

Engineers News

VOL. 43, NO. 11

OPERATING ENGINEERS LOCAL UNION NO. 3 SAN FRANCISCO, CALIF. NOVEMBER 1991

After the Firestorm

Local 3 heavy equipment operators begin the agonizing task of removing the charred rubble from the tragic East Oakland fire.

(Special coverage on pages 10, 11, 15 and 20)

Semi-annual Meeting Notice

Recording/Corresponding Secretary William Markus has announced that the next semi-annual meeting of the membership will be held on Saturday, January 11, 1992 at 1:00 p.m. at the Seafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA.

Photo by James Earp





FOR THE Good & Welfare

By Tom Stapleton
Business Manager

Our hearts go out to the thousands of East Oakland and Berkeley residents who suffered losses in the tragic fire. Estimates are now that the fire will go down as the second worst fire in the history of the United States, superseded only by the San Francisco fire that followed the 1906 earthquake. Those are "Guinness Book" records we would just as soon not have.

Immediately after the fire, we began trying to identify and locate Local 3 members who may have suffered losses in the fire. We were deeply saddened to learn that Alameda Sheriff's Deputy and Local 3 member Victor Turjanis lost his wife, Cheryl and his mother, Aina, who were both unable to escape the rapid onslaught of the firestorm (see story on page 3). We have been contacted by a retired member who lost his home and we anticipate there will be other Local 3 members who have yet to contact us.

We have some limited emergency assistance funds left over from the Loma Prieta Earthquake two years ago. Once we ascertain how many of our members suffered losses, we intend to distribute these funds to them.

There is no amount of money that can replace the memories and personal belongings that make a house a "home" – or even worse – the loss of loved ones. But the real meaning of a union is that we stick together, especially when times are tough. It doesn't get much tougher than this.

These are tough times for many other Local 3 members, as well. I continue to get letters and talk to members who have been out of work for extended periods – some as long as a year. I can tell you they have a few choice words to say about President Bush vetoing legislation that would have extended unemployment compensation for those whose benefits have expired.

It's glaringly clear by now that most economists have no idea where we stand with this recession. Perhaps, if they would get out of their armchairs and get around a little more, they would learn what the rest of us already know – we're in bad shape and it hasn't bottomed out yet. (As I write this column, the unemployment statistics for September rose a tenth of a point.)

For the first time this century, more business is leaving California than is coming in. Our unemployment rate is a full point higher than the rest of the nation. Why? Because California has "maxed out" on regulations, traffic congestion, high priced housing and bureaucrats who refuse to come up with real solutions.

Case in point: This month the Bay Area Air Quality Control District issued its proposal for cleaning up the air in the Bay Area. And what do these great thinkers recommend? They want \$5 bridge tolls and a \$2 gas tax. They want to charge parking fees to anyone who drives to work or to the shopping mall alone. They want to install a host of restrictions designed to get people out of their cars and into mass transit. I have nothing against mass transit. In fact, I believe we need more of it. But plans like this won't get people out of their cars. It will get them out of the state.

Is it any wonder we are losing jobs in California?

Fire brings tragic losses to East Oakland

S.F. Port to allow some dredging

Volume decreased to appease Marine Fisheries Service

The San Francisco Bay dredging crisis eased a bit more when the National Marine Fisheries Service approved a plan to allow the Port of San Francisco to dredge 100,000 cubic yards of mud from Piers 27, 80 and 96 by November 1, just in time to beat the next winter migration of the Chinook salmon. Additional dredging may be allowed next spring.

The crisis began when dredging was halted because of disputes among the fisheries service and other state and local agencies concerning the environmental consequences of dumping dredged spoils, especially the impact it would have on the Chinook salmon, a threatened species. In September, the fisheries service agreed to allow dredging of 537,000 cubic yards, or about 20 percent of the area in need of dredging, if the shipping industry is to remain healthy.

Of that 537,000 yards, 100,000 was approved for the Port of Oakland's Piers 31 and 32, and a month later the fisheries service approved the 100,000 yards for San Francisco.

Most of the mud will be dumped off Alcatraz, but some potentially contaminated spoils may be disposed of on land at an undisclosed site still under negotiation. However, final approval for the dredging rests with the Army Corps of Engineers, which is expected to support the fisheries service recommendation.

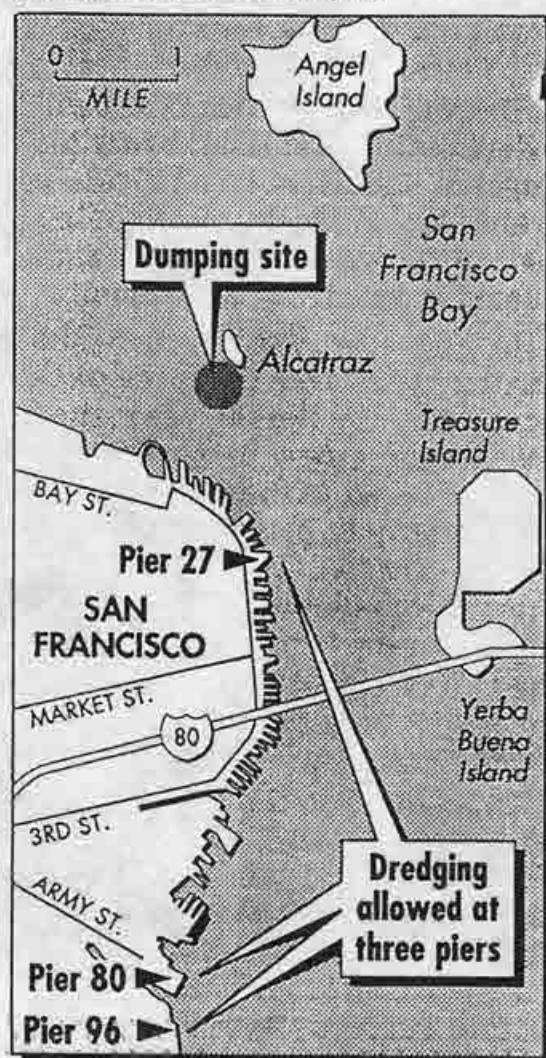
The agreement, said Stanley Phernambucq, head of the Army Corps of Engineers San Francisco office, in an interview with the *San Francisco Chronicle*, provides a combination of safeguards for the environment and a balance of economic interests. The crisis has threatened to cripple the area's \$5 billion maritime industry and some 100,000 jobs.

The San Francisco port originally sought permits to dispose of 500,000 yards of silt swept into its terminals by the extensive river system that feeds the bay, but as recently as two weeks ago, the fisheries service said it might allow disposal of only 35,000 yards off Alcatraz, the traditional dump site for local dredging.

In July, the fisheries service notified the Corps of Engineers that it would oppose most new permits for local disposal because contaminants in the mud could jeopardize the health of the Chinook salmon. That decision concerned local port officials and the U.S. Navy, whose facilities are usable only with frequent dredging. A complete halt to dredging could cost the regional economy nearly \$5 billion a year, according to a study commissioned by the Corps of Engineers.

By dramatically scaling back its dredging schedule, the port convinced the fisheries service that the risks to the salmon would be minimal. A more long-term scientific study involving more than 30 public and private agencies will report in 1994 on safe alternatives for dredging disposal by all affected parties.

Pier 27, along with Pier 29, where a ship ran aground in June, is one of the main entry points for newsprint to the Bay Area. Pier 80, the north container terminal, serves Nedlloyd, one of the port's largest shipping customers. And Pier 96, the south container terminal, serves Evergreen and Zim, two large container shipping companies. The new dredging agreement should reassure these customers of the port's viability.



Engineers News

WIPA



T.J. (Tom) Stapleton	Business Manager
Don Doser	President
Jack Baugh	Vice President
William Markus	Recording-Corres. Secretary
Wally Lean	Financial Secretary
Don Luba	Treasurer
Managing Editor	James Earp
Asst. Editor	Steve Moler
Graphic Artist	Arlene Lum

Engineers News (ISSN 176-560) is published monthly by Local 3 of the International Union of Operating Engineers, AFL-CIO; 1620 South Loop Rd., Alameda, CA 94501-7090 Second Class Postage Paid at San Francisco, CA. Engineers News is sent to all members of Operating Engineers Local in good standing. Subscription price is \$6 per year. POSTMASTER: Send address changes to Engineers News, 1620 S. Loop Rd., Alameda, CA 94501-7090.

opelu-3-all-cio (3)

The ultimate tragedy

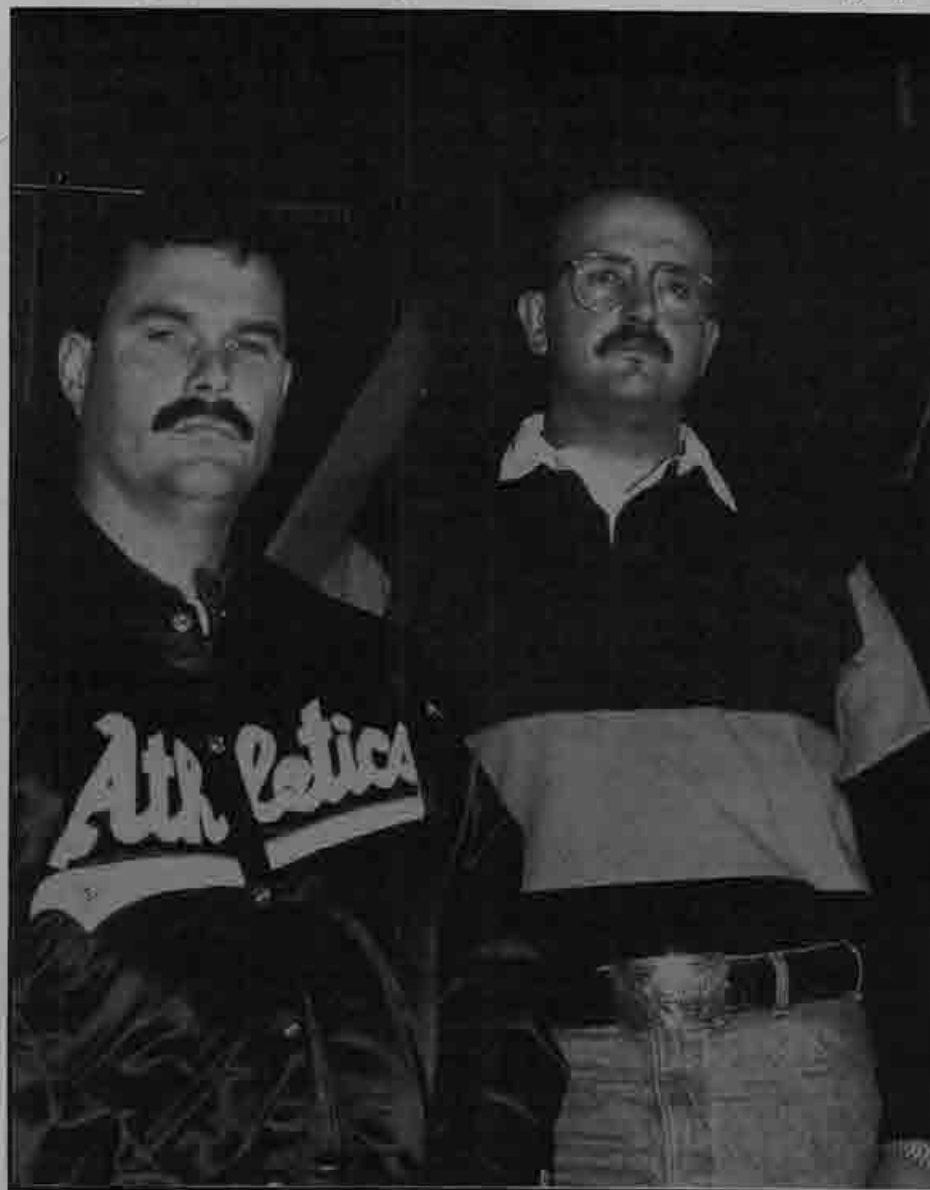
Local 3 member loses wife, mother, home in East Bay fire

By Steve Moler
Assistant Editor

One of the first identified victims of the October 20 East Bay hills fire was Oakland police officer John Grubensky, who was attempting to lead five residents to safety down narrow Charing Cross Road in the Hiller Highlands neighborhood of Oakland. Two of the people who perished along with Grubensky were Cheryl Turjanis, 25, and Aina Turjanis, 64, the wife and mother of Local 3 member Victor Turjanis, an Alameda County sheriff's deputy.

The first hint of trouble came at around 11:45 Sunday morning. Victor Turjanis, a 28-year-old Alameda County sheriff's deputy, had left his hillside home at 6920 Charing Cross Rd. earlier that morning to help his brother, Andrew, build a deck at his home in Napa. But in the middle of their project, Vic's wife Cheryl called, her frantic voice telling him that a terrible fire had broken out and spread to the ridge above the house, and that he needed to come home as soon as possible.

Little did they know that what Cheryl described to Vic over the phone that morning was about to explode into one of the most destructive fires in U.S. history. Three days of rampaging inferno through the foothills of Berkeley and Oakland left 1,800 acres burned, more than 3,000 homes and 2,000 vehicles destroyed, and took the lives of at least



Alameda County Sheriff's Deputies Vic Turjanis, right, and Bob Brock.

After the phone call, Vic jumped in his 1987 Ford F250 pickup and tried to make his way back to the Oakland hills. But by the time he got about halfway, the fire had al-

flames and that a large-scale evacuation of many neighborhoods was underway.

Being a policeman and knowing the area quite well, Vic knew he

two brothers decided to make another try at reaching the house. They drove to a command post at Grizzly Peak and Fish Ranch roads, a site located on a ridge overlooking the fire's eastern perimeter. Against the recommendations of police and fire officials, they began a second risky journey down narrow, steep canyon roads in the general direction of the house, past countless burned out homes and cars, through thick smoke, around one downed power line after another.

But with so many dangerous obstacles in the road, car travel soon became impossible, so the two set out on foot. As they approached Norfolk and Westmorland about a quarter of a mile above Vic's house, they spotted two charred bodies laying in the road. Under fallen power lines were a woman and a fireman; his battered helmet laying nearby identified him as an Oakland Fire Department assistant battalion chief.

"This was the first realization that the fire had taken a toll on people's lives," Vic said. "The entire area was on fire and the smoke made it hard to breathe."

Forging ahead, Victor and Andrew, in a daze and somewhat disoriented because of the scorched landscape, could see what they thought was Charing Cross Road below. "Is that our street?" Andrew kept asking, as his watering eyes scanned the totally devastated neighborhood. Nothing remained of Charing Cross Road except smoldering heaps of rubble and clusters of burned out cars resting in the middle of the street, their tires burned off to the steel hubs and streams of melted aluminum trickling downhill. Only the sounds of sizzling embers and hissing power lines laying exposed on the ground could be heard.

When they reached what was left of Vic's house, one of the family cars, a 1987 Volkswagen Golf, was gone. "So I had my hopes that she had escaped," Vic said. Believing his wife and mother to be safe, the two men returned to the command post to tell the authorities about the two casualties on Norfolk.

With nothing left to do for the time being, they returned at around 4:30 p.m. to the aunt's house in Albany, where by now other family members had gathered. Because no one had yet heard from Cheryl or Aina, family members began searching all the evacuation centers and

(Continued on page 20)



A week after the fire, charred cars still line Charing Cross Rd., where 11 of the disaster's 25 deaths occurred.

25 people. Property damage was estimated at between \$1.5 and \$2 billion. Only the fire following the 1906 San Francisco earthquake inflicted more damage.

ready erupted into a catastrophe. All major highways and streets leading into the area were closed. Radio news broadcasts reported that entire blocks of homes were engulfed in

More fire coverage on pages 10 - 11 and 14 - 15.

could gain access to the area via some back roads descending from the hills above Berkeley and Oakland. But once in the fire zone, his plan turned futile when he encountered walls of flames and thick smoke everywhere he turned. His only alternative was to retreat to his aunt's house in nearby Albany and hope that Cheryl and Aina would call soon.

By now, around 2:45 p.m., Andrew had arrived from Napa. Feeling desperate and a bit helpless, the

Artic thaw

Local 3 mechanic trains Soviets at Siberian diamond mine

By Steve Moler
Assistant Editor

Way up north near the Artic Circle in the middle of Siberia lies Udachnyy, the Soviet Union's largest diamond mine. The site is located in one of the most inhospitable places on the planet, a region where snow falls 10 months of the year, and in the depths of winter, when daylight lasts just a few hours, temperatures routinely drop to 60 below zero and colder.

Udachnyy, which means "lucky strike" in Russian, seems like a place where no one would want to work, much less live, yet the place is home to some 32,000 people, about 5,000 of whom work in the mine and diamond factory. In early May, Local 3 member Mike Grant, an independent mechanic and owner of MCG Heavy Equipment, Inc. in Dublin, Calif., became part of the Udachnyy operation when he signed a contract to do training and consulting for Caterpillar, Inc.

As soon as the U.S. government lifted the Soviet trade embargo in the mid-1980s, Caterpillar representatives paid a visit to Udachnyy, hoping to regain a foothold in the heavy equipment market the company had been shut out of for the previous 10 years. Before the visit, the mine had been equipped with electric-powered Soviet and Japanese shovels and haul trucks.

The pit, which is about a mile long, a half-mile wide and 1,200 feet deep, produces an astonishing 12 million carats—or 5,280 pounds—of diamonds a year, more than 80 percent of the Soviet Union's total output. Two huge veins measuring about 150 yards in diameter are filled with kimberlite, a rock that contains the diamond crystals. For 22 hours a day, workers blast and haul out between 25,000 and 30,000 tons of material, and each year the mine drops an average of about 50 feet. Today it takes the haul trucks 30 minutes to travel the 5.5 miles from the rim to the bottom of the mine.

As the mine expanded and the haul roads grew longer and steeper, the electric trucks started bogging down and overheating. As a result, mine management began shopping for a truck that could handle the cold, the long hauls, the steep grades and the endless operating

hours. Caterpillar had just what the Soviets were looking for: the 150-ton capacity Cat 785 haul truck.

Udachnyy managers were so impressed after seeing one of the 785s demonstrated they purchased 25 of the trucks. The first units began arriving last October. Getting the trucks to Udachnyy involved transporting them by truck from the Decatur, Ill. factory to Vancouver, Canada, where they were shipped across the Pacific to the Soviet port of Vladivostok, then flown by Soviet military transport planes to Udachnyy.

Each 785 was factory-equipped with an artic package, which included features such as cold-weather seals to reduce leaking, treated hoses to prevent cracking and diesel fuel heaters to keep fuel from solidifying. (Udachnyy management is also considering future purchases of seven Cat 992C shovels, up to eight Cat 16G motorgraders and more 785s.)

Once the order was placed in mid-1990, Caterpillar had to assemble a team of representatives to supervise the deliver, daily operations and maintenance of the 785s. A team of four Soviet and American representatives was initially established, but within about six months, an additional service mechanic familiar with the 785 was needed to join the team.

Mike was an ideal candidate because he was one of only a few mechanics certified to work on all Caterpillar earth-moving equipment. Before establishing his own business, Mike worked for 15 years at five different Cat dealerships in Iowa, Oklahoma, California and Nevada. The latter stint working on large haul trucks at the open-pit mines in Elko, Nev. best prepared Mike for the job at Udachnyy.

On May 7, Mike received a call from Caterpillar's Geneva, Switzerland office asking him if he'd be interested in training Soviet mechanics at Udachnyy. Mike liked the offer and signed a contract that same day. Within a three-day period beginning May 30, Mike flew to Geneva, then to Moscow to meet with members of the team, and fi-

nally to Udachnyy to begin his first three-month stint.

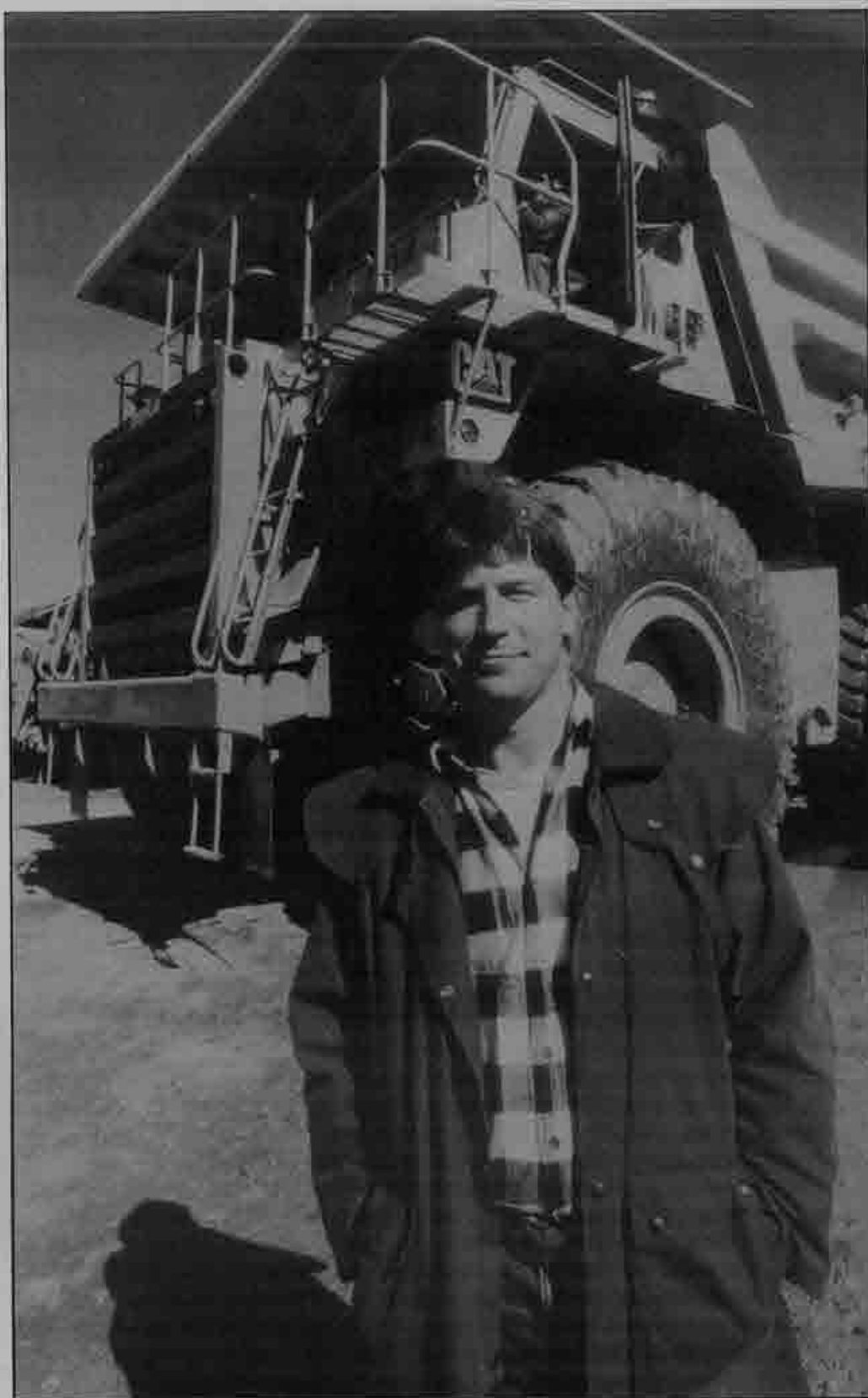
The mission of the team, which has been at Udachnyy for over a year now, has been to teach a group of about 100 operators and mechanics how to operate, service, troubleshoot and repair the 785s. Because no Caterpillar dealership yet exists in the Soviet Union, the Udachnyy employees must learn to take care of the equipment themselves.

Mike's job is to develop and teach a series of courses on field troubleshooting, repair and maintenance of the trucks. Using hands-on training along with videos, slide shows and technical manuals supplied by Caterpillar, Mike, with the help of two interpreters and lots of hand signals, prepares the employees for the day when the Caterpillar team leaves Udachnyy. "We won't be on

site forever," said Soviet-born Cat Engineer Sergey Kislitsyn, in an interview with *Cat World* magazine. "We must train the customer to become self-sufficient."

Because Soviet equipment is relatively crude, Mike's greatest challenge has been preparing the mechanics, who earn the equivalent of about \$100 a month, to troubleshoot and repair the 785's sophisticated electronic components, such as the truck's payload monitoring, anti-spin traction aid, electronic shifting transmission and automated ether-aided injection system.

"The Soviets aren't used to having all the fancy stuff," Mike said. "But they're very willing to learn, and they're very hard-working people. Russian mechanics like the shortest, most efficient way to do things, so I stress teaching them to do things the right way, no short cuts. Overall,



Mike Grant and the Cat 785 haul truck

they're very impressed with the 785."

During Mike's first tour from June through August, he worked 10- to 12-hour days, seven-days a week. Leisure time was usually spent in his one-bedroom apartment preparing for classes or watching videotaped American movies flown in from the Geneva office. While Soviet television stations broadcasted some American movies and cartoons, programming was generally limited to variety shows, news and cultural events.

One day in late August, towards the end of Mike's first tour, the television station he was watching suddenly started broadcasting opera music, followed a few minutes later by an announcement proclaiming that Soviet President Mikhail Gorbachev had stepped down because of illness. A news blackout enveloped the entire country. The Soviet coup had begun.

Being 4,000 miles from Moscow at a site accessible only by air, Mike became worried the coup leaders would close the Moscow airport and restrict people's movements. While the U.S. State Department urged all American to leave the country, Mike and another American went to Udachnyy management to inquire about leaving the country.

"I was worried that it was going to get worse," Mike told the *Contra Costa Times*. "I had no idea what was going on outside. Udachnyy residents didn't know until we told them about it after talking to our office in Moscow that Gorby was overthrown. When they found out, everyone started getting sick with what we called the Russian flu," which was nothing more than workers getting nervous about the coup – and rightfully so. All of Udachnyy's food and supplies come directly from Moscow.

On his return trip to Dublin on September 8, Mike stopped in Moscow for a few days and witnessed the aftermath of the failed coup. He saw toppled statues of communist leaders, piles of debris that had been used to block Soviet tanks, and government buildings riddled with bullet holes. He also saw the notorious line of Moscovites waiting to eat at McDonald's restaurant.

After spending a month at home recharging his cultural batteries, Mike left October 9 for his second tour at Udachnyy. He'll stay until January of 1992, and after another one-month break stateside, he'll return again to Udachnyy for the remainder of 1992. By then, who knows what will be happening in the Soviet Union.

Some information for this article was obtained from "The Siberian Stress Test," *Cat World*, 3 1991.



Left: The town of Udachnyy.

Below center: Mike Grant trains Soviet Shop Mechanics on bearing adjustment of a 785 final drive.

Bottom: The Udachnyy mine is about 1,200 feet deep and about a mile long. It takes the Cat 785 30 minutes to drive the 5.5 miles from the rim to the bottom of the pit.



Redding office dedicates new union hall

REDDING—The Redding District office celebrated the grand opening of its new union hall on October 5. About 270 members, their families and other Local 3 supporters attended the festivities, which included several speeches, and a blessing of the building by Local 3 retiree and Chaplain Peter Gault, followed by a picnic that featured barbecued hamburgers, hot dogs and cold drinks.

Speaking at the dedication were state Assemblyman Stan Statham, state Senator Mike Thompson, Local 3 President Don Doser and Business Manager Tom Stapleton. Other dignitaries in attendance included County Supervisors Francis Sullivan, Maurice Johannessen and Trish Clark, along with City Councilman Carl Arness, Sheriff Jim Pope, retired Sheriff John Balma and Jim Eaton of the AGCC.

The 3,485 square-foot block building has a large meeting hall, private offices for the business agents, a conference room and a branch of the Local 3 credit union. Local contractor Donald Gallino, who has been doing business in the Redding area for over 30 years, began construction in April and finished on October 1.

The district staff is delighted with the new building. They especially like the larger meeting hall, which allows the district to hold classes without having to rent space elsewhere, and the added privacy for the business agents. But above all, they're enjoying the additional space. The old office at 100 Lake Blvd. was not only too cramped, but too dangerous for members to enter and exist because of heavy traffic on Lake Blvd.

The new hall is conveniently located at 20308 Engineers Lane near Ranch Road and Airport Road not far from the Redding Airport. The new phone number is (916) 222-6093. If you couldn't make it the grand opening, stop by some day and see the new building.

A big thanks to the following people for helping with the dedication: Barbara Hester, Christina Mackey, Melody Cochran, Rick Long, Kelly Long, Business Agents Tom Bailey, Wendell King and Henry Denton, Dispatcher Bill Horan and Coordinator Ken Bettis.

Additional thanks go to Don Connely, owner of Jack's Grill, and the Redding Rodeo Association for use of the barbecue grill. Also, thanks to Joe Clark of Liddell Construction Supplies for providing red caution cones for the parking lot.



Above: The new Redding District union hall.



Left: About 270 guests filled the new Redding union hall auditorium to hear inaugural speeches and a blessing of the building.

Below left: After the speeches, Dispatcher Bill Horan, left, Richard Long, middle, and Barbara Hester, at the end, barbecued hamburgers for the hungry guests.



Above: Business Manager Tom Stapleton gives his dedication speech during the grand opening celebration.



Left: Local 3 retirees and their guests enjoy lunch following the dedication ceremony.

ARP goes Hawaiian at annual BBQ



Twice each year the ARP Alumni and Friends get together for a barbecue and fun. Many alumni and friends were present at the ARP and Azure Acres Annual Barbecue held

September 14 at Azure Acres in Sebastopol. This year's barbecue had a Hawaiian theme. On this page are some photographs taken at the event. To protect privacy, many who attended are not shown.

With the newly formed district Continuing Care Support Group meetings, there will be on-going district events, which are fun-filled,

ing.

Support Group Schedule

Dist. 03 - Saturdays, 5 p.m. - 6:30 p.m., starting Oct. 5

Teamsters Bldg., South San Francisco
Facilitator: Gary Darenzi (415) 583-9807

Dist. 04 - Mondays 7 p.m. - 8:30 p.m., starting Oct. 7

OE 3 office, 744 Empire St., Ste. 206, Fairfield

Facilitator: Gary Dalby (707) 429-5008 or

Roger Wilson (707) 447-4517

Dist 20 - Thursdays 7 p.m. - 8:30 p.m., starting Oct. 10



Local 3 member Tim C. and family enjoy themselves at the barbecue. Tim's daughter, far left, won a talking bear at the raffle.

Sacramento

Facilitator: Scooter Gentry (916) 888-1219

ARP Alumni Association

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

Much attention is being given to support and continuing care. Clients are requested to call ARP weekly for three months, then each month until one continuous year of contact has been completed. They're also asking to call the Grass Roots Coordinator and attend the Continuing Care Support Group meeting in their area. The reasons for so much contact and support are:

- Relapse prevention. In early re-

covery we often need a lot of support with changes and reunification with family and work.

• If ARP does not hear from a client for 10 days, we call them. We hope they're just so busy they forget to call. But if a relapse has occurred, all efforts are made to assist an individual to pick it back up and return to recovery.

Recovery is a process that sometimes works slowly, sometimes quickly. Many must change their environment and social circles. It is a well known fact that continued support and participation prevents relapse from happening.

ARP's new address

Finally, we have moved. Our new address is 1620 South Loop Road, Alameda, 94501. We're near the north end of the Oakland International Airport.

If you have something in particular you would like to know more about or feel would make a good article, please write to us. This is your program and we appreciate your opinions.

Pauline Olsen,
ARP Office Manager



The costume contest was a big hit.

clean and sober events for all ARP alumni and supportive friends. For many this a new way of life.

To support this new way of living, there are support group meetings scheduled for each district. If one is not listed for your area and you're interested in getting one started, please contact the ARP office. Your support is needed. Most of the groups that started earlier in October need support.

Also, the Santa Rosa District ARP Alumni and Friends will meet November 3 at 10 a.m. at 900 Mayette in Santa Rosa to discuss the forming of a District 10 support group. Any questions, call Leon Calkins at (707) 994-3432.

On Thursday, November 7, from 7 p.m. to 8:30 p.m., District 20 will have a get-acquainted open house meeting, discussion group, election of service positions and finger food. Please join us. We'll meet at the ARP office at the rear of the build-

OE3 office, 1620 S. Loop Road, Alameda

Facilitator: James Olsen (510) 748-7400

Dist. 30 - Wednesdays 6 p.m. - 7:30 p.m., starting Oct. 9

OE3 office, 1916 N. Broadway, Stockton
Facilitator: John Criner (209) 943-2332

Dist. 50 - Tuesdays, 7 p.m. - 8:30 p.m., started in Aug.

OE3 office, 1745 N. Fine Ave., Fresno
Facilitator: Ashley Dick (209) 224-0612. Jim Pellanda (209) 225-4426

Dist. 80 - Mondays 7 p.m. - 8:30 p.m., starting Oct.

OE 3 office, 8580 Elder Creek Rd.,



Pauline and her younger sister Stefanie sing "My Little Grass Shack" as part of the entertainment package.

TEACHING TECHS

By Art McArdle, Administrator



Time for hands-on training

Last year we had five successful Saturday hands-on training sessions and, to top it off, the hands-on competition in May. This year's hands-

on training is all set and ready to go.

We encourage all journey-level surveyors to come into the Journey-Level Apprenticeship program or the Journey-Upgrade Training Program. Now is a good time to brush up on some skills and to help our apprentices become better trained by sharing the vast amount of experience that's available throughout the industry.

The dates of the Saturday hands-on training sessions are:

December 14, 1991

January 11, 1992

February 8, 1992

March 14, 1992

April 11, 1992

The following are some of the tasks that will be covered:

- Figure grades, run levels on offsets and figure cuts.
- Stake curve from radius point, target offset, chord offset, spray methods.
- Introduction to care and handling of instruments.
- Practice turning angles on preset course and check closure.
- Slope stake road from plan.
- Practice chaining a pre-set course.
- Rod-level grade offsets to presets.
- Introduction to EDM's, setting reflector targets and use of plumbing staff and data collection.
- Peg notes.

Each class will include safety and hand signals.

The hands-on competition is scheduled for Saturday, May 9, 1992, and the problems will be slope staking and staking a sewer line.

There were many prizes donated last year. Bay Counties made some generous cash prizes, and Local 3 gave jackets, T-shirts and caps. We hope that Bay Counties and Local 3 will continue their generosity.

The Northern California Surveyors Joint Apprenticeship Committee wishes you and your family a Happy Thanksgiving.



Top: Instructor Mike Rennick, sitting up in back, oversees apprentices during hands-on training.



Center: During last May's hands-on competition survey crews like this one competed for honor and prizes.



Bottom left: Second-period apprentice Dorothy Jackson, left, and eighth-step apprentice Karim Shahid set up an instrument.



Bottom right: A crew ties in building corners during hands-on competition.

Below left: Ken Schissler, left, Robert Gomez, middle, and Kerry Lowe during training session. Below right: NCSJAC staff from left: Janet Crisostos, Joanie Thorton and Dana Seiji Barker.



FRINGE BENEFITS FORUM

By Don Jones, Fringe Benefit Director

Examinetics Mobile Health Testing Program



The Mobile Health Testing Program for eligible active members (Schedule A only), provided by Health Examinetics, has returned. You will be notified

when the program is in your area. Call for an appointment toll free at 1-800-542-6233, between 8 a.m. and 8:30 p.m., Monday through Friday, and Saturday, 8 a.m. to 12 noon. All scheduled locations are in California.

Health Examinetics schedule

Nov. 3-7	Santa Cruz
Nov. 3	Watsonville
Nov. 3	Salinas
Nov. 12	Monterey
Nov. 13	San Jose
Dec. 2	San Jose
Nov. 14	Modesto
Nov. 15	Stockton
Nov. 16, 22	Sacramento
Nov. 19	Roseville
Nov. 20	Marysville
Nov. 21, 22	Redding
Nov. 23	Pleasanton
Nov. 25	Hayward
Nov. 27	Grass Valley
Dec. 2	Bridgeport
Dec. 3, 4	Ridge Crest
Dec. 9, 10	Visalia
Dec. 11-14, 16	Fresno
Dec. 17, 18	Madera
Dec. 19, 20	Merced

Surviving spouse benefit

This is a special reminder regarding a benefit that has been in place for you since April 1, 1985. The Surviving Spouse Benefit is available to the spouse of a deceased retiree who was eligible for benefits from the Pensioned Operating Engineers Health and Welfare Trust Fund.

The spouse may purchase the same hospital, medical and surgical

benefits that the spouse had when covered under the Pensioned Operating Engineers Health and Welfare Trust Fund. There are no prescription drug, vision care or hearing aid benefits under the plan. The plan will pay 80 percent of covered charges under Schedule I and 75 percent of covered charges under Schedule II.

At the time of the retiree's death the spouse will receive notice from the trust fund office describing the benefits available once the Retiree Medical Plan eligibility ceases. The monthly cost at the present time is:

Schedule 1 - \$136 (spouse under age 65) \$68 (spouse age 65 or older)

Schedule 2 - \$100 (spouse under age 65)

\$50 (spouse age 65 or older)

The Board of Trustees will review these rates each year and will determine whether any increases are required.

Surviving spouses who have Kaiser coverage may convert to an individual plan with Kaiser. The rates are reasonable, the coverage excellent. Please contact the Kaiser office for information about the monthly rates.

If you have any question, please call the Fringe Benefits Service Center at (510) 748-7400.

Important notice

The trust fund office has not moved. Please continue to send all claims to the address below:

642 Harrison Street
San Francisco, CA 94107

A reminder

The open enrollment period for joining Kaiser or the regular plan has ended. If you have changed medical plans during the recent open enrollment, be sure to use the plan you have chosen on or after Nov. 1, 1991.

Information regarding your pension check

Q: What should I do if I don't receive my check?

A: If you don't receive your pension check by the 10th of the month, contact the Fringe Benefit Service Center or the Trust Fund Service Center to request a replacement check. A stop-payment order will be placed on the lost check and a replacement check issued at once.

Q: Who should be notified of my new address?

A: If you move, let the trust fund office and the union office know your new address as soon as you know it. Every effort will be made to change the address for your pension check on a timely basis. Be sure to have a forwarding address on file with your local post office, so you have no interruption in your mail.

International Death Benefit Fund Classification Schedule

For your information, we are reprinting Article XX, Section 2 of the International Constitution, which reads as follows:

"Death benefits are payable only upon the death of a member in good standing who was initiated prior to July 1, 1973. All death benefits that have been accumulated by members in good standing on or before July 1, 1973 are frozen as of that date and no further benefits accrue.

Death benefits shall be paid to beneficiaries as follows and not otherwise:

Class I: Beneficiaries of members who on July 1, 1973 have been in good standing for a period of one (1) year to five (5) years shall receive one hundred (\$100) dollars and this amount shall not thereafter increase.

Class II: Beneficiaries of members who on July 1, 1973 have been in good standing for a period of five (5) years to ten (10) years shall receive two hundred (\$200) dollars and this amount shall not thereafter increase.

Class III: Beneficiaries of members who on July 1, 1973 have been in good standing for a period of ten

(10) to fifteen (15) years shall receive four hundred (\$400) dollars and this amount shall not thereafter increase.

Class IV: Beneficiaries of members who on July 1, 1973 have been in good standing for a period of fifteen (15) years to twenty (20) years shall receive five hundred (\$500) dollars and this amount shall not thereafter increase.

Class V: Beneficiaries of members who on July 1, 1973 have been in good standing for a period of twenty (20) years or more shall receive seven hundred fifty (\$750) dollars and this amount shall not thereafter increase."

Effective August 1, 1968, the amount of death benefits payable to the beneficiary or beneficiaries of a member who has been granted a withdrawal card prior to that date shall be computed on the basis of the number of years such member has been in good standing as of August 1, 1968, and shall not thereafter be increased during the period such member remains on withdrawal card.

The amount of the death benefits payable to the beneficiary or beneficiaries of a member who is granted a withdrawal card on or after August 1, 1968, shall be computed on the basis of the number of years such member has been in good standing as of the date on which the withdrawal card is granted, and shall not be increased thereafter during the period such member remains on withdrawal card.

Provided, however, effective July 1, 1973, the amount of death benefits payable to the beneficiary or beneficiaries of a member who is granted a withdrawal card on or after July 1, 1973, shall be computed on the basis of the number of years such member has been in good standing as of July 1, 1973, and shall not be increased thereafter.



YOUR CREDIT UNION

By Bill Markus, Treasurer

Disaster loans for fire victims

The recent fire in the Oakland-Berkeley foothills has affected many lives. For credit union members suffering a loss in the fire, a disaster loan is available through your credit union. This is an unsecured loan with the maximum amount of \$5,000, a term of up to five years and an 8 1/2-percent interest rate. If you were a victim of the fire and need assistance, please call your credit union and request our disaster loan.

Buying a new or used car?

It's that time of year again when car dealers are heavily advertising their great deals on automobiles. Both rebates and special financing are being offered to attract buyers. If you are thinking about purchasing a new or used vehicle, call your credit union before you shop. Let us explain some of the things you need to

look for when negotiating on your next vehicle.

Determining car value

New and used vehicles have a low and high value. Both prices are listed in the Kelley Blue Book for new and used cars. Value for the options are also listed. Negotiations should

(Continued on page 13)

After the firestorm

Local 3 operators begin removing safety hazards in preparation for large scale cleanup.

Photos by James Earp & Steve Moler

PUTTING OUT THE OCTOBER 20 Berkeley-Oakland hills inferno was a huge enough undertaking; cleaning up after the disaster, one of the worst in U.S. history, will involve a far greater task.

Once the 1,800-acre fire was extinguished on Wednesday, October 23, Berkeley and Oakland officials had the unsavory task of figuring out how to clean up four square miles of total devastation. The first and most urgent job was removing all the imminent public safety hazards.

Scattered throughout the disaster area were hundreds of burned out vehicles resting in the middle of streets, driveways and on unstable hillsides. Thousands of scorched trees and power poles stood ready to fall with the push of a light breeze. So the City of Oakland hired local union contractors Gallagher & Burk and McGuire & Hester to begin removing these hazards.

In the days immediately after the fire roared through the Oakland hills, destroying more than 3,000 homes and causing \$1.5 to \$2 billion in property damage, Local 3 operators using wheel loaders, backhoes and cranes fanned out into the Hiller Highlands and Broadway Terrace neighborhoods to remove anything that posed a safety threat.

Fallen power poles had to be cleared, potentially hazardous trees had to be tagged and, if necessary, cut down. All large pieces of debris, from stoves and refrigerators to burned out cars and concrete slabs had to be removed and placed in safer areas until proper disposal could

be made later. Moreover, storm drains had to be cleaned and protected with sand bags and hay bales.

Once the serious problems were abated, the City of Oakland surveyed the entire disaster zone to find out which properties posed additional hazards. The city identified 200 home sites with "imminent public safety hazards," and Local 3 operators began to attack those sites immediately.

Removing the hundreds of burned out automobiles from streets, driveways and





Above: Many of the more than 3,000 homes destroyed in the fire had spectacular views of Oakland and the bay.

Right: How the fire appeared in San Francisco, a distance of about 15 miles.

Left: The destructive force of the fire in the Hiller Highlands neighborhood compared to that of an atomic bomb.



Below left: Crane Operator Stan Green lifts a burned-out car from the rubble of a home on Grandview.

Below: Crane Operator Stan Green, a 30-year member.



hillsides became a top priority. On Sunday, October 26, Bigge Crane & Rigging Company moved an 18-ton P & H truck crane into the Hiller Highlands neighborhood to begin pulling cars from steep embankments and placing them on streetsides so tow trucks could haul them away. Golden Gate Crane and Rigging was also used in some initial clean up.

Through the week of October 27 through November 2, crane operator Stan Green, working from 7 a.m. to dusk, plucked an average of about 25 vehicles a day from the rubble of destroyed homes. He also removed large objects, such as refrigerators and stoves, that might later become safety hazards for future clean-up crews.

Rather than let homeowners hire their own contractors to clear debris from lots, the city has selected ICF Kaiser Engineers of Oakland to handle the clean-up effort. Kaiser will then subcontract with local contractors to perform the actual removal and disposal of debris.

Oakland officials are negotiating with the insurance companies of homeowners for payment of site clean-up costs not covered by organizations like the Federal Emergency Management Agency. Oakland has already spent \$7.8 million fighting the fire and dealing with its aftermath. The city estimates that Oakland will lose \$2.3 million in property, utility and business taxes because of the disaster.

Scott Shropshire a Local 3 member with Gallagher and Burk, clears debris on Tunnel Road near the Caldecott Tunnel, the area hardest hit by the fire. One of the first objectives of the cleanup operation was to remove imminent public safety hazards, such as fallen trees and power poles.



NEWS FROM THE DISTRICTS

Some jurisdiction problems continue

SACRAMENTO – The work picture this year hasn't reached the level we had anticipated. As of mid-October, 330 members were on the out-of-work list. Normally there are about 125 members on the list. Many members didn't turn a yard of dirt until the month of August.

Our union contractors when bidding jobs have had to sharpen their pencils this year because the market is so competitive. Also, this year our Market-Geographic Area Committee has been called on numerous occasions to assist our union contractors in successfully out-bidding several non-union contractors.

Jurisdiction problems

Because of the work situation, jurisdiction has become a bigger problem than before. If you are working for an employer who assigns our work to a member of another craft, you should report it to your business agent as soon as possible. The business agents can't spot all the violations alone. We need the members' help.

The longer a certain craft operates our equipment, the harder it is for the business agents to combat the theft of our jurisdiction. Some of the classifications that your business representatives are currently trying to protect are the Bobcat loaders, small tractors with drag scrapers, Gomaco curb and gutter machines, continuous-pour cast-in-place machines, drilling equipment, rollers, boom trucks, repair work and oiler classifications. This is our work. If we ignore it, the employers will assign the work to these other crafts; they will claim it and we could lose it.

Contracts currently being negotiated are as follows: C. C. Myers (small tools shop), Clark's Welding, Granite's Material Testing Lab, Levin Metals and Auburn Placer

Disposal Service.

Granite Construction is currently working on a small subdivision called the Vineyards in Galt. Ahlstrom is performing the underground water services, and Greer Trenching is digging the trench for the sewer services on this project. Granite is also putting the final touches on the subdivision work off of Twin Cities Road. The company has been working on this project for more than a year.

Teichert's work

Teichert Construction has been working on several projects in the Elk Grove-Laguna area: site work at Walmart on Elk Grove Blvd., improvements on the frontage road off Hwy. 99, widening of Elk Grove Blvd. to the Laguna area, and the Elk Grove overcrossing at Elk Grove Blvd. The majority of Teichert's scraper spread is on this project.

Teichert is also doing several subdivision jobs in the Laguna area. Cagwin & Dorward is performing much of the landscape work off of Laguna Blvd. where much of the subdivision work is being done. Teichert plans on being there for another year.

DSS, a good union contractor from the Stockton area, has been performing subdivision work in the south area.

In downtown Sacramento, several buildings are currently going up. On the 400 block of Capitol Mall, Webcor Builders is constructing the Wells Fargo administrative building. It currently has one elevator operator employed. Next door Hensel Phelps has one tower crane operator and two elevator operators employed. Turner Construction is also in the vicinity with one elevator operator employed. Across the street in the Old Sacramento area Tishman Construction has a tower crane op-

Organizing the constr. 'company on the left'

SANTA ROSA – Those of you who read my column each month may recall the "company on the left" off U.S. 101 – that non-union job I had been visiting regularly trying to get my foot in the door with the hands.

In general, there are two sides to organizing: on one side is the employees, and on the other side is the contractor himself. At about the same time I started getting to know the employees, I began working on the owners. First were the phone calls with the invitation to lunch. But each time I called, I found the contractor "not in, can I take a message? I'll give him the information."

Of course, no calls were ever returned. Finally, persistence prevailed and I was able to sit down and begin to establish a personal relationship. It usually takes a minimum of five visits to establish a rapport with a client before an attempt is made at a sales pitch. In the case of the "company on the left," it took about a year.

So, it took a year of talking with the hands, and a year with the contractor himself to finally arrive at a point where I was really able to think about getting a contract signed. Now, after many hours of negotiations and close scrutiny of his particular needs, the owner agreed to a preliminary or tentative contract.

Now it was time to cash in on all the effort I had put into wooing the hands, to arrange a presentation, to try to sell them the union and the contract, to answer questions, get authorization cards and conduct a vote. If it was a "yes" vote, I would contact our main office – in Alameda now – and work with Rollie Katz in the Contracts Department, with Don Doser, our president, and with Tom Stapleton, our business manager, to iron out problems, and believe me, there are always problems.

Back and forth it went for hours and days, and pretty soon another six months went by. But the results will justify the time and energy expended, because we will provide more jobs for our current members and a higher standard of living for our new members, giving them a new and better life.

All of your Local 3 business agents are actively involved in organizing. Often meetings must be arranged in the evenings or on weekends. It's the extra little things that really count and help get that new contract signed. In fact, that's what Local 3 is all about, going the extra mile. Look at our record. After all, who has the largest Operating Engineers local? Local 3, of course.

*Bob Miller,
Business Rep.*

erator employed.

Two buildings are also going up at Sacramento State University. McCarthy Construction has several of our members employed on the site, including one tower crane operator. Campbell Construction also has an elevator operator employed at its site.

The work picture in the rock, sand and gravel area is going pretty good. Teichert is working steadily, and so is RMC Lonestar. Granite isn't as busy as the rest; we hope the work picks up soon. We have not yet settled our rock, sand and gravel contract, which expired in July.

Frank Herrera, Business Rep.

Seminars to teach members how to organize non-union

SALT LAKE CITY – Organizing non-union companies in Utah, and any other state, is as important to the survival of our fair contractors as the survival of our members. These fair contractors have paid our wages and fringes for many years. Contractors like W. W. Clyde & Company and Gibbons & Reed Company helped us raise our families by paying good union wages. In return we ensured monetary profit and survival of these companies by our hard work and dedication to our craft.

Both the contractors and the union have met hard times with the highway work being so slow in Utah. We're hoping for more work to be bid in the coming months, and we want to see this work come our way.

As union representatives, Local 3 agents need your help in organizing the non-union. You can put pressure on companies to sign agreements before you agree to work for them.

We're looking at starting some organizing seminars to train and educate our members in what is needed to turn the non-union companies around. Those of you who are interested and want to help turn Utah around, let your agent know so you can be included in these most important meetings. The Lord helps those who help themselves.

*Virgil Blair,
Business Rep.*

Gravel mining and Indian artifacts

SANTA ROSA – District 10 is quite concerned about the outcome of the meetings now being held for updating and revising Sonoma County's Aggregate Resource Management (ARM) plan. The main objective of the ARM plan is to meet the county's aggregate needs while minimizing environmental impacts and land use conflicts.

If our community is to maintain our infrastructure, we must have a local source of top quality rock products. The rock, sand and gravel operations of Kaiser and Syar Industries, along with the help of 50 to 75 operating engineers, have supplied most of our community's much needed rock products. Most of this gravel comes from terrace mining along the middle reach of the Russian River.

During the ARM plan hearings it was reported that some of our operators have apparently found Indian

artifacts and taken them home with them. The recovery of bowls, tablets and grinding stones is very important to the members of the Native American Heritage Commission and the Ya-Ya-Ka-Ama Nation. They are trying to preserve these artifacts of their early California Indian ancestors.

Our Native Americans are asking the Operating Engineers to help by returning any artifacts you might have. These artifacts can be examined and properly cared for, and then all of us can enjoy them in the future.

If you have any Indian artifacts, please do your part to preserve Native American history and bring these artifacts into the district office or contact the Ya-Ya-Ama Indian Educational Center at 887-1541.

*Robert Wise,
District Rep.*

Your Credit Union

(Continued from page 9)

start from the low price of the vehicle. That's why it's important to know the actual value of the vehicle before negotiating. A sales person is likely to tell you of the fantastic deal you've made while having you sign a contract that has you paying more than what the vehicle is worth.

Tell your credit union representative the type of car, including options, you're interested in. They will tell you the vehicle value and help you with negotiating tips. Depending on the area in which you live, you may choose to have a negotiator locate and negotiate a vehicle for you.

Pre-approved loans

Apply for a pre-approved loan with your credit union and have 45 days in which to shop knowing your financing is ready when you are. If a dealer offers an especially low interest rate, the buyer usually forfeits any rebate. Paying more for the vehicle may mean more in finance charges even with a lower interest rate. Your credit union will help you figure what's in your best interest.

Mechanical breakdown insurance

After negotiating the deal on the vehicle, you may be asked if you want an extended insurance. Your credit union offers this insurance on new and used automobiles. Compare prices and policies before purchasing the coverage. Our policy is accepted at dealerships and other garages across the country.

When you're ready to make your next vehicle purchase, call or visit your credit union. We'll help on financing, pricing and negotiating so you're certain to get that great deal.

The credit union celebrated the grand opening of two new branch offices: at the Redding District office and at the new Local 3 headquarters in Alameda. Visit our other branch offices located in Dublin, Sacramento, Rohnert Park, San Jose, Modesto, Stockton, Elko, Honolulu and Murray. All branches are ready to assist you with loans, VISA cards, checking accounts, certificates of deposit or any of our many other programs. Our branch offices make it more convenient to use your credit union.

Union Briefs

Construction safety bill

The House Education and Labor Committee approved the Construction Safety, Health and Education Improvement Act (HR 1063) by a party-line vote of 25 to 14 at a September 24 markup.

The bill is a substitute offered by Rep. Joseph Gaydos (D-Pa), sponsor of HR 1063, in place of the legislation that cleared the House health and safety subcommittee July 23. The substitute, which was instituted to appease Republicans, allows the secretary of labor to develop regulations for many of the bill's provisions.

The substitute also limits pre-construction notices only to sites where high-hazard work is being done, and grants the labor secretary authority for developing regulations for permits and reporting requirements. The previous bill had included a provision stating that construction process plans be based on the size of the construction project, types of construction work, and safety and health records of the construction employer. But concerns were raised by Republican lawmakers that this provision would be too burdensome for small businesses.

Before the committee markup, Gaydos pointed to a 1985 survey of seven industrialized nations documenting that the U.S. has the highest construction fatality rate: 39 deaths for every 100,000 construction employees. Only France, with 30 deaths per 100,000 construction workers, came close to this rate.

Cal-OSHA fines increase

A bill that significantly increases fines for employers that violate Cal-OSHA work-place safety and health standards, AB 1545 sponsored by the state AFL-CIO, was signed into law last month by Gov. Pete Wilson. The new law brings state penalties back into line with those of federal OSHA, fines that had been lowered during former Gov. George Deukmejian's campaign to abolish Cal-OSHA.

The law takes effect immediately. It raises the maximum penalty for general violations or for failure to abate a hazard from \$1,000 to \$7,000. The maximum penalty for falsifying records goes from \$10,000 to \$70,000, while the fine for willfully causing serious injury or death goes from \$20,000 to \$70,000 for repeat offenders, with a minimum fine of \$35,000.

Federal highway bill

Almost five months after the Senate passed a \$115 billion federal transportation bill, the House of Representatives has agreed on its own version of the bill – a \$151 billion package that would provide \$119 billion for highways over the next six years, a 40 percent increase, and \$32 billion for mass transit, nearly doubling the current federal investment.

To help pay for the program, the House bill would extend for four years, until Sept. 30, 1999, a 2.5-cent-a-gallon surcharge on the federal gasoline tax that was enacted last year. The tax currently is 14 cents a gallon. Passage of the House bill, by a lopsided vote of 343 to 83, sets the stage for two likely fights – one with the Senate and one with the Bush administration – over how to dole out the money to states for highways and mass transit.

The Senate bill approved June 19 calls for spending at least \$115 billion on transportation nationwide through fiscal 1996. The plan would scrap the road-building programs created in 1956 to finance the interstate highway system and replace it with a new system that would give states far greater authority to shift money from highways to mass transit.

Slow recovery for Calif.

California's economy will make a slow, spotty recovery from the recession during the fourth quarter of 1991, according to the Construction Industry Research Board and private economists. Housing starts dropped 29 percent in late 1989 and early 1990, when the recession started, and dropped another 23 percent in 1990-91.

But the good news is that housing is expected to rebound in 1992, with a total of 158,000 units forecasted for 1992, according to the CIRB. Heavy construction is up 17 percent over last year, primarily because of a big increase in street, highway, bridge and sewer plant construction as a result of passage of Prop. 111 last November.

NEWS FROM PUBLIC EMPLOYEES

Disaster response

Thru mutual aid system, Local 3 members react to Oakland hills fire

By Steve Moler
Assistant Editor

From my hillside apartment overlooking San Francisco Bay, I noticed on Sunday morning of October 20 a small puff of smoke rising from the foothills above Oakland. Thinking nothing of it, I went about my business unaware that what I had just seen would soon erupt into the nation's most destructive fire ever.

When the inferno was finally contained three days later, 25 residents had perished, and more than 3,500 dwellings and about 2,000 vehicles destroyed. The fire burned 1,800 acres (three square miles) of densely populated urban woodlands, leaving more than 5,000 people homeless and causing a mind-boggling \$1.5 to \$2 billion in property damage.

The state's fire protection and law enforcement mutual aid system, which allows local officials during a disaster to get help from other agencies throughout the state, played a vital roll in dealing with the catastrophe. All told, about 1,200 firefighters and nearly 300 law enforcement personnel initially responded to the fire. Many came from as far away as Siskiyou County to the north and Kern County to the south.

As in previous disasters, such as the Loma Prieta earthquake two years ago and the floods of 1982, Local 3 members once again played an important role in responding to the tragedy. Among those called to the scene were more than 500 members of Local 3's Public Employee Division: 20 firefighters and as many as 498 police officers. They helped in all aspects of the operation: fighting the fire, rescuing and evacuating residents, assisting in mop up and staffing hundreds of check points

throughout the urban hillsides of Berkeley and Oakland.

On Monday, the second day of the fire, Public Employee Business Agent Bob Britton and I drove up through the smoky foothills east of the UC Berkeley campus to a command post at the junction of Grizzly

the scores of emergency vehicles driving into the post from suffering yet another tragedy.

"Because of the looting," Sgt. Heady told me, "we now have roving patrols going out along Grizzly Peak Road and Skyline Blvd. to push people out, to keep them from coming

down Grizzly Peak Road, with the drone of helicopters audible in the distance, strike teams from the California Department of Forestry were extinguishing smoldering hot spots.

As we rounded the first bend, we gained our first glimpse of the fire's cataclysmic destruction. What ap-

peared to be the remains of a luxurious home situated on a steep hillside at 5939 Grizzly Peak Rd. smoldered in a heap of charred rubble. Two steel horizontal beams supporting what was once the home's two top floors had been melted by

the fire's 2,000 degree temperatures and twisted like two sticks of taffy. The house next door, at 5955 Grizzly Peak Rd., was a total loss; only a child's swing set stood unscathed amid a patch of green lawn.

A few hundred feet farther down the narrow, windy road we passed Marlborough Terrace near where the



Firefighters put out hot spots and begin mopping up along Grizzly Peak Rd. Some 17 Local 3 firefighters were called to fight the inferno.

Peak and Fish Ranch roads. There, above the eastern perimeter of the fire, we met with Local 3 member Sgt. Bob Heady of the East Bay Regional Park police. His job was to keep the post stocked with food, water, firefighting supplies and volunteers to staff the food lines.

The post hummed with activity.

From all four directions, firefighters and police officers by the minute converged on the intersection. Some arrived for shift changes, other came to rest and get a bite to eat, still others showed up to exchange information with the incident commander. Two Alameda County sheriff's deputies, Dale Ruiz and Randy Glen, wearing their familiar blue jump suits, stood at the crossroads directing traffic, preventing

into the area. We also have road blocks set up at all the feeder streets. We're looking for people who don't belong in the area. The area is currently closed to civilians."

Just then, Sgt. Pete Small, also an East Bay Regional Parks police officer, pulled up and offered to take us on a patrol. As we drove slowly



At the command post at the junction of Grizzly Peak and Fish Ranch roads, Local 3 Business Agent Bob Britton, left, Sgt. Bob Heady of the East Bay Regional Parks police, to Britton's right, and officers from the Alameda County Sheriff's Department and Berkeley police take a short break during the Oakland-Berkeley hills fire.

NEWS FROM PUBLIC EMPLOYEES

Local 3's Response

Alameda Co. Sheriffs - 400-plus officers
 E. Bay Regional Parks police - 53 officers
 Richmond Police - 12 officers
 Union City Police - 9 officers
 Livermore Police - 24 officers
 Sutter Co. Fire Dept. - 9 firefighters
 Linda Fire Protection Dist. - 5 firefighters
 Stanislaus Co. Fire Dept. - 3 firefighters
 Willows Fire Dept. - 3 firefighters

fire started. Fanned by warm 30-mile-an-hour north winds, the fire spread rapidly downhill in three primary directions: first towards the Hiller Highlands neighborhood where most of the fatalities occurred, along the south side of Claremont Avenue towards the historic Claremont Hotel, and over towards the Caldecott Tunnel and down into the Broadway Terrace and Montclair districts where entire blocks were completely obliterated as if they stood at ground zero of a thermonuclear explosion.

About a mile down the road Sgt. Small stopped his police cruiser to chat briefly with a woman in a pickup traveling in the opposite direction. Sue, the wife of one of the helicopter pilots making water drops on the fire, complained of rubberneckers wandering through the area gawking at all the mayhem and destruction. These were just the kind of people Sgt. Small wanted to keep out of the fire zone. "If I catch them," Small warned, "They'll be arrested."

As we made our way over the Caldecott Tunnel and onto Skyline Blvd., we passed through an area untouched by the fire. At the junction of Skyline and Elverton Drive stood Check Point 20, staffed by Alameda County Deputy Sheriffs David Moffit and Greg Johnson and Sgt. Norm Palmer. A late-model Cherokee pulled up, its driver asking permission to go to his home. A couple in their mid-30s on foot wanted to do the same. All three were rebuffed.

As we prepare to move farther down Skyline, two police cruisers from the Santa Clara County Sher-

iffs Department pulled up behind us. Two deputies from each car emerged and announced they were relieving the Alameda County deputies. Sgt. Small spent about 15 minutes supervising the shift

circumstances, he told them, were residents allowed back into their neighborhoods; there were simply too many hazards still lurking amid the destruction: fallen power lines, smoldering ashes, weakened structures.



Alameda County Sheriff's Deputy Randy Glen, directing traffic at the command post, was one of more than 400 Alameda County deputy sheriffs who responded to the disaster.

change and informed the fresh officers about who had authorization to enter the area. Only in unusual cir-

Through a maze of more narrow, twisty roads, we made our way down to the last post on our patrol, Check Point 21 at Thorndale and Sobrante Road, where another group of Alameda County sheriff's deputies were being relieved by officers from the Campbell Police Department. Sgt. Small again coordinated the shift change, exchanging beeper and cellular telephone numbers with the officers and giving them updated instructions.

As we concluded the patrol and headed back to the command post, I was impressed with how so many fire and law enforcement personnel from so many different agencies could converge on the disaster

area without total confusion setting in. In every interaction I witnessed, the fire and police personnel, who in most cases didn't know each other, worked together like long-time teammates.

The state's mutual aid system played a lead role. According to the Oakland Fire Department, at around 11 a.m. on the day the fire started, an Oakland fire crew, which had been keeping an eye on the site of a previous fire from the day before, called for help after a hot spot flared up and reignited fresh brush along Buckingham Blvd.

Within a few minutes, a second and third alarm were sounded. Ten minutes later Oakland activated the local mutual aid system, and fire crews from Alameda, Berkeley and San Leandro were summoned. By now the flames whipped down Buckingham and Tunnel Road on both sides of a canyon towards Hwy. 24 and the Hiller Highlands neighborhood.

At 11:31 a.m., Oakland activated the regional mutual aid system, and strike teams from the California Department of Forestry were requested, along with a firefighting helicopter and a CDF tanker. Forty-five minutes later the fire raged totally out of control, engulfing home after home north of the Caldecott Tunnel. The state's law enforcement mutual aid system was also activated, and police officers from surrounding areas were called to help evacuate residents and set up road blocks.

By 12:17 p.m., a command post was established and the statewide mutual aid system had to be initiated. Convoys of fire trucks rolled down every freeway leading into the East Bay. By nightfall, some 1,000 firefighters battled the state's most devastating fire in recent memory, and hundreds of police officers worked around the clock.

Not since the Las Pilitas fire in July 1985 in the San Luis Obispo area has the state's mutual aid system been so severely strained. But because the firefighters and police officers displayed such high levels of professionalism, the system, under extremely difficult circumstances, worked well enough. The fire was contained by Tuesday and extinguished the next day.



East Bay Regional Parks police officers Sgt. Pete Small, left, briefs Campbell police officers during a shift change at Check Point 21.

NEWS FROM Rancho Murieta Training Center

IUOE holds safety, training conference

During an unusually hot week in San Francisco, October 7-11, the International Union of Operating Engineers held its safety and training conference. According to Larry Edsinton, director of apprenticeship and training, there were 325 registered delegates to the conference. Held at the prestigious Hyatt Regency Hotel, there were a total of eight workshops each day held in various rooms.

One of the goals of the confer-

ence was to emphasize to all IUOE members that General President Frank Hanley is committed to health, safety and training issues. Further evidence of this can be seen in the increased size of the support staff in these areas. This is the first year the international has attempted a conference covering these topics at the same time.

Conference activities included workshops on job safety analysis, crane safety awareness, lockout-tagout procedures, load moment indicator systems and introduction to

government safety agencies.

Workshops covering training included IUOE Job Corps, affirmative action and recruiting, Hazmat training, substance abuse, toxic substances and commercial drivers licensing. Several members of Local 3 were participants for many of the workshops or were asked to be part of a panel of experts.

Tour of RMTC

The week-long conference ended Friday with a tour of the Rancho Murieta Training Center near Sacramento. About 150 people boarded three tour buses from San Francisco and drove over to the Sacramento Valley to the small community of Rancho Murieta. Those who came marveled at this

unique facility for training of operating engineers. One visitor remarked, "This is what all locals hope to have for training one day." All were most impressed with the facility, the staff and instructors, the equipment available for training, and the kind of training that operating engineers from Local 3 can receive.

After the tour, the day ended with an old-fashioned barbecue of thick steaks, fresh chicken, baked potatoes and all the trimmings. Some of the coordinators and instructors were in charge of cooking the meat in support of the cafeteria staff.

*Duane Beichley,
Media Coordinator*



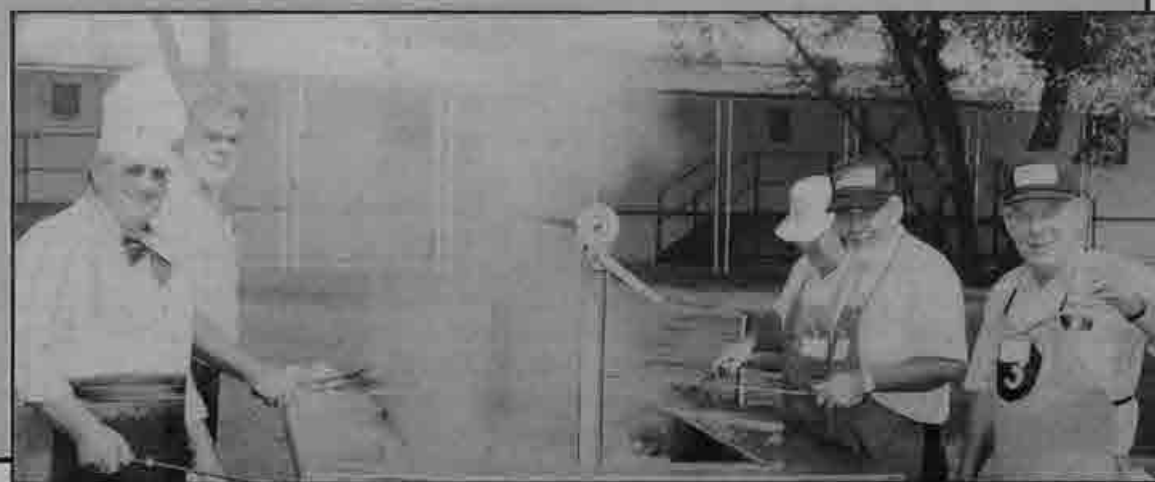
Above: The crowd watches as the crane class goes through a class exercise.



Right top: Left to right: Jim Leach, Hawaii ARP, Larry Kay local 3 Attorney and Larry Uhde, Administrator Local 3 Apprenticeship conduct workshop on substance abuse.



Center: Training center manager, Steve Stromgren explains the crane and CEO course to the tour group.



Bottom: Left to right: Darwin Betteridge, Ken Bettis, John Smith, Bob Beall and Jim Brown do the BBQ'ing honors for the touring guests.

NEWS FROM THE MINES

Newmont employee invents headlight that never gets dirty

ELKO — When it comes to working in the mines, there's rarely any relief from the elements. In the summer, temperatures climb into the upper 90s. In the winter, if the sub-zero temperatures don't frost your spirits, the miles and miles of mud most definitely will, especially if you're driving a vehicle in and out of the mine pits everyday.

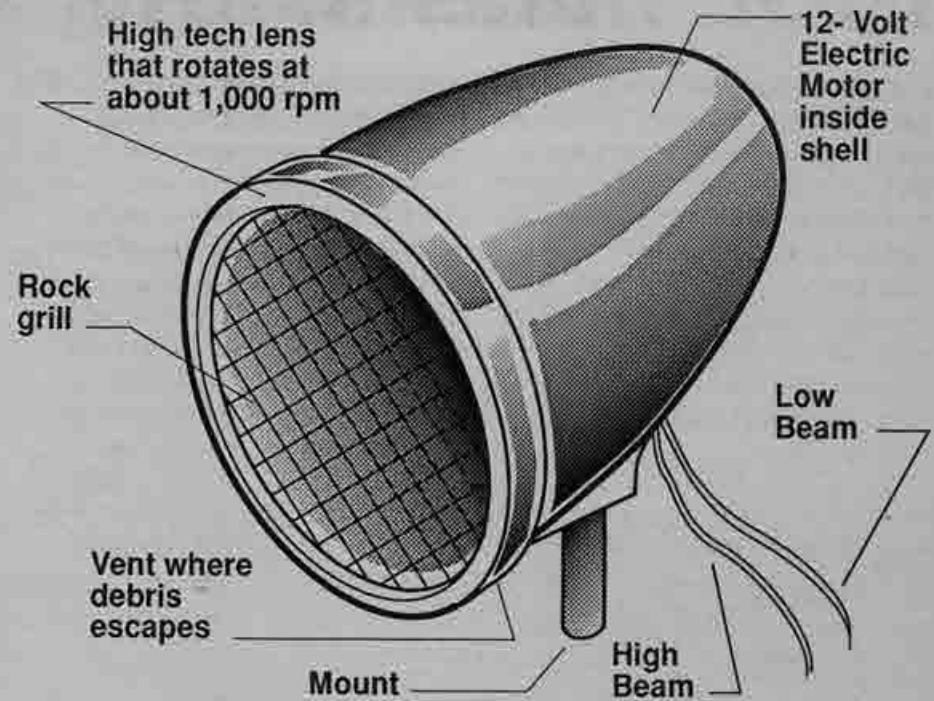
The minute it rains or snows, the mines turn into a slippery, slurry mess. Haul trucks carrying up to 100 tons of dirt can lose traction and slide sideways. Mud gets caked so thickly on the trucks' headlights drivers have to turn on their high beams, which can blind approaching drivers.

Local 3 member Giovanni Donfranco, a welder and mechanic work-

that stays clean under any condition. Nothing — not even Elmer's glue, peanut butter, chocolate pudding, honey, or melted candle wax — can foul the light.

The Light Pro is equipped with two lenses housed in a galvanized steel shell. On the inside is the standard headlight beam. On the outside is a second lens that rotates at about 1,000 rpm, or about the same as medium speed on a blender. The centrifugal force from the rotating lens moves whatever debris strikes the Light Pro and carries it through the vents located at the bottom of the lamp housing. A 12-volt DC electric motor in the light's shell powers the rotating lens.

Before Gio made his first Light Pro, he built two prototypes that



The USA Power Beam Light Pro

some black enamel. Each time the light stayed clean and the light beam stayed as bright as before the test.

The same year Gio invented the Light Pro, Mercedes Benz came out with headlight wipers for its car models. To see how the wipers compared to the Light Pro, Gio threw shovels full of mud onto a pair of Mercedes Benz headlights. The wipers cleaned the mud away but left the lens smeared. Only after using the headlight washers did the lens come clean.

So what if you run out of washer fluid and you're working in an isolated area where there's no water or supplies? In these kinds of situations — on construction sites, during off-road vehicle races or even on the battlefield — the Light Pro holds a decisive advantage. Since the light operates off the vehicle's electrical system, you can drive all day, all night, week-in and week-out without having to clean your headlights.

"The Pro Light not only could help us here at the mines and, for that matter, on many other construction projects, but it also has potential benefits to off-road vehicle users, the government and the military," Gio said. "Imagine how handy the Light Pro would have been for our ground troops during the gulf war with Iraq."

In September of last year, Gio began the arduous task of obtaining a patent and searching for a company to manufacture and market the Light Pro. Earlier this year, General

Electric began reviewing the invention to see if it might be interested in developing the product. Gio is also pursuing other companies.

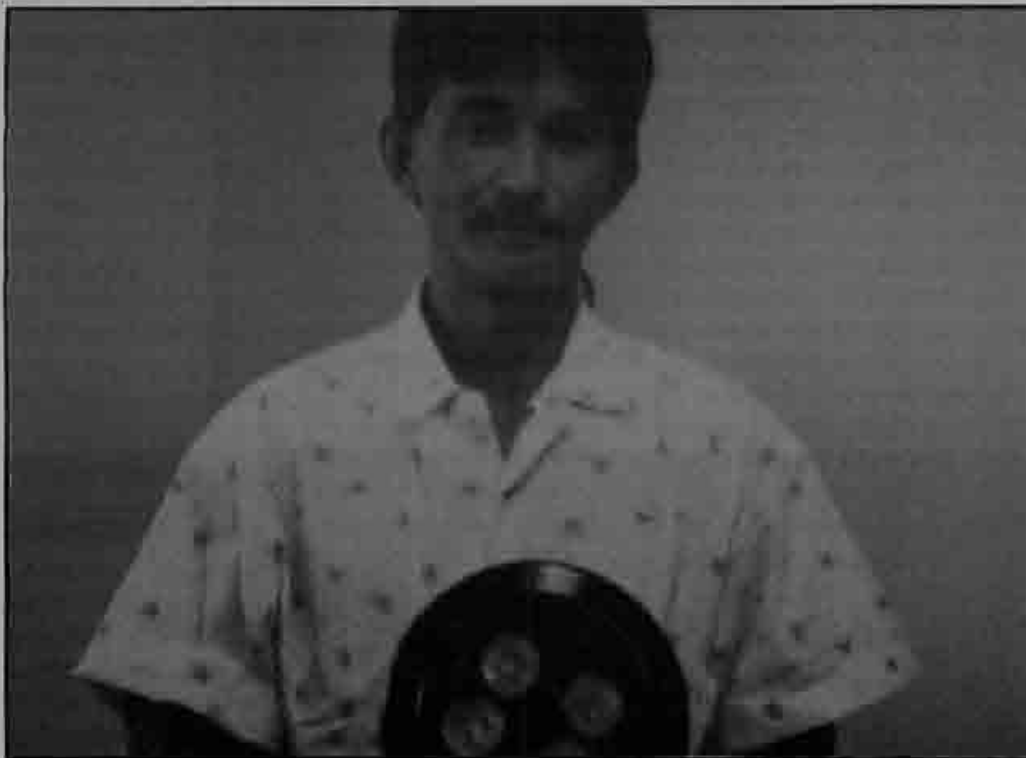
Gio's career as a mechanic has helped him develop a knack for inventing things. He went to work for Newmont in August of 1989. Before that he worked for Kaiser Steel in Eagle Mountain, Calif., repairing diesel engines on the company's 100-ton, 130-ton and 350-ton haul trucks. After the mine shut down in 1979, Gio went to work for Sing & Sons Construction in Palm Springs, Calif. for eight years.

Tired of city life, Gio decided one day in the summer of 1989 to take a trip east on I-80 and wound up in Elko, where he looked for work. Within three days, he received job offers from Newmont and Barrick. He flipped a coin: heads meant he would work for Newmont, tails for Barrick. The coin came up heads.

During his first year, that dreadful winter when there was so much mud everywhere, he worked at the North Area, then recently transferred to the Central Shop, where he rebuilds rear ends of 35-ton and 100-ton wheel loaders, as well as torque converters for Cat 992 loaders.

In addition to the Light Pro, Gio has designed a system for draining water from the air tanks on haul trucks without having to get out of the truck cab.

Additional information concerning the Light Pro can be obtained by writing to Gio at P.O. Box 5433, Elko, NV, 89802.



Giovanni Donfranco holds his Light Pro.

ing out of Newmont Gold's Central Shop, encountered this problem every time he went on a service call into the pit. Not only did he have to cope with the hazard of blinding headlights, he had to stop constantly to wipe the crud off his own headlights.

After suffering through a particularly inclement winter in 1989, Gio decided to do something about the mud-on-the-headlights problem. After about a year of experimentation he invented a headlight, called the USA Powered Beam Light Pro,

were about the size of a regular flashlight and powered by D-cell batteries. One model had a smooth lens, the other a scratched up lens about as rough as a coarse file. During testing both models performed well.

Regardless of the surface, nothing can stick or smear on the lens, Gio says. To prove his point further, he tested a full-scale version against some of the grimmest materials made. With the light facing straight up, Gio smeared wall plaster onto the lens, then black dye, and finally

HONORARY MEMBERS

As approved at the Executive Board Meeting on October 20, 1991, the following retirees have 35 or more years of membership in the Local Union, as of October 1991, and have been determined to be eligible for Honorary Membership effective January 1, 1992.

Finis Allen	0888723	Ed Dye	0811358
Joe Amarillas	0857871	Clarence Edwards	0904640
John Armbrust	0883602	Carl Fargo	0873202
Robert Bacon	0865600	Henry Friese	0889007
Robert Bauman	0574256	V. P. Harris	0693648
William Buckley	0630105	Gerald Herd*	0674742
Bradley Burghardt	0904609	Ralph Hooper	0750299
Alban Byer	0904832	Monard Jacobson	0750614
Henry Cambra	0904833	Jimmie Jew	0899575
M. G. Ceverha	0769384	Keith Jorgensen	0754155
James Conn*	0904619	L. H. Kerr*	0620146
Lloyd Cope	0899310	Jack Kirch	0899382
Charles Crabtree	0750462	Wayne Lassiter	0883765
Darrel Crouch	0899312	Ernest Lemons	0879599
James Divane	0904633	Donald Liggett	0888848
Joe Donnelly	0904634	Arnold Lindgren	0851839

George Maddocks	0683277
Edward Mamola	0838822
Paul Massoni	0772870
Robert McNair*	0838888
Edward Mestek	0636394
Yutaka Miyashiro	0550245
Thomas Monahan*	0529482
William Nelson	0736386
R. E. O'Farrell	0634690
L. J. Onsrud	0821391
Ivan Pearson	0904735
Theodore Perry	0888892
Earl Phillips	0826965
Merle Powell	0838896
George Rempel	0908625
Joe Ripoli	0865578
Edward Rodgers*	0630729
Clement Sala	0702401
Robert Schultz	0904757
Milo Sloniker	0899625
Roy Sperflage	0904933
Ernest Theodore	0904781
Marcus Thomas	0868750
Benny Titus	0879791
Adolph Wagner	0904790
E. Wahl*	0622807
Eugene Wayman*	0899497
John Welsh	0899740
Jack White	0899647
Lynn Williams	0899649
James Zunino	0904810

* Effective October 1, 1991 - It has recently been determined that member was eligible in September 1991.

Departed Members

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

JULY

Edward Miller of Reno, Nevada, 7/23.

AUGUST

Earl Blair of San Luis Obispo, Ca., 8/22; Henry Ghiloti of San Rafael, Ca., 8/31; Victor Hake of Sacramento, Ca., 8/9; J. D. Jacobson of Heber City, Utah, 8/18; Kenneth Ketterman of Granger, Utah, 8/27; Adrian Naoua of Wailuku, Hawaii, 8/8; Earl Oltman of Yerington, Nevada, 8/13; L. G. Ostler of Murray, Utah, 8/27; William Rodrigues of Modesto, Ca., 8/30; Richard Yasutomi of San Francisco, Ca., 8/27.

SEPTEMBER

William Abraham of San Pablo, Ca., 9/15; Percy Bailey of Calif. City, Ca., 9/16; Frank Campi of So. San Francisco, Ca., 9/15; Pleasant Carey of Marysville, Ca., 9/21; Alvin Cho of Kaawa, Hawaii, 9/20; James Elkin of San Francisco, Ca., 9/4; Antonio Evola of Pittsburg, Ca., 9/5; John Delagrange of Reno, Nevada, 9/8; Robert Grant of Novato, Ca., 9/5; Joe Haslouer of Lodi, Ca., 9/2; J. R. Hillhouse of Concord, Ca., 9/11; Warren Hughes of Eureka, Ca., 9/6; William Jeffs of So. San Francisco, Ca., 9/18; Lewis Jones of Cascade Lock, Oregon, 9/23; Otto Kangas of Oakland, Ca., 9/15; D. E. Kruger of Placerville, Ca., 9/17; Elvin Lawrence of Placerville, Ca., 9/15; M. J. Lewis of Sutherlin, Oregon, 9/4; P. F. McCleery of Oroville, Ca., 9/17; Willard Miller of Fresno, Ca., 9/1; Melvin Mortimer of Santa Cruz, Ca., 9/24; Susumu Nakahara of Honolulu, Hawaii, 9/10; Harry Oya of Kaneohe, Hawaii, 9/16; Thomas Rabon of Kingman, Arizona, 9/18; August Roback of Honolulu, Hawaii, 9/21; William Rotar of Santa Cruz, Ca., 9/3; George Ruoff of Placerville, Ca., 9/3; Edward Samuel of Sun Valley, Nevada, 9/18; Glenda Seamons of Provo, Utah, 9/9.

DECEASED DEPENDENTS

Tamara Bryan, wife of Donald, 7/7. Theresa Gomez wife of Aaron 9/22. Shirley Grubaugh, wife of Charles 8/23. Doris Rivera, wife of Joseph 8/10. Shawna Sanchez, daughter of Mark 8/31.

District Meetings

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

November

- 7th District 3: Stockton
Engineers Building
1916 North Broadway
- 12th District 8: Sacramento
Laborer's Hall
6545 Stockton Blvd.
- 14th District 2: Concord
Elks Lodge No. 1994
3994 Willow Pass Rd.
- 19th District 5: Fresno
Laborer's Hall
5431 East Hedges

December

- 4th District 12: Ogden
Ogden Park Hotel
247 24th. Street
- 5th District 11: Reno
Musicians Hall
124 West Taylor
- 10th District 04: Fairfield
Holiday Inn
1350 Holiday Lane
- 17th District 10: Clearlake
Lakeport St. Citizens Ctr.
527 Konocti - Lakeport
- 19th District 9: Freedom
Veterans of Foreign Wars Hall
1960 Freedom Blvd.

DRIVE A BARGAIN

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



To obtain your Disney package clip & fill out coupon and send to:
Operating Engineer Local Union No. 3
474 Valencia St.
San Francisco, CA 94103
Attn: Public Relations
Name _____
Address _____
City _____ State _____ Zip _____
Social security # _____

Swap shop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. To place an ad, simply type or print your ad legibly and mail to Operating Engineers Local 3, 474 Valencia St., San Francisco, CA 94103, ATTN: Swap Shop.* Ads are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in Swap Shop.

*All ads must include Member Registration Number.

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

Swap Shop

FREE WANT ADS FOR ENGINEERS

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

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

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

FOR SALE: Pontoon Boat Trailer 28', 20HP Mercury motor, self starter, \$2,100. Call John 1(209)521-5872. Reg.#0754193 9/91

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

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

FOR SALE: Cat 140 G Grader Ser#72V4318, E-Rops, A/C, heater, defro fans, all lights, new 16:00X24-16ply, phs 5@ 20%, 2 xtra wheels, also parts (new) 12' and 14' moldboards, wings and curb shoes. 8'X12' van on tandem duals goes with grader \$10K. Xtras when purchased new. Ex/Cond. Owner operate machine (retiring) \$75K value to \$69,500, OBO. Call George (707)429-9748. Reg.#821245 9/91

FOR SALE: Cat D7F #94F2417 Rops, st blade w/tilt rear rippers. 95% u.c., ohrs on trans & torque conv set up for slope board. Also '76- 3/4 ton Dodge Cub Cab Pu 440 V8, auto, AC, 60 gal. gas tank & 140 gal diesel tank w/electric pump + Laser Beacon Model 3000, dual grade laser. Package deal asking \$41K or offer. Will sell separately. Illness forces sale. Call Bob (805)640-1933. Reg.#1737477 9/91

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

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

FOR SALE: '83 Ford Custom van, ex-

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

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

FOR SALE: Motor home Class A 26' Executive, 440 Dodge Eng. full awning, roof air, onan gen., twin beds, sleeps 6, rear bath, new Michelin tires, \$20K. Also Mobil home in adult park, 24'x38', 2bd,1ba, covered deck and car port, 2 storage sheds, garden area, walnut tree, Kelseyville area \$23,500. Call John (707)263-3313. Reg.#496052 10/91

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

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

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

FOR SALE: '90-1/2 Motorhome 34' Bcunder, used twice, 2,500mi., 6K generator, microwave, 2 TVs/VCR, double door, frig, awning, \$45K. And '85 Searay Sundancer, 30', 300SRV Delta canvas twin 270 Merc 10, depth gear, S to S \$52K. Also '712 Corvette sport coupe TTop, 350/270 HP V8, new windshield, battery, tires, upholstery, paint & carpets. Collector invest car. numbers match, car totally correct, full documentation. \$9,850. Call Frank (209)835-6889. Reg.#1832904 7/91

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

FOR SALE: Houseboat 43' Delta Clipper, Twin V/drives, fly bridge, 6.5 genera-

tor, A/C, full galley, microwave, color TV. In covered berth at Antioch. \$43,500. *or trade* \$12K EQT for travel trailer. Call Bob (510)634-4538. Reg.#1958876 10/91

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

FOR SALE: Beer & Wine Bar in Tehama County. 2400 + sq. ft. cement block bldg with 2bdm/1ba. apt. on 3 level acres under irrigation. 125' well, w/1 year old submersible. New compressor, shop bldg., large cement patio. Trailer pad w/all utilities. Plenty of parking and room for expansion. Only 69,950. Call Michael (916)243-4302. Reg.#865537 11/91

FOR SALE: Motorhome '76 Overland Estancia Class-A Motorhome. Dodge 440 engine runs fine only 45,435 mi. New \$3,200. Honda water-cooled generator. Dual air, AM/FM stereo, aux. fuel tank, CB, good tires and new spare & wheel. Dual batteries, new muffler, ladder, hitch & storage box. Extremely neat/clean/maintained. \$8,900. Call S. Thompson. Reg.#0828737 11/91

FOR SALE: '86 IROC Camaro Pwr/wind-downs, doorlocks, rearview mirror, air, nice stereo, system w/pioneer amp & kicker box, 305 TPI engine, 80,000 mi, \$7,500 OBO. Call L. (510)733-2101. Reg.#062842 11/91

WANTED: Rigger's Vise Small or medium-sized, three-jawed. James Brown, 525 El Rio St. Watsonville, Ca. 95076. (408)722-4038. Reg.#0404308 11/91

FOR SALE: Winco Drisel 50amp-240 volt, 8k. cost \$9k selling for \$3,500 OBO. Also '81 Disel Volvo GL, air, radio, needs work, \$1,500 OBO+ parts new cost \$200 selling for \$150. & VW 6cy Hd, make offer. See Fri. Sat. Sun from 4-7pm at 1100 Pedras Rd. H-219, Turlock, Ca. 95380. Call (209) 668-7859 Reg.#1411330 11/91

FOR SALE: Stock trailer 14' open top, W&W, no dividers. Great for anything from horses to firewood. \$1K. Also western saddle, 14-1/2" seat, Bighorn \$325. Call (916)332-1558 (sacto area) Reg.#2035197 11/91

FOR SALE: Motor home '87 Itasca 32', 454 Chev. 36K mi. generator, roof air, rear queen, color TV, micro, CB, excel cond. \$31,750. Also '83 Ranger pick up w/shell. Good cond., excell tow vehicle. \$1,500. Call (510)825-4283. Reg.#1022285 11/91

FOR SALE: '86 Nissan King Cab, 4x4, 5speed, air cond., power brakes, power steering, tilt wheel, camper shell, bucket-seats, AM/FM casset, low miles, clean. \$6,500. Call (510)682-4320. Reg.#772910 11/91

FOR SALE: '69 Cadillac Hearse con-

Personal Notes....

Fresno: Our sincere sympathy is extended to the family and friends of the recently departed, Willard Miller 9/1, Tamara Bryan 7/7, wife of Donald, Ethyle Moulster 9/7, wife of L. R., Percy Bailey 9/16, Stanley Henson 9/30, and Clyde Fore 10/21.

Sacramento: We would like to express our sympathies to the families and friends of departed members Wesley Cates, George Fauver, Victor Hake, Edwin Heiser, Lovell Keithley, Donald Kruger, Elvin Lawrence, Marvin McCully, George Ruoff, Harold Slack and Hayes Turner.

Our sincerest condolences go to Paul Grimes on the death of his wife Edna Rose.

We wish Charlie Lloyd, a charter member, a speedy recovery after undergoing kidney stone surgery on Sept. 9. After being in the hospital five times over a 4-year period for shock waves and once under the knife, Charlie says, "Good-bye to the kidney stones, I finally got rid of them."

Santa Rosa: The staff of the Santa Rosa office sends its deepest sympathy to Jim and Kathy Hill. The Hills recently lost their 11-year-old son Jimmy "Boo" Hill to a fatal gunshot accident. Jimmy was an active sixth-grader, and it seems that it was just yesterday that he was helping every one at our "Wet & Wild" barbeque/raffle.

We are all so sorry.

Also, congratulations to Wayne Johnson and wife Lori on the birth of their daughter Sarah 10/2.

verted to ambulance, while in color, excell cond. 39K mi., big cad V8 engine, no dents. Only 3 gal. gas put in tank in 3 years. Will send photos. \$9,500 firm. Call Joe (217)357-2952. Reg.#0657717 11/91

FOR SALE: '72 Chevrolet Suburban, 3 seats strong 350 eng., good upholstery/body. 5 new tires, air, radio and many xtras. \$3,200 Call Wilford (415)523-1358. Reg.#0870909 11/91

FOR SALE: D7E CAT hyd ripper and dozer w/tilt. Salt, tracks, extreme drive pads, new trans & converter, T1 white water truck. 3300 gal. 8V det 13 speed (5) cab controled air spray heads, berkley pump self loading. Call (916)626-6245 or (916)622-0723 after 6pm. Reg.#346961 11/91

FOR SALE: V653 Diesel Engine Completely self contained, sleeps 6, \$6K OBO. Call Roy (415)538-4365. Reg.#0918903 11/91

FOR SALE: Boat 18' Larson, deep V hull, 130 Volvo 110, needs starter, 15 HP Johnson motor, tandem wheel trailer, elec winch, depth finder, xtras, \$3,500. Call (916)243-6592. Reg.#535847 11/91

FOR SALE: GMC '67- 5yd Dump PWP ster air brks/tandem tilt trailer/single axle tilt trailer, 3500 6VW. 56 Chevy 2 ton flat bed. '80 Ford F-100 95K mi. clean step side. 5 HP generator. Call Doug (408)287-2878. Reg.#2069835 11/91

FOR SALE: Condo Maui, desirable area on 2nd floor end unit of low rise garden complex w/pool, across from swimming beach. \$148,500. Also Vacation rental, Maui condo. near shopping, dining and across from swimming beach. Great location. \$65 per night until Dec.15th. than \$80 till May 1st. Call (916)889-1737.

Reg.#553019 11/91

FOR SALE: Equipment trailer Hanner, 18K lbs., Elect brakes, \$3K. One Hydra-Hammer Arrow good running condition asking \$5K. Call Jim (408)730-9124. Reg.#1192150 11/91

FOR SALE: '73 Camaro 305 V8 runs great, new tires/seats, AM/FM, red w/white interior. Call Jim (415)447-1638. Reg.#1051253 11/91

FOR SALE: 12 Gage automatic Belgium Browning 5-full choke. Fine cond., \$325 OBO. Call (916)678-8620. Reg.#342608 11/91

FOR SALE: Mechanic tools Perfect condition. Call (916)652-6114. Reg.#0586484 11/91

FOR SALE: VW Rabbit Diesel, 41 mpg, 5 speed tranny, AC, new/brakes, struts, springs. Camper shell \$2,500. Also '77 Monaco motor home, 23', 440 dodge eng., awning twin AC, onan gen., microwave, TV antenna, rear bath. Good tires, 75K miles. \$12K. Call (916)865-4476. Reg.#2027006 11/91

FOR SALE: Home Winterized on 3-cyclone fenced acres. Peaceful country living. 2bd/2ba, library/den, master suite, lots of storage/closets, laundry room, central heat/AC country comfort wood heater. Pro. landscaping, lg. decks, X fenced garden area. Great neighborhood, asphalt drive, cement patio. Apple/cherries/pear/nectarine/apricot/fig and plumb trees. Call (916)273-2712 7am to 10am. and 7pm to 10pm. Reg.#0994102 11/91

FOR SALE: Vacant lot Emeryville. \$30K to me. Possible owner carry. Call (510)654-4025. Reg.#1896082 11/91

The ultimate tragedy

(Continued from page 3)

hospitals in the area, but they found nothing.

At around 6 p.m., just an hour before dark, Vic, Andrew and Alameda County Sheriff's Deputy Tim Windsor drove up to the Hiller Highlands area from the Berkeley side. At the corner of Charing Cross Road and Schooner Hill, two streets west of Vic's house, were several Oakland police cars and a coroner's van. Vic explained he was searching for his wife and mother and asked the Oakland homicide sergeant if bodies had been found in the area.

"The officer looked at me grim-faced and said, 'yes, there had been bodies found up here,' so I described my wife and mother to him," Vic said. "He didn't know, so I asked if I could search the area, and he reluctantly agreed."

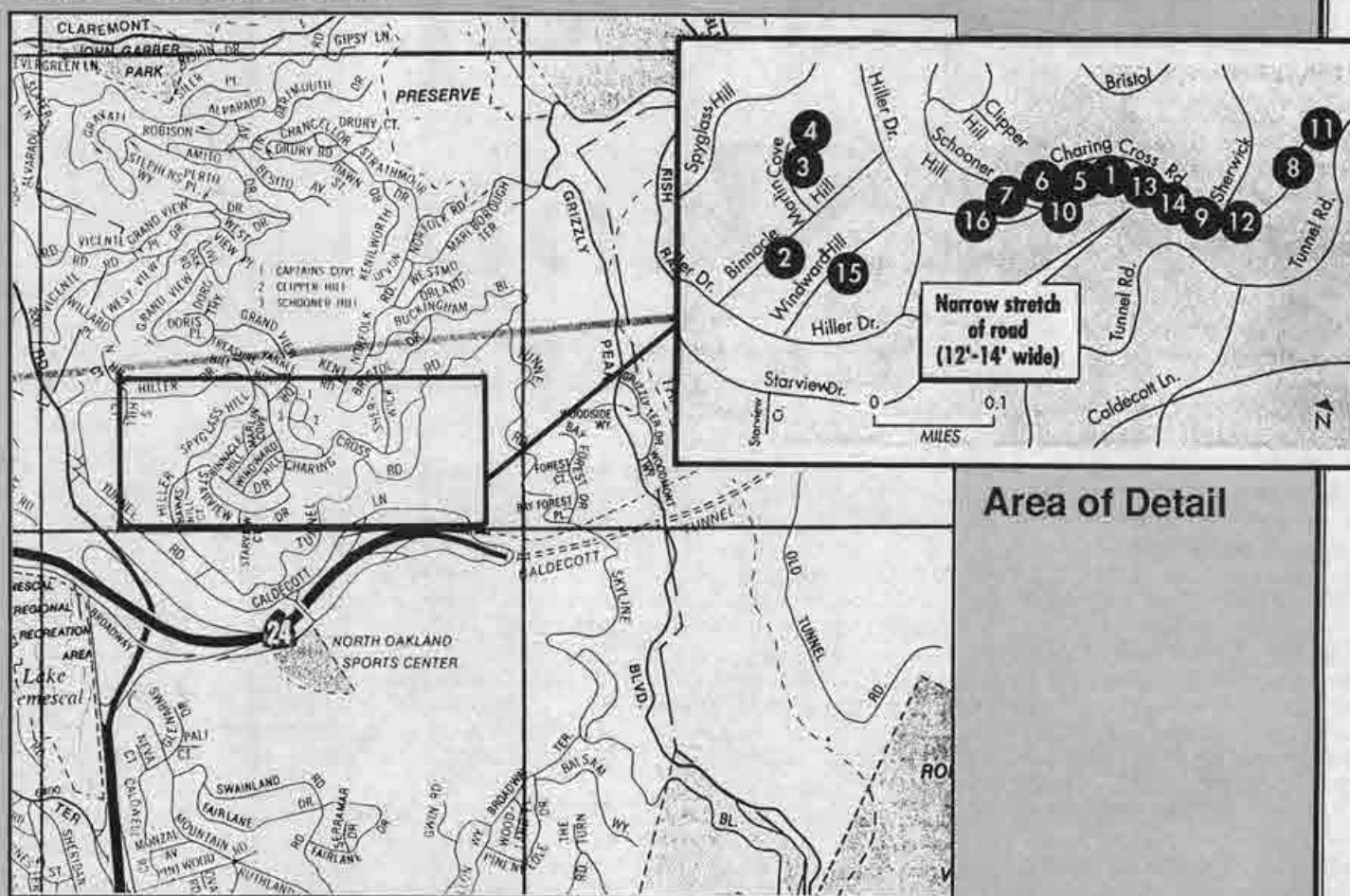
Victor, Andrew and Tim began carefully inspecting each of the 15 or so burned out automobiles lined along Charing Cross Road. As they made their way downhill towards Vic's house, hoping along the way to find the charred remains of the Golf, the eerie scene provided images of how terrified drivers, with only minutes to escape, must have tried to race two abreast down the narrow half-mile stretch of Charing Cross Road between Tunnel Road on the east and Schooner Hill on the west.

But flying debris, exploding cars, and falling trees and power poles obstructed their path, so they evidently got out of their cars and made a last desperate run for it. At least six of them, including John Grubensky and Cheryl, were apparently hit by a vertical blast of 2,000-degree flames, called a "fire tornado" in firefighting vernacular, and incinerated in their tracks.

Just as darkness came, the Golf was finally located off the side of the street just three doors from the Turjanis home. But Oakland police told Vic that no bodies had been found in any of the cars in that area. With Cheryl and Aina nowhere to be found, Victor and Andrew returned to the aunt's house at around 1:30 Monday morning. By now a large gathering of family members had assembled, and another search of all the evacuation shelters and hospitals was conducted, but again with no luck.

At daybreak, Vic and his best friend Bob Brock, with the help of 10 other sheriff's deputies and Sgt. Judy Sands, organized another search party and began a systematic combing of Charing Cross Road. A key chain with Cheryl's name on it

Victims of Charing Cross Rd.



1 Gail Baxter, 61, of Buckingham Rd., found in road on 6800 block of Charing Cross Rd.

5 John Grubensky, 32, of Linden Ave., Fairfield, found on Charing Cross Rd. about 15 feet up hill from Gail Baxter.

6 Phillip Loggins, 51, of Charing Cross Rd., found on Charing Cross Rd. about 60 feet up hill from John Grubensky.

7 Lucy Chi-Win Mantz, 46, of Schooner Hill Rd., found in remains of house on 100 block of Schooner Hill near corner of Charing Cross Rd.

8 Lewis D. McNeary Jr., 44, of Charing Cross Rd., found on Charing Cross Rd. just above Tunnel Rd. near Turjanis home.

9 Leigh Ortenburger, 62, of Los Palos Ave., Palo Alto, found in driveway of house on Charing Cross Rd., near Sherwick Dr.

10 Martha Gabriela Reed, 18, from Orinda, found on Charing Cross Rd. about 40 feet from intersection of Schooner Hill.

11 Virginia P. Smith, 61, of Charing Cross Rd., found in driveway on Charing Cross Rd., above Tunnel Rd.

12 Aina Turjanis, 64, of Charing Cross Rd., found in middle of 6800 block of Charing Cross Rd. just east of Sherwick.

13 Cheryl Turjanis, 25, of Charing Cross Rd., found 10 feet down hill from Gail Baxter on Charing Cross Rd.

14 Paul Tyrell, 61, of Bristol Dr., found in his pickup truck behind John Grubensky's patrol car on Charing Cross Rd.

16 Eunice Barkell, 79, of Charing Cross Rd., found in house at 6677 Charing Cross Rd.

was found in the street, and "the likelihood that she was dead became more evident to me," Vic said.

At 7:35 a.m., Vic and Bob found Aina's body along the roadside underneath some fallen power lines not far from the house. Darkness had prevented Vic or Andrew from finding Aina during the previous day's search. After looking for about two more hours, the dreaded word came that Cheryl had been located at the coroner's office in Oakland.

"Now we knew what had happened," Vic said. "The answer I really needed to know was that she was dead. What I lost in the house was overshadowed by the death of my mom and especially my wife Cheryl. I've got to go on with life. You have to push yourself back into life. You slowly have to go back to where you were."

Throughout the ordeal Vic has received strong support from both the sheriff's department and the deputy sheriff's association. As soon as news came that Vic had lost family

and home in the fire, the sheriff's department gave Vic paid leave and assigned Bob Brock to help with anything Vic needed.

On Tuesday, the day the fire finally was contained, Bob met Vic at his aunt's house in Albany to begin the painful and arduous tasks of putting the pieces of Vic's life back together again, first making funeral arrangements, then buying Vic new clothes, opening a new bank account, and so on.

An outpouring of help immediately flowed in from various other sheriff's deputies, everything from offers of lodging to cash donations. The Alameda County Deputy Sheriff's Association paid all costs for both Cheryl and Aina's funerals, a move that took a huge emotional and economic burden off Vic's shoulders.

"After losing so much of your family, your friends begin to fill in and take the place of those you lost," Victor said. "There's great comfort in knowing that people cared about me, and that I wasn't going to fall by the

wayside."

A trust fund has been established to help Vic recover from this terrible tragedy. Contributions can be sent to the following account:

Turjanis Trust Fund
Wells Fargo Bank
Elmwood Branch
2959 College Ave.
Berkeley, CA 94705
Account No. 6129-730-420

Local 3, along with the International Union of Operating Engineers in Washington D.C. and the Alameda County Central Labor Council, is considering using relief money left over from the 1989 Loma Prieta earthquake to aid those union members victimized by the fire. The Local 3 Federal Credit Union is also offering low-interest loans for fire victims.

During this time of extraordinary difficulty, Vic and the other Local 3 members stricken by the fire will need all the help they can get.