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 13, 15, 16, 17 and 18)

Photo by James Earp
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, surpassed 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 Turjani 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—see story on page 3). 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.)

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 point higher than the rest of the nation. Why? Because California needs more of it. But plans like this won’t get people out 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?
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, 84, 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 25-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 infernos 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 3,000 homes and 2,000 vehicles destroyed, and took the lives of at least 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.

After the phone call, Vic jumped into 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 erupted into a catastrophe. Flames and that a large-scale evacuation of many neighborhoods was underway.

Being a policeman and knowing the area quite well, Vic knew he 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 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)
Artic thaw
Local 3 mechanic trains Soviets at Siberian diamond mine

By Steve Moler
Assistant Editor

W

ny 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 35,000 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 26 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 motor graders and more 785s.)

Once the order was placed in mid-1990, Caterpillar had to assemble a team of representatives to supervise the delivery, 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-month period beginning May 30, Mike flew to Geneva, then to Moscow to meet with members of the team, and finally to Udachnyy to begin his first three-month stint.

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 785s. Because no Caterpillar dealership yet exists in the Soviet Union, the Udachnyy employees must learn to take care of the equipment themselves.

Mike Grant and the Cat 785 haul truck

“arctic thaw...
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 Udachny 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. Udachny residents didn't know until we told them about it after talking to our office in Moscow that Gorbby 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 Udachny'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 Udachny. He'll stay until January of 1992, and after another one-month break stateside, he'll return again to Udachny 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.
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.

The new hall includes:
- A large meeting hall
- Private offices for business agents
- A conference room
- A branch of the Local 3 credit union

The new hall is conveniently located near Ranch Road and Airport Road.

A big thanks to:
- Barbara Hester
- Christina Mackey
- Melody Cochran
- Rick Long
- Kelly Long
- Business Agents Tom Bailey, Wendell King, and Henry Denton
- Dispatcher Bill Horan
- Coordinator Ken Bettis
- Don Connely, owner of Jack's Grill
- Redding Rodeo Association
- Joe Clark of Liddell Construction Supplies

Thanks for providing red caution cones for the parking lot.
ARP goes Hawaiian at annual BBQ

The costume contest was a big hit. clean and sober events for all ARP alumni and supportive friends. For many this is 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 7 p.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 building.

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) 583-5907

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) 429-5009 or Roger Wilson (707) 447-4517

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

Dist. 30 - Wednesdays 6 p.m. - 7:30 p.m., starting Oct. 2
OE 3 office, 1916 N. Broadway, Stockton Facilitator: John Criner (209) 943-2332

Dist. 50 - Tuesdays, 7 p.m. - 8:30 p.m., started in Aug.
OE 3 office, 1745 N. Fine Ave., Fresno
Facilitator: Ashley Dick (209) 224-0612. Jim Pelanda (209) 225-4426

Dist. 80 - Mondays 7 p.m. - 8:30 p.m., starting Oct.
OB 3 office, 8580 Elder Creek Rd.,

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 recovery 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
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 preset 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.
FRINGE BENEFITS FORUM

Examinetics Mobile Health Testing Program

By Don Jones, Fringe Benefit Director

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, at 8 a.m. to 12 noon. All scheduled locations are in California.

Health Examinetics schedule

Nov. 3-7 Santa Cruz
Nov. 5 Watsonville
Nov. 7 Salinas
Nov. 12 Monterey
Nov. 13 San Jose
Dec. 2 San Jose
Dec. 4 Modesto
Dec. 5 Stockton
Dec. 6, 22 Sacramento
Dec. 19 Roseville
Dec. 20 Marysville
Dec. 21, 22 Redding
Dec. 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 Modesto
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 bi-monthly cost at the present time is:

Schedule I - $136 (spouse under age 65), $68 (spouse age 65 or older)
Schedule II - $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 questions, 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:

441 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 open enrollment period, 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 will be 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 canceled 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 paid 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 paid 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

Disaster loans for fire victims

By Bill Markus, Treasurer

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 a 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 begin by determining the value for your options.

(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

P utting 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....
hillsides became a top priority. On Sunday, October 25, 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 Duck, 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 your work to a member of another craft, you should report it to the 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 classification cards 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 fail to get it, the employers will assign the work to those 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 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. 80, widening of Elk Grove Blvd. to the Laguna area, and the Elk Grove overcrossing at Elk Grove Blvd. The majority of Teichert's scrapers 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 operator 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 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.

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 Kutz 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.

Organizing the constr. 'company on the left'

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 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 important meetings. The Lord helps those who help themselves.

Virgil Blair,
Business Rep.

Seminars to teach members how to organize non-union

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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.


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 sell 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.

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 O'Connel (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 workplace 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 in 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 1966 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 25 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.
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 role 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 Shishiyen 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 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, others came to rest and get a bite to eat, still others showed up to exchange information with the incident commander. Two Alameda County sheriffs deputies, Dale Ruiz and Randy Glen, wearing their familiar blue jump suits, stood at the crossroads directing traffic, preventing 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 appeared 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
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

By 12:17 p.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 homes 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.

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 reopened 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 homes 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.

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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 Moffitt 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 Sheriff’s 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.

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.

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

Through a maze of more narrow, twisty roads, we made our way down to the last post on our patrol, Check Point 21 at Thornton 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 beepers 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 many fire and law enforcement personnel from so many different agencies could converge on the disaster.
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 conference 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.
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 working 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, 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 tested a full-scale version against 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. 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.
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 determined to be eligible for Honorary Membership effective January 1, 1992.

Finis Allen 0888723
Joe Amarillas 0857871
John Armbrust 0863602
Robert Bacon 0865800
Robert Bauman 0574256
William Buckley 0630105
Bredley Burghardt 0904609
Alban Byer 0904832
Henry Cambra 0904833
M. G. Ceverha 0769384
James Conn* 0904619
Lloyd Cope 0899310
Charles Crabtree 0750462
Darrel Crouch 0899312
James Divane 0904633
Joe Donnelly 0904634

Ed Dye 0811358
Clarence Edwards 0904840
Carl Fargo 0873202
Henry Friese 0889007
V. P. Harris 0693648
Gerald Herd* 0674742
Ralph Hooper 0750299
Monard Jacobson 0750614
Jimmie Jew 0899575
Keith Jorgensen 0754155
L. H. Kern* 0620146
Jack Kirch 0899382
Wayne Lassiter 0838765
Ernest Lemons 0879599
Donald Liggett 0888846
Arnold Lindgren 0851839
George Maddocks 0683277
Edward Mamola 0838822
Paul Massoni 0772870
Robert McNair* 0838888
Edward Mestek 0636394
Yutaka Miyashiro 0650245
Thomas Monahan* 0529482
William Nelson 0736386
R. E. O'Farrell 0634690
L. J. Onsrud 0826965
Ivan Pearson 0904735
Theodore Perry 0868892
Earl Phillips 0826565
Merle Powell 0838896
George Rempel 0908065
Joe Ripoli 0865578
Edward Rodgers* 0630729
Clement Sala 0702401
Robert Schultz 0904757
Milo Sloniker 0899625
Roy Sperslage 0904933
Ernest Theadore 0904871
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

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 Ghilotti of San Rafael, Ca., 8/21; Victor Hale of Sacramento, Ca., 8/25; J. D. Jacobson of Heber City, Utah, 8/18; Kenneth Keiterman of Granger, Utah, 8/27; Adrian Nasas of Walla, Utah, 8/8; Earl Ditman of Yerington, Nevada, 8/13; L. G. Otter of Murray, Utah, 8/27; William Rodrigues of Modesto, Ca., 8/30; Richard Yasufomi of San Francisco, Ca., 8/27.

SEPTEMBER
William Abraham of San Pablo, Ca., 9/15; Percy Bailey of Salt Lake, City, Ca., 9/16; Frank Campi of So. San Francisco, Ca., 9/18; Pleasant Carey of Marysville, Ca., 9/21; Alvin Cho of Kame, Hawaii, 9/20; James Elkink of San Francisco, Ca., 9/18; Antonio Evaloa of Pittsburgh, Ca., 9/18; John Delagrange of Reno, Nevada, 9/18; Robert Grant of Novato, Ca., 9/6; Joe Haslouer of Los, Ca., 9/6; J. R. Hillhouse of Concord, Ca., 9/11; Warren Hughes of Eureka, Ca., 9/8; William Jeffs of So. San Francisco, Ca., 9/8; 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. McCellor of Crovile, Ca., 9/17; Willard Miller of Fresno, Ca., 9/17; Melvin Mortimer of Santa Cruz, Ca., 9/24; Susanuma Nakahele of Honolulu, Hawaii, 9/10; Harry Oya of Kaneohe, Hawaii, 9/16; Thomas Rabon of Kingman, Arizona, 9/16; August Roback of Honolulu, Hawaii, 9/21; William Rotter of Santa Cruz, Ca., 9/13; George Ruoff of Placerville, Ca., 9/3; Edward Samuel to Sun Valley, Nevada, 9/18; Glenda Seaman of Provo, Utah, 9/9.

DECEASED DEPENDENTS
Tomara Bryan, Wife of Donald, 7/7; Theresa Gomez, wife of Aaron 8/12; Shirley Grubaugh, wife of Charles 8/23. Doris Perry, wife of Joseph 8/10; Shawna Sanchez, daughter of Mark 8/11.

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
Labors Hall
6546 Stockton Blvd.

14th District 2: Concord
Elks Lodge No. 1994
3994 Willow Pass Rd.

19th District 5: Fresno
Labors 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
3350 Holiday Lane

17th District 10: Clearlake
Lakeport St. Citizens Ct.
527 Konocti - Lakeport

19th District 9: Freedom
Veterans of Foreign Wars Hall
1969 Freedom Blvd.

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

DRIVE A BARGAIN

Magic Kingdom Club members—even those 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.
FOR SALE: Quarter Horse Gelding head to toe roping horse. $2,000. Call Roland (209)363-4675 or (209)363-2756 after 6pm. Reg.#157-935 9/11

FOR SALE: Charter Membership Half-day adventuring tours of Americas with access to Coast to Coast for $379 per person. Force sells, $2,500 small boat and payoffs or trade for ??? Call before 9am (510)273-6712 or write: P.O. Box 1032 Ridgway, Ca. 95964. Reg.#963941 9/91

FOR SALE: '79 Skylite 25'7" mobile home, shower in last 2/2 maid moved out to store inApr. will sell for $3,000, needs little work, will still furnish $250. Call (933)305-2053 or Mr. D. Reg. #47429 9/91

FOR SALE: Pontoon Best Trailer 25', 26hp Mercury motor, starter, $2,100. Call John (209)247-5192. Reg.#704319 9/91

FOR SALE: '87 Landers Mobile Home, 11X10, on chassis 30mi. on new four bolt 454 Engine $500. Call (209)365-6598 Reg.#491942 9/91

FOR SALE: Cat 14 4G Roderger Thru (1943), E-Rops, A/C, heater, defrost bar, all lights, right, left, new 16x1020-15ply tires & 2,500 mi., 2 xtra wheels, all used, 12' x 14' and 12' x 14' wheel, 2 storage sheds, greenhouse, new 18' X 20' tent, $40,000. Call (209)722-8566. Reg.#0039651 9/91

FOR SALE: Backhoe 707 Case, 57 C, 35hp, w/box, 30hp, rubber, new batteries and seat, was valve and plumbing shop, in need of diesel work, will trade for $10,000 or best offer. Call (209)722-3397. Reg.#474286 9/91

FOR SALE: Napa Duplex Quality, custom, comfort to everywhere. Must see to appreciate. Large 2nd bdrm, laundry and storage, living room, dining room, eat in kitchen. Finish yards all bricks, all brick double garage, shop, $275K, might consider trade. Call Marvin.(707)622-1253. Reg.#1692860 9/91

FOR SALE: '80 MCA Cougar, Excellent condition, $7K. Call All (403)951-885 or write: All, 901 Bond St, Cranston, Ca. 90005. Reg.#185184 9/91

FOR SALE: '80 1/2 Ton Mudder Tor, 3 speed, 900 mi, 16x10-22 front and 16x10-22 rear, hitch, $1,000. Call (933)288-4320 Reg.#496052 9/91

FOR SALE: Cat 5TH FY'97, 24' Rv, w/box, rear winch, stereo, nice condition, 3,200 mi. $1,500. Call (209)623-9601 Reg.#1977477 9/91

FOR SALE: Motor Home from Discovery, 38', 29' Detroit diesel turbo, 5X, 6.5, gen, auto hyd, hv, queen bed, 27'N, TV, rear camera, non smoker, no pets, all options, $34,900. Call (209)243-6592. Reg.#34987 9/11

FOR SALE: 225'25m. New energy efficient, over 2,000 sq. ft, living area on 3 acres, multifamily panoramic views, car cabinets, pellet stove, 2 car detached garage, $165,500. Call James (916)965-7729. Cuming, Ca. Reg.#206044 9/91

FOR SALE: '83 Fairbault van, ex-
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 was found in the street, and the likelihood that she was dead became more evident to me," Vic said.

At 7:30 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, 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," Vic 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.