

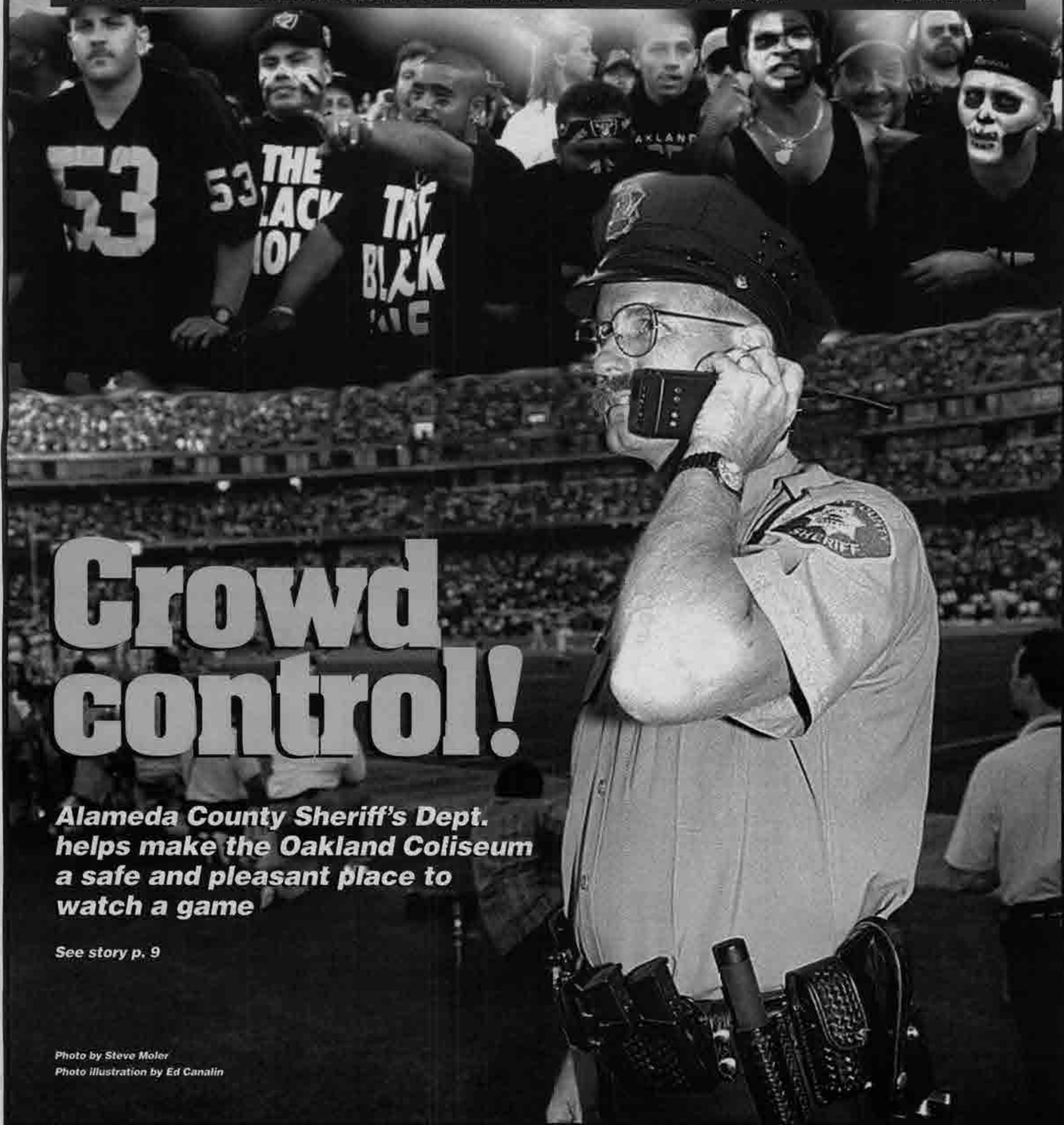
ENGINEERS NEWS

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OPERATING ENGINEERS LOCAL UNION NO. 3

ALAMEDA, CA

OCTOBER 1997



Crowd control!

Alameda County Sheriff's Dept. helps make the Oakland Coliseum a safe and pleasant place to watch a game

See story p. 9

Photo by Steve Moler
Photo illustration by Ed Canalin

FOR THE good & welfare



by Don Doser

**Business
Manager**

Good standing fund policy implemented

Local 3 has long maintained a Good Standing Fund to financially assist members who are stricken with extended illness or injury. Through the Good Standing Fund, members in need are able to have their union dues paid for them.

This month, our Executive Board approved a policy that we hope will preserve the integrity of the Good Standing Fund and ensure that money is there for those who need it.

Article XXI, Section 8 of the Bylaws states:

Any member found guilty after trial of making misrepresentation of his claim, or who shall be party to procuring fraudulent payments or who claims and secures illegal and improper benefits, or who willfully violates the spirit and intent of the rules and regulations of the Fund, shall have no right to receive any benefit from this Fund in the future.

The vast majority of Local 3 members are honest in their dealings with the union and do not apply for assistance from the Good Standing Fund unless they have a legitimate need. However, there are a few members who have received benefits improperly from the Good Standing Fund.

We've had cases, for example, where members have submitted a physician's certificate stating that due to illness or injury they would be unable to work for a certain period of time. The members then recovered from the injury or illness earlier than expected, but continued to receive benefits from the Fund for the full time indicated by the physician, because they failed to notify the union that they had returned to work.

Unfortunately, the abuse of the Good Standing Fund by a few members can jeopardize its ability to be there for the rest of our members who are truly in need and are eligible to receive assistance.

In order to ensure that benefits from the Good Standing Fund are paid only to those members who are eligible, and in order to carry out the intent of Article XXI, Section 8 of the By-Laws, the Executive Board at its October meeting established the following policy:

Any member found to have received benefits from the Good Standing Fund for any period during which the member was not eligible for such benefits shall be required to promptly repay such benefits to the Fund and shall also be brought up on charges under Article XVIII of the By-Laws.

Unless there is direct evidence of fraudulent intent, a member's first-time offense of receiving Good Standing Fund benefits improperly shall be deemed to be an unintentional or non-willful violation, and the penalty imposed shall be an order that the member attend two (2) of the next four (4) home District Meetings, and a fine not to exceed \$100.00.

In any instance where a member is found to have improperly received Good Standing Fund benefits more than once, the violation shall be deemed to have been intentional, and the member shall thereafter be prohibited from receiving any benefit from the Good Standing Fund in the future, unless the member can prove at trial by clear and convincing evidence that such repeat violation was unintentional and the result of excusable neglect.

We're confident that the vast majority of our members will welcome this policy as a means of ensuring the Good Standing Fund will be used in the manner for which it was intended.

THIS MONTH in the ENGINEERS NEWS



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ENGINEERS NEWS

Find us on the Web at: <http://www.oe3.org>



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Federal appeals court throws out term limits

Panel rules Prop. 140 did not adequately inform voters of its severe limitations

A federal appeals court has invalidated California's 1990 term limit initiative Prop. 140, a decision that has sent the California political establishment scrambling to adjust.

The 9th U.S. Circuit Court of Appeals ruled October 7 that Prop. 140, which limited state Assembly members to three two-year terms and state senators to two four-year terms, was invalid because voters were "not afforded adequate notice" that the measure would impose a lifetime ban on legislators.

In the 2-1 decision, the panel concluded Prop. 140, which passed with 52 percent of the vote, was so "ambiguous on its face" that voters could not have understood its implications when they approved it seven years ago.

The judges said a law cannot limit the fundamental right of voters to support their chosen candidate without mentioning the extent of the limitation. The court noted that the official voter pamphlet did not contain any words such as a "lifetime ban." The court stopped short of deciding whether the law was unconstitutional, saying instead that the initiative failed to tell the public how severe the limitation was.

In making its decision, the court issued a three-week stay before its order went into effect to give the U.S. Supreme Court a chance to review the decision. But a week after the October 7 ruling, the Supreme Court refused to review the term limit law.

But the decision is still up in the air. In what some legal experts considered an unusual move, the 9th Circuit asked both sides October 17 if they wanted the issue heard by a larger panel of the 9th Circuit. The court's order gives parties until October 31 to file briefs on whether the court should reconsider the decision.

This is the second time this year that a federal court has declared at least part of the initiative invalid. Oakland U.S. District Judge Claudia Wilken struck down the law in April, finding a lifetime ban on term limits illegally deprived Californians of their First Amendment right to select political candidates of their choice.

The decision could be good news for labor. Political analysts say the decision, if upheld, could help the party most supportive of labor, the Democrats, retain its slim majority in the California Assembly and Senate. Fifteen of the 26 lawmakers facing term limits next year are Democrats, including Assembly Speaker Cruz Bustamante and Senate President Pro Tem Bill Lockyer.

Supporters of term limits have vowed to place a new initiative on the ballot next year. In fact, the 9th Circuit even suggested in its decision a more precisely worded law might survive a court challenge.



Local 3's Director of Public Relations and Political Action, and ILCA President, Jim Earp, left, and Assistant Editor Steve Moler accept labor journalism awards at the Sept. 20-21 ILCA convention in Pittsburgh, Pa.

Engineers News honored for being best local union newspaper

Local 3's official publication, the *Engineers News*, won four first place journalism awards at the September 20-21 International Labor Communications Association convention in Pittsburgh, Pa. The ILCA, a professional support organization for labor communicators in North America, sponsors an annual awards contests in which labor publications throughout the United States and Canada compete for various categories of awards. This year's awards were for work published in calendar year 1996.

The *Engineers News* won the prestigious "General Excellence" award for being the best local union publication with a circulation over 15,000. The judges said the publication had "great graphics, lots of 'news you can use' service journalism, good writing, chock full of substance, a minimum of rhetoric - a fine package."

The *Engineers News* also won first place in the "Unique Performance" category for its coverage of last year's fight to keep prevailing wages. The judges said the February 1996 special pull-out section had a "well-written summary of the facts and falsehoods about prevailing wage and exposing the hypocrisy about this attack on working families by Gov. Pete Wilson. Fine use of graphics, photos and cartoons."

The following month's prevailing wage special report covering the Valentine's Day rally in Sacramento won first place for "Best Use of Graphics." The judges said: "The overall design was nicely done. From the headline through the body copy this page is an easy read. The designer (Local 3 Graphic Artist Ed Canalin) did an outstanding job integrating the photo with headline

and the subhead with the story."

This year's Saul Miller Awards recognized outstanding efforts of the labor press in covering the 1996 election campaign. The annual competition, jointly sponsored by the AFL-CIO and the ILCA, is named in memory of the late Saul Miller, former director of the AFL-CIO Department of Information and co-founder of ILCA.

The *Engineers News* won the Saul Miller award for "Best Story," an article by Assistant Editor Steve Moler, titled "Building Bridges," about the grassroots political efforts of District Reps. John Bonilla and Frank Hererra in getting a bridge built in West Sacramento that opened an entire area of the city to development, which over the next several years will create hundreds of jobs for Operating Engineers. The judges said the article did a superb job of helping "members understand better the link between public policies and political action."

In addition to the four *Engineers News* awards, Local 3 won two awards in the Non-Periodical-Special Publications category. Both awards, a first place for Best Use of Graphics and a second place for Editorial Excellence, went to the eight-page "Voters Guide," which Local 3 Director of Public Relations and Political Action Jim Earp and Graphic Artist Ed Canalin teamed up to produce for the California AFL-CIO as part of its \$600,000 mail campaign for the November 1996 election.

The panel of judges, consisting of distinguished active and retired journalists from both the commercial and labor presses, evaluated some 1,700 entries from nearly 200 union publications.



"I could tell right away you had a nose for this business."

Masters of manipulation

Anti-union activists are gathering signatures for a ballot measure, disguised as 'campaign reform,' that would silence the political voice of working people in California

By Steve Moler
Assistant Editor

In just about any major election nowadays, anti-union and anti-worker politicians, usually Republicans, leap out of the campaign starting blocks and too often win elections not because their platforms reflect sound public policy but because they, more than anyone else, create and seize control of the "hot-button" and "wedge" issues.

Hot button and wedge issues usually involve extremely controversial and emotionally charged political, social and moral subjects such as capital punishment, abortion, gun control, welfare, immigration. They are ultimately intended to manipulate and dupe voters into making election day decisions contrary to their normal political persuasions and against their economic best interest.

Like a good split-finger fastball, hot-button issues look very tempting to hit in the beginning, but as they dip out of the strike zone at the last second, working people swing and strike out. While hot-button issues are designed to trick voters into reacting emotionally rather than rationally at the ballot box, wedge issues are intended to stir suspicion and hatred among ethnic and income groups for political purposes.

In the 1994 election, thousands of union members in California were duped into voting for Republican Gov. Pete Wilson in part because they were drawn to his support for two highly charged ballot measures: the anti-immigrant initiative Prop. 187 and the "three-strikes-and-you're-out" measure Prop. 184.

But after Wilson won by a landslide over Democrat Kathleen Brown, union members watched in disbelief as Wilson attempted to eliminate overtime after eight hours, abolish prevailing wages and dismantle the state's civil service system through massive contracting out. He eventually managed, through the state Industrial Welfare Commission, to abolish the eight-hour day earlier this year.

Wilson won his first term as governor against Democrat Dianne Feinstein in part by rallying swing voters around the hot-button issue of term limits, Prop. 130, which was struck down October 7 by the 9th U.S. Circuit Court of Appeals because it was so "ambiguous on its face" that voters could not have understood its implications when they approved it seven years ago. In the last election, the wedge issue was the Civil Rights Initiative Prop. 209.

Next year's hot-button and wedge issues

The hot-button and wedge issues of the 1998 elections are already being defined and peddled. In addition to a proposed initiative to do away with the state's bilingual education program, a group of anti-union political operatives, with roots in the 1993 school voucher initiative, are gathering signatures to place an initiative on the June ballot that would essentially take labor out of politics for the November 1998 election and beyond.

Deceptively called the "Campaign Reform Initiative," the measure would prevent labor organizations from using union funds for political purposes without acquiring written authorization from each member on special forms devised by the state. The measure would also "prohibit contributions to state and local candidates from residents, governments or entities of foreign countries."

Such a law would deal a crippling blow to the labor movement's political action programs. It would make it much more difficult for unions to contribute money to candidates who support working families, and it would severely hinder labor's ability to fight for such important worker issues as reviving the eight-hour day, preventing California from becoming a right-to-work state, keeping prevailing wages intact, and preserving the state civil service system. The initiative would impose no such restrictions on corporations and other special interest groups. Big business would be able to spend money on politics while unions would have to sit on the political sidelines and watch.

Phony campaign reform

The part of the initiative covering foreign campaign contributions represents a classic example of how initiatives are crafted to confuse voters and disguise their hidden agenda. Why a prohibition against foreign contributions was included in the initiative is puzzling since such contributions are already prohibited under existing state and federal campaign laws.

One explanation is that this section of the initiative is designed to arouse voter emotions and divert attention away from the true intention of the measure – to force a resurgent labor movement to sit out the 1998 campaign while anti-worker politicians in Sacramento cruise through the election unopposed.

By calling it "campaign reform" and emphasizing "foreign contributions," signature gatherers can approach the public with misleading opening lines like, "Would you like to sign a petition to put an initiative on the ballot that would reform our campaign system by prohibiting foreign campaign contributions?" Who would argue with that?

If the initiative qualifies, proponents will almost certainly market the measure as the "initiative to ban foreign contributions" instead of calling it what it is – the "initiative to put the labor movement out of business."

So far, signature gatherers have been spotted primarily in the parking lots of superstores like Price Club, Costco, Wall-Mart, K-Mart and other large retail stores throughout the state. The campaign seems to be targeting Southern California and the Fresno, Stockton and Sacramento areas, although petitioners could appear just about anywhere. The campaign has to gather a little over 433,200 signatures by November 13.

Why you should be concerned

Why is defeating this measure so important? Most unions contribute money to candidates who support issues and policies beneficial to their members. With few exceptions, these candidates are almost always Democrats. In the 1996 election, 12 races – seven Assembly, two Senate

and three congressional – were decided by a margin of less than 2 percent. Six of these races – three Assembly, one Senate and two congressional – were decided by less than 1,000 votes. In looking to 1998, the narrow Democratic majority in the Assembly rests on just 3,000 votes in key swing districts.

If the Republicans take control of both the Assembly and the Senate and win the governorship in 1998, the GOP will almost certainly attempt, as it did after the 1994 election, to repeal prevailing wages and turn California into a right-to-work state. For public-sector union members, the Republicans would likely follow in Wilson's footsteps and try to dismantle California's civil service system by continuing the massive privatization of state work.

Wilson has already made his position on the initiative clear. The governor announced September 28 at the state Republican convention in Anaheim that he would serve as the honorary chairman of the initiative. Writing in the September 30 *Sacramento Bee*, columnist John Jacobs explained what's really going on: "More than most politicians, Wilson needs an enemy. Increasingly in recent years, he has derived his identity and political definition more from what he opposes than from what he supports...he still needs somebody or something to beat up on: I demonize, therefore I am."

Right-wing zealots

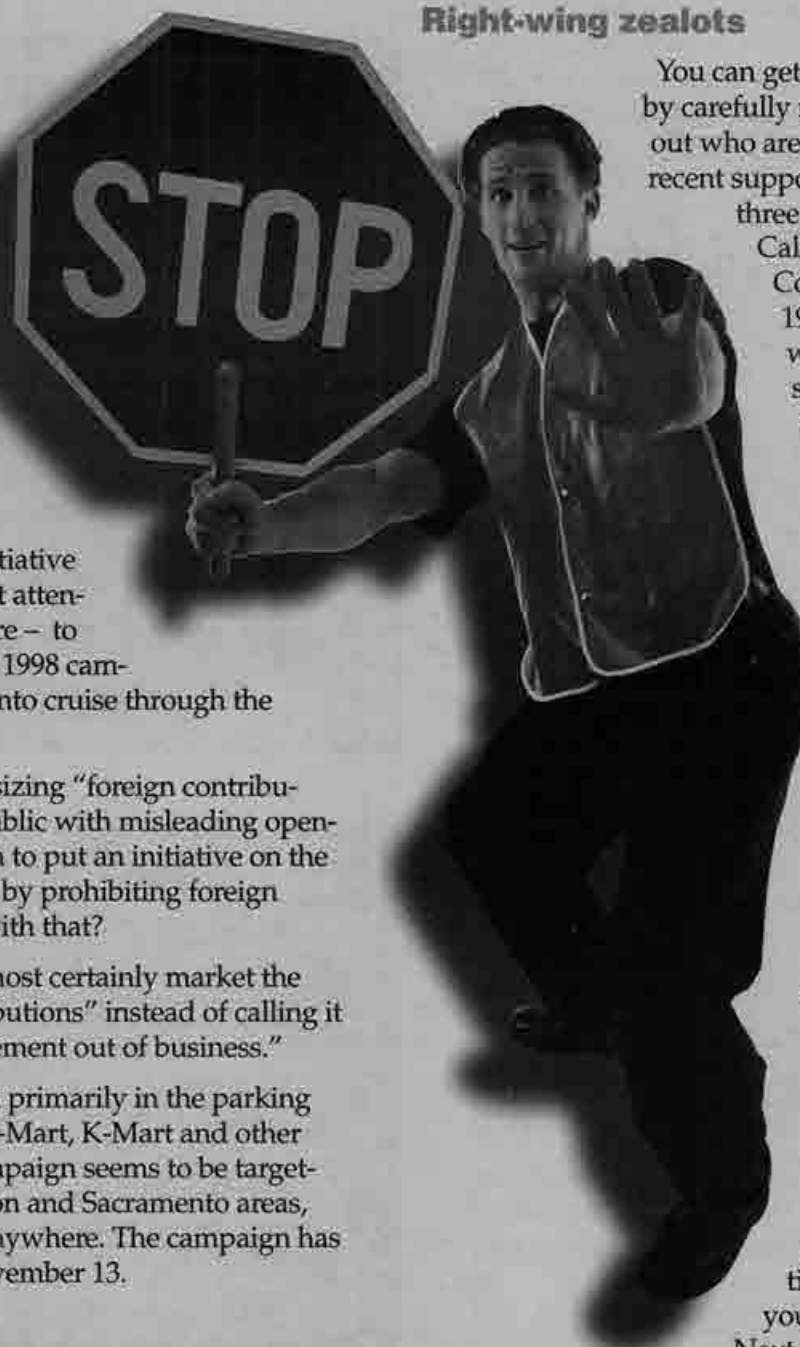
You can get to the essence of an initiative not only by carefully reading its language, but by also finding out who are its backers. In addition to Wilson's recent support, the initiative's roots can be traced to three ultra-conservative Southern Californians with backgrounds in Orange County school board politics and the failed 1993 school voucher initiative Prop. 174, which would have allowed parents to send children to private or religious schools using tax dollars.

Mark W. Bucher is an Orange County Republican activist who has been working to elect conservative school board members. Frank L. Ury, a Mission Viejo computer engineer was a school board member in the Saddleback Valley Unified School District until he was defeated by a teachers union campaign against him. The third founder of the initiative is James M. Righeimer, a Fountain Valley real estate consultant who, along with Bucher and Ury, formed a group called the Education Alliance, which works to elect school board members who oppose teachers unions and support prayer in public schools, vouchers and abstinence-only sex education programs.

What you can do

Union members can take a stand against this potentially damaging initiative. If a signature gatherer approaches you regarding this measure, don't sign it. Next, begin to educate your family, friends and neighbors about the initiative and how it will

adversely impact unions and working people. Watch the *Engineers News* and the Local 3 Web site (www.oe3.org) for additional information about the campaign to defeat the measure.



Granite installs new Gencor hot plant at Lockwood Pit

RENO – One of this summer's highlights for Granite Construction's Reno Division was the opening of a new hot plant at the Lockwood Pit. The Gencor continuous mix drum plant, with its 150 million BTU burner, puts out 600 tons an hour. The plant can store asphalt in five silos.

When *Engineers News* visited the Lockwood Pit July 11, Plant Operator Sparky Whitman was working with Gencor representatives on learning how the new new system works and working out any of the plant's bugs. Installation of the plant began in April, and the facility sold its first load of asphalt in mid-July.



The Gencor plant at Lockwood pit in Reno, Nev.



Loader operator
Allen Strong.



Above: Loader operator Frank Aranyos.



At the controls of the
new Gencor hot plant is
Sparky Whitman.

Below: Foreman Joe Demartin, left, with
loader operator Buck Patrick.



Right: Mechanic Lynn Boyd, left, with
dozer operator Brian Thrailkill and
Business Rep. Chuck Billings.



Q&D finishes yet another phase of Wingfield Springs



Left: Dozer operators Vic Carlquist and Dan Isom push dirt to loader operator Gene Parrott

Below: Dozer operators Vic Carlquist, left, and Dan Isom

Bottom right: Gradesetter Joe Wortman directs one of the haul trucks

Bottom left: Loader operator Gene Parrott loads a Cat 773 haul truck at the cut



RENO – For the past three years, various union contractors have been doing excavation and underground work at the massive Wingfield Springs resort development north of Sparks, Nev. When completed, the development will consist of 2,000 residential units, a 27-hole championship golf course, a 400-room resort hotel, conference center and commercial village.

When *Engineers News* visited the project this summer, it found Q&D Construction doing mass excavation on another phase of the golf course and building house pads for additional residential units. In all, the job, which was completed late last month, involved 21 operators moving 1.2 million yards, or about 18,000 yards per day.

Q&D used a fleet of three Cat 773 and three 777 haul trucks, supported by two D10s, one D8 and a 992 loader, to move dirt from a large cut at the golf course site down a $\frac{3}{4}$ -mile haul road to the fill area, where the dirt was used to build house pads.

Congratulations to Q&D for finishing on time yet another phase of this important project.



Dignity Attained!

Workers at Nortech recycling in Placer County survive threats, harassment and even firings to win union representation – and a better future for their families



Nortech workers gather in the lobby of the company's main office in Lincoln during a "march on the boss" rally.

Production and maintenance workers at the Nortech Materials Recovery Facility in Placer County voted overwhelming September 24 to be represented by Local 3. Of the 86 who voted, 55 favored Local 3, 14 voted for the company union, the Nortech Employees Association, and seven voted for no union representation. The unit of 97 employees represents the largest organizing victory since Local 3 joined with Operating Engineers Locals 12, 39 and 501 in organizing State Bargaining Unit 12 in 1991.

"This was a very satisfying victory because of the type of industry and the resistance the company put up," said Bob Miller, director of Local 3's Organizing Department. "What it came down to is that every worker wants to be treated with dignity, and now Nortech workers have that."

Nortech's 97 mostly Hispanic production and maintenance employees, most of whom speak limited English, handle household and construction waste at the facility, which is the largest recycling center in Placer County. The facility plays an important role in reducing the waste stream into landfills and helping the county meet state-mandated landfill reduction targets.

Several of the employees approached Local 3 Business Rep. Scooter Gentry in July seeking help in obtaining union representation because of deteriorating working conditions and inadequate benefits. Workers are often exposed to toxic substances such as ammonia, which can damage the eyes and lungs, and syringes, which exposes them to AIDS or other blood-borne diseases. Employees had tried unsuccessfully to get Nortech to find a method of keeping toxic materials off conveyor belts.

On the issue of wages and benefits, the company has given the production and maintenance employees just two measly pay raises totally 14 cents an hour over the past two years. Most of the workers earn about \$7.32 per hour. "This is not glamorous work,

but it is very important and valuable work," Miller said. "Nortech is not paying fair value for the work."

The workers also wanted a pension plan. But Nortech General Manager Jerry Jackson responding by saying the company's retirement program was through Social Security. "There's not really much more we can do for them," he told the *Roseville Press Tribune*.

When the employees realized their demands would not be met, they signed cards designating Local 3 as their exclusive bargaining representative. After the company refused to recognize Local 3, the National Labor Relations Board scheduled an election for September 24.

The campaign that followed over the next two months demonstrated Business Manager Don Doser's team concept at its best. Doser put together one of the largest and most talented organizing teams Local 3 has ever assembled. The entire Marysville and Sacramento District staffs, under the direction of Districts Reps Frank Herrera and John Bonilla, teamed up with the Organizing and Legal departments, and together everyone rolled up their sleeves and dug in.

The team used every organizing tool in the book: phone banks, house calls, flyers, weekly meetings and potlucks, a march on the boss, pin day, and press releases to local media. Two of Local 3's Spanish-speaking business agents, Joe Tarin of the Oakland District and Frank Rodriguez of the Sacramento District, helped the organizing team overcome the language barrier by serving as interpreters.

After the September 24 election victory, Local 3 and the employees had hoped Nortech would bargain in good faith for a contract that would bring the workers a voice in workplace decisions, job security and a future for their families. But a week after the election, Nortech retaliated by terminating 11 of the employees, claiming they were undocumented aliens.

Most of the 11 fired employees had worked for the company since the facility opened three years ago. Nortech then called the Immigration and Naturalization Service in Sacramento to report that many of its workers were undocumented. Nortech also sought a rerun election with the NLRB on the grounds that many of those who voted in the election were working illegally and thus ineligible to vote.

"It was perfectly okay for these employees to work for the company for years, to help this company build itself up, for the company to make a profit off of their labor," Miller said. "But the moment these workers asserted their rights to form a union, it was no longer okay for them to work for this company."

Local 3 went to bat for the workers. First, it filed unfair labor practice charges with the NLRB seeking immediate reinstatement and back pay for all the fired workers. At the same time, the union sought a federal court injunction to stop Nortech from harassing and intimidating its employees.

Local 3 also accused the INS of violating its own policies of remaining neutral in labor disputes after the agency provided the company with suggestions on how to get rid of the workers. In this case, the INS didn't even attempt to determine whether a labor dispute was involved, said Local 3 attorney Tim Sears.

After Local 3 contacted the Sutter County Board of Supervisors, asking the board to do what it could to help the fired workers, and after the union got the INS to back off, the company rehired virtually all of the workers.

Now that the organizing dust has settled, Herrera and Bonilla are now preparing the unit for pre-negotiations, and Business Manager Don Doser himself will assist if necessary. All the Nortech workers are hoping for a Christmas present in the form of a signed, ratified contract.



The 'Black Hole' group shows just a little more enthusiasm than the typical Raiders fan.

Crowd control

Alameda County Sheriff's Dept. helps make the Oakland Coliseum a safe and pleasant place to watch a game

By Steve Moler
Assistant Editor

There's nothing quite as exciting as attending an NFL Monday Night Football game. Compared with the 12 NFL games played on the previous Sunday, Monday night games are something special. Because no other professional football games are played that day, the entire nation, for the better part of three hours, is focused on a single game broadcast live on prime-time national television. The usual sellout crowds tend to respond to all the media hype with an extra level of enthusiasm.

On September 8, Monday Night Football came to the Oakland Coliseum, where a capacity crowd of nearly 58,000 watched the Raiders battle AFC Western Division rival the Kansas City Chiefs. As the Goodyear blimp beamed splendid aerial images of a gorgeous sunset over the Coliseum and San Francisco Bay to millions of households across the nation, you wondered how an event of this magnitude, despite the Raiders' reputation of having some of the rowdiest fans in football, could take place in such an orderly fashion.

The answer can be at least partially explained in two words: "good security." The fact that 58,000 of the nation's most fanatical fans, many under the influence of alcohol, can peacefully coexist jammed into one gigantic concrete bowl for three hours is a credit to the Alameda County Sheriff's Department, which provides the lion's share of the security at the stadium during home Raiders games. The Sheriff's

Department is also contracted to provide security for Oakland A's home games and other Coliseum events.

The task of making the Coliseum a safe and pleasant environment to watch a Raiders game requires an extensive team effort involving several different law enforcement agencies and organizations. The Sheriff's Department is responsible for covering the north parking lot, the playing field, the east (newly remodeled) section of the stadium, and overseeing the Unified Command Center, which is housed high on the stadium's fifth level in a luxury box in the North East Club House.

The Oakland Police Department, meanwhile, provides security for the south parking lot and the original part of the stadium. The Oakland Alameda County Coliseum, Raiders and NFL cover the players' locker rooms and other restricted areas inside the stadium. The private paramedic and ambulance service American Medical Response handles first aid and medical emergencies.

Pregame tailgate duty

About 54 deputy sheriffs are assigned to the entire Coliseum security operation. Their shift normally begins about four hours before game time, when the Coliseum parking lot opens and devoted Raider fans begin pouring in for one huge pregame tailgate party. But on September 8, the parking lot opened an hour early, at 1 p.m., because of an anticipated surge in automobile traffic caused by the BAFT strike.

During pregame tailgate festivities, the deputies work out of a mobile command post, a trailer parked in the north parking lot between the Coliseum and the indoor arena. Inside the command post officers can do pre-booking, paperwork and, if necessary, prepared suspects for transport to North County Jail. The deputies begin their patrols of the north parking lot on foot and on bicycles.

"The bikes are really great for this type of work," said Dennis Church, one of four deputies assigned to bike patrol. "We can get around easily through the crowds, and people don't even see us coming."

The Sheriff's Department has adopted a friendly, personal approach to Coliseum security: deputies are encouraged to mingle and interact with the pregame revelers. As the deputies make their rounds, fans can occasionally be seen offering officers food and drink.

"We want fans to understand that we are here to help and have a good time," said field commander Lt. Gary Schellenberg. This gentle style of law enforcement, Schellenberg added, has worked well for the Sheriff's Department and has gone over well with fans.

High on the list of visits during pregame festivities is a group known as the Black Hole, an informal Raider booster club whose members wear black T-shirts featuring Raider skull and crossbones and other team logos. During the game, the group occupies a section of the south end zone.

see 'Crowd Control' next page



Above: Bicycle unit members are from left: Dennis Church, Mark Whitehowe and Randy Sharpal.



Right: Lt. Gary Schellenberg, left, and Capt. Dennis Scheuller direct security operations from the Unified Command Center.

Left: Deputy Robert Aribter, seated, fills out an arrest form for this suspect as Deputy William Lottman (standing from left), Emmanuel Christy and Lt. Gary Schellenberg assist.



'Crowd Control' continued from previous page

The Black Hole throws a pregame tailgate party second to none. It includes live entertainment, a barbecue big enough to feed an entire football team, and the camaraderie of perhaps the most dedicated Raider fans in the parking lot. Formed in 1995, the year the club returned to Oakland from its stint as the Los Angeles Raiders, the goal of the Black Hole is to eventually recruit enough fans to turn the Coliseum into one huge Black Hole of screaming Raider fans.

From tailgate to kickoff

As kickoff nears and fans begin filing into the stadium, the Sheriff's Department's security operation shifts gears. The 33 officers who were assigned to the parking lot begin to take up positions on the playing field and inside the stadium. As the teams begin their warmups, a deputy sheriff is positioned about every 100 feet around the perimeter of the playing field to prevent fans from making unauthorized entry onto the field. Inside the stadium, deputies patrol and handle any problems fans or Coliseum staff might have.

During the course of a game, the deputies respond to a myriad of calls, the most common being drunk and disorderly conduct and first aid and medical emergencies. One of the more interesting calls came shortly before kickoff, when a Raider season ticket holder reported that two men were sitting unauthorized in his seats. Deputies became suspicious of the two men when the season ticket holder said his house in Riverbank near Modesto had been burglarized earlier in the week and his season tickets stolen. The two men were taken into custody and later arrested on suspicion of receiving stolen property.

Undercover operations

In an effort to make the game safe and pleasant for everyone, the Sheriff's Department sometimes stations undercover officers, often dressed in the opposing team's colors and logo, in sections where unruly fans have been reported harassing or intimidating other spectators. If the undercover officer is physically and verbally assaulted, the perpetrators can be ejected from the game and their season tickets revoked, and in extreme cases, even arrested. Whatever the outcome, the Sheriff's Department's undercover operation keeps the fiery ones guessing - and hope fully well behaved.

Inside the command center

The place to get a feel for the complexities and intensity of the entire Coliseum security operation is in the Unified Command Center located

Right: Lt. Gary Schellenberg, left, gives Sergeant Rocky Medeiros some last-minute instructions prior to the football game.





Officers Robert Eurnham, standing, and Robert Arbijitra prebook a suspect at the field operations command center.



Dispatcher Lisa Foster explains an emergency call to Lt. George Tarnow, who supervises the command center.

in Loge Suite No. 72 on the fifth level of the new section. Beginning about an hour before kickoff until well after most fans have left the parking lot, this luxury box, under the command of Sgt. George Tarnow, hums with activity.

All of the law enforcement agencies and other organizations involved in Coliseum security direct their operations from this vantage point. Dispatchers from the Sheriff's Department, Oakland Police Department and American Medical Response field calls and coordinate responses. Police officers and other security personnel, their radios crackling with traffic, can be seen standing at the window overlooking the field and, peering through binoculars, searching for potential problems.

On the playing field

But it's not until you walk onto the playing field that you capture a feel for the intense emotions and electrifying energy of a Monday night game. When watching the game on the tube, you hear the announcers and a gentle roar of the crowd in the background through a 2-3-inch speaker.

Being on the playing field is an entirely different experience. When the crowd isn't roaring, you can hear everything that's going on around you: what the players and coaches are saying, the sound of Raiderettes taking the crowd through their cheers, the front row fans shouting encouragement to - or obscenities at - their favorite players. But with every Raider big play or score, the crowd noise erupts so loudly you cannot hear the person next to you talking.

With all the excitement comes the responsibility of keeping everything on the field under control. About 18 deputy sheriffs and two sergeants strategically positioned on the edge of the field have the job of making sure fans don't pour onto the field after a controversial call or other emotionally charged incident.

The Sheriff's Department's Coliseum security operation has been so successful a representative from the NFL with over 20 years as an FBI agent told the *Engineers News*: "I have never worked in a more cooperative atmosphere. Our working relationship with the Sheriff's Department couldn't be better. It's just great working with these guys."

The NFL representative was so impressed with the Sheriff's Department's operations he recently sent a letter to the NFL headquarters recommending that the Sheriff's Department's approach to Coliseum security become the model for all other stadiums to follow.



Lt. Gary Schellenberg, middle, assisted by Capt. Dennis Schuler, left, mingle with a fan in the north parking lot.



Deputies Joseph Antoine, left, Den Cammack, center, receive instructions from Lt. Gary Schellenberg on how to proceed with an investigation of some possible stolen season tickets.

Now's the time to ACT

As Local 3's organizing strategy shifts into overdrive, union members can now get hands-on organizing experience through 'Applied COMET Training'

By Steve Moler
Assistant Editor

For the past year and a half Local 3 has been training union members how to expand their ranks – and thus their strength – through the union's Construction Organizing Membership Education

Final of a three-part series on the progress of Local 3's new organizing strategy

Training (COMET) program. Through COMET Local 3 has trained an army of over 1,500 members to assist the union in attaining its organizing goals. Many of these COMET graduates have gone on to participate directly in various types of union organizing campaigns.

COMET I, a five-hour introductory seminar, educates members on *why* we need to organize. COMET II teaches members in a two-day workshop *how* to organize, placing a heavy emphasis on the organizing technique known as "salting" in which union members apply for and obtain jobs with non-union companies for the sole purpose of organizing the company's unrepresented workers.

Ray Helmick, director of the Rancho Murieta Training Center, has specified that COMET I and II be given to all new apprentices and journey-upgrades when they attend classes at the training center. Other union members who want to take COMET I or II can call their district office and request a class, which can be given just about any time and anyplace, including evenings or weekends.

And now starting this winter, Local 3 is taking the *how* in COMET II to the next level with ACT, "Applied COMET Training," a six-hour seminar in which members get actual hands-on experience planning and carrying out various types of organizing campaigns. The development of ACT was prompted by numerous requests from COMET graduates for additional organizing training.

Although COMET I and II are helpful, they are not required for ACT. That's because ACT begins with a two-hour review of COMET I and COMET II, which includes an overview of labor law, the proper way to talk to unrepresented workers, and the tactics used in various types of organizing strategies. Classes will be held in the districts this coming December through March 1998. A formal schedule of ACT classes will be published in next month's *Engineers News*.

The real meat of ACT comes when participants split up into small groups and through role playing plan and execute simulated organizing campaigns. "We've spent a lot of time in the classroom with COMET I and II," said Bob Miller, director of Local 3's Organizing Department. "Now with ACT we're going to have fun with some actual organizing role playing in the classroom. This class will give members a good idea of what actual organizing is like in the field."

The hands-on part actually consists of a series of exercises, each lasting about 45 minutes, in which small groups carry out a campaign in each of the four categories of organizing: top-down, elections, COMET salting and internal. Each group plans and carries out its strategy, with the goal of getting the other group, acting as the employer, to sign a contract.

"A successful organizing campaign doesn't end until the contract is negotiated, signed and ratified," Miller said. "Those who take ACT will get a feel for what it takes to accomplish all the steps in an organizing effort."

If you are interested in taking ACT, or COMET I or II, call your district office and sign up now. With the rainy season coming, now's the time to ACT and get the training necessary to help your union attain its organizing goals.

If ACT is as successful as COMET I and COMET II, participants can expect to come away from the class with some sound hands-on skills in how to organize. Of the nearly 1,500 Local 3 members who have completed COMET I and II, many have gone on to participate directly in various union organizing campaigns. The union is currently using COMET graduates in over 25 mass application and 15 COMET salting campaigns. Most of these campaigns are taking place in the private construction sector.

One recent organizing victory in which COMET graduates were used involved Topside Construction based in Carmichael, Calif. near Sacramento. After Local 3 won an election in May, the company resisted recognizing the union by filing frivolous challenges to the election. So Local 3 put some of the company's operators to work at various union companies, while others went to work for non-union firms as "peppers," non-members who go to work for non-union companies with the intent of organizing the company.

Topside, having lost many of its key operators, shifted into a hiring mode. The union then conducted a mass application campaign involving highly skilled union operators who were also COMET graduates to force the company to hire union members. If Topside hired less qualified hands, the union could file discrimination charges with the NLRB. If they hired the Local 3 hands, the union could continue to organize the company from within. At press time, the company owner and his son are the only two people currently doing work for the company.

COMET graduates were also used in a mass applications and salting campaign in Nevada involving FNF Construction, a non-union company based in Arizona that had picked up a \$12 million overlay project on I-80 near Windover. The union successfully placed COMET covert salts inside the company who witnessed the company using inferior construction materials and violating federal safety laws. After the Nevada Department of Transportation kicked FNF off the job, a union company, Frehner Construction of Las Vegas, Nev. picked up the contract.



Although COMET salting campaigns don't always lead to an entire non-union company becoming

union, they have provided many jobs for Operating Engineers. They also have resulted in salts

winning back pay awards. A good example is what happened recently at Harper Construction in Salt Lake City, one of the largest non-union construction companies in Utah. After taking a COMET

II class, about 14 union members, under the direction of Business Rep. George Stavros, carried out a mass application campaign against the company. The goal was to get the company to hire union members, who would then work to organize the company from within.

After applying for jobs, the members were told to come back for testing. Two Local 3 members, Frank Sunde and Glen Smith, complied and took the tests. Even though Harper was indeed hiring, the company never contacted the two union members who took the test, or any of the other union applicants.

Local 3 filed unfair labor practice charges claiming the company discriminated against the Local 3 members based on union affiliation, a violation of the National Labor Relations Act. After the NLRB conducted an investigation, and the company contended it had "lost" only the union applications, the board ruled the company violated the NLRA and owed the two members back pay, an amount that hasn't yet been determined at press time.

Whatever type of case, COMET has proven an effective means of organizing the non-union and thus increasing your union's strength. The union is showing videotapes of actual mass application campaigns at most district meetings. If you would like to be a part of the excitement, now's the time to ACT.

Treacherous course

As President Clinton steers the nation toward an expanded NAFTA, it's time to look at how it failed for workers the first time around, on both sides of the border *by Jennifer Gallagher*

"Fast-track"? Sorry, Bill, you're on the wrong track.

As this congressional session nears its end, President Clinton is scrambling to get the necessary votes to pass fast-track legislation that would give him the power to negotiate trade deals without Congress being able to amend the pacts. At first glance, there seems nothing unusual about a president trying to scrape together votes. In the case of fast track, the president has the votes from the opposing party, but not from his fellow Democrats.

continued next page

NAFTA has not been kind to Mexican workers, like this woman who works at an AT&T factory in Matamoras, Mexico near Brownsville, Texas. She earns an average of only \$20 a week and lives in a run-down shack.

continued from previous page

"That might just be because his compatriots in the Democratic Party are more rightly concerned with what their constituencies want. Pro-labor Democrats want provisions written into the fast-track legislation itself that would force the president to address labor and environmental issues when negotiating trade deals. Without those provisions, labor unions and environmentalists are vehemently against the passage of the bill.

The two lobbies are concerned that if fast track is passed, it will pave the way for passage of an expanded NAFTA, which would incorporate several South American nations, most likely starting with Chile, into a trade deal that could mean the loss of thousands of jobs.

Simply a procedure

Fast track itself is not a trade deal. It is simply a procedure that allows the president to negotiate trade deals with other countries without the threat of having Congress amend or alter the trade deal itself. Congress would have the power to vote only yes or no on a negotiated deal.

Fast track authority has been granted to every president since Gerald Ford, and must be periodically renewed. Fast track lapsed in 1994, and the president has been unable to renew it. The current proposal

would give the presidency fast-track authority

until Oct. 1, 2001, with an option to extend it until Sept. 30, 2005. Without it, proponents say, the United States would not only have trouble negotiating deals, but may be kept away from the table altogether.

The president's push to get fast track through during this session is rooted in his desire to expand NAFTA. He had hoped to get fast track passed before his mid-October visit to South America where, due to the lapse in fast track power, the United States has already been locked out of more than 20 trade deals.

Loss of jobs

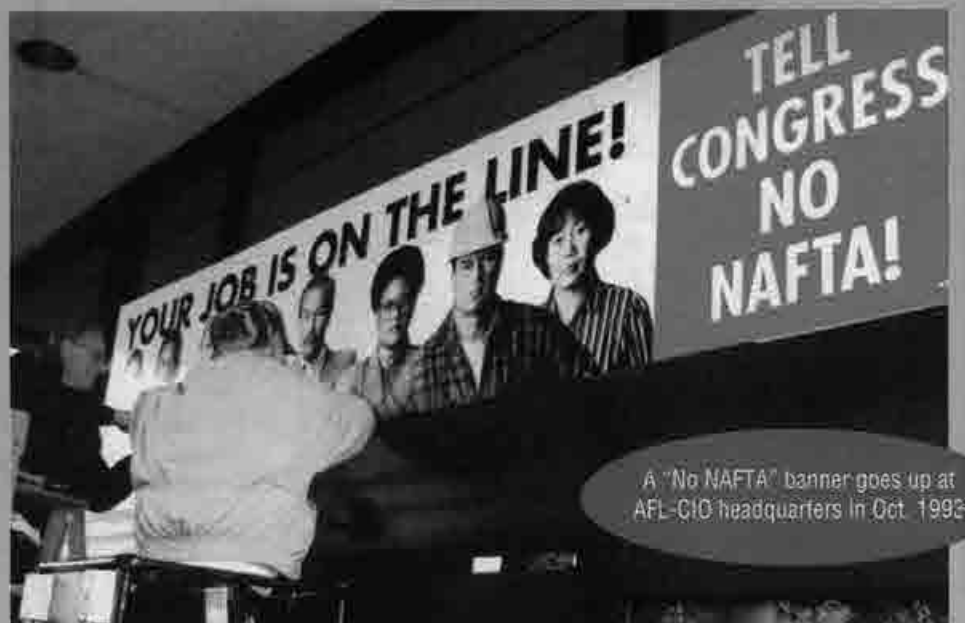
At the heart of the NAFTA and fast track debates is the potential loss of jobs and harm to the environment. When the first NAFTA was passed in 1993, Americans were assured that increased trade would create jobs. Instead, it has cost over 400,000 U.S. citizens their jobs and many have suffered pay cuts. In fact, workers who were forced to find new jobs after their companies moved operations to Mexico took an average annual pay cut of \$4,400. NAFTA gives companies extra power at the bargaining table – during contract negotiations, employers can threaten to relocate to Mexico where employees are afraid to ask for decent wages and benefits.

However, despite the influx of jobs to their country, Mexican workers have fared no better than American workers from the original NAFTA. Mired in an economic crisis and governed by a system detrimental to workers, they have suffered from unsafe working and living conditions, and are paid next to nothing. In fact, wages for workers in factories just south of the border can be as low as \$20 per week, with no benefits and no job security.

Environmentalists are concerned because without ecological protection provisions countries with more lax environmental laws will allow companies to pollute the water and air without penalty.



Doris Wyrick, whose job and those of 2,500 workers were lost when AT&T shut down a Virginia plant and moved it to Matamoros, Mexico, protests at a July '93 anti-NAFTA rally.



A "No NAFTA" banner goes up at AFL-CIO headquarters in Oct. 1993.

House vote

On October 8, the House Ways and Means Committee voted 24-14 in support of the fast track trade bill. Although it passed easily, only four of the 16 Democrats on the committee voted for it. This left some in the Clinton administration and Republican backers of the bill concerned about whether it is even worth bringing to the House floor for a vote.

Even two Republicans, Jerry Weiler (R-Chicago) and Phil English (R-Pittsburgh), voted no on the bill. It's no coincidence that both Republican representatives are from areas with a large union-oriented constituency.



Union members protest NAFTA at a Nov. 15, 1993 rally.



Union members picket the pro-NAFTA Great Lakes Conference on Exports in Appleton, Wis. in October 1993.

California Democrats are particularly torn on the NAFTA issue. While they benefit from having a strong union and environmental constituency, they also represent many companies that want to see NAFTA passed. High tech companies in the Silicon Valley stand to gain large profits from relaxed trade laws.

Call to action

Since the full House of Representatives has yet to vote on fast-track authorization, union members can still make a difference. By contacting their representatives in Congress (please see list on next page) and urging them to vote "no" on the fast track bill, workers can send a clear message to President Clinton – labor will not stand idly by and watch as more American jobs are lost. Fast track and NAFTA help big business, not working-class Americans. It's time that the President was reminded that labor and environmental groups are strong on their own, and even stronger together.



"It's a free country, right? You're free to vote for the union ... and I'm free to move the factory to Mexico."

Why NAFTA is dangerous

Tainted food, illegal drugs, unsafe trucks. Those are just three reasons why NAFTA is not only detrimental to job security in the United States, but to public safety as well.

In the fields of Mexico, where workers toil for long hours for substandard wages, unsanitary conditions lead to illness and disease. Some of the pesticides they use are illegal in the United States because they harm the environment. With NAFTA, it is now easier to import food from Mexico than it was before. Sixty percent of our winter fruits and vegetables are now imported from Mexico, and the Food and Drug Administration can only inspect a certain amount. The end result can be disastrous, as was seen earlier this year when U.S. schoolchildren were infected with hepatitis as a result of eating contaminated strawberries imported from Mexico.

With the large number of Mexican trucks crossing the U.S. border every day, it is nearly impossible for border guards to inspect what comes through. With 12,000 trucks per day coming into the United States, and only about 1 percent getting inspected, it's easy to see why drug traffickers are having a field day with NAFTA. It is believed that close to 70 percent of the cocaine coming into the U.S. comes across the Mexican border. There are not enough inspectors to do a thorough job of inspecting the trucks and their cargo.

The trucks themselves that come across the border are safety risks. They are much older than American trucks, and are not held to the same safety standards. Federal safety inspectors at the border, working from 8 a.m. to 5 p.m., can only give a small percentage of the trucks a safety inspection. After 5 p.m., these trucks pass the inspection stations unscrutinized. Some of them are checked by state inspectors, such as California's Commercial Vehicle Inspection Specialists (CVIS), but these state employees can only inspect a fraction of the trucks that pass through the California Highway Patrol inspection stations.

If the NAFTA expansion is approved, more nations will be added to a situation that has already negatively impacted the United States. If this country doesn't have the manpower to inspect imports now, the addition of other countries into the mix will only further tax the nation's resources. Union members need to contact their leaders in Congress to let them know that labor will not tolerate any further threats to the nation's health and safety.

Contact your local elected official about NAFTA:

House of Representatives

NORTHERN CALIFORNIA

Frank Riggs
(R-California, 1st District)
1714 Longworth House Office Building
Washington, DC 20515-0501
(202) 225-3311
Fax (202) 225-3403

Wally Herger
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Washington, DC 20515-0502
(202) 225-3076

Vic Fazio
(D-California, 3rd District)
2113 Rayburn House Office Building
Washington, DC 20515-0503
(202) 225-5716

John Doolittle
(R-California, 4th District)
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Washington, DC 20515-0504
(202) 225-2511
Fax (202) 225-5444

Robert Matsui
(D-California, 5th District)
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Washington, DC 20515-0505
(202) 225-7163
Fax (202) 225-0566

Lynn Woolsey
(D-California, 6th District)
439 Cannon House Office Building
Washington, DC 20515-0506
(202) 225-5161
Fax (202) 225-5163

George Miller
(D-California, 7th District)
2205 Rayburn House Office Building
Washington, DC 20515-0507
(202) 225-2095

Nancy Pelosi
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2457 Rayburn House Office Building
Washington, DC 20515-0508
(202) 225-4965
Fax (202) 225-8259

Ronald Dellums
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(202) 225-2661

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Fax (202) 225-5914

Richard Pombo
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Washington, DC 20515-0511
(202) 225-1947

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(202) 225-3531

Fortney Pete Stark
(D-California, 13th District)
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Washington, DC 20515-0513
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Fax (202) 226-3805

Anna Eshoo
(D-California, 14th District)
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Washington, DC 20515-0514
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Fax (202) 225-8890

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Fax (202) 225-6788

Zoe Lofgren
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Sam Farr
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Gary Condit
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(202) 225-6131

George Radanovich
(R-California, 19th District)
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(D-California, 20th District)
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HAWAII

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Patsy Mink
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NORTHERN NEVADA

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(202) 225-3011
Fax (202) 225-5638

Chris Cannon
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Fax (202) 225-5629

Senate

CALIFORNIA

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Barbara Boxer (D-California)
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(202) 224-3553

HAWAII

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Daniel Akaka (D-Hawaii)
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Fax (202) 224-2126

NEVADA

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Fax (202) 224-7327

Richard Bryan (D-Nevada)
SR-269 Russell Senate Office Building
Washington, DC 20510-2804
(202) 224-6244

UTAH

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(202) 224-5251

Robert Bennett (R-Utah)
SD-431 Dirksen Senate Office Building
Washington, DC 20510-4403
(202) 224-5444

NEWS FROM THE addiction recovery program



by Bud Ketchum
Director

Company liable for employee's injuries in alcohol-related crash

A state appeals court refused to dismiss negligence charges against a Louisiana mooring and marine company that repeatedly failed to discipline an assistant ship captain who violated its alcohol policy until another employee got hurt.

Specifically, the Louisiana court held that the employee was entitled to compensation under the Jones Act, a federal statute that protects ship deckhands from employer negligence. In the case, a deckhand for the company was injured in a car wreck at the hands of his superior officer, who was an assistant captain. The assistant captain, who had been drinking before the accident, had a history of unreported offenses.

He was eventually fired after he pleaded guilty to driving while intoxicated after the accident occurred. The court's focus in rendering its decision centered on whether the injured deckhand was in the "course of his employment" at the time of the accident.

The judge ultimately determined that the deckhand was on duty because he believed he was under order from his supervisor to accompany him on an errand off the ship. The test for liability under the Jones Act is whether a seaman was injured by employer negligence during the course of his employment.

In determining if the employee acted in the "course of employment," the court considered two factors:

- The "degree of control" the ship owner had over the deckhand at the time of the injury
- Whether the deckhand was "on personal business or a mission for the benefit of his employer or attending to the business of his employer."

Here, a factual question existed as to whether the deckhand was on personal business at the time the assistant captain asked the deckhand to accompany him on the errand. The assistant captain had been given charge of the vessel. As such, it was a reasonable indication that the errand could have been part of the deckhand's job duties, the court said.

The deckhand also presented sufficient evidence to suggest that the employer was negligent because the ship's captain had failed to discipline the assistant captain for prior alcohol-related offenses, the court determined. The ship's captain never recorded the assistant captain's actions in his personnel file, even though he had been confronted before for violating a company policy that prohibits captains from drinking alcohol on or off the ship if they are on tour.

"These facts demonstrate a sufficient showing that an unsafe place to work may have been created by [the company's] lack of enforcement of its policies on board its vessels ...," the court said.

Cox v. Fuslang, et. al., No. 96-1354, La. App. Ct., 4/30/97.

NEWS FROM THE safety dept.



by Brian Bishop
Safety Director

Filling gas cans inside truck bed liners can spark fire

Rather than focus my entire column this month on one topic, I want to spend a little time covering several issues.

Dangerous combination

The first has to do with truck bed liners and gas cans causing sparks. Investigations have determined that numerous fires have been created by filling gas cans inside the beds of pickups that have bed liners, or filling cans on nylon carpets in car trucks. The investigations have determined that a static charge builds up from the bed liner or carpet to the can. As the charge builds it can create a spark between the can and the gas nozzle. Reports from Ford Motor Co., Standard Oil and Chevron recommend that gas cans should never be filled in the bed of a pickup truck equipped with a bed liner, or on the nylon carpeted car trunk. The gas container should be placed on the ground before it is filled.

Company verses OSHA rules

The second issue has to do with company safety rules verses OSHA standards. Companies can request employees to wear personal protective equipment even when OSHA says it is not necessary. Remember that the OSHA standards are minimum standards or requirements. Companies are allowed to follow their own rules if they go beyond those enforced by OSHA.

For instance, if an employer says that the operators on the job-site will wear hard hats even when they are protected by a roll-over protective structure (ROPS), OSHA may not deem it necessary. But the company is allowed to enforce their own safety rules. Employers may require their employees to wear long trousers or shirts to prevent insect bites, poison oak or sun burns, but that is not a mandatory requirement enforced by OSHA. Employees can be terminated for not following the company rules. Insurance com-

panies set a great deal of these safety rules for their employers. If the employers do not enforce these rules then their premiums can be raised.

Reporting accidents

My final theme deals with reporting accidents. Every year a large number of accidents involving operators fall through the cracks and go unreported. If you are involved in an accident, even if no one is injured, notify the business agent in your area. We have had companies where a large number of accidents have occurred and no one tells the agents. It is nice to have a record and establish a pattern with the company. Early detection can prevent future accidents.

It is hard enough to enforce safety standards with some companies even with all the reports. Most of the contracts have a clause that says the employers are to notify the district office or the area agent in the case of an accident, but this is not always happening.

Call in if you think the accidents are not being reported, or even if you think they are. We keep a copy of the initial accident reports, called business agent reports, in the Safety Department, and these reports can prove useful down the road when filing workers' compensation claims. Let us know of accidents where other crafts are operating our rigs. I don't have to tell you how we can use this information.



NEWS FROM THE
*tech
engineers*



by Paul Schissler
Director of
Tech Engineers

No doubt about it, PECG initiative covers wide variety of private design work

February 1998 will mark the 50th anniversary of the surveyors affiliation with Local 3. To celebrate this milestone a commemorative belt buckle will be made. Those of you who would like to submit a design are encouraged to do so.

All entries will be reviewed by a select committee. The name of the designer will be stamped on the reverse side. Once the design has been selected, orders will be taken. A time limit will be set to place orders. Once the order has been placed with the manufacturer, no further orders will be taken. After the last buckle is made, the mold will be destroyed. Let's see how creative you can be. Send your design to Local 3, attention Paul Schissler, 1620 South Loop Road, Alameda, CA 94502.

Strong growth for Calif.

Economic indicators show that unemployment in California will drop below the national average by 2000. This economic forecast is expected to boost home values and provide thousands of job opportunities. Unemployment rates are expected to average 6.2 percent this year, then fall to 5.5 percent in the next couple of years. If predictions are correct, this would be the first time in 10 years that California has dropped below the national average.

Economists are predicting a strong regional economy that will last for several years. Driven by the influx of anticipated population growth, housing will increase substantially. The state's population is expected to soar from 32.6 million to 47.4 million by 2020. The increase in newcomers to the state is expected to push housing values up 10 percent by 1999. Anticipated growth in the entertainment, high-tech, manufacturing and service industries is expected to add 400,000 new jobs in the next year.

PECG initiative

But all this great economic news could be overshadowed by the PECG initiative. The Professional Engineers in California Government (PECG), an employee association of state bureaucrats, has spent nearly \$2 million to place an initiative on the next statewide ballot. PECG claims it will help taxpayers, but it will actually be a huge competition killer. It would create a rigged bidding system to restrict private-sector competition for design and engineering projects, increase taxpayer costs and delay building new schools and other vital projects.

Cities, counties oppose initiative

The League of California Cities joined dozens of local governments recently in the fight to defeat the "Competition Killer Initiative." The core issue is this: Should virtually all design and engineering project development work for local government be done by state employees instead of contractors hired and managed by local city councils and county supervisors?

Any park, public works, school, road or jail project would be covered under this initiative if any state funding is involved, including bond funding, or if the state has any ownership, liability or responsibility for construction, operation or maintenance. The initiative creates a rigged bidding system that effectively means most infrastructure projects would be designed only by state workers, not private contractors that are accountable to the needs of local cities.

Building new projects already takes too long. This initiative would add a whole new layer of bureaucracy. The initiative requires that each local project be reviewed by the State Controller's Office. Because the measure specifies no deadline by which the controller must act, it could become a project bottleneck, further delaying jobs that are needed now.

Normal contract conditions, such as delivering a project on schedule and within the budget are conspicuously missing from this initiative, and what's more local governments would have no say in the process.

Opposition from school boards

Concerned it would cause delays in school construction, the California School Boards Association (CSBA) representing more than 1,000 K-12 school districts throughout the state, joined the fight against the competition killer.

"This initiative reflects bad public policy and will have a profound effect on school districts," said CSBA President Juanita Haugen. "The initiative will likely result in further delays in the approval process for school construction. This comes at a time when districts are trying to find more classroom space to meet class size reduction needs."

Copycat legislation

Due to strong opposition from schools, health care and local governments, the Competition Killer copycat bills, SB 479 and AB 376, were radically amended as they left the California Assembly and Senate.

Despite PECG's claims to the contrary, these bills as introduced were identical to the PECG initiative and did indeed apply to virtually all state and local infrastructure projects, including school construction. They now only apply to local and state transportation projects.

Promoters would like you to believe their measure would protect taxpayers and ensure competitive bidding. But if that's true, why are the California Taxpayers' Association, California Chamber of Commerce, California HealthCare Association, California Transit Association, California Highway Users Conference, California Minority and Women's Businesses Coalition among groups that oppose it.

100,000 lost jobs

Except for its promoters, no one disputes the Competition Killer Initiative would create bureaucratic gridlock delaying thousands of public works projects. This means delays in construction funding for vital projects. And no construction funding means no construction jobs. Conservative estimates are that 100,000 construction and related jobs would be lost in the first two years alone due to the construction delays caused by the Competition Killer Initiative.

Contract negotiations

Surveyors pre-negotiation meetings were conducted in Stockton, Sacramento, Santa Rosa, San Jose and Oakland districts. Contract negotiations have begun with Bay Counties Association and will continue over the next couple of months. We hope we can reach an early agreement by Thanksgiving and transition smoothly into 1998. We will keep you updated along the way.

A final thought

Let's say you're going to a party, so you pull out some pocket change and buy a little greeting card that plays "Happy Birthday" when it's opened. If someone casually tosses the card into the trash after the party, they would be throwing away more computer power than existed in the entire world before 1950.



NEWS FROM
*fringe
benefits*

by Charlie Warren

Director of
Fringe Benefits

Improper Medicare registration can cost retirees dearly

Members and spouses covered by the Pensioned Health and Welfare Trust who become eligible for Medicare benefits must enroll for parts A and B of the Medicare program. Failure to enroll will result in the plan denying any charges that would have been paid by Medicare, regardless of whether the eligible member or spouse has enrolled in the Medicare program.

From the point the member or spouse becomes eligible for Medicare, the Pensioned Health and Welfare Trust Fund becomes the secondary payer. This means Medicare will pay on the charges first and the trust fund will pay the appropriate balance of covered charges after Medicare has paid its portion.

Quick phone references

Continuing with our effort to make benefit information and services more accessible to the members, we are publishing the quick reference phone listing for active and retired Utah members. Listings for Nevada and California members were published in past issues of Engineers News and Hawaii's listing will be published in next month's issue.

Retiree Association meetings

Our fall round of Retiree Association meetings is in full swing. Check the schedule on page 19 and come to the meeting in your area. We'll bring you up to date on all the latest concerning the union and your benefits. This is your opportunity to meet with the officers and give them the feedback they need to make the union work for all.



QUICK PHONE REFERENCE UTAH

Quick Phone Reference for Utah Retirees

Information Needed	Contact the Following
Salt Lake City District Office	(801) 596-2677
Fringe Benefit Service Center	(510) 748-7450
Pension & Annuity Information	Trust Fund Office (800) 251-5014 or (510) 433-4422
For Eligibility, Claims, H&W Benefit Information and Contract Provider Updates	Trust Fund Office (800) 251-5013 or (510) 676-3890
Utilization Review Organization	For pre-authorization or pre-service review, provider should call Prudent Buyer utilization review: (800) 274-7767
Prudent Buyer Plan (through Basic Crafts Healthcare Consumer Coalition)	
Prescription Drug Programs:	
Diversified Pharmaceuticals Services (DPS) network walk-in pharmacy and mail order program	Diversified Customer Service (800) 842-2012
Non-network pharmacy claims	Obtain a claim form from the Fund Office or call DPS Customer Service.
American Diversified Pharmacies (ADP) mail order program (walk-in pharmacy - Sacramento Office only)	ADP (800) 568-2177 or (916) 263-0233
Chemical Dependency Treatment Referral and Pre-authorization	Addiction Recovery Program (ARP) (800) 562-3277
Vision Service Plan	(800) 877-7195
Hearing Care Plan	(800) 322-4327
Health Examinations, Inc. Mobile Health Testing Unit	(800) 542-6233

Quick Phone Reference for Utah Active Members

Information Needed	Contact the Following
Salt Lake City District Office	(801) 596-2677
Fringe Benefit Service Center	(510) 748-7450
Trust Fund Office Pension Information Vacation Pay Eligibility Rx Claims	Trust Fund Office (800) 251-5014 or SLC District Office (801) 596-2677
For Eligibility, Claims, H&W Benefit Information, Participating Provider Updates	Blue Cross & Blue Shield Customer Service Unit: Salt Lake line (801) 481-6189 In-State (800) 523-9182 Western Area (800) 453-7106 or SLC District Office (801) 596-2677
Utilization Review	Blue Cross & Blue Shield Salt Lake line (801) 481-6191 In-State (800) 523-9858 Western Area (800) 228-8263

NEWS FROM THE

credit
union

by Rob Wise
Credit Union
Treasurer

Car shoppers can brake for savings at Local 3 credit union

Your credit union continues to add products and services designed to save members time and money on car and truck purchases. On the product side, you can now apply for an 84-month used or new vehicle loan. The 84-month term is available for loan amounts of \$15,000 or more. To learn what your monthly payments would be on an 84-month loan, check out our Web site at www.oefcu.org. The site includes easy-to-use loan payment calculators and lets you apply for your loan 24 hours a day.

On the services side, we're introducing the Independent Fleet Managers Association Auto Purchase Service, or IFMA Auto Purchase Service for short. Whatever you call it, you should know that this is a free service exclusively for credit union members in the greater San Francisco Bay Area and Sacramento.

Here's how it works. First, call your credit union branch for loan information, then make an appointment with an IFMA fleet manager by calling 1-800-409-IFMA (1-800-409-4362). Next, meet with the IFMA fleet manager, who will assist you in selecting and purchasing your new or used vehicle. By using the IFMA Auto Purchase Service for your new vehicle purchase, you will be getting special fleet pricing, which could save you hundreds of dollars.

Remember, the lower purchase price may also allow you to finance a lower amount and decrease your finance charges. Even if you live in an area where IFMA Auto Purchase Service is not available, the credit union can give you information that will help you buy your car or truck for a fair price. Credit union staff can give you Kelley Blue Book values on used cars and dealer invoice costs on new vehicles. You can also access the Kelley Blue Book from the credit union's Web site.

Your credit union has auto buying services that fit a variety of needs. For example, you may be someone who wants to use an auto broker to find your dream car. Ask us how we can help you. We can also help you at the dealership through our Credit Union Direct Lending program.

Whatever car shopper "type" you are, check with your credit union before considering dealer financing. The "low" rate a dealer offers may apply only to a vehicle priced at full manufacturers suggested retail price (MSRP). In addition, by going with dealer financing you may be sacrificing a rebate of \$500 or more.

Saturday hours?

Some members have asked about having their credit union branches open on Saturdays. Your credit union's board of directors has not ruled out having Saturday hours down the road. However, at this time the cost of having Saturday hours would hurt your credit union's goal of keeping fees for services low and not charging for many services.

In addition to keeping fees low, the credit union wants to keep rates for savers high, help borrowers with low rates, and have branches available for as many members as possible, even members who live in less populated areas. The decision to expand hours can only be made if it won't hamper any of these goals. The good news is that it's easy to take care of credit union business even at times your branch isn't open.

For example, you may make deposits to your credit union account at a growing number of CU Service Centers, many of which are open on Saturdays. Call 1-888-CU-SWIRL. Check our Web site at www.oefcu.org, or call your credit union branch for the location of the CU service center nearest you.

Another resource that is available to you for taking care of credit union business 24 hours a day is our free Touch Tone Teller. And with your credit union check-ATM card you have access to cash at ATMs, supermarket checkouts and other locations nationwide. For more information about the services available to credit union members, please check with your local branch or call 1-800-877-4444.



Holiday Loan Special

Borrow up to \$2,000 at a Special Rate of 9.0% APR and you have up to 12 months to repay. Ends 1/31/98.

****Avoid paying department store rates of 18% to 21% APR.****

Operating Engineers Local Union No. 3
Federal Credit Union

Call your branch or 1-800-877-4444.

www.oefcu.org

Retiree Association Meetings

CERES

Thurs. Oct. 16, 1997 10:00 AM
Tuolumne River Lodge
2429 River Road, Modesto, CA

STOCKTON-Eta Chapter

Thurs. Oct. 16, 1997 2:00 PM
Stockton Waterloo Gun & Bocci Club
4343 N. Ashley Lane, Stockton, CA

S. F.-SAN MATEO-Kappa Nu Chapter

Thurs. Nov. 13, 1997 10:00 AM
IAM Air Transport Employees
1511 Rollins Rd., Burlingame, CA

IGNACIO-Chi Beta Chapter

Thurs. Nov. 13, 1997 2:00 PM
Alvarado Inn
250 Entrada, Novato, CA

FAIRFIELD-Chi-Gamma Chapter

Tues. Nov. 18, 1997 2:00 PM
Operating Engineers Bldg.
2540 N. Watney, Fairfield, CA

FRESNO-Theta Chapter

Thurs. Nov. 20, 1997 2:00 PM
Laborers Hall
5431 E. Hedges, Fresno, CA

NEWS FROM THE
districts

No shortage of picnickers found at Sacramento District picnic

SACRAMENTO – About 350 Local 3 members, their family members and other guests turned out for the August 2 District 80 picnic at Folsom City Park. This was the 21st consecutive year the district has held its barbecue.

from sacramento

Picnickers enjoyed a menu of tri-tip, chicken, hot dogs, and the usual beans, salad and unlimited soft drinks and beer. While the adults listened to live country and western music, two clowns filled balloons and painted faces for the kids. But the highlight of the picnic came when a big screen television, mountain bike and dinners at local restaurants were given out at the raffle. There was also a special raffle for the kids.

The Sacramento District office would like to thank all the staff and volunteers who helped with the picnic. We look forward to seeing you at the 22nd annual picnic next year.



A glimpse of the more than 350 who turned out for the picnic.



Business Manager Don Doser, third from left, poses with Marysville and Sacramento district staff from left: Marysville District Rep. Frank Herrera, Business Rep. Scooter Gentry, Doser Business Rep. Dan Mostats, Sacramento District Rep. John Bonilla, Marysville District Dispatcher Bing Pennington, Assistant Director of the Public Employees Division Garland Rosaura, Business Rep. Ricky Johnson Sr. and Organizer Jim Horan.

Hugh and Marilyn Badam



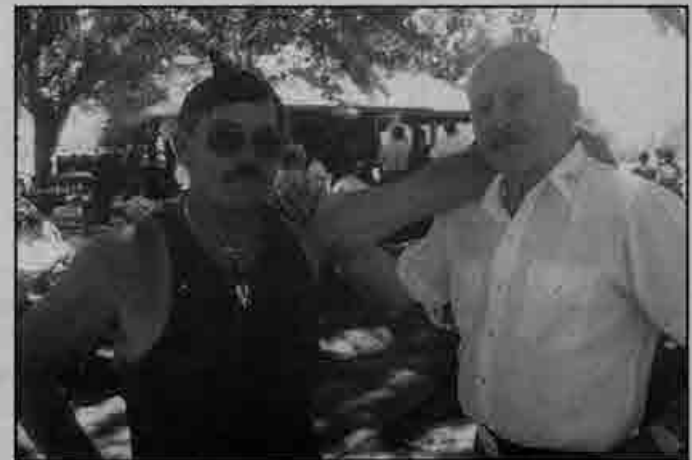
On the serving line are Linda Cox, wife of Reno District Rep. Pete Cox, Linda Hunting, and Sacramento District Rep. John Bonilla.

Business Rep. Richard Tallafiero, left, and Steve Booth of the Unit 12 Craft and Maintenance Division, sing "16 Guns."



Marysville District Dispatcher Bing Pennington took charge of barbecuing the tri-tip.

Bill Dalton, left, and Bud Dalton



NEWS FROM THE districts

After slow start, work season finishing with a flurry

SACRAMENTO – This year's work picture in the Sacramento area has turned out to be better than expected. After a slow start, work has really taken off. Nearly every operator in the district is getting in at least 40 hours per week, and some are working more. Let's hope that next year we get an earlier start.

more from **sacramento**

In El Dorado County, Frehner Construction has begun work on the U.S. 50 slide project near Kyburz. The deadline is October 18. This is a tough job with steep terrain and a lot of mud. There have been several slides that have occurred since construction began. This project should keep 35-plus operators busy until the end of the season.

Perini is doing a job on Lake Tahoe's South Shore for the Embassy Suites hotel. In Placer County, Azteca Construction



is working on a water line project at the site of Auburn Dam for PCWA. And no, the Auburn Dam, unfortunately, is not being built. Another project that has been held up for a long time has actually started – the Winchester project near Meadow Vista, a large housing facility with a golf course. Independent Construction is keeping about eight operators busy there.

Work on the Union Pacific rail yard in Roseville should start this month. Sorzano & Cone is continuing work on I-80 in Truckee, and Penhall is still working along the Donner Summit. Foster Wheeler is still working at the Cabin Creek dump just outside of Truckee. In Nevada County, Jaxon Baker and Butte Construction are working on Hwy. 49.

In the North Sacramento area, the job outlook is looking better everyday, with the growing areas being Folsom and Roseville. The growth appears to be moving to the west and into North Sacramento.

We're fighting hard and gaining ground in the private area. There seems to be fewer non-union jobs and more union companies in the private area. The non-union companies are still there, but I'm seeing a big turn around, and we hope with your support and hard work and our continued efforts we'll get off to a good start next year. A good sign this might happen is that the surveyors are busy. Let's keep up the good work.

After finishing demolition work, Hensel Phelps has started with the 22-story Esquire Plaza on the K Street Mall. Morse Diesel has completed 75 percent of the \$160 million federal court house. There is nine months of work for a few Operating Engineers until the new court house is completed.

Teichert has 35 operators busy on its Folsom City Broadstone sub-division off U.S. 50. Syblon & Reid has started a new Eldorado Township High School project in Folsom City, where 13 operators will work on the \$6 million project until the rain comes. Syblon & Reid also has a few operators on its \$1.3 million American River Bridge project that C.C. Meyer was awarded. Blue Iron has started its Willow Creek dump project, where three operators will be busy

until winter comes.

Organizing

When the work picture is this good and everybody is working, this is the time to start recruiting from the non-union. Most of us know someone who is working non-union and you, as an operator, may be the best person to recruit them. All you have to do is put them in touch with a business agent, and the Sacramento office will take it from there.

With the new retirement rules we may have to start putting our recruitment skills into high gear. The projected need for skilled labor is expected to increase indefinitely, and if we do a better job than the non-union of recruiting qualified people, they will have to come to us and sign a contract to get the people they need to do the work. This historically has been the best way to organize and is what has kept the building and construction trades strong for over a century.

We have completed negotiations on a three-year agreement with Sierra Metal Fabricators in Grass Valley. Both wages and fringe benefits were improved, and our members there have had a busy year. The contract with Auburn Placer Disposal is up in December, and we will start pre-negotiations with our members in early November.

The '98 election is coming

Next year is a very important period for politics. If you are not currently register to vote, call the hall or talk to your business agent. We will be more than happy to get you registered. Remember, if you have moved or have married and changed your last name since you last voted, you need to re-register. This upcoming election for California's governor is crucial to labor. If you think Wilson was bad for working people, the likely Republican gubernatorial candidate, Dan Lungren, if elected, would be even worse.

There will also be several other races and propositions on the ballot that we will need help on. We will be mobilizing union members to get out the vote and get our members registered. You may think that election time is a long way off, but we do need to start now if we hope to win in November.

Looking even further ahead, the AFL-CIO is planning a new program for the turn of the century called "2000 in 2000." The goal is to elect 2,000 union members to different political offices across the country by the year 2000. You may know of a school board, water district or city council position in your neighborhood that you might want to run for. With as many Local 3 active and retired members that are in the community you could stand a very good chance of getting elected.

Local 3 is no stranger to politics, and as the largest building and construction trade local union in the country, we will be leading the fight to protect our wages and benefits through politics and other ways. We need every member to register and vote on important issues that affect our lives and our jobs. Democracy only works when people participate.

District Rep. John Bonilla, Organizer Jim Horan, and Business Reps. Richard Taliaferro, Andy Mullen, Ricky C. Johnson, Sr. and Frank Rodriguez

NEWS FROM THE
*districts***Baldwin puts down 30,000 tons of asphalt at Chester Airport job**

MARYSVILLE – As the season is coming to a close, the work in the Marysville District still looks good. Baldwin Contracting's Chester Airport job was completed 20 days ahead of schedule, ending with 30,000 tons of asphalt being laid. Baldwin is also getting ready to repair the Aztec plant that was damaged by an explosion, keeping four hands busy at the mud plant.

from marysville

Roy E. Ladd started the year on the Feather River Hwy. 70 flood damage repair for Caltrans. Now the year is just about over and the company is still on the Feather River Canyon site, this time working for the Union Pacific Railroad.

Bill Schoonmaker, vice president of Ladd's Southern Division, has expressed appreciation to the Marysville office for working closely with his company. He said Local 3 is the reason the company's jobs have been safe and successful. So we extend our thanks to all our good members for their operating expertise.

Blaisdell & Baker Inc. of Redding just picked a section on the Hwy. 70 flood repair work in the Feather River canyon. Dillingham finished its work on the Cresta and Rock Creek dams in Storrie.

At press time, Ford Construction is keeping our hands busy with

the Portola water project. Granite Construction is winding down its paving on Hwy. 395 at South Hallelujah Junction. Thompson & Rich Crane Service, Inc. and Stan Gilbert Paving are working at Beale Air Force Base.

Organizing victory

We would like to extend a big hand and congratulations to our organizing crew for the victory with Nortech Recycling in Lincoln (for more details see story page). The vote was 55 for the union, 14 for the company union and seven for no union. This was a great job on a joint-venture involving the Marysville and Sacramento districts, as well as one of our Spanish-speaking business agents, Joe Tarin, from our Oakland District.

Also, a thanks to our members' dedicated participation with Manual Bros. Inc. in Colfax, as we were able to shut down this non-union ready-mix operation that was undercutting one of our union contractor's price by \$2 per cubic yard.

We do extend our sympathy for the hardships to our members who may have incurred any loss during the recent fire in the Dobbins area. And again we hope our area flood victims are close to recovering their losses.

Business Rep. Francis "Scooter" Gentry



At the Baldwin Contracting Chester Airport job is the Aztec plant crew from left: Richard Zerkovich, Bruce Smith, Fred Metz and Mike Louderback.



Dillingham's Cresta Dam job at Storrie in the Feather River canyon.



Dennis Moreland, Marysville District Executive Board member, operates a float tractor for Baldwin Contracting.



Baldwin's paving crew at the Chester Airport.

NEWS FROM THE districts

Apprenticeship coordinator Jim Fagundes retires

After 32 years, he's turning in his union car keys for 'frogs,' gourmet cooking and interior decorating

from fresno

FRESNO – After 32 years with Operating Engineers, Jim Fagundes, apprenticeship coordinator for the Fresno and San Jose districts, has retired.

Some of us may remember Jim when he worked in the parts department at Holt Bros. in Los Banos in 1965. It was during this time that Holt Bros. was organized and became part of Operating Engineers. There is no doubt that Jim's name could have been at the top of the "Request for Representation" list. Jim was a job steward eight of the 10 years he worked for Holt Bros.

Jim has always been an active and involved Local 3 member. He was so involved, in fact, that in 1972 Jim became the dispatcher for the Fresno District, but he could not stop there. With the retirement of Apprenticeship Coordinator Nick Carlson, Business Manager Al Clem recommended Jim for the job in 1973. We would like to thank Claude Odom, District Representative at the time, for training Jim in his new role. It turned out to be a role Jim was meant to play.

Not very many people are aware that Jim is the second of three generations of Operating Engineers. Jim's father, Frank Fagundes,

was a plant operator for Niles Sand & Gravel in the 1940's, and now Jim's son, Mark, a member since 1986, is left to carry on the family name.



Jim Fagundes

at various union meetings and activities. The one thing that Jim wants everyone to know is that he will always continue to support Local 3.

*Kathy Tarango-Smith,
Fresno District office secretary*

Jim plans to collect "frogs" and become a gourmet chef and an interior decorator for his wife Pat. But we would like to know how he plans on doing these things while fishing on Lake McClure with his portable television blaring the San Francisco 49ers game.

Q&D finishes two schools in record time

RENO – Frehner Construction is working on opening a new pit in the Mustang area east of Sparks. The pit is expected to supply plant mix aggregates, rip-rap and backfill to Frehner's construction projects and other contractors.

from reno

Set up, including a hot plant, is in progress, with production expected to begin this winter. Business should be in full swing by next spring. Frehner hopes to make this a year-round production, employing about 15 people during the peak season. The company has been successful low bidders on several local paving and construction projects. We wish Frehner the best of luck in its new venture.

This work season has not been as good as the past two years. With the heavy winter snow and spring rains, our season unfortunately started later than usual. While there are many projects under construction, both highway and commercial, we have not had any large projects going this year.

Q&D Construction recently completed two new elementary schools in Reno, both in record time, with delays due to last year's New Years Day flood. Q&D had a race with the clock to get the schools ready to open for the opening of school on August 25. The company prevailed. Both schools are up and running. Q&D also completed the Center Street project in downtown Reno in record time. The company received accolades and a bonus from the

Regional Transportation Commission for completing the project early. Congratulations to the crews of Q&D on all three projects.

Granite Construction has been busy trying to wrap up its paving season before winter. It has been working on several night paving jobs that seem to have become a popular way to accomplish paving projects without disrupting the busy tourist season.

With autumn here and winter approaching, it is important to remind our members about keeping good records and recording your work hours on a calendar. As the end of the work season nears, we will have many members come to the office to discuss possible shortages of hours.

Members also express concerns weekly when they receive their paychecks. It is critical for each of you to record the number of hours and the job site you work on every day. It is impossible for us to help you reconstruct your hours for pay and fringes if you have not kept good records and copies of your check stubs.

It is also beneficial to check the stub of your paycheck every week to make sure you were paid for the correct number of hours and paid at the right rate. Then regularly check your deposits of vacation pay to make sure those records match yours. If you do have questions or need assistance, please come to the office with your work records and check stubs and our staff will be happy to help you.

NEWS FROM THE districts

Bridge work still dominates Redding work picture

from *redding*

REDDING - Work is very good in District 70 right now. Stimpel-Wiebelhaus is working two shifts on a slide removal at Sones Bar. The company has jobs in other districts as well.

J.F. Shea still has two crews paving I-5 in Yreka and in Redding on Hwy. 273. Most of J.F. Shea plants are working at full speed.

Tullis Inc. has projects all over the district. It's finishing up the Court Street extension for the City of Redding and completing all approaches for the Diesthorst Bridge. Tullis was able to use dirt left over from the city extension project on the new city yard on Akard Avenue.

MCM is finishing up the Diesthorst Bridge structure and is putting in pouring peers at Bonneyview bridge. Benco picked up the Cow Creek bridge, which was destroyed during last winter's storms. The company has already demolished the bridge and is

getting ready to start on the peers.

Ray Lee, superintendent for C.C. Meyers, and his crew have already poured all the deck on the Cottonwood Bridge on I-5. The next step is to remove falsework and for J.F. Shea to get the approaches ready for traffic. After demolishing the existing bridge, the company will extend the new bridge on both sides by 8 feet.

Ron Hale has a lot of work right now. His crews have been traveling all over the district grinding asphalt.

Clemens Construction has jobs in the Eureka, Marysville, Rohnert Park, Fresno and Redding districts. I talked to owner John Clemens and he told me it has been a good year so far. Despite having a lot of little jobs, he has about 15 to 20 operators working.

At press time, Redding District dispatches are down 15 percent. This means that almost all of the members are working. This is good considering that the hall got off to a very slow start this year.

personal notes

From the Marysville Office:

The Marysville District office extends its sincerest condolences to the families and friends of the following deceased members, or deceased retired members: **Todd E. Smith** of Marysville; **Glen A. Morrison** of Oroville; **Noah Chilcoat** of Olivehurst; **Walter J. Welch** of Chico; **Paul A. Sullivan** of East Nicolaus; **Tommy Gardner** of Oroville; **Robert G. Chapman** of Gridley; **Larry Fleharty** of Live Oak; **Robert Besser** of Chico; **Charles Cummins** of Sutter.

From the Reno Office:

Congratulations to **Todd and Cheri Webb** on the birth of the son on September 24.

From the Rohnert Park Office:

The Rohnert Park District office would like to express its sincere condolences to the friends and families of the following departed: **Marlene (Judy) Potts**, wife of member **Donald Potts** (5/24); **Merrill Weekley**, stepfather of **Tom Stapleton**, former Local 3 Business Manager (9/16). Congratulations to the following: **Alyssia Marie Barker**, born on 9/7/97 to **Dion & April Barker**. Dion works for Bartley Pump. Alyssia weighed in at 10 lbs., 2 oz. **Jason Gregory Soiland** born 5/6/97 to **Greg & LeeAnn Soiland**. Greg works for Peterson Tractor in Santa Rosa. Jason weighed in at 8 lbs., 3 oz.

A special notice from Recording-Corresponding Secretary Rob Wise

At the October 12, 1997 Executive Board meeting, it was moved, seconded, and carried to adopt the following resolution:

Resolution - Members Working For Non-Signatory Employers

Today, Americans are witnessing a re-energized labor movement at the local, state, and national level. Nowhere is that truer than in Northern California. Operating Engineers Local Union No. 3 is participating in labor's resurgence with a renewed commitment to training, servicing, and organizing.

Recently, Local 3 has redoubled its efforts to organize the non-union workforce in an attempt to better the lives of those working men and women who toil daily without the benefits that accrue to their unionized brethren. This Board has called upon Local 3 rank-and-file, staff, and officers to vigorously participate in the Union's efforts to organize throughout the industries and regions we represent. To that end we believe it is incumbent upon all Local 3 members to cooperate in organizing efforts and we hereby reaffirm the following policy:

Members shall not perform work for employers that are not signatory to a collective bargaining agreement with Local 3, except where the member has received authorization to work for the non-signatory employer from a duly-authorized representative of Local 3 for purposes of organizing or other legitimate Union objectives.

Members who work for a non-signatory employer are obligated to cease and desist promptly from such work when directed to do so by a duly-authorized representative of the Union. Members who refuse or fail to comply with a directive by a duly-authorized Union representative will be considered in violation of the By-Laws of the Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, AFL-CIO, Article III (Duties of Members), Section 1 et seq, and may be subject to appropriate disciplinary action before a Grievance Committee in accordance with the procedures set forth in the By-Laws (see Article X).

mining division

Local 3 gives support to Elko 4-H club

ELKO, Nev. — The Elko County 4-H held its annual livestock show on August 31. Local business representatives asked Local 3 to make a contribution to purchasing an animal, with the businesses matching whatever Local 3 could donate.

When it came time to auction off the animal of a young 4-H member, Drew Landa, buyers were informed that Drew's lamb had become ill the night before and the animal was being withdrawn from the sale. Local 3 representatives at the auction encouraged Drew not to end his year of hard work without reward and offered to buy the lamb sight unseen to be delivered if and when the lamb recovered.

This act of generosity didn't go unnoticed. Those attending the auction praised Local 3 for its action. Local 3 staff from the Elko office plan on this being the first of many animals they will purchase at the Elko County Fair.

Organizer Jim Scott



Son of Local 3 member honored for Boy Scout project

ELKO, Nev. — I recently had the honor of attending the dedication of a Boy Scout community service project. The 13-year-old scout who completed the project, Jon Skinner Jr., is the son of Jon Skinner Sr., a 12-year Local 3 member and employee of Newmont Gold.

Jon Jr. built benches for the Carlin City Park. The benches are constructed of steel and redwood. As his grandfather, Bert Skinner, a retired maintenance foreman from Newmont, proudly told me, young Jon even did the welding. Looking at the job Jon Jr. did, he is definitely apprenticeship material.

Jon Jr. thanked me and asked me to extend his gratitude to the officers and Local 3 members for the support they gave Jon in reaching his goal of Eagle Scout.

An incident I witnessed at the dedication leaves me believing we owe this young Eagle Scout more than he



may owe us. While the adults at the event stood around talking, a boy with multiple sclerosis rode by on his bike. As the boy went down the street, a group of kids stopped him and tried to steal his bicycle.

Unable to get his father's attention, Jon Jr. took off on his own bicycle and headed toward the boy with MS. Jon Jr.'s grandfather and I saw four teenage boys taunting the boy with MS, one of them riding circles around him on his bicycle. We next saw Jon Jr. headed down the street by himself to intervene. Bert and I started to follow in case Jon needed help, but when the teenagers saw Jon coming, they gave the bike back and scattered.

Jon Jr. thanks Local 3 for its support in helping him reach his goal. I would like to thank his parents and grandparents for raising such a honorable young man. We wish this future Eagle Scout the best of luck in his future. I'm sure he will be successful.

Business Rep. Paul McKenzie

meetings & announcements

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of September 1997, and have been determined to be eligible for Honorary Membership effective October 1, 1997. They were presented at the September, 1997 Executive Board Meeting.

William Abington	# 1054838	John Marshall	# 0908734
Martin Azparren	# 0402401	Gary Nason	# 1079767
John R. Bles	# 1112846	Lavern Pedersen	# 0986576
Teimel Chena	# 0999169	Gerald E. Riggs	# 0536477
William Cox	# 1101996	Harley L. Stow	# 1112987
Stan Green	# 1113039	Donald R. Strate	# 1107351
Dyas E. Jones	# 0879584	Garin Watson	# 1025406

DEPARTED MEMBERS

Our condolences to the family and friends of the following departed members
(compiled from the September '97 database)

Harold Binkley	Standish, CA	09/16/97	Joe Griffith	Anderson, CA	08/23/97
Jack Birdsong	Rio Linda, CA	08/13/97	Leslie Haney	San Jose, CA	09/06/97
R. Blanchard	Sparks, NV	09/06/97	Verne Jeffers	Springville, UT	08/25/97
Thomas Blunt	Castella, CA	08/29/97	Thomas Johnson	Madera, CA	09/11/97
John Bradbury	Corning, CA	08/22/97	B. Mahaffey	Kelso, WA	09/06/97
Lawrence Brown	Santa Maria, CA	08/27/97	Alfred Melin	San Lorenzo, CA	09/16/97
Donald Bryant	Florence, AL	08/21/97	James Nyholm	Petaluma, CA	08/28/97
Earl Buckner	Sacramento, CA	08/29/97	Stanley Oliver	Sunnyvale, CA	09/01/97
Anthony Cardoza	Lockeford, CA	09/01/97	Remigio Pagtulingan	Honolulu, HI	09/03/97
Robert Chapman	Gridley, CA	08/29/97	Olen Plummer	Sun Valley, NV	08/30/97
Paul Chappell	Rocklin, CA	08/28/97	Victor Remigi	Salt Lake City, UT	09/04/97
Garth Cross	Sequim, WA	08/24/97	Robert Reynolds	Fort Jones, CA	08/17/97
D. Davis	San Jose, CA	09/22/97	James Sanders	Orland, CA	09/21/97
Chuck Fisher	Redding, CA	07/28/97	Lewis Scott	Hood River, OR	06/25/97
Durward Frazier	Fresno, CA	08/30/97	Tom Sevedge	Manteca, CA	08/20/97
Charles Galloway	Livermore, CA	09/13/97	Clyde Shillings	Madera, CA	08/29/97
Tommy Gardner	Oroville, CA	08/23/97	Max Smith	American Fork, UT	09/04/97
Raymond Gasper	Honolulu, HI	08/06/97	Artie Thompson	Silverton, OR	09/05/97
Stanley Giles	Vacaville, CA	09/22/97	Merrill Weekley	Petaluma, CA	09/16/97
Royal Greene	Dennard, AZ	09/04/97	Shipley Wolfe	Concord, CA	08/03/97

DECEASED DEPENDENTS

Amparo Alvarez (wife of Manuel Alvarez)	09/08/97	Jenny McCoid (wife of George McCoid)	09/03/97
Winifred Amimoto (wife of Kazushi Amimoto)	09/09/97	Elizabeth Pearson (wife of Henning Pearson [dec])	09/18/97
Doris Bodine (wife of Andrew Bodine)	09/29/97	Marlene Ponts (wife of Donald Ponts)	05/24/97
Mary Camden (wife of Harry Camden)	08/27/97	Geraldine Steinhilber (wife of Russell Steinhilber [dec])	09/17/97
Louis Carter (wife of Clyde Carter)	05/01/97	Leona Walker (wife of Ralph Walker [dec])	07/04/97
Carol Marr (wife of Robert Marr)	08/21/97		

<http://www.oe3.org>

Your Internet
link to
Operating
Engineers
Local Union
No. 3



DISTRICT MEETINGS

All meetings convene at 7:00 p.m.

OCTOBER 1997

- 2nd District 80: Sacramento, CA
Engineers Building
4044 N. Freeway Bl., Ste. 200
Sacramento, CA 95834
- 7th District 40: Eureka, CA
Engineers Building
2806 Broadway, Eureka, CA 95501
- 8th District 70: Redding, CA
Engineers Building
20308 Engineers Ln., Redding, CA 96002
- 9th District 60: Marysville, CA
Veterans Memorial Center
1703 Elm St., Marysville, CA
- 16th District 30: Stockton, CA
Stockton Waterloo Gun & Bocci Club*
4343 N. Ashley Ln., Stockton, CA

NOVEMBER 1997

- 5th District 12: Ogden, UT
Ogden Park Hotel
247 - 24th St., Ogden, UT
- 6th District 11: Reno, NV
Engineers Building
1290 Corporate Blvd., Reno, NV 89502
- 13th District 01: Novato, CA
Alvarado Inn
250 Entrada, Novato, CA
- 18th District 04: Fairfield, CA
Engineers Building
2540 N. Watney Way
Fairfield, CA 94533
- 20th District 50: Fresno, CA
Laborers' Hall
5431 E. Hedges, Fresno, CA

DECEMBER 1997

- 1st District 17: Kauai, HI
Kauai High School Cafeteria
Lihue, HI
- 2nd District 17: Honolulu, HI
Washington Intermediate School Cafeteria
1633 So. King St., Honolulu, HI
- 3rd District 17: Maui, HI
Waikapu Community Center
22 Waiko Place, Maui, HI
- 4th District 17: Hilo, HI
Hilo ILWU Hall
100 W. Lanikaula St., Hilo, HI
- 4th District 10: Lakeport, CA
Yacht Club
55-5th St., Lakeport, CA
- 5th District 17: Kona, HI
Holualoa Imin Community Center
76-5877 Mamalahua, Holualoa, HI
- 11th District 90: Freedom, CA
Veterans of Foreign Wars Hall
1960 Freedom Blvd., Freedom, CA
- 18th District 20: Concord, CA
Elks Lodge No. 1994
3994 Willow Pass Rd., Concord, CA

* Note location change

swap shop

FREE WANT-ADS FOR MEMBERS

SwapShop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate, and 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. *Engineers News* reserves the right to edit ads. **NO PHONE-IN ADS PLEASE. LIMIT 2 ADS PER ISSUE.**

To place an ad, 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**

*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.

FOR SALE: 1989 Yamaha YZ490. Orig adult owner, exc cond, never raced, extras; only \$1,300. (408) 629-1573. #2072288

FOR SALE: Mobilehome. 24' x 60' w/8' x 50' covered deck, 3-bd/2 full baths, family/dng rms. Cent heat/air, pellet stove, partly furnished. 2 storage sheds, close to several dams and good hunting. Brownsville, CA \$25,000. (209) 675-1433. #1178350

FOR SALE: 30" Gannon Backhoe Buckett Profile 4. Fits Ford 555, very good conditions. Retail for \$1,175, selling for \$400. (408) 730-9160 after 6 pm. #1235511

FOR SALE: 1984 Lance 5th wheel. 19 1/2', immaculate, has hitch. \$3,800. (209) 544-1420. #1477864

FOR SALE: '73 Austin Mareno. 34K mi, stored 17 yrs, runs and drives good, mag wheels. \$500 OBO. (707) 545-2205. #0598701

FOR SALE: Misc vehicles. 1978-23 ft travel trailer: \$3,300. 1980-300SD Mercedes: \$3,100. 1979-350 Ford van. New motor, trans, transfer case: \$6,400. Like new 3.0 Troy tiller: \$400. 15-ft pontoon boat: \$1,900. (801) 628-4082. #714903

FOR SALE: '87 Ford Ranger. 4-cyl, std trans, 87K mi, w/small camper, ice box, sleeps 2: \$3,500. Also: small camper shell (fits the Ranger): \$300. RV hitch, receiver frame, easy lift, sway bars. Complete w/brake lever & wiring: \$300. Used clothes dryer: \$50. (209) 292-8392. #592866

FOR SALE: 1987 Jeep Wrangler. 4-cyl, 5-sp, 118K mi, new back windows, soft & bikini tops, white w/honey int and honey top. AM/FM cass, alarm, excel cond. \$5,200. (408) 634-1907. #1265340

FOR SALE: Lincoln portable welder. 300 amp, on trailer, factory built w/4-cyl Wisconsin eng, very good cond, short leads. \$750. (209) 333-2449. #763947

FOR SALE: Ideal, Travel Trailer. 1972, one owner. All front kitch, propane 4 burners/oven, dbl sink, frig elec/propane. Eating area makes into bed. Bdrm has dbl bed w/dbl bed over. Bath in rear w/tub/shwr, basin, toilet, closet. Storage, closets, cabinets, everywhere. Leveling jacks; dual holding tanks; tandem axle. \$2,500. (916) 759-9410. #1691152

FOR SALE: Chris Craft boat. 1959, wood, 40' w/6 levels. Bow: 2 bunk bds, head. Galley: stove elec/alcohol. Salon: size for sofa & chairs. Fly bridge: instr panel, marine radio, depth finder. Bdrm, head, beneath Fly Bridge, then Stern w/2 water tanks, 2 gas tanks. Full Delta canvas, twin 283 engs, 6.5 Onan gen. Beautiful boat! \$35,000. (916) 759-9410. #1691152

FOR SALE: 1968 Chevy 1 ton. Flat bed, V8, 4-sp, dual wheels, rebuilt motor, hardened valve seats for new gas. New water pump, fuel pump, master cyl, carb kit. In daily use, licensed til June 98. Will smog. Located in Lakeport, CA. \$1,850. (707) 263-5047. #889055

FOR SALE: Home in Camp Verde, AZ. 3-bd/2-ba on 80' x 99.71' lot. Walking distance to creek. Beautiful mtn views. Landscaping in lawns, fruit & shade trees etc. \$89,900 firm. Will trade for home or property in N. Calif. Write: Raymond Bond, P.O. Box 1722, Camp Verde, AZ. 86322. #0674804

FOR SALE: 1986 Chevy 1/2 ton. Short bed, step side, 305 V8, AT, PS, PB, 114K mi, runs very good. \$3,800. (707) 823-4667. #9244959

FOR SALE: Layton 500 Paver. Electric over hydraulic. New screed and hard rubber has pull long. \$3,000 OBO. (209) 847-5715. #1148375

FOR SALE: Manufactured home. 2 years new, 14' x 66', all appliances incl washer/dryer. Island kitchen, lg shed, carport, fenced yd, RV parking, much more. 50' x 100' lot in Lakeside, OR, 17 mi N. or Coos Bay. \$59,900. (541) 759-4654. #1022304

FOR SALE: 1963 Mercury Monterey. 2-door, V8, AT, power rear window. Runs good, needs paint. \$1,500. (209) 291-5327. #1654299

FOR SALE: Prime 1/2 acre. Level, wooded lot, Lake Almanor Country Club, N. Calif area, \$41,500, owner will finance. (916) 895-0455. #0595155

FOR SALE: 3.3 acres. Over 100 shaded fruit & nut trees. Fenced cross fenced, horses OK. 1,280 sq ft manufactured home incl 30' x 30' shoe/artist studio, too many extras to list. Decks, porches. Near fishing, hunting camping, Red Bluff. \$144,000. (916) 529-5807. #1144736

FOR SALE: Craftsman 10" table saw. With accessories \$250. Also: 18Hp Johnson outboard motor, recent tune up, new prop, extra gas tank and accessories. Reliable! \$600. (408) 278-1924 or e-mail: woz@ricochet.net. #2014080

FOR SALE: Home. 2-bd/2b-ba, attached garage, 30' long rm, wall papered throughout, plenty of shrubs & shade trees. Centrally located bet. SF, Tahoe & Reno, NV and Fort Bragg. Biking distance to Yuba College. Approx 4 mi to Beale AFB. \$78,500. (916) 527-3955. #804095

FOR SALE: Beautiful home on Whidbey Island, WA. Town of Coupeville, zoned commercial. Brick home, 2-bd/1 1/2-ba, spectacular views of Mt. Baker and Penn Cove from front window. 2nd row waterfront. buyer has first right of refusal on waterfront lot. One yr lease signed in 8/97. \$230,000. #1514853

FOR SALE: 5 Forklift self-dumping Hoppers. 3 @ 3/4 cu yd capacity, \$200 ea. 1 @ 1 cy yd capacity \$150. 1 @

1/2 cu yd capacity \$125. Lumber rack off 1993 Dodge Ram 250, full size bed p/u \$125 OBO. 1963 Chevy C-60 #19500 GVW 18' flatbed w/lift-gate, 454 power \$2,500. (510) 674-1948. #1512853

FOR SALE: 1987 Jeep Wrangler CJ7. 54K mi, new tires, clean. \$7,600. Also: 1956 Chevrolet Pickup, clean, runs good. \$5,400 OBO. (510) 432-8608. #1225639

FOR SALE: 1990 Ford F450 Superduty. 7.3L turbo, 1.5 ton w/custom util bed, Liftmore 5000 lb crane, Alcoa wheels, air comp, outriggers, 11+ gal diesel tank w/12V transfer pump and more. Yvonne (510) 634-7881. #2212748

FOR SALE: 1987 Procraft bass boat & trailer. 150 HP Johnson, 2 live wells, in-dash depth finder, Eagle LCG recorder & much more! Overall cond excellent! Phil (510) 634-1249. #2212748

FOR SALE: House in Turlock, CA. 1,354 sq. ft., 3-bd/2-ba, 2-car gar, vaulted ceilings, tile roof, tile counters, oak cabs, cent air & heat, auto sprinklers, F/R-possible RV access on lg 6,000 ft lot. Walk to CSUS campus. Great buy at \$119,500. (209) 664-1640. #1208435

FOR SALE: 1987 Automate 5th wheel. 26-ft, excel cond, built-in gen 3,500 watt, AC, hitch, many extras. \$7,600. (209) 847-2580. #567386346

FOR SALE: '78 Ford Mustang II. 4-cyl, AT, PS, PB, good cond, runs well. \$875. (408) 842-9818. #2000175

FOR SALE: 18 1/2-ft Sabre Craft boat & trailer. Both licensed. Fish Finder, CB radio, compass, extras. Salmon ready. \$2,500. (707) 983-6495. #1627908

FOR SALE: 1984 Brougham motorhome. 27-ft, 454 Chevy eng, 3500 series, roof AC, awning, 4k gen, stereo, CB, elec lock windows, TV ant, micro, aux fuel tank, sleeps 6, runs good. \$10,000. (916) 347-5188. #1033739

FOR SALE: 1978 Chevy Suburban. Good shape, V8, 454 eng: \$2,400. Also: 1973 Boss Aero travel trailer. 8' x 35', AC/DC, self-contained. (707) 253-7627. #0908640

FOR SALE: 1965 Studebaker Daytona. 4-dr sedan w/vinyl top, less than 43K mi, one owner. Please call after 6 pm (510) 351-3977. #577370

FOR SALE: 1988 HRC Alumina-Lite Class C. 460 Ford EFI, exceptionally clean and loaded. \$16,000. Also: 1986 Ranger Ext Cab. V6 eng. EFI 5-sp trans, PS, PB, AC, 6-pk camper shell, CB, Michelin tires, very clean. \$4,500 OBO. (510) 684-3148. #0863917

FOR SALE: Carnival glass. Collector's dream, Bauer (Fiesta), service for 6 plus extras. Vernon China 22kt gold. (510) 782-7419. #2162569

FOR SALE: 1989 Layton Celebrity 5th wheel. 36-ft, triple axle, lots of extras, excel cond. \$9,000 firm. (702) 673-4565. #2005556

FOR SALE: 1984 Corvette. White w/tan int. PS, PB, auto \$8,500 or consider trade for motorhome or ? Also: photo mug business. Camera, film, screen, mugs, everything to start business. Easy to learn, make fast \$\$. \$4,000. (916) 347-5638. #1477881

FOR SALE: Lumber rack for Ford pickup. Bed size: 8' x 5' 5". \$150. Also two cross bed tool boxes fits same. \$45. (702) 265-7923. #738760

FOR SALE: HD mechanic truck. Ford 8000. Cat 3208T welder and air compressor. 8,000 lb hyd boom w/remote. (916) 472-1017. #1192190

FOR SALE: Wood stove. 24-inch Buffalo. \$500. (916) 367-2825. #1988829

FOR SALE: House in Chloride, AZ. 2-bd/2-ba, 2 car gar, energy efficient, 7 yrs old, lg fenced lot, landscaped w/fruit trees, roses, shade trees. Drive thru garage for boat, etc. 40 mi to Laughlin, NV. \$90,000. (520) 565-2368. #654165

FOR SALE: 21-ft fiberform cabin cruiser. 6-cyl Chevy, stove, sink, porta potty, 2 axle trailer, needs a little work. \$2,000. (209) 478-0813. #2163185

FOR SALE: Home in Hat Creek, CA. MUST MOVE - PRICE REDUCED! 3-bd/2-ba, 1,600 sq ft, totally remodeled, almost everything new, 900 sq ft basement. Brank new 24' x 40' shop. 2,000' frontage on Hwy 89, 13.83 acres. Partly fenced & cross fenced, great water, close to fishing/hunting. \$139,500. (916) 335-2168. #1225541

FOR SALE: 3 welding machines. New Cobra mig 250 w/25' Cobra torch \$3,100. Lincoln SA200 portable w/AC aux power \$1,500. Lincoln TM300/300. AC/DC, stationary, excel cond. \$1,000. (801) 586-4548 or (702) 433-4265. #1804351

FOR SALE: Arabian mare. Show quality, 3 yrs, bay, started under saddle. Excel halter, performance, breeding prospect. Fame VF+, Barbary++, Liligalor+++ bloodlines. Quiet, gentle, easy to handle. Gorgeous, sweet family horse. Appraised at \$10K. Must sell \$2,500 OBO, trade for ? Julie (209) 925-9694. #2161219

FOR SALE: Truck trailer and backhoe. Case 580CK diesel backhoe w/stand loader and hoe \$10,000. 1972 Ford Bobtail dump and trailer \$10,000. Truck w/Ford diesel eng, built by Cat, air brakes, almost new rubber. 1971 3 axle Ziemer trailer w/elec brakes. Ed (916) 967-1449. #0702515

FOR SALE: Lo Boy trailer. 10T beveled to 12T. New tires/wheels, tandem duals, disc brakes, oil fed bearings, vac over hyd brakes. 45 gal diesel tank w/elec pump, tool box, 15' deck, 5' ramp, license to 1998, A-1 shape. \$5,000

OBO. (916) 423-1713. #1175141

FOR SALE: Tools. Heavy duty mechanics, Combination wrenches up to 2 1/2", 1/2" & 3/4" drive impact wrenches, 3/4" to 1" drive impact sockets, elec drive hydraulic pump, and more. Recently retired. (916) 477-1782. #1446503

FOR SALE: 1985 Ford F350 welding truck. Utility box, Lincoln welder, air comp tanks, gauges and hoses. \$10,000. Also: 375CFM Ingersoll-Rand air pump w/Schmidt baking soda blast pot. 6 cyl Deutz diesel turns air screw w/1 and 2" outputs, new blast hoses, nozzles, auto oiler, man accessories. Will sell separately. Air pump \$8,000. Blast system \$4,500. (916) 878-8560 or (916) 878-7044. #1535205

FOR SALE: Ideal 1972 22-ft motorhome. All front kitchen, propane 4-burner, dbl sink, frig elec/propane. Eating area makes into bed, bdrm has dbl bed w/dbl bed over. Bath in rear w/tub/shower/basin/toilet/closet. Lots of cab/storage. Leveling jacks, dual holding tanks, tandem axle. \$2,500. (916) 759-9410. #1691152

FOR SALE: 1977 Trans Am 5th wheel. 18-ft, sell cond, sleeps 4, pulls easy w/compact pickup. \$3,500. Also: 1989 Chevy 3/4 ton conversion van. Mark III, dual air, 4 capt chairs, couch/bed, TV, built-in ice chest, clothes racks, tail-gate bar. \$11,000. (209) 897-7706. #7746402

FOR SALE: 1959 Chris Craft. Wood, 40-ft w/6 levels. Bow: 2 bunks, head. Galley: stove elec/alcohol. Salon: space for sofa/chairs. Fly Bridge: instr panel, marine radio, depth finder. 283 eng, 6.5 Onan gen. Beautiful! \$35,000. (916) 759-9410. #1691152

FOR SALE: 1985 Bayliner boat. 19.5-ft, open bow, Volvo Penta, I/O to hrs, sonar, stereo, cover, very clean. \$4,500 OBO. Also: Log splitter, 11hp Briggs & Stratton, heavy duty \$1,200. (510) 516-9679. #2102638

FOR SALE: Ford F250. 351 auto, AC, excel cond. Also: 1990 27-ft Wilderness 5th wheel, like new. \$21,000 for both. Essick model 500 3-5 ton asphalt roller. Runs good. \$500. (209) 732-7828. #1058404

FOR SALE: CAT 12-F motorgrader. S/N 89H462 w/rippers, blade tip, wheel wts and excel tires. Clean machine ready for work. \$21,000. Santa Rosa, CA. (707) 664-1784. #1047032

FOR SALE: Country Coach motorhome. Senator 2, 10 mi, 9 new 12-ply tires, modified dual 3" exhausts, too many options to list. \$45,000. Will consider trade. Also: 22-ft Jet boat, like new, 30 total hrs, all the goodies, hi perf 351 eng, priced new at \$35,000. Must sell. (541) 899-1328. #369937

FOR SALE: '78 Crestliner boat. 16.5 ft Bow Rider. 65 hp Merc, depth/fish finder, CB, marine art, forward flood it and PA and trailer. Runs good. Also: '91 Ford Custom F150 SuperCab. Full gauges, AC, stereo, 8-ft bed, ABS rear brakes, dual tanks, 300 six EFI 5-sp manual, new tires/shocks, 106K km mi. No wrecks, very clean. \$8,000. (510) 778-1665. #1892642

FOR SALE: Foretravel motorhome. 29-ft 440, dbl bed, side bat, icemaker, cent heat, 3-way water htr, 2 roof AC & dash, 20' awning, water purifier, gen roof rack and ladder, new smogtags, much more. (916) 489-4187. #0418906

FOR SALE: 1996 GMC 3/4 ton 4x4. Loaded, SLE pkg, long bed, 5.7 Vortec heavy-duty eng, tow pkg, cruise, tag, tinted glass, AC, AM/FM cass, bed liner, running boards. Also: 1994 Jayco Series 5th wheel, 30 1/2 ft w/13 1/2 super slide, loaded, all oak int w/AC, 20 ft awning. 4000 watt Onan gen. Will sell as pkg or separately. Come see at 9400 Pan American, Lemon Vly, NV. (702) 677-0203 after 6 pm. #1965626

FOR SALE: House in the country (Tracy, CA). 1 1/4 mi from town, 1/3 acre/2300 sq ft, 3-bd/2-ba, family rm, possible in-law quarters, formal dng rm, lg kitchen, oak cabinets/new dbl pane windows, pellet stove, wood stove, water softener, over sized garage or work shop. (209) 836-4617. #196705

FOR SALE: 1987 Bayliner Capri. 17-ft boat, perfect for fishing/skiing. Incl new down riggers w/fish finder, rod holders, full delta canvas, boat cover. 85 force hp, many extras. Mint. \$4,500 OBO. (510) 820-9783. #2266960

FOR SALE: 1984 Furukawa FL320A 4-5 yd articulated loader w/908 cu Mitsubishi V8 eng, \$23,500 OBO. Santa Rosa, CA. (709) 664-1784. #1047032

FOR SALE: Land. Approx 1.3 acres 300 ft on alternate Hwy 95, south of Silver Springs, NV. Short drive to Lahontan Reservoir for water sports. \$10,500, will consider offers. (707) 725-3904. #0931155

FOR SALE: Milling machine. air compressor, jack hammer, Denver floatation cell, shaper, disc pulverizer. For info: (510) 417-5036. #2023089

FOR SALE: Ingersoll-Rand, 600 CRM air compressor, 671 Detroit engine. New cond. 1,200 orig hrs. \$7,000. (510) 684-2415. #1087675

FOR SALE: Spicer 8341-R Power Tower. \$800. (916) 529-6629. #2173029

FOR SALE: Bobtail Dump Box, 10-ft, nice \$850. Also: 5 pull up shop doors, \$800 for all. 1: 18" backhoe bucket, 1: 3-ft 310 John Deere bucket. (510) 679-9120. #2047665

FOR SALE: Six 1-bdrm apts. Built in 1992, appraised for \$325,000, asking \$279,000. Also: Amera Cruiser motorhome. Lo profile, full bed in rear. \$22,000. (209) 683-9270. #1403326

FOR SALE: 24' x 30' cabin. Peace & quiet. No phone or

TV. Has indoor plumbing, propane, water, great hunting/fishing/hiking. U.S. Forest lease, asking \$18,000. Bob (408) 265-8160. #2118403

FOR SALE: Mobile home. 24' x 64'; 2-bd/2-ba, new roof, 3 ceiling fans. Callistoga Springs MHP. 114 Ivy Ln. (510) 235-2229. #557491

FOR SALE: 1993 Jeep Wrangler. New tires, windows, tags, red. 80K mi, excel cond. (408) 927-0881. #408040

FOR SALE: '94 Lincoln Continental. 41K mi, clean, new tires. \$16,000 and take over payments @OECU. Also: 1990 Skyline mobile home, 12' x 33', 1-bd/1-ba, Park model. \$8,000 or \$3,000 down will carry balance. (510) 427-6278. #1113039

FOR SALE: UKC Reg. Rat Terrier puppies. Attention hunters! Excel hunting/watchdogs: Compact - will mature at 16" tall and approx 30 lbs. Shots, wormed and docked tails. Black/tan heads, black/white bodies. \$275 males, \$300 females. (415) 595-5618. #2122923

FOR SALE: '84 Southwind Eagle motorhome. 29', 54K, 6.5 Onan gen, new pt, tires. Energy efficient refig, stove, oven. 2-roof air, dash air, tub/shower, elec ign, furnace and water tank. Sleeps 6. \$25,000 OBO. (209) 533-0336. #915654

FOR SALE: 1988 Alpha Sun 5th wheel. 33-ft, washer/dryer ready, beautiful trailer, AC, awning. Lots of storage/extras. Excel cond. Hard to find at this price: \$14,000. (707) 643-7246. #1098191

FOR SALE: Two 1969 BMWs. Model 1600, 2 dr. One w/clear title and manuals, one for parts. \$400 for both. (702) 463-5961 after 5 pm. #1136253

FOR SALE: Two Dynapac LC70 tampers. fully reconditioned \$1,200 ea or \$2,200 for both. Also: new IH carriage bolts, many sizes/lengths \$350 for all. Heavy duty Kenmore dryer, harvest gold \$80. Tracy (916) 369-5573 after 6 pm. #2286227

FOR SALE: 1966 Mercedes Benz 230SL. RHD. Silver ext, red int. Black soft top, silver hard top. 16" Momo rims, rebuilt injectors, Euro version, great car. \$17,500 OBO. Also looking for parts for Porsche 356. (209) 334-1955. #2260507

FOR SALE: 1988 Jaguar, Vanden Plas. 2nd owner, excel cond, kept in garage, 78K mi, silver/beige ext, doeskin leather int, sunroof, AM/FM cass, AT, AC. \$9,000. (916) 795-3631. #2262558

FOR SALE: 1983 Backhoe 5800 Extendo. 6 buckets, low hrs, runs good. \$18,000. (209) 826-9465. #1043556

FOR SALE: 1973 Dodge Sportsman motorhome. 20-ft, 360 eng, w/dash/roof air, awning, 10 mi, clean, runs good. Must see. \$3,500 OBO. (916) 873-2340 weekdays after 7 pm or (702) 831-0302. #1837617

FOR SALE: 1984 Monaco motorhome. 35-ft, 3 axle, Chevy 454, loaded. \$29,995. Also: 1985 Thunderbird, 160K mi, runs great. \$2,595. 1988 Dodge 1-ton mechanics truck, 318 eng, 18' boom, 225 amp AC/DC welder, torch cage. \$2,500. (916) 749-8533. #1499932

FOR SALE: Mobile home. 24' x 64' Silvercrest. Beautiful Visalia, CA. Excel cond. 3-bd/2-ba, family, dng, lvg rms. 3 ceiling fans, fully carpeted, mini blinds, curtains, cent air/furnace, 4-car parking. 10' x 10' storage shed, garden spot, 10 maint. family park. \$28,500. (209) 732-8461. #0558773

FOR SALE: 1990 Ford Super Duty 460 engine. 20K mi on new eng, new 5-sp trans, 10' utility bed w/vise, Ventura 2500# Crane, new tires, alum wheels, Lariat XL interior, cell phone. (209) 855-2202 or (209) 855-2270 after 6 pm. #1136255

FOR SALE: 1990 26-ft Mallard Sprinter trailer. Front kitchen, rear bath, AC, awning. Very good, clean cond. Will trade for late model cab-over camper. (209) 786-0766. #0758360

FOR SALE: 1976 Holiday Ramblette. 26-ft, full bed in rear. Good camp trailer. \$2,500 OBO. Gene (916) 275-1989. #2014006

FOR SALE: Large 3/4" industrial wood shaper. Heavy duty, very good, very heavy. Price new \$1,500. Sell for \$475. Will sell some unused cutting tools at 25% below 1987 prices. 2 large pickup cross bed tool boxes. \$45 each. (702) 265-7923. #738760

FOR SALE: Beautiful Baby Grand Piano. Samick, recently tuned. Black, excellent condition. \$4,500 OBO. (707) 486-9556. #240250

FOR SALE or TRADE: 1959 Plymouth Savoy. 4-dr classic. Orig like new cond, looks/drives great, 36K orig mi, approx value \$5,000. Trade value for value for real estate, boat, cash or ? Also: log splitter, good cond. Jim (702) 853-5841. #1196328

WANTED: Ultra light airplanes. Bent or broken, in storage or uncompleted kits. Charles (707) 938-3158. #1166637

NEW! Custom Local 3 Jackets

\$100

Show everyone you are a member of the largest construction local in the U.S.A.

This is your jacket! You tell us what size you want, tell us the color and you pick the design that will be **stitched** across the back. You can even have your first name or the stylized Local 3 logo sewn on the front. If you want, you can go all out and have both your name and the logo.

This is a great looking, union-made jacket and will let everyone know that you are proud to be an Operating Engineer.

The shell fabric is water resistant Caprolan® oxford nylon with a winter weight 100% polyester quilt lining. The cuffs, collar and waistband have color accent striping. All jackets have roomy pockets with self-closing reinforced overlaps and full snap front.

Be the first one on your jobsite to sport one of these terrific jackets!

Note: More designs to come for crane operators, surveyors etc.



Design #1



Design #2



Design #3



**Optional
stitched logo
(\$4.00)**

**Optional
stitched first
name (\$4.00)**



Local 3 Stitched Jacket Order Form

Ordered by:

Name _____

Address _____

City, State, Zip _____

Ship to (if different from above):

Name _____

Address _____

City, State, Zip _____

SIZES: S (36-38), M (40-42), L (44-46), XL (48-50), XXL (52), XXXL (54)

*Enter information below, using a separate line for each jacket order.
The first line is an example on how to fill out this form.*

COLOR	SIZE	DESIGN	FIRST NAME	LOGO	LINE TOTAL
Navy w/white	L	#2	Add Joe	Add X	\$108.00
			Add \$4.00	Add \$4.00	
			Add \$4.00	Add \$4.00	
			Add \$4.00	Add \$4.00	
All orders shipped by UPS. Please give street address. Due to custom nature of order allow 6 to 8 weeks for delivery.				Subtotal	
				Shipping & handling	\$4.00
				TOTAL DUE	

Fill out form & mail to:

Make check

payable to: S.E.L.E.C.

**S.E.L.E.C.
1620 South Loop Rd.
Alameda, CA 94502**