paradise, Calif. 3-bd/2-ba on 1/2 acre lot. Newly painted stucco outside; open beam w/fireplace in living room, cent heat/air, 2-car garage w/work bench and shop equip, tile roof, 6-ft chain link fenced backyard. \$120,000 or will trade for small motorhome. (916) 872-0864. Reg #0255202 10/95

FOR SALE: Topcon GTS 3B Geodetic Total Station. Excellent condition. \$3,700 OBO. Call eves. after 6 pm (209) 466-0669, pager #995-9855. Reg #2044246 10/95

FOR SALE: IHA Wabco self-loading scraper. 11 cubic yds, good cond, 471 Detroit diesel, 6-spd. Allison trans; ladder assembly completely overhauled, like new tires. Located in Palo Cedres, Calif. (702) 786-6820, ext. 424. Reg #1431591 10/95

FOR SALE: 4.29 acres in Whitmore, Calif. 40 mi east of Redding; well, septic, 1983 34-ft Automate RV, has Ramada built over it, lg deck w/small room added on, plus 20-ft long Sealand container. Rocked road, 1/8 mi of pavement. \$35,000 firm. Ask for Kit (702) 786-6820, ext. 424. Reg #1431591 10/95

FOR SALE: 1974 Class "A" motorhome. Pace Arrow 45k mi, 24-ft, new upholstery, Dodge 440, roof air, Onan generator, self-contained. \$6,200 OBO. (415) 585-8991. Reg #1578850 10/95

FOR SALE: 77 Kountry Air 37-ft. 5th wheel. Two doors stereo, air, very good condition. Hitch included. \$6,000. (916) 678-3700. Reg #745041 10/95

FOR SALE: 1990 40-ft Alfa 5th wheel trailer. Two pop-outs to total 12-ft wide. NICE! Well insulated w/special siding and all tanks insulated. 20-ft awning, microwave, A/C and more! (916) 432-1994 or (916) 478-3564. Reg #605047 10/95

FOR SALE: 5 acres cheap! Only \$89,000 in El Dorado County, Calif; town of Rescue. 78 GPM well, utilities to parcel, pond site and spring. Gentle slope, easily buildable. (916) 274-2709. Reg #563252 10/95

FOR SALE: 8 1/2-ft camper. Sleeps 6. With Eddie boat loader, toilet, refrigerator, gas or electric, with Dyna Lift loader. Also: cement mixer. Write to Walter Christman, 11387 Simmerhorn, Galt, CA 95632, regarding these items. Reg #0854101 10/95

FOR SALE: 1978/79 37-ft. Carcraft houseboat w/fly-bridge. Excel. cond, full canvas, bottom and exterior newly painted, full shower, 2-yr old carpet. Must see to appreciate. \$18,000 or consider trade for motorhome. (916) 646-0805 eves or (916) 635-3399 days. Reg #1113079 10/95

FOR SALE: 1986 Class "A" Komfort motorhome. 454 Chevy eng, 24k mi, trailer hitch, microwave, furnace, A/C, generator, shower, lav, bedroom, full kitchen, self-contained. Beige and cinnamon interior. Qualifies as tax deductible second home! \$18,000 OBO. (209) 937-8735. Reg #2151671 10/95

FOR SALE: 1975 Int'l 1600 Model mechanic's truck. 304 V-8 Allison automatic, utility boxes, very clean truck w/knuckle boom to 6,700 lbs, extra wheels, current paperwork. \$7,850. (209) 826-1938. Reg #800604 10/95

FOR SALE: BF Goodrich Comp T/A-HR4 tires. P275/60R15 - \$175 for the pair - NEW!! (510) 865-2854. Reg #2018324 10/95

FOR SALE: 1976 Dodge Powerwagon 250. 4x4, wench, PS, PB, AC, CC, new brakes, steering, shocks (rear air), 2 aux. tanks; canopy, ext. cab. Color match: 1975 Coachman 32'-1. 5th wheel. Roof AC, 110-240 Onan gen., new tires, awning, color TV, Constant hot water heater. Excel. cond. \$12,000 OBO. (406) 494-1908. Reg #2237654 10/95

FOR SALE: 6.3 riverfront acres. Along south fork of American River, Coloma/Lotus area of El Dorado Co. 9 mi. to Placerville; 13 mi. to Auburn. Tree shaded, sandy private beach. Above the smog and fog-among the oaks and pines.

Paved private road, security gate w/intercom. Owner will help finance. \$175,000. (408) 723-7989. Reg #1389940 10/95

FOR SALE: 3 acres in Shingletown area. 4K-ft. elev. on Hwy. 44; 24 mi. from Redding; 20 mi. to Lassen Park. All black top roads, near small airport, bldg. site is cleared, well & septic are in, beautifully treed. \$45,000/neg. (916) 533-7474. Reg #1006613 10/95

FOR SALE: Maple dining room table. Seats 7 w/2 leaves, very good cond: \$400. Also: 1970 F250 Ford p/u, new tires, recent rebuilt engine and trans., very nice ride: \$3,500. (408) 847-4913. Reg #219846 10/95

FOR SALE: Factory built trailer hitch. Fits '91 Honda Accord; cost \$150, selling for \$50. Also: factory built low bar bracket. Fits '90/'91 Honda Accord; cost \$140, selling for \$50. (209) 727-5320. Reg #0509659 10/95

FOR SALE: H-D 5 track loader & ripper \$6,500. Also: 1500-gal 1600 Int'l off road water truck, new Honda pump \$1,800. 72 C-50 GMC fuel truck, 28k mi., 1,000-gal tank \$4,800. Joy towable air compressor with 35 & 60 jackhammers \$2,700. (408) 274-1333. Reg #1137643 10/95

FOR SALE: 1990 Escaper Magnum MH. Ford F 350 engine, 30k mi., rear island queen bed, 2 AC, microwave, generator, etc. Sleeps 6. \$23,500 OBO. Minimal campground membership also available. J. D. Furber, 54 9th Ave., San Mateo, CA 94401-4332. Reg #0330845 10/95

FOR SALE: 1991 AlpenLite 5th wheel. 12-ft. slide-out, AC, awning, basement storage & heat. Great for cold weather. Hitch included and many more amenities. Trailer in Tigard, OR. Asking \$26,000. (808) 672-0396. Reg #1977452 10/95

FOR SALE: 1976 Cadillac El Dorado. \$5,000. Also: '78 Chevy Suburban; \$2,250. Both in very good condition. Hammond Organ 7200 Series: \$600. (408) 722-0014. Reg #0939692 10/95

FOR SALE or TRADE: Home in Medford, Oregon. 3-bd/2-ba, 1,557 sq ft, oak parquet entry, kitchen open to family room features cooking island, Jenn-Air appl, oak cab w/melamine int, 2-car gar, nicely landscaped, close to shops, schools and medical. 1994 county appraisal: \$111,980. Deal direct and save commissions. (916) 842-3689 before 9 am or after 9 pm. Reg #0603448 9/95

WANTED: Diesel pusher. 34' w/230 Cummins. Have 31' 87 Komfort motorhome for sale or trade. Loaded, 32k miles, new tires, 454 engine. (510) 783-5580. Reg #1137582 10/95

WANTED: OLD WATCH FOBS

Anyone with any old fobs lying around in a drawer or collecting dust somewhere who would like to see them put to good use, we are interested. We have a retiree who is working on a collection that will be an display in the new Reno District office. Please send to:

Operating Engineers
1290 Corporate Blvd.
Reno, NV 89502

SwapShop 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 Union #3
1620 S. Loop Rd., Alameda, CA, 94502
ATTN: SwapShop*

OR FAX ADS TO: SwapShop (510) 748-7471.

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 SwapShop. No phone-in ads please.

* All ads must include Member Registration Number or ad will not appear. Social Security Numbers are not accepted. All ads should be no longer than 50 words.

PERSONALNOTES

►The **Sacramento District** office wishes to congratulate member **Andrew Montano** on the birth of his daughter, **Maise Nakylia Montano**, on June 26. Condolences to the families of the following deceased members: in July, **Charles Milhous**, **Jack Moore**, **Enos Sanchez**, and **Murray Cannedy**; in August, **Herbert Hicks**, **Donald Gibson**, **James Hananer** and **Arthur Freed**.

►The **Santa Rosa District** office staff wish to extend its condolences to the family and friends of brother **Raymond L. Metz**, who passed away on 8/24/95, and to the family and friends of brother **Robert Gowan** who passed away on 9/16/95, and to the family and friends of brother **Jim Wilson** who passed away on 9/21/95. Congratulations to **Joe Anaya** and **Ruth Mariscal** who were married on 7/13/95. They will reside in Santa Rosa. Ruth is the niece of brother member **Joe Bravo** and sister of members **Jaime** and **Sergio Mariscal**.

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