Demolition Derby

Penhall Co. is racing to finish repairing San Francisco's quake-damaged Central Freeway by Christmas

See story on p. 8

Inside . . .
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- Comet Organizing Classes
- Reno District Work Picture
- Caltrans Apprenticeship
On election night, I went to bed fairly depressed, because the networks were reporting that the California Legislature would remain in the status quo, with the Assembly still under the control of the Republicans. Early the next morning, though, it was an entirely different story. The Assembly Democrats had managed to win at least 42 seats. What that meant was that, after two years of getting our brains beat out of us by anti-worker politicians, our friends in the Assembly have finally regained control.

Even more important, the results show that the Democratic victory would not have happened without the considerable effort expended by Local 3 and a number of other labor unions in California. After the beating our members have taken on prevailing wage and other legislation, it was no question that we had to step up to the plate and do what it took to win this game.

Local 3 worked very closely with the leadership in both the state Senate and the Assembly to identify key races and put forward the money and printing it would take to run an effective campaign. But we did much more. Local 3 played a key role in an unprecedented mail and field operation conducted by the California Labor Federation. Our Public Relations Department put out 1.2 million pieces of mail to union households throughout the state. We had additional staff heading up the field operation for Northern California. Their job was to get union members to help our candidates.

I'm proud of our rank-and-file members and staff who took the time to walk precincts, work phone banks and get themselves and others out to vote on election night. Believe me, there is no question from the election results that every hour expended was critical. As I write this column, there are still at least a half dozen races and put forward the money and printing it would take to run an effective campaign.

Where do we go from here? The next two years will be critical. In 1998, California will elect a new governor. The passage of campaign reform under Proposition 208 will impose strict limits on political contributions.

If we in labor organize ourselves and use what we learned about running independent campaigns, we can be a major force in 1998. Our valuable resources are our members and our message. Members who work for a living and contribute in so many ways to the communities in which they live. And a message that reaches every person who has to work for a paycheck. If we harness that power properly, the politicians who cater to big business won’t be able to come up with enough money to beat us.
Local 3’s political action pays off

**Friends of labor regain control of Calif. Assembly, other pro-labor candidates win big**

If there was one lesson learned from the November 5 election, it’s that grass-roots campaigning still rules the ballot box. Hundreds of members throughout Local 3's jurisdiction participated in an unprecedented grass-roots political action program that, when it was all said and done, got impressive results. Voter registration drives, precinct walking and phone banking were among the many activities that helped elect scores of pro-labor candidates and decide vital worker issues at the federal, state and local levels.

"This election showed that pro-labor candidates might not have won so many races without the enormous efforts of organized labor," said Business Manager Don Doser. "I’m really impressed and very proud of how our staff and our members responded to this election."

In Hawaii, labor played a key role in electing Reps. Neil Abercrombie and Patsy Mink to Congress. Although pro-labor congressional candidates didn’t fare well in Nevada and Utah, union members in those states, nevertheless, helped elect many labor-friendly state legislators, county commissioners and supervisors, and city council members.

Labor’s grass-roots efforts really paid off in California. After engaging in one of the most ambitious grass-roots political action plans ever undertaken by labor in California, hundreds of union members involved in a statewide Labor Neighbor program played a key role in President Bill Clinton winning the state’s 54 electoral votes, as well as ensuring important victories for several key congressional races and numerous local contests. In all, Local 3 won at least 10 of its 16 target races, with three races still too close to call.

**Democrats retake Assembly**

Labor’s sweetest victory in California came in the state Legislature, where the Democrats won enough seats to retake control of the Assembly, thus ending the Republican’s 11-month reign of terror. The Democrats also maintained a majority in the Senate. At press time, it appears the Assembly will have at least 42 Democrats and 32 Republicans; the Senate will likely have 34 Democrats and 15 Republicans.

The Democratic victory in the California Legislature is great news for union families, with Democrats in control of both houses, hostile bills such as right-to-work and prevailing wage repeal will be much more difficult — if not impossible — to pursue. Also, Republican Gov. Pete Wilson won’t have a friendly forum in which to carry out his anti-union legislative agenda.

**New Assembly speaker**

The shift in power also meant that the Democrats would get to choose their own speaker, the second most powerful political post in Sacramento. The speaker has the authority to appoint committee chairs and control the flow of legislation. After the election, the Democrats selected Cruz Bustamante (D-Fresno), a moderate with a reputation of being a consensus builder, to lead the Assembly when the new session begins December 2.

**Key races**

In the 10 targeted California races that Local 3 won so far, Vic Fazio easily defeated Tim LeFever in the 3rd Congressional District and Virginia Strom-Martin crushed Marge Haldaney in the 1st Assembly District. Two female Assembly candidates, Helen Thomson in the 8th district and Deborah Ortiz in the 9th district, had no problems winning their races. Gary Condit in the 18th Congressional District won re-election, as did Patrick Johnston in the 5th Senate District and Michael Machado in the 17th Assembly District. In other key Local 3 races, Byron Sher won convincingly over Patrick Shannon in the 11th Senate District and Sam Farr won re-election in the 17th Congressional District.

With the victories came some unfortunate losses. Michela Alioto lost her bid to be the youngest female ever elected to Congress when she lost to incumbent Republican Frank Riggs in the 1st Congressional District. Newcomer Ed Elliot lost to George House in the 25th Assembly District, while both Lily Cervantes in the 28th Assembly District and Rusty Aronin in the 15th Senate District lost close races.

**Every vote counts**

If you’ve ever doubted the old political adage, “Every vote counts,” consider what’s happening in the three targeted races that are still too close to call. After all the election-day ballots were counted in the 15th Assembly District race, Democrat Gilgal

DID WE MAKE A DIFFERENCE?

**An inside look at labor’s campaign**

By James Earp
Director of Public Relations & Political Action

It is said that “victory has a thousand fathers, but defeat is an orphan.” With the success of the Democrats in regaining the Assembly in California on November 5, many groups will claim to have made the difference. But for those who were in the thick of the battle—Local 3 was on the front lines—there can be no doubt who the real heroes were in this election. It was working men and women and the unions who represent them. This is an inside look at how that battle was fought.

When 15,000 construction workers converged on the Capitol in Sacramento last Valentine’s Day protesting Governor Wilson’s efforts to gut the prevailing wage law, it was a warning to Republican politicians that their anti-worker legislation had awakened a sleeping giant.

The “get even” attitude of the Republican Assembly under its leader, Curt Pringle, was beginning to backfire. Despite it being one of the largest gatherings of people ever to converge on Sacramento, the Valentine’s Day Rally had no moderating effect on Pete Wilson and the majority of the Republican caucus. They were too deeply set in their hardcore prejudice against union families.

So, when the political battle began to take shape this fall, the power brokers from Orange County approached the general election like they always have—with money, lots of it. But union dues still remained hard losses from 1994 and were determined to avoid the same mistakes. Chief among them was that 104,000 union members who were registered to vote in 1994 didn’t vote. Over 45,000 of these members had voted in 1992 but for whatever reason had dropped off in 1994.

The results had been disastrous. For the first time in over 20 years, we lost a Democratic majority in the state Assembly. The five seats that had given the Republicans the majority they needed had been won by a margin of less than 10,000 votes.

Like New Gingrich clones, the new Republican leadership in California immediately crafted an anti-worker legislative agenda and went after it with a vengeance.

The question for unions was: How could we energize our members to take a greater personal investment in the election? The answer would come from union members themselves.

**Union members polled on political attitudes**

Early in 1996, the AFL-CIO commissioned a public opinion survey to determine union members’ attitudes towards political issues and elections. What we learned from this study was that union members, on the whole, want their unions to fight for them on legislative issues, but at the same time, they reject efforts by unions to issue “state cards” of endorsed candidates to members telling them how they should vote.

Like most registered voters, union members want accurate information on the candidates and issues, so they can decide for themselves how to vote.

Aimed with this information, the AFL-CIO embarked on an ambitious media campaign targeting 45 incumbent Republicans in number and 13 candidates for state Senate....
Carrying the fight home

Here in California, labor was also drafting a similar plan to activate union members. Our goal, on a much smaller budget, was to get back 41 seats in the Assembly.

In the past, the California Labor Federation's political program had been to take the $100,000 received from the national AFL-CIO, distribute it to the local labor councils and let them run their own program. This was supplemented by a basic state card mailing, listing endorsed candidates.

Everyone agreed that labor needed a more effective program if we hoped to win back the Assembly and keep our majority in the Senate.

In July, Jack Henning, the veteran warhorse of the Labor Federation, relaunched the program. Within a couple of weeks of being elected as Henning's replacement, Art Pulaske met with Local 3 Business Manager Don Doser and asked him for Local 3's help. In addition to financial support, he needed our expertise to craft a campaign that could win. Specifically, he wanted Local 3's Public Relations Department to direct an ambitious mail program for union members throughout California, and he needed help in overseeing a grassroots field operation for Northern California.

Doser agreed to help

In a series of meetings that followed, a plan was developed that would reach over 300,000 union households in about 30 key races throughout California. The objective was twofold: an aggressive grassroots precinct operation coupled with a state-of-the-art mail program that would deliver a series of highly targeted direct mail pieces to union households.

The mail program would involve publishing campaign literature comparing where candidates stand on issues of importance to working families, union pension and health care, and workplaces. It would provide union voters with factual information and then ask them to decide for themselves.

At Local 3's headquarters in Alameda, 40 temporary phone lines were installed for phone bank work. Three nights a week, union members from throughout the East Bay came in to call other union members about the election. Similar phone banks were carried out in the Fairfield and Stockton offices. Every Local 3 district got involved in Saturday precinct walks.

The lights in the Public Relations Department and press room burned 24 hours a day, as voter guides, get-out-the-vote cards and brochures for precinct walks were written, designed and printed.

In all, over 1.2 million pieces of mail were sent out to union households, some of it printed at Local 3, much of it printed on huge web presses that could crank out 50,000 pieces an hour.

Then came the critical period two weeks before the election. The Democratic caucus was running short of cash and indicated that they would not be able to fund several key Assembly races. Once again, labor stepped in and came up with the money needed to fund media buys and professional mailings.

What labor essentially did was step up to the plate in the bottom of the ninth and hit a home run. Those marginal seats given an extra helping hand by labor ended up in the victory column the morning after the election. More importantly, those victories proved to be the last seats needed by the Democrats to regain control of the Assembly.

It takes a team effort to win a big game, and there were many players who helped on this one. But when all is said and done, if the unions hadn't come through in this general election, working men and women in California would have gone home in defeat on November 5.

Local 3 action cont'd from p. 3

Murray led by just 20 votes over Lynne Leach. In the 7th Senate District contest, only 16 votes separated Democrat Jeff Smith and Republican Richard Butz on the third day of a massive ballot counting. The race is so close in the 26th Assembly District, between Democrat Carole Cardoza and Republican Thomas Berryhill, that it could be a week or so before the contest is decided. In all three races, provisional and absentee ballots will eventually decide these contests.

Grass-roots efforts

Win or lose, every Local 3 district worked extremely hard to get union-endorsed candidates elected. All of the districts deserve a lot of credit for their efforts.

The Eureka District, for example, worked five days a week calling phone banking, mostly in support of Virginia Strom-Martin and Michelle Alito. The district, led by several Local 3 precinct captains, walked door-to-door handing out campaign literature and talking to union families. District Rep. Bill Burns even housed one of Virginia Strom-Martin's campaign aides.

More phone banking and precinct walking were conducted in the Redding, Marysville and Fairfield districts. Local 3 members attended the Alito-Riggs and Thomson-Schlenker debates and distributed campaign signs. The Fairfield office donated office space for an AFL-CIO campaign coordinator.

The Rohnert Park District not only did extensive phone banking and precinct walking, but it also attended every political fundraiser for Local 3-endorsed candidates within a 60-mile radius of the union hall, then spent election day driving seniors and voters without transportation to and from the polls.

"Our staff and the members did such a good job, there wasn't a single thing I would have done differently," said District Rep. Gary Wagner. "I was so pleased with how well everything went. The members really came through."

The Fresno District's political action program started back in the summer, when several of the major candidates for state and local elections, including Assembly candidates Ed Elliot and Brian Seteneich, gave speeches at the district picnic. When the campaign heated up in September and October, the district recruited its COMET members to walk precincts.

The Stockton District started its phone banking and precinct walking in early October. While that was going on, Business Rep. Tom Ajh was assigned to coordinate the campaigns of Ed Elliot and Dennis Cardoza for the California Labor Federation. "Whether we won or lost, this election helped build strong relationships to draw on for important city council contests next year and for the governor's race in 1998," Ajh said.

In addition to doing extensive phone banking and precinct walking, the Oakland District participated heavily in Monday Night Football. This was a program sponsored by the Building & Construction Trades Council of Alameda County in which Local 3 members and other building trades members gathered each Monday night from Sept. 16 through Oct. 21 at the Carpertens Local 713 hall in Hayward to watch the NFL's Monday night game.

In the San Jose District, about 80 Local 3 members were given a day off just before the election to hold signs at various Santa Clara County intersections in support of Propositions A and B. The district also conducted phone banks for local candidates, particularly Assembly candidate Lily Cervantes.

California ballot propositions

Labor also fared well with several California ballot initiatives. One of the most important was the overwhelming passage of Prop. 210, the minimum wage initiative. This victory means the state's minimum wage will increase to $6.75 by March 1, 1998. Although the jail bond initiative Prop. 205 was defeated, the water bond measure Prop. 204 passed easily, as did Prop. 206, the veteran's housing bond act.

One of the initiatives that labor wanted to defeat but didn't was the campaign finance reform measure Prop. 205. Voter approval of this measure would have made it more difficult for labor to help labor-friendly candidates. Another initiative Local 3 supported but voters defeated was Prop. 214, the measure to regulate HMOs. But voters also defeated the other HMO initiative, Prop. 215, which labor opposed because it would have been more detrimental to unionized health care workers.

Clinton's reelection

On the national level, President Clinton's reelection coupled with the GOP's keeping control of Congress means Americans can expect a divided Legislative and Executive branches during the upcoming 105th Congress. But Clinton's second term also means that working families will have a safety net protecting them from such hostile legislation as Davis-Bacon repeal and national right to work, bills that Clinton vowed to veto during his first term.
Returning to our roots

COMET II teaches members how to organize like their union predecessors did a century ago

Over the past year, hundreds of Local 3 members have learned during COMET I why labor’s share of the nation’s construction industry has plummeted from around 80 percent three decades ago to just 20 percent today. One of the major culprits has been labor’s lack of aggressive grass-roots organizing. Unfortunately, labor cannot reverse a 30-year slide overnight. Regaining significant market share will take time.

The fun begins

After completing the class, the names of COMET II graduates will be placed in a district computer database. The union will then contact these members to help out in local organizing campaigns. Most organizing campaigns will be conducted in groups with full support from the district office and the Local 3 headquarters. A typical example is if a non-union company fails to hire you or terminates you during an organizing campaign because of your union membership or union activities, Local 3 in most cases will file on your behalf unfair labor practice charges (ULPs) with the National Labor Relations Board. Settlements may include backpay awards that can go directly to you.

“...the reason non-union companies don’t hire qualified pro-union applicants is because they don’t want a fox in the hen house,” said Director of Organizing Bob Miller. “If they hire our people, we organize them. If they don’t, and hire only non-union employees instead, they discriminate and have to pay the price for breaking the law.”

What went wrong

As unions reached their membership peak in the 1940s and 1950s, they became complacent and stopped aggressive organizing, choosing instead to merely protect what they had. They became service oriented rather than organizing oriented. The results have been disastrous. In 1970, almost 600,000 workers voted in workplace union elections supervised by the NLRB. By 1994, that number had plunged to about 160,000.

“We need to return to our roots,” Doser said. “We need to train union members to organize, and COMET II gives them the tools they need to succeed in this endeavor. I encourage members who want a stronger union to take COMET and get involved in determining your own destiny.”

If you are interested in COMET, call your district office for sign-ups, or contact your District Organizer. Watch for a full COMET schedule in next month’s Engineers News.
With the booming Spanish Springs Valley in the background, one of Independent’s scrapers prepares to pick up a load at the Wingfield Springs project

On a roll!

Operating Engineers hit the workhour jackpot with Reno District’s booming residential development and hotel-casino expansions

The Reno District’s union contractors are on a roll these days like some of the hotels and casinos. Engineers News spent a day last September touring the Reno-Sparks area and found plenty of jobs humming along nicely.

What’s so impressive about this area is that Reno-Sparks is not only attracting plenty of tourists and conventioneers, but it’s also drawing new industry. Warehousing and manufacturing firms, for example, are setting up new shops and expanding existing facilities. As a result, growth in the Reno-Sparks area is steadily rising, particularly in Sparks, where the population is predicted to increase from 58,000 now to 86,000 by 2007.

The enormous residential development taking place in the Spanish Springs Valley north of Reno and Sparks is evidence of just how good the local economy is looking. Some 12,400 homes will be built in this valley over the next 30 years.

One of the largest projects we visited was the new resort community of Wingfield Springs, a 2,000-home development and 27-hole championship golf course linked by a comprehensive network of community parks and trails. This development is situated on a former 640-acre ranch once owned by the legendary Nevada banker and businessman George Wingfield.

When Engineers News first visited this project in the summer of 1995, we found Independent Construction Co. of Concord, Calif. doing the initial site preparation for house pads and part of the golf course. When we returned this fall, additional phases were sprouting all around. Independent was working on yet another job involving 600,000 yards of mass excavation, while Q&D was busy doing site preparation for a 46-lot section for Neuffer Homes. Q&D had three other projects going at Wingfield Springs.

After leaving Spanish Springs Valley, we headed to downtown Sparks to visit the Sparks Redevelopment Agency’s Victorian Square project, which involves a complete revitalization of the downtown area, including realigning “C” Street and constructing a theatre complex, parking garage, stores and other attractions. When we were there, F&H had just started the site work for the parking garage.

One of the biggest construction trends in the area has been hotel and casino expansion. For years, Reno had one of the highest hotel occupancy rates of any city in the United States -- around 85 percent compared with a national average of about 60 percent. While it seems having a high occupancy rate makes good business sense, it doesn’t in Reno. Until recently many Reno hotels had to turn away large groups and tour companies because they didn’t have the available rooms. Many tourists weren’t coming back. So the hotels agreed to undertake major expansions.

Just about every major hotel has expanded over the past several years. The Silver Legacy, for instance, built in summer 1995 a $300 million, 37-story hotel and casino with 1,720 rooms. Two recently...
completed towers at the Peppermill Hotel Casino added 465 rooms. Perini Construction Co. broke ground in fall 1995 on John Ascuaga's $70 million, 29-story Nugget tower expansion. When we visited the Nugget in September, the tower cranes were working the final five stories. The new tower is scheduled to open in March. Meanwhile, the Silver Club got approval to build a new tower, and Circus Circus is building a new parking garage.

After the Nugget, we headed over to the Reno-Tahoe International Airport to see how the new parking garage was progressing. Clark & Sullivan Constructors is the prime contractor, with TW Construction the subcontractor on the dirt work. During excavation, TW discovered groundwater contamination, which was apparently caused by leaking underground jet fuel tanks the military abandoned years ago. The contamination required a major change order for Hazmat remediation work, which entailed pumping the groundwater into a filtering system and decontaminating the soil off site.

As the work season winds down, the district can look back proudly at 1996 and conclude it was indeed one of the best in recent years.
Mighty mechanics

A Caltrans apprenticeship program, celebrating its 30th anniversary this year, has taken the guesswork out of hiring new personnel off the streets by building a skilled workforce from within.

For any employer, hiring off the streets is like buying a used television set at a flea market — you don’t know what you’re getting. Caltrans’ Equipment Service Center, which is responsible for servicing and repairing all of the agency’s heavy equipment statewide, faced the same type of problem in the 1960s and early 1960s.

Back then, whenever the Service Center needed to hire heavy equipment mechanics, its only choice was to roll the dice and hire off the streets. The results were about the same as you’d expect from the flea market scenario — sometimes the Service Center found decent mechanics, most of the time it didn’t.

The risks inherent in hiring off the streets prompted the Service Center in the mid-1960s to consider building a skilled workforce from within its own organization. In March 1966, the Service Center established the Heavy Equipment Mechanic Apprenticeship, a rigorous three-year program designed to produce highly skilled mechanics capable of servicing and repairing any piece of Caltrans heavy equipment at any of its 24 shops and subshops throughout California.

The program started that year with 18 apprentices, at least one — and sometimes two — in each of Caltrans’ 12 main field shops. The first registered apprentice was Floyd Silkwood of the Redding Shop; the first graduate was Dick Liston, also of the Redding Shop, in May 1968. Both men are now retired. A pioneer in the program is Becky Ruiz, the first female apprentice who graduated in 1984. Today there are 11 apprentices in the program.

This year the Service Center has reached a proud milestone. The program is celebrating its 30th anniversary. Since its inception, over 200 apprentices have graduated from the program, many of whom have earned promotions to supervisory positions. Furthermore, the Service Center is now able to recruit and maintain the skilled workforce it needs to operate efficiently.

When you drive over the Sierra Nevada this winter on your way to Reno or favorite ski resort, think of who keeps those snow plows and other pieces of snow-removal equipment running 24 hours a day during a snow storm. The next time you drive past a Caltrans maintenance crew, think of who keeps that crew’s equipment running smoothly day in and day out. It’s the Service Center’s heavy equipment mechanics.

In the early years before a formal curriculum was established, the apprentices attended junior college night school classes, often side by side with Operating Engineers apprentices, and took correspondence courses in conjunction with intense full-time on-the-job instruction.

Three years later the first formal curriculum was developed under the direction of California State University, Sacramento Professor James Bergquam. It consisted of 36 monthly chapters in conjunction with the on-the-job training. The curriculum was revised in 1986 to update the six-semester, 36 chapter curriculum.

Today the course is undergoing a second upgrade that will include updated instruction on low-sulphur diesel fuels, reformulated gasoline and synthetic lubricants. The revision will also cover new environmental regulations as they relate to vehicle emission control and air-conditioning systems.

When apprentices first enter the program, they receive instruction in safety, basic math and the physical sciences while learning the fundamentals of shop tools, fuels, lubricants and preventative maintenance. In the second semester, trainees move into more advanced applications, including brake systems, bearings and seals, clutches and couplings, and internal combustion engines.

In subsequent chapters, apprentices learn about everything from transmission and steering systems to welding and fabrication. In the last two chapters, they become proficient in cooling and electrical systems, engine tune-ups and pollution control systems. The last chapter places a heavy emphasis on diesel engines.

Too many training programs in both the public sector and in private industry rely on a sink-or-swim philosophy that dooms many apprentices to failure. Not this apprenticeship program. New apprentices are buoyed by a strong support system that
includes a "Mentor Mechanic," usually a very experienced and understanding journey-level mechanic who provides the apprentice with hands-on instruction and helps explain classroom materials. Front-line supervisors, shop superintendents and apprentice coordinators also play an active role.

Since becoming one of Unit 12's collective bargaining representatives in 1991, Local 3 has developed a strong partnership with the program. The union has taken an active role in providing input and technical advice. Local 3 was also instrumental in getting a rank-and-file member appointed to the program's Joint Apprenticeship Committee.

During the course of their training, apprentices must pass a series of exams and evaluations. Upon graduation, mechanics are qualified to service and repair any of Caltrans' 12,000 pieces of mobile equipment, from motor graders and front-end loaders to lawn mowers and leaf blowers, and it doesn't matter whether it's at Shop 1 in Eureka or Shop 11 in San Diego. Graduates are also qualified to apply for specialty licenses and accreditation, such as Smog Check Technician and Automotive Service Excellence technician.

In looking back over the past 30 years, the Service Center has shown: that an organization with vision, determination and planning, can indeed build a skilled workforce from within.
New book examines 100 years of California highway building

About a year and a half ago the Engineers News published an article about a new book, 100 Years of Progress: A Photographic Essay of the Development of the California Transportation System, which traces the history of California’s highway system. The book’s publisher, the California Transportation Foundation, needed to sell 2,700 advanced copies before it could enter into a contract with the printer.

The foundation is pleased to announced that 100 Years of Progress, by Raymond Forsyth and Joseph Hagwood, has been published and is now available for $30. Anyone interested in California’s highway building would find this book fascinating. And with the holiday season approaching, the book would make an ideal Christmas gift.

What makes this book so appealing is that it contains hundreds of black and white photographs, many of which have never been published, that chronicle the years beginning with horse-drawn Fresno scrapers. The book then takes readers through the times of steam-powered shovels and paving rollers, through the era of the early diesel-powered earthmoving equipment, and finally to the current period of mass transit, sophisticated bridge building and earthquake retrofitting.

This 12-by-9-inch hardbound book is organized into five chapters. Each chapter begins with two to four pages of well-written historical text followed by dozens of pages of photographs, drawings and other images. The Prologue traces California’s transportation roots to the Spanish colonial period of the late 1700s and early 1800s, when Father Junipero Serra established a chain of Franciscan missions in Alta California.

The chapter concludes with construction of the Lake Tahoe Wagon Road, originally a toll road that became California’s first state highway in 1895.

The second chapter deals with the early period of statehood when the Bureau of Highways was formed in 1895, establishing the first statewide road system containing 28 separate routes. Photos show some of California’s most unforgiving routes under construction in the early 1900s, including the Ridge Route, the Calabasas-Ventura Highway over the Conejo grade using Fresno scrapers, and what is now U.S. 101 near Cloverdale in Sonoma County. Other photos in this chapter show survey crews working in the Sacramento Canyon at Dog Creek in 1916, as well as early concrete paving and one of the first motorized asphalt distributors.

The third chapter, called “Progress and Depression 1919-1939,” is perhaps the most interesting. It contains fascinating photographs of some of the early diesel-powered tracked-wheeled earthmoving equipment. Two photographs, for example, show the “super earthmover” being demonstrated by the Kaiser Paving Co. on a widening project in San Mateo County in 1927. Another series of photos depict construction of the Bay Bridge and the Golden Gate Bridge and its approaches.

The fourth chapter, “The Freeway Era 1940-1969,” chronicles construction of the state’s massive freeway system, starting with the “The First Freeway in the West,” the Arroyo-Seco Parkway in 1940, and concluding with the building of I-5 through the San Joaquin Valley in the late 1960s. The final chapter deals mostly with Caltran’s search for a multi-modal solutions to the transportation problems of the 1980s and 1990s, with an emphasis on the agency’s efforts to cope with increased traffic congestion and natural disasters.

This book would make a valuable addition to any Operating Engineers’ library. If you want to order the book, fill out the form below and mail it in as soon as possible. The foundation will fill the order expeditiously.

Makes a Great Christmas Gift!

Please send me a copy of “100 Years of Progress”. Enclosed is my check for $30.00 which includes tax and shipping. Mail to:

California Transportation Foundation
P.O. Box 163453
Sacramento, CA 95816
(916) 455-1767

Ship to:

Name ______________________________________
Address ____________________________________
City _________________________________________
State, Zip ____________________________________
When the Loma Prieta earthquake rocked the Bay Area at around 5 p.m. on Oct. 17, 1989, the reinforced concrete columns, girders and bents supporting the vast network of elevated freeways in Oakland and San Francisco began to vibrate violently. Horizontal ground acceleration, particularly at soft soil sites, reached unusually high levels for a 7.1 quake. Within seconds these 1950s-built freeway structures began to bend, twist and crack under the stress of the intense shaking. At the Cypress Freeway viaduct in Oakland, which stood on soft bay mud, 48 bents snapped, sending its upper deck crashing onto the lower deck, killing 41 people and injuring 106. Five of the six San Francisco freeway viaducts were so badly damaged they had to be closed.

Had these five structures been subjected to the same magnitude quake on the nearby Hayward or San Andreas faults instead of 65 miles away in the Santa Cruz Mountains, damage would likely have been catastrophic, with most, if not all, of the elevated freeways collapsing. According to seismic studies conducted shortly after the quake, if Loma Prieta had lasted just a few seconds longer, the Embarcadero Freeway, San Mateo Bridge and additional sections of the Bay Bridge would have failed.

One of the five San Francisco viaducts that sustained considerable damage was the Central Freeway, the elevated roadway that used to extend west from U.S. 101, curve north over Market Street and terminate at Turk Street in Hayes Valley. Had Caltrans realized its ambitious plan to build an extensive network of elevated city freeways in the 1950s, the Central Freeway would have extended all the way to the Golden Gate Bridge.
DISSASSEMBLING THE CENTRAL FREEWAY

The four-engineered bridge removals of the upper deck on the Central Freeway's Oak Street and Fell Street ramps will begin Sunday. The San Francisco project, expected to last three months and cost some $7 million, will involve delicate work because of the proximity of homes and businesses. All work should be done by late December.

Why the freeway is unsafe
The state says the 37-year-old upper deck does not meet current seismic design standards. Some independent engineers go further, calling the section unsafe for motorists. The double-deck structure could be repaired, but that might cost almost as much as an entirely new freeway.

In the months following Loma Prieta, Caltrans retained six different engineering consultants, one for each structure, to begin planning for the repair and seismic upgrading of all six viaducts so they could be repaired as soon as possible. Caltrans settled on a plan that included tearing down the Embarcadero and South Freeways, which sustained severe damage. The Cypress Freeway in Oakland was similar to those on the Central Freeway, and began emergency shoring.

At Penhall, workers break into the concrete to insert steel hinges in the structure's lower deck to hold it together during demolition. During an earthquake, the columns on the upper deck may shear away diagonally from the lower deck. Lateral supports will also be put in place to resist motion and add stability during the project.

Upper deck of the Central Freeway
The columns that failed in the Cypress Freeway in Oakland were similar to those on the Central Freeway. The columns can shear away from the lower deck, which will be entirely sheared in steel plates to prevent damage. The concrete pulverizers will be used to reduce sections of the lower deck roadway to open cavities under the lower deck to hold the structure to prevent excess lateral movement.

During demolition, workers will cart off the concrete, exposing a wire frame. As work progresses, the lower deck will be repainted and opened to traffic. The city and state are considering options for either rebuilding the lower deck or building an entirely new structure. Work could last for several years.

While that was going on, the city and state officials announced a plan to tear down the lower deck for two reasons. First, Caltrans initially estimated it would cost $50 million or a turn of $200-300 million. After a year of wrangling with Caltrans, city officials agreed to raze the former Oak and Fell Freeway.

What to do with the space between Oak and Market Street
Caltrans retained in limbo for months as Caltrans considered a variety of options, including building a new double-deck, building a new bridge, or building a new bridge and retrofitting the lower deck to one-way traffic.

Last summer, Penhall announced a plan to demolish the 37-year-old upper deck, offering a $12 million contract. Preparators were also installed to minimize motion and minimize motion.

When Penhall began the demolition work on August 26, the massive traffic jams. But none ever materialized thanks to creating and Caltrans' well-designed traffic plan.

After covering the bottom deck with steel plates to prevent debris, crews, using four Cat 235 excavators equipped with hammer, percussion and breaker attachments, began demolishing the upper deck in two phases. Debris is being hauled away for recycling. Meanwhile, crews are installing the lower deck with steel hinges to prevent excess lateral movement.

After the demolition is completed in late December, crews will begin pavement for one-way traffic heading northbound towards Oak Street. Southbound motorists can enter the Central Freeway at Southbound.

As work winds down, city and state officials are looking into either making long-term repairs to the existing structure or building a new structure. The latter option would provide work for Operate several years.
In addition to the Central Freeway being closed starting at Mission Street, a section of Market Street is also closed during demolition.

Bottom: Water is sprayed on the structure to control dust.

Right: These Operating Engineers use a pulverizer and breaker to bring down an old column.

Bottom right: Loaders take the debris to dump trucks, which haul the material away for recycling.
New crop of surveyors graduate from apprenticeship

The Northern California Surveyors Joint Apprenticeship Committee had its five-year graduation on September 14. The event was held in San Francisco at the Sheraton Palace Hotel. It was unique in that the Culinary Workers apprenticeship program assisted in the meal preparation.

The evening was a great success because of the meal and the many graduates who were honored. Our chain-level graduates were Albert Pope and Ronald Wagner. Chief of party graduates included Steve Lopez, Ken Anderson, Jeff Dillberg, Robert Ruiz, Serge Solovskoy, Pedro Garcia, Fred Feickert, Larry Thompson, Pat Reil, Chuck Hendsch and Jimmy Walton.

Others present were Ralph Hoyt from Bay Counties Civil Engineers and Land Surveyors Association, Local 3’s Recording-Correspondence Secretary Rob Wise and Treasurer Will Williams from the office of the Equal Employment Opportunity Commission.

Instructors and staff present included Ken Anderson, San Jose class, Chuck Hendsch, correspondence instructor, Pat O’Connor and Fred Feickert, both from the Santa Rosa class, administrative assistant Joanie Thornton secretaries Janet Cristo and Dana Seiji-Barker.

Our graduates are to be applauded for their accomplishments. It takes a good deal of time and effort outside of work to complete all of the requirements of our apprenticeship standards.

It was a great evening of celebration, and a good time was had by all.

Retired surveyor sails into the sunset

My column this month consists of a personal letter sent to me by longtime surveyor Glenn Treser. The letter was so inspiring I obtained permission from Glenn to reprint it in the Engineers News. The letter explains in a nutshell what unionism is all about and what all Local 3 members can accomplish when they invest in their future.

Dear Paul Schissler:

It always gives me great pleasure to see your column in the Engineers News. It has been a pleasure over the years to know you and work with you surveying on several projects.

I can’t say enough good things about Local 3. The union found work for me when I had a broken leg and was out of work for about two years. Art Pennybaker was also a good friend. He was instrumental in me taking out a withdrawal card when I went to live in Australia.

I feel I was very lucky to have had the opportunity to work on many interesting projects in the Bay Area and around California, such as the Caldecott Tunnel, BART tunnels in downtown San Francisco and the Diablo Canyon nuclear power plant breakwater.

My association with Towell Inc. in its hydrography department was also very interesting. The job never seemed like work, rather just another exciting adventure. We would be working in San Diego one week, Seattle the next, then Eureka or some other place for PG&E. We went up and down the West Coast like a
‘Tis the season to save money on your credit card purchases

If you put your life on fast-forward and it was suddenly January instead of November, would you be fretting over your post-holiday credit card bills? If you were unable to pay your credit card debt in full, would you be paying interest as high as 21.6 percent, the rate currently being charged by Macy's, one of the country's best-known department stores?

There is an alternative to using high-interest credit cards for your holiday shopping. You can use your credit union VISA card. It has an annual percentage rate (APR) as low as 10 percent for a card secured by your savings and as low as 12.9 percent for an unsecured VISA. Our highest VISA card APR is 13.25 percent.

By contrast, the lowest APR among six major retailers surveyed by the credit union in mid-October was 17.15 percent. Five of the stores surveyed charged at least 21 percent APR. The good news is that there's no reason to shop using a high-interest card because all of these stores, and thousands of others, will accept your much lower-interest credit union VISA card.

If you have already made purchases, you can save by transferring the balances on your high-interest cards to your credit union VISA card. You can also use your credit union VISA card to get cash at any ATM displaying the VISA logo. The credit union interest rate on VISA cash advances is the same as the rate for regular purchases. VISA cards from other institutions charge a considerably higher interest rate for cash advances.

Deceptive teaser rates

Teaser rates -- and the considerably higher rates that follow the short teaser period -- are something to be aware of when credit card shopping. Make sure you understand what the rate on the card will be after the teaser period ends before you sign any agreement. You should also be aware that your credit union interest rate is not a teaser rate, rather a low fixed rate. With our VISA you will be paying low interest for more than just an introductory period.

It's worth spending some time comparing credit cards before you make a decision. In addition to checking for teaser rates, you'll want to know whether the card has an annual fee and if it offers a grace period before imposing finance charges.

Quick way to apply for VISA

Once you have spent the time to make an informed choice, you should not have to spend a long time applying for your card or waiting for an answer. You can now use your touch-tone phone to apply for your credit union VISA card or to request an increase in your VISA credit limit.

This is a new feature of the credit union's versatile Touch Tone Teller service. Applying by phone usually takes less than five minutes, and you can call at any time. The Touch Tone Teller is available 24 hours a day, seven days a week. The menu you will hear is easy to follow and requires only a brief amount of information from you. A credit union representative will call you, usually in 24 hours or less, to give you your answer.

Applying for a VISA is also simple and quick if you prefer to speak to a branch representative in person or over the phone. We want applying to be easy because we believe our members should have the advantages of credit card convenience without paying excessive interest rates or experiencing a big hassle.

You may apply for a low-interest VISA card as soon as you become a credit union member. Establish your credit union membership today with a minimum deposit of $5 into a regular savings account. Once you join, members of your immediate family are also eligible to receive the gift of membership from you -- a thoughtful idea for the holidays or any time of your choice.

Credit union branches

Alameda - 1620 S. Loop Rd. (510) 748-7440
Auburn - 2850 Richardson Dr., Bldg. 210 B #6 (916) 899-2969
Dublin (headquarters) - 6300 Village Pkwy. (510) 829-4400
Elko, Nev. - 1720 Mountain City Hwy. (702) 755-8585
Fairfield - 2540 N. Watney Way (707) 425-4489
Fresno - 1959 N. Gateway, Ste. 101 (209) 251-2262
Honolulu - 1111 Dillingham Blvd, #E-1B (808) 841-6396
Marysville - 1010 T Street (916) 742-5285
Modesto - 535 McHenry (209) 525-4160
Murray, Utah - 64 East 6400 South, Ste. 110 (801) 261-2223
Reno - 1290 Corporate Blvd. (702) 856-2727
Rohnert Park - 6225 State Farm Dr., Ste. 102 (707) 585-1552
Sacramento - 9806 Old Winery Pl. #22 (916) 369-6752
Sacramento (ARCO Arena) - 4044 N. Freeway Blvd., Ste. 150 (916) 565-6190
Stockton - 1916 N. Broadway (209) 943-2455
West Stockton - 4550 N. Pershing Ave, Ste. A (209) 472-0708
Santa Clara - 60 N. Winchester, Ste. 1 (408) 247-5635

Touch Tone Teller for Your

VISA  Vehicle  Personal Loan

The Touch Tone Teller is available free to all Credit Union members. If you do not already have your Touch Tone Teller personal access code, please contact your branch representative or call (800) 877-4444.
Union involvement key to success of recovery programs

Management-labor driven substance abuse treatment programs fare better than a forced drug-free workplace policy where the union has no input, says Elena Carr, director of the Substance Abuse Institute of the George Meany Center for Labor Studies in Silver Spring, Md. Bringing your workers into the early stages of forming the policy and encouraging continued involvement through a joint assistance programs build better relationships between management and labor, Carr says.

The institute, whose purpose is to increase substance abuse prevention measures through membership assistance or employee assistance programs (EAP), has taught labor how to better prepare for negotiating with employers when they map out assistance programs and drug-free policies. The institute, funded mainly by the U.S. Department of Labor, was formed in partnership with the AFL-CIO Department of Community Services.

Carr says that the biggest challenges facing employers and their workers lie in finding common ground between what both sides would like to accomplish and letting organized labor take an active role in forming treatment programs.

"Whether we are trying to increase workplace safety, or whether it is a matter of screening out "undesirables," it's a matter of coming to some agreement about roles in workplace programs," she explains.

The specifics of bringing management and labor to the discussion table vary from company to company, but a joint committee that regulates the treatment program benefits both sides, says Joe McGarry, an EAP specialist at the Meany institute.

"Preliminary communication would depend on the management system, the human resource style and what type of service the company is providing," McGarry explains.

"In reality, the collective bargaining process is not a quick or easy one," Carr adds. In dealing with substance abuse issues, the process towards a goal might not be as quick as one would like, but you can really affect meaningful workplace change. That means taking time to educate both management and labor about prevention and testing methods and keeping the lines of communication open, she says.

Peter Bamberger, senior research associate under director Sam Bacharach at the Smithers Institute, says labor interest in assistance programs has climbed dramatically in the past five years. Bamberger attributes organized labor's renewed interest in membership assistance programs to growing workplace intolerance of drug and alcohol abuse, a concern for safety and the cost of treatment.

When health care costs increase under a current contract, he explains, the unions have less to bargain with in the next session. In addition, many unions are gravitating toward membership assistance programs rather than EAPs because workers tend to trust peers more than outside professional, he explains. The Cornell University-based center conducts research and educational programs primarily in the area of alcohol-related problems in the workplace.

Based on Smithers Institute research findings, Bamberger believes union-based assistance programs benefit workers more than a management-driven service. "Employees don't trust even the most confident of management-based programs," he says. "With union involvement and referral to a peer, that safety is there."

Bamberger advises employers to set up a joint labor-management program where the employer provides support and financial backing and allows the union to guide the program. "Management needs to be prepared to take a hands-off approach," he says. "Let labor decide management involvement."

An employee-run program might be more cost-effective in the long run, he adds. Such programs tend to rely on union members, who in many cases volunteer personal time or receive comp time for their services. The peer counselor is on site, and many times is a recovering addict," Bamberger says. "Employers don't have to hire an outside professional."

Bamberger adds that, based on limited research, unions want management involved. The threat of disciplinary action of a worker who does not complete the treatment program sometimes prompts the employee to seek help, he explains.

Preliminary results of a current survey at the Meany Center indicate at least half of about 500 local unions contacted have some sort of substance abuse program or EAP initiative, Carr says. Also on the planning table are training programs that will teach unions about substance abuse and addiction and how to set up member assistance programs.

The Smithers Institute is also conducting a four-year comprehensive study of membership assistance programs. The survey, due to finish in two years, examines work-related risk factors stemming from substance abuse, Bamberger says.

Reprinted from the National Report On Substance Abuse

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Tech Engineers can't from page 14

I'm having a great time in my retirement, sailing and racing my 23-foot Bear boat. We just won a very prestigious sailing regatta at the St. Francis Yacht Club that included five races over three days. We won with 7-2/4 points to spare. I have been trying to win this event for 21 years. I got very close many years, including lots of second places, but never first.

To say the least, it's been very exciting. And thanks to our union pension I can afford to continue having my fun with this very expensive hobby.

Respectfully yours,
Glenn Treser
How the international union's death benefits are paid

We are reprinting Article XX, Section 2 of the International Constitution, which deals with the international's death benefits classification schedule and 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) 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.

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.

Hawaii pre-retirement meetings

For active Operating Engineers in Hawaii, pre-retirement meetings will be held at 6 p.m., one hour before the start of each of the Hawaii District membership meetings, at the same location as each of the district meetings. Please see the schedule on page 22.

All active members and their spouses are encouraged to attend to learn more about your pension, annuity and retiree medical plans. Come to the pre-retirement meeting to find out how these retirement plans can work for you. Hope to see you there.

Hawaii Retirees Association meetings

Hawaii members and their spouses are invited to attend the Retirees Association meeting in their area. Please come and meet with your officers, credit union and trust fund representatives.

Kona Mon., Dec. 9. Ho'oulu-Imin Community Center, 76-5877 Mamalahoa, Ho'oulu.

Hilo Tues., Dec. 10. ILWU Hall, 100 W. Lamakaua, Hilo.

Maui Weds., Dec. 11. Wai'apu Community Center, 22 Waiko Place, Wailuku.


Kauai Fri., Dec. 13. ILWU Hall, 4154 Hardy Ave. Lihue.

All meetings will be held at 2 p.m.

Union Vision Services

Union Vision Services, located at the Sacramento District hall, provides members and their families with state-of-the-art eye care, a wide range of quality and designer eye wear and contact lenses. Make an appointment today. Evenings and Saturday appointments are available.

Union Vision Services will obtain the necessary insurance forms for you. Special discount fees are available for those without vision insurance. Give them a call at 1-800-567-0188. Your vision is very important. You are encouraged to obtain a vision examination on an annual basis.

by Charlie Warren

Fringe Benefits

Director
New law levels playing field for Hawaii's union contractors

HONOLULU - The Hawaii Operating Engineers Industry Stabilization Fund (HOEISF) has again proved its value to Local 3 members and our good signatory contractors.

In the 1996 Hawaii legislative session, the HOEISF sponsored a bill in the state House of Representatives and Senate that gives local contractors a 15 percent bidding preference over out-of-state contractors when vying for state CIP projects.

What prompted the bill is that, although most of the major contractors in Hawaii are union, there are increasing numbers of large out-of-state non-union contractors coming into Hawaii to bid work. These out-of-state non-union contractors have a competitive advantage because they're based in states, like Texas and Louisiana, where such expenses as wages, workers' compensation and payroll taxes are much lower.

We hope that the 15 percent preference for Hawaii-based contractors that is now in place will give our union contractors a level playing field to obtain more of the state CIP contracts.

Getting this bill passed in the Hawaii Legislature is an accomplishment that the HOEISF is very proud of. It was not an easy task to accomplish in these difficult economic times. We worked with many of the legislators in both state houses and enlisted the help of the other building trades. Gov. Cayetano signed the bill into law on June 18, and we must now thank our legislators and especially Sen. Calvin Kawamoto for his leadership in helping us enact such legislation.

This is a prime example of the need for us to be politically active in the various election campaigns for public office. It is absolutely necessary that we help our friends in their political candidacy. Without friends in elected office who are supportive of organized labor we would not have been able to accomplish our task of helping our local union contractors. We appreciate those who supported our friendly candidates in the November election.

Willy Crozier, administrator, Hawaii Operating Engineers Industry Stabilization Fund

Hawaii District Rep. to chair Hawaii Construction Industry Association

HONOLULU -- On October 4, Hawaii District Rep. Adrian Keohokalole was appointed chair of the (HCIA) for the coming year. The HCIA is comprised of Hawaii's building trades unions and their signatory contractors. It promotes and protects the unionized construction industry in Hawaii.

Despite Hawaii's poor economic climate, Keohokalole's acceptance speech emphasized a positive message, including programs to make our members more competitive and productive and a commitment to take a more active role in politics. He also stressed the need for labor and management cooperation in reaching industry goals.

Other association officers sworn in were James Kuroisu Jr. of Matana Landscaping, Joe Bazemore of the Tapers Union Local 1944, Harry Cornish of Ono Construction, John King of the Boilermakers Lodge 204, and Bill Wilson of Hawaiian Dredging Construction Co.

Local 3 playing key role in downtown sports complex

SACRAMENTO -- As we enter the tail end of the work season, the majority of hands are still working after a somewhat sluggish and inconsistent summer.

District Rep. John Bonilla is working closely with city officials, including Sacramento Mayor Joe Serna Jr. and the Sacramento Baseball authority, in support of a downtown sports complex that we hope would attract Major League Baseball or the National Football League, or both, and possibly provide a new home for the Sacramento Kings.

The baseball stadium alone is a project worth about $200 million. A downtown stadium would enhance the downtown area and provide additional support projects, including light rail and plenty of infrastructure work.

Speaking of light rail, over the next two to three years there will be between $250 million and $300 million worth of expansion work, including service from the downtown area to Meadowview, which alone would be worth roughly $200 million. Also proposed are lines from downtown to the Folsom area and another line linking downtown with Richards Boulevard.

The Jefferson Boulevard project with Teichert and MCM is moving right along, and Teichert's Sacramento and Woodland districts are busy. Granite has picked up four or five public works projects throughout the area. DeSilva Gates and Granite are working days and nights on the Hwy. 16 project. South Lake Tahoe is busy with Q&D doing a pipeline project, and Perini and newly signed Marin Iron Works are doing work on a ski run rehabilitation project. Sacramento is aggressively addressing the growing problem with non-union operators running sweepers on paving areas.

Organizing successes this year include Ryder Truck (60 employees) and Western Power (15 employees), and we are in negotiations with Precision Pilots (4 employees). Upcoming negotiations include Granite Lab, Layne Western, Rancho Murieta Country Club and Cardinale Scale.

We would also like to thank the Sacramento District Political Action Committee for all its help with political endorsements, the Labor Neighbor program, phone banks and precinct walks.

Andy Mullen, Business Rep.
Work will remain good if weather holds

MARYSVILLE -- Work in our district continues to be good. Most of the classifications on our out-of-work list have been exhausted. Here’s an overview of the work picture in our area.

Jaeger Construction of Yuba City was low bidder at $110,040 for levee road repairs and flood damaged sewer ponds for the city of Yuba City. Robert Peacher Inc. of Chico was low bidder at $539,043 to start work on Phase I at the Neal Road Landfill in Butte County, a project involving construction of a septic pond and grade drainage ditches.

Baldwin Contracting of Chico was low bidder at $169,560 on the Quincy Bike Lane from Golden Eagle Drive to the Spanish Creek Bridge. Baldwin Contracting of Marysville was also low bidder at $297,940 on the Colusa County overlay project, which covers Old Hwy 99W, Evans Road, Myers Road and East Main Street. Baldwin Contracting from Marysville was also low bidder on the dump closure project at Beale Air Force Base near Marysville for $2.6 million and has already started work. Baldwin has a lot of material to move before the rains come.

Granite Construction’s Reno Division was low bidder at $2.2 million on the 7.6 miles of the Gold Lake Road overlay project in the Plumas National Forest.

Kiewit Pacific Company was low bidder for $13 million on the Lake Almanor Dam and Butt Valley Reservoir Seismic Retrofit Project for PG&E in Plumas County. This job should run into December, then start up again in May 1997.

Carl J. Wood Construction from Yuba City was low bidder, at $313,215, for rock slope protection at various locations along Goat Mountain Road and repair of storm damage and rock slope protection on Sites-Ladoga Road for Colusa County.

We have a project for the U.S. Army Corps of Engineers coming up for bid this next month for reconstruction of levees in Yuba and Sutter counties. The bridge and highway widening on Hwy. 99 south of Yuba City in Sutter County near Nicolaus has been rescheduled to bid next month.

W. Jaxon Baker from Redding has moved in to do the paving overlay project on I-5 in Glenn County. Shasta Constructors was low bidder, at $635,742, on the Salt Creek Bridge project, Road 306, in Glenn County, a project that should be getting underway soon.

Blaisdell & Baker was low bidder, at $507,460, on the Branch Salt Creek Bridge project, Road 200, in Glenn County. The company has already started the excavation work. Sukut Construction from Santa Ana in Southern California is in full operation on the Marysville dump site closure.

I would like to thank the many volunteers who helped with our phone banks. By working together we can make a difference.

Dan Mostats, Business Rep.

Annexation paves way for huge Gold Rush theme park

STOCKTON -- The Gold Rush City theme park and housing development took a step closer to becoming reality when the Local Agency Formation Commission (LAFCO) voted to annex 6,582 acres west of Lathrop.

San Joaquin County Supervisor Dario Mareno was the only dissenting vote. Voting in favor of annexation were Manteca Mayor Bill Perry, Ripon City Councilman Don Meyer and Manteca insurance broker Gerard Machado. These people should be applauded for their courage in voting for this project, which will provide future growth and a larger tax base for the area.

Developer Norman Jarrett has so far spent six years and $10 million preparing and promoting this project, which will be built in phases over the next 30 years at a cost of about $4 billion. It will feature four theme parks, nine theme villages, a golf course, campgrounds, hotels, shopping centers, a business park and marina. Construction is scheduled to begin next year, with the theme park opening in 1999. The theme park is expected to attract up to 4 million visitors annually, add 30,000 residents, 11,000 new homes, and provide 10,000 new jobs for Lathrop. Local 3 is working with the developer and government officials to ensure that as much of the project as possible is built union.

All this will compliment the Altamont Pass rail system, which will connect San Joaquin County with the Bay Area. The rail system will enhance regional transportation, promote alternative modes of transportation and create potential for new technology demonstration. By 2002, service is expected to be extended into Sacramento.

Passenger rail service over the Altamont is expected to create 4,000 jobs, eliminate 40 million vehicle miles, and become a strategic component for the huge housing development known as Mountain House near Tracy. The additional transportation is needed because Mountain House will be home to an estimated 43,000 people. The development will have schools, commercial centers, a town center, community and regional parks, golf courses and a marina. It will also create up to 22,000 jobs. With these types of projects, the Stockton District has much to look forward to.

I am pleased to report that we have been able to sign some new contracts: A. J. Mittry Construction, owner operator Hector Nieto and Ace Hole Recycle. We are also close to signing a new agreement with Stan Jones Transportation, a sales and maintenance agreement for transport trailers, and a new shop agreement with ECCO Equipment Rental Company that opened a new shop here in September. ECCO Equipment Rental owns about 400 pieces of construction equipment rented throughout the western United States and Midway Islands.

I would like to thank the officers for appointing me Auditor. The Stockton office would also like to wish all of you a safe and happy Thanksgiving holiday.

Dave Young, District Rep.

Happy Thanksgiving!
North Coast buttoning up projects for the season

ROHNERT PARK -- Work is going strong all over the district. As the work season winds down, we find all our contractors trying to get their projects completed, or at least winterized before the rains hit.

Argonaut is busy on subdivisions, schools, public works, road widenings, overlays and pipelines. Ghilotti Construction just finished the Marlowe Road widening, and the company is starting the last stretch of the Stony Point Road realignment with Hwy. 116.

Ferma is working five days a week, 12 hours a day on the Moving Mountain project near Yardbirds at Mendocino and Bicentennial. Ferma also moved the dirt on one of the Fountaingrove Parkway-area subdivisions. Speaking of the Fountaingrove Parkway, O.C. Jones is moving along with the section that will connect Rincon Valley with northern Santa Rosa. Amos & Andrews is doing some underground on the project and additional subdivision work.

North Bay Construction is also working nearby, and also on the side hills and in the valley. As usual, North Bay is working long hours on the Guerneville Bridge project. It had until October 31 to be out of the river, and the company wanted to have the support structures poured by then. Oak Grove Construction is busy on several smaller projects around the county.

Kiewit Pacific is way ahead of schedule on the $11 million Geyser Effluent Pipeline Project with four crews working in very steep, rugged country. Kiewit is also moving right along with the $11 million Hwy. 63 job in Lower Lake. Both of these projects will be featured in more detail in next month's Engineers News.

In the north end of our district, Pernum Paving has had 12 to 15 Operating Engineers working long hours since mid-August trying to get the Hwy. 101 Cumming slide job open to traffic by the beginning of November. The company also has two other projects that are ready to pave out.

Huntington Brothers still has about 10 dirt hands working six-10s trying to complete the 40-acre reservoir for the Sea Ranch development. Mendocino Construction Services based in Willits had about $3 million worth of work the last couple of months. They have crews working out on the coast on Hwy. 1 and a few more jobs for Mendocino County.

There has been quite a bit of work in Cloverdale. Oak Grove Construction was low bidder on a $1.2 million shopping center. The company already has some of the streets and road work roughed in and has their underground crews working.

North Bay Construction is about three-quarters complete on a 46-unit subdivision that it started in June. Sire Grading and Paving is laying rock on the Cloverdale Transportation Depot, with Cheli & Young having finished all the pipe in late September.

Engelke Brothers Construction finally got the go-ahead on a box culvert job for downtown Cloverdale. Dillingham Corp. will probably keep a few Local 3 members working this winter on the $10 million Healdsburg Bridge retrofit.

Two jobs got late starts this year. C.A. Rasmussen was low bidder, at $10 million, on the U.S. 101 Squaw Rock project that went to bid a second time. Crews began work in September and are pushing to get all the caissons drilled and poured for a concrete viaduct before the rains start. They won't start any of the dirt work until next season.

In the second late-starting project, Maggiore Ghilotti of San Rafael was low bidder, at $2.3 million, on a slide job on U.S. 101. With just 60 days to complete the job, the company is working two shifts seven days a week.

Elsewhere in the north part of the district, Argonaut has a couple of subdivisions and two pipeline jobs. The company is also in the final stages of the Windsor River Road rehabilitation project in downtown Windsor. Ghilotti Brothers is just about finished with the $2.3 million Healdsburg Avenue widening on the north end of Healdsburg. With the completion of this project, we hope there will be some future housing development.

We are encouraging all retirees to come in and have their picture taken for our new "Retiree's Who Made This Union" wall. We proudly are displaying and honoring the retired operators who have helped keep our union strong.

Remember, this office always has an open-door policy.


Local 3 retirees move dirt for 'Moving Wall'

OAKLAND -- Local 3 retirees Vic Cochran and Ken Goulardt spent a day last summer volunteering their time to grade a one-acre site at the Lone Tree Cemetery on Fairview Avenue in Hayward, Calif. In preparation for the arrival of the Vietnam "Moving Wall," a 300-foot long replica of the Vietnam War Memorial in Washington D.C. The Moving Wall was on display at the cemetery November 8-12. Goulardt was assigned to the "Wall" coordinating committee by a local detachment of the Marine Corp League, which worked with local military groups in planning the Moving Wall's programs and events. The Moving Wall attracted an estimated 100,000 people during the week of programs and events.

Local 3 member Floyd H. Fortkamp, second from left, receives 25-, 30- and 35-year pins at the Sept. 19 Santa Rosa District meeting. Also pictured are Financial Sec. Darel Steele, Business Manager Don Doser, Rec. Corres. Sec. Rob Wise and Treasurer Max Spurgeon.
Two organizing setbacks make for tough summer

SALT LAKE CITY - It has been a tough summer for organizing, and with the way things stand it's going to get tougher.

It started out in early spring when Obayashi Company was awarded $34 million worth of work on the Provo Canyon road project. Obayashi, a construction firm from the Bay Area, had hinted it would not sign an agreement for the work at Provo Canyon. We encouraged many of our members to apply for the many open positions. Meanwhile, we started talking. The company went into a stall game and finally rejected a project agreement.

We filed with the National Labor Relations Board for an election on this job. The company was paying fringe benefits on the checks, which made it even harder to organize. Some of our own members were not very supportive. We had several meetings after shift to talk to the non-union hands. The turnouts at first were encouraging, but in the end we lost the election by two votes.

The next run was on Stempel-Wiebelhaus, another company from Northern California. It had picked up two Davis-Bacon jobs in the Wasatch and Summit county areas. Again we encouraged our members to hustle the company for work. We even had several members and former members from California on the job.

PCL employees let 'Big One' get away

SALT LAKE CITY - We all have heard at some time or another the story about the "Big One" that got away from us at our favorite fishing hole. That's because the fishing hole was shark infested. That's how we lost the National Labor Relations Board election we had with PCL at Diamond Fork. The sharks got to all but four Operating Engineers who had the guts to stand up for themselves.

Those that voted against Local 3 are probably patting themselves on the back saying, "We really showed those union SOBs." Yes, they just let the "Big One" get away. They let a great pension plan get away from them. They let a family health and welfare plan jump off the hook; they let a great retirement health plan float downstream. But worse, they turned their backs on the best union in the country.

During the campaign PCL encouraged the men to take the fringe money on their checks, advocated the deterioration of the prevailing wage process, and spread half-truths about Local 3 and its fringe benefit plan. Those guys bit on that wormy bait the company put out like hungry tuna.

In the years to come, when you and I are receiving our pension checks from Local 3, thanks to the retired health and welfare plan, those other guys will be crying about the big one that got away.

We wish to thank all the brother engineers who stood up and supported Local 3 in this disappointing endeavor.

Scholarship Contest Rules for 1997

General rules and instructions for Local 3's College Scholarship Awards 1996/1997 school year

Four college scholarships will be awarded to sons and daughters of Local 3 members. Two scholarships of $3,000 each will be awarded to the first place female and male applicants. Two scholarships of $2,000 each will be awarded to the runner-up female and male applicants.

These scholarships will be used for study at any accredited U.S. College or University. The Local 3 Federal Credit Union will contribute half the amount of each of the four scholarships.

The Local 3 scholarships will not impose restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not rule out scholarship aid from other sources.

Who may apply

Sons and daughters of members of Local 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application. Sons and daughters of deceased members of Local 3 are eligible to apply for the scholarships. The parent of the applicant must have been a member of Local 3 for a least one (1) year immediately preceding the date of death.

The applicant must be senior high school students who have, or will be, graduated at the end of either: (1) the fall semester (beginning in 1996), or (2) the spring semester (beginning in 1997), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance in the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1997 and March 1, 1997.

Awarding scholarships

Upon receipt of the application and required forms, Local 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists.

The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winner selected.

Scholarship winners will be announced at the July 19, 1997 Semi-Annual meeting of Operating Engineers Local 3. The checks will be deposited in the winning students' names at the college or university they plan to attend.

All of the following items must be received by March 1, 1997:

1. The application; to be filled out and returned by the applicant.
2. Report on applicant and transcript: to be filled out by the high school principal or person he or she designates and returned directly to Local 3 by the official completing it.
3. Letters of recommendation: applicants should submit one to three letters of recommendation giving information about their character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. Please submit all letters of recommendation with the application.
4. Photograph: a recent photograph, preferably 2 inches by 3 inches, with the applicant's name written on the back. The photo should be clear enough to reproduce in the Engineers News.

It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

Robert L. Wise
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Road
Alameda, CA 94502-7090

PRE-RETIREREE MEETINGS

AUBURN
Tues. January 7, 1997
Auburn Recreation Center
123 Recreation Dr.
Auburn, CA

SACRAMENTO
Wed. January 8, 1997
Operating Engineers Bldg.
4044 N. Freedom Blvd.
Sacramento, CA

FAIRFIELD
Thurs. January 9, 1997
Operating Engineers Bldg.
2540 North Walker
Fairfield, CA

EUREKA
Tues. January 14, 1997
Operating Engineers Bldg.
2006 Broadway
Eureka, CA

REDING
Operating Engineers Bldg.
20308 Engineers Lane
Redding, CA

MARYSVILLE
Thurs. January 16, 1997
Suitet-Yuba Assoc. of Realtors
1588 Sutter Dr.
Marysville, CA

CONCORD
Tues. January 21, 1997
Concord City Hall
11010 Manzor Rd.
Concord, CA

OAKLAND
Wed. January 22, 1997
Operating Engineers Bldg.
1631 South Lane Rd.
Antioch, CA

ROHNERT PARK
Operating Engineers Bldg.
6225 St. Mary Ave.
Rohnert Park, CA

WATSONVILLE
Jan. 28, 1997
VFW Post 1716
1900 Freedom Blvd.
Watsonville, CA

SAN JOSE
210 Almaden Rd.
San Jose, CA

FRESNO
Wed. February 5, 1997
3131 N. Clovis
Fresno, CA

SALT LAKE CITY
Tues. February 18
Engineering School
Salt Lake City, UT

MARIN
Tues. February 18
Salt Lake City, UT

S.F.-SAN MATEO
Wed. February 19, 1997
Operating Engineers Bldg.
1200 Corporate Blvd.
Redwood City, CA

RENO
Wed. February 19, 1997
Operating Engineers Bldg.
1200 Corporate Blvd.
Reno, NV

STOCKTON
Wed. February 25, 1997
Operating Engineers Bldg.
1916 N. Broadway
Stockton, CA

1995 Contractor of the Year

Business Manager Don Doser, left, presents Bill Johnson of Homer J. Olsen Inc. with the Contractor of the Year Award for 1995 at the Oct. 4 JAC meeting in Alameda. Ray Helmick (not shown in photo) is the director of the Rancho Murieta Training Center.