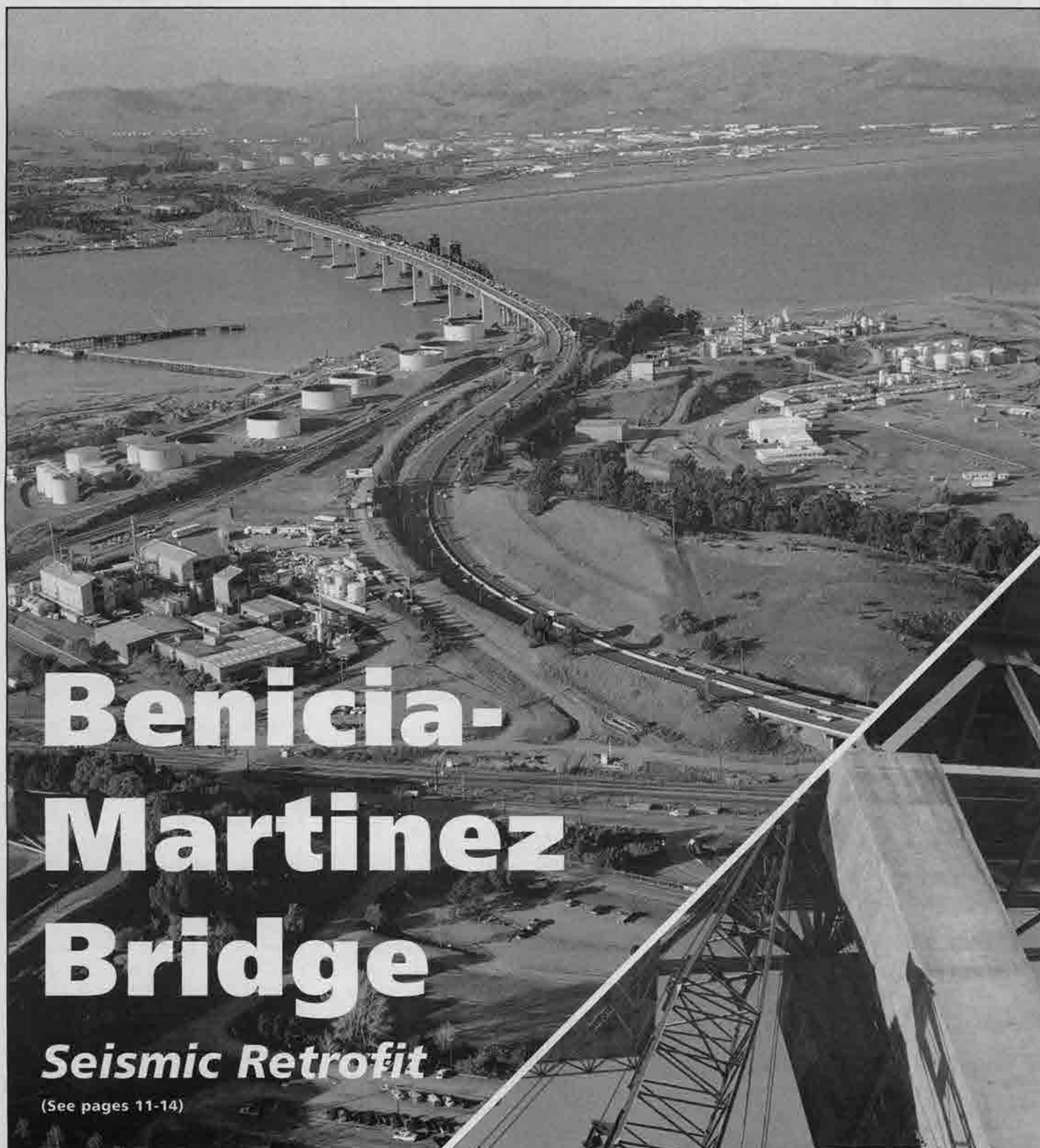


# ENGINEERSnews

VOL. 57, #11 • OPERATING ENGINEERS LOCAL UNION NO 3 • ALAMEDA, CA • NOVEMBER 1999



## Benicia-Martinez Bridge

*Seismic Retrofit*

(See pages 11-14)

**FOR THE  
good  
&  
welfare**



by  
**DON DOSER**

**business  
manager**

## A TRIBUTE TO VICTOR VAN BOURG

**BORN: MARCH 19, 1931; DIED: OCT. 26, 1999**

I usually try to write positive, upbeat columns, but just as we were going to press this month the union movement suffered a terrible tragedy. Longtime labor attorney and Local 3's chief legal counsel, Victor Van Bourg, passed away on Oct. 26.

I want to personally express my deepest condolences to Victor's family and the attorneys and staff at the law firm of Van Bourg, Weinberg, Roger and Rosenfeld. This is a terrible loss for everyone in the labor movement, as Victor had fought for the rights of working people since he became an attorney in the mid-1950s.

Victor's death brings me great sadness and a tremendous sense of loss. I had worked with Victor on countless projects and legal cases from the day I came on the Local 3 payroll in 1982 as the Redding District representative. He was like a father figure to me, the most important attorney for Local 3. He dedicated his entire career to the labor movement.

I always trusted and respected Victor not only because of his professional integrity and superior legal skills, but because he was one of our own, a Local 3 member. He came out of the building trades before attending UC Berkeley's Boalt Law School, then went on to work several years as general counsel for the California Federation of Labor, AFL-CIO.

In 1956, he started his own law practice and continued to lead the fight for working people and organized labor. Victor went on, in my opinion, to become the greatest labor attorney in the United States. He was an influential figure during the rise of the United Farm Workers in the 1970s. He represented dozens of other labor organizations and institutions during that time, helping win advancements for thousands of working people.

His practice continued to thrive throughout the 1980s and 1990s, to the point where today the Van Bourg firm

represents over 400 labor organizations and institutions and employs over 30 attorneys working out of a headquarters in Oakland and satellite offices in San Francisco, Sacramento, Los Angeles and Honolulu.

Victor was Local 3's chief attorney. He and his partners handled most of our grievances and arbitrations, National Labor Relations Board cases and trust fund issues. The firm rarely lost a case.

I especially remember how effective Victor was in helping Local 3 fight an attempt in September 1992 by a former



**VICTOR VAN BOURG**

officer to establish a separate IUOE local in Hawaii, Local 711. He conducted numerous training seminars for our business representatives and organizers, and he was my principal legal advisor during the two-year process of overhauling the Local 3 bylaws.

Victor had an impressive personality. When he came into a meeting, everyone took notice. The minute he spoke, you knew you were dealing with someone special. He commanded immediate respect because he was always at the top of his game, always one step ahead of everyone else. Whenever I asked him a legal question, Victor was like a walking law library of facts and legal opinions. He rarely said, "Gee, Don, I don't know, I'll have to get back to you on that one."

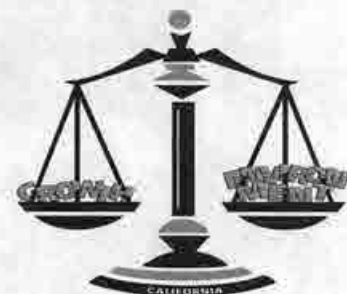
I have never known a better speaker. He inspired and motivated his audiences with this powerful voice filled with well-organized, thoughtful themes about labor law and politics and how they would impact our members. I always sensed through his actions that he had one underlying agenda in life: how to better the lives of the average working stiff. He couldn't have chosen a better mission.

I want to conclude by saying that Victor was not only Local 3's chief legal counsel, but my friend. I will painfully miss him, and so will all the other officers and staff at Local 3. He will always live in my heart and in my memories.

## contents

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

AERIAL COVER PHOTO COURTESY OF CALTRANS



### ONE HUGE BALANCING ACT

California's Central Valley will become one of the state's major population centers in the next century. How the valley balances growth, agriculture and environmental interests will greatly impact Local 3's work picture there

p.4-5

Credit Union ..... p.6

Fringe Benefits ..... p.7

Safety ..... p.8

Harold Lewis ..... p.9

Surveyors ..... p.10

Benicia Bridge (cover story) ..... p.11-14

OCCR ..... p.15

News from the Districts ..... p.16-18

Lockwood Landfill ..... p.19

Departed Members ..... p.20

District Meetings ..... p.21

Swap Shop ..... p.22

Scholarship Contest ..... p.23

Pat O'Connell says "goodbye" ..... p.24

### OPERATING ENGINEERS LOCAL UNION #3

Don Doser *Business Manager*

Jerry Bennett *President*

John Bonilla *Vice President*

Rob Wise *Rec. Corr. Secretary*

Darell Steele *Financial Secretary*

Max Spurgeon *Treasurer*

### ENGINEERS NEWS STAFF

Editor **Don Doser**

Managing Editor **Steve Moler**

Editorial Advisor **Garland Rosauo**

Associate Editor **Valerie Kanter**

Associate Editor **Todd Evans**

Graphic Artist **Cathy Bell**

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



Printed on Recycled Paper





# NEWS UPDATE

## NLRB ORDERS PURCHASER OF CLEMENTINA, PRIME EQUIPMENT, TO RECOGNIZE AND BARGAIN WITH LOCAL 3

It's not often that the National Labor Relations Board issues what's referred to in labor law as a "bargaining order," essentially a mandate for an employer to recognize and bargain in good faith with a union. But it did happen in the aftermath of last year's acquisition of the equipment sales and rental company Clementina by Prime Equipment.

Administrative Law Judge Gerald A. Wacknow on Sept. 28 ordered Prime Equipment to "cease and desist from failing and refusing to recognize and bargain with the Union upon request." The judge also ordered the company to stop refusing to give Local 3 requested bargaining unit information and to stop "interfering with, restraining or coercing employees in the exercise of rights guaranteed to them under Section 7 of the National Labor Relations Act."

The order also requires Prime Equipment to "recognize and, upon request, bargain with the Union in good faith as the exclusive collective bargaining representative of the employees...regarding rates of pay, wages, hours of employment and other terms and conditions of employment."

The dispute began shortly after Prime Equipment acquired Clementina on Aug. 28, 1998.

The 17 mechanics and parts clerks at the company's five shops in San Mateo, San Francisco, Sacramento, San Jose and Berkeley have been represented by Local 3 for many years. The transition, as described by witnesses as "seamless." In other words, Local 3 members went to work on Aug. 27, 1998, as employees of Clementina and returned to work the next day as employees of Prime Equipment. The only noteworthy difference was that employees began answering the telephone as "Prime-Clementina" rather than "Clementina."

About two weeks prior to the acquisition, Local 3 informed Prime Equipment that the company was legally obligated to assume Clementina's contract with the union. But Prime Equipment disagreed, claiming the company had to recognize the union only if the majority of the employees were former Clementina employees.

In an Aug. 13 letter to Local 3, the company said: "Although all Clementina employees are being considered for employment with Prime, we have not guaranteed, nor can we guarantee, that all Clementina employees will be offered positions." After several Local 3 members chose not to accept employment with Prime Equipment in the weeks

following the acquisition, the company claimed that Local 3 no longer represented a majority of former Clementina employees.

The judge, however, disagreed. He said the evidence was abundantly clear that the company "planned for, anticipated and expected a 'seamless transition' when it acquired Clementina." When Prime Equipment began operations with all of Clementina's Local 3 members, the new company, the judge said, was obligated to bargain with the union. It was not until almost a month after the acquisition that former Clementina employees no longer constituted a majority of Prime Equipment's unit employees.

"I conclude that Prime Equipment was clearly the successor of Clementina, that the union made a bargaining demand prior to August 28 and that the company acknowledged this bargaining demand," the judge said. "I find that the company has violated Section 8(a)(1) and (5) of the Act as alleged by failing and refusing to recognize and bargain with the Union."

The company has appealed the decision to the NLRB in Washington D.C.

## LOCAL 3 MOURNS LOSS OF NELLIE MARR, WIFE OF FORMER BUSINESS MANAGER DALE MARR



Local 3 sends its deepest condolences to former Business Manager Dale Marr and his family on the recent death of Dale's wife, Nellie. She passed away Oct. 11 in Carmichael, Calif., at the age of 80.

Nellie, who was born on Nov. 23, 1918, in Portland, Ore., was married to Dale for 62 years. She is being remembered as an excellent wife, mother, grandmother and great grandmother. Dale was Local 3's business manager from 1972 to 1982. Nellie's son, Bob Marr, is a Local 3 business representative in the San Francisco District. Two of her grandsons, Mike and Andy Marr, are

both Local 3 members.

In Nellie's memorial program Dale and his family wrote: "We sincerely thank those who have assisted our family in any way at this time, particularly those who have extended expressions of sympathy and offers of assistance...We wish to express our gratitude for your kindness evidenced in thought and deed."

Nellie, who is interred at the East Lawn Sierra Hills Cemetery in Sacramento, will be sorely missed by everyone in Local 3 who knew her over the many years she was a part of the Local 3 family.

# ONE HUGE BALANCING ACT

**California's Central Valley will become one of the state's major population centers in the next century. How the valley balances growth, agriculture and environmental interests will greatly impact Local 3's work picture there**

One of the major challenges confronting California as it prepares to leap into the new millennium lies in the Great Central Valley. Home to some of the richest farmland in the world and the producer of almost one-third of our nation's food supply, the Central Valley is immersed in an intense public debate: how to preserve the valley's precious farmland while at the same time accommodating its exploding population.

Experts predict that California's population is expected to jump from today's 33 million to roughly 48 million by 2020. A substantial portion of the 15 million new inhabitants — perhaps as many as half — will settle in the Central Valley, demographers predict.

But at the same time, studies indicate that 15,000 acres of Central Valley cropland are being lost each year to urban development. That's more than 40 acres a day. At this rate, two-thirds of the state's \$26 billion agricultural industry — the foundation of the Central Valley's food-based economy — could vanish before we get one-quarter of the way through the next century.

This scenario — the possibility that we could lose more than 30 percent of the food we eat — does not have to become a reality. The Central Valley doesn't have to become another Los Angeles Basin. It's entirely possible for the Central Valley to meet its housing needs and still preserve the valley's precious farmland.

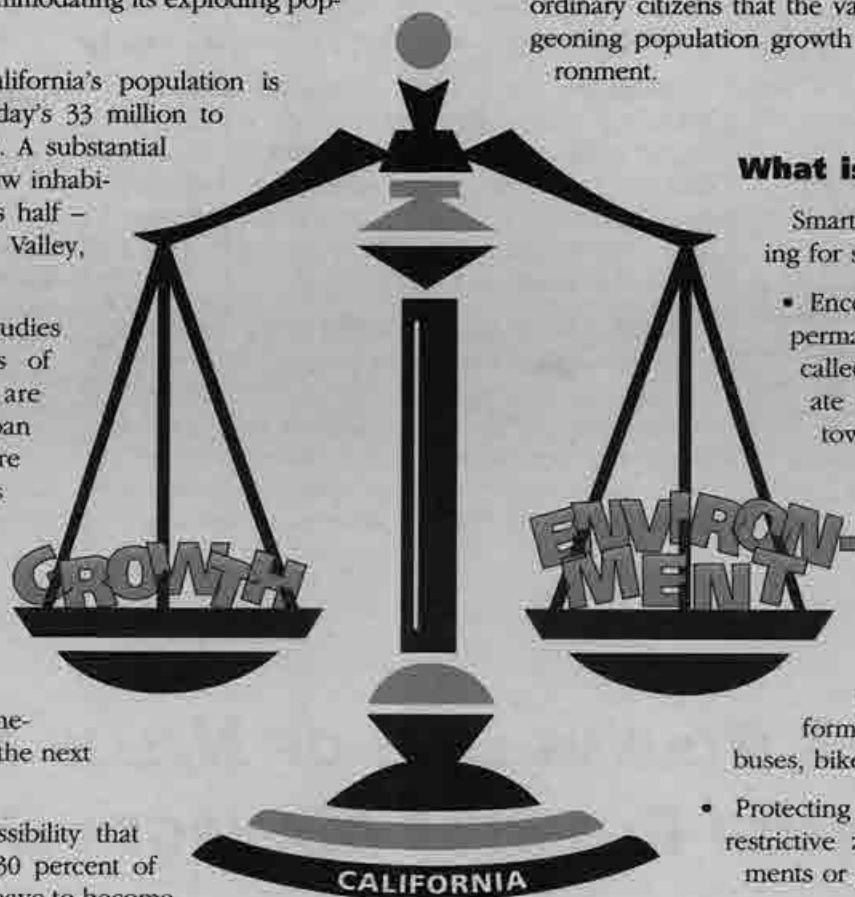
## From 'no growth' to 'smart growth'

The steady stream of newcomers into California in the 1960s and 1970s prompted many who had already staked out a piece of the American Dream to advocate "no growth" public policies. This selfish and often narrow-minded approach gave way in the 1980s and 1990s to "controlled growth" planning proposals. But that approach still had limitations. As the 1990s come to a close, there's a trend towards what's called "smart growth," a system of planning and development that attempts to better balance the economic and environmental interests of an entire region or community.

Smart growth is one way Central Valley planners and politicians are evaluating ways to accommodate the housing needs

of all the new arrivals without harming the richest agriculture region in the country. The approach, whether Central Valley residents agree with it or not, is gathering momentum and could have a profound impact on the valley's construction industry for decades to come.

The smart-growth philosophy asks cities and counties to dramatically change the way they do business. Smart-growth advocates are telling Central Valley decision-makers and ordinary citizens that the valley can cope with its burgeoning population growth without harming the environment.



## What is 'smart growth'

Smart-growth advocates are calling for such measures as:

- Encouraging cities to establish permanent boundaries, usually called urban limit lines, that create a defined edge between town and country. Proponents of urban limit lines say such boundaries focus development inward instead of outward, increase densities and make it easier for residents to use alternative forms of transportation such as buses, bikes and light rail.
- Protecting prime farmland through restrictive zoning, conservation easements or greenbelts.
- Ending the property and sales tax incentives that spur cities and counties to approve new housing or retail projects as ways to balance their budgets.
- Changing the way the state and federal governments dole out money for highways and other projects. Spending on new infrastructure, from adding a lane to a freeway to building a new university campus on undeveloped farmland, can be growth-inducing.
- Promoting the reuse of abandoned, inner-city properties — commonly called "brownfields" — to help rebuild neglected urban areas.
- Fostering greater regional cooperation on issues such as transportation and land use.

Land-use decisions have traditionally been a local affair. Where a shopping center will go, whether a housing subdivision should be built, are the turf of city councils, planning commissions and county supervisors.

(continued on next page)



(continued from previous page)

A smart-growth coalition of business, environmental and farm groups, called the California Futures Network, are calling upon state officials to think smart growth when they dole out the hundreds of millions to local agencies for highways and other projects. This type of infrastructure spending, the group says, promotes more compact development instead of sprawl, which will ultimately preserve farmland while allowing development to proceed.

The issue of how to cope with the valley's stunning population growth without harming its most precious natural resources is being hotly debated in various forums throughout the valley's 19 counties, including city council and county supervisor meetings, public hearings, radio talk shows, newspaper letters to the editor, and even in the courts. Although Local 3 isn't necessarily endorsing smart growth, the union is encouraging members to get informed on and participate in the debate.

### What Local 3 members can do

Because of the enormous impact this debate could have on construction, Local 3 members are encouraged to vigorously join the debate. Start

off by attending your quarterly district meetings to find out what's going on in your area regarding this subject. Find out what initiatives and activities your district is involved in regarding growth issues. Consider attending city council and county supervisor meetings and public hearings regarding major housing projects and development issues.

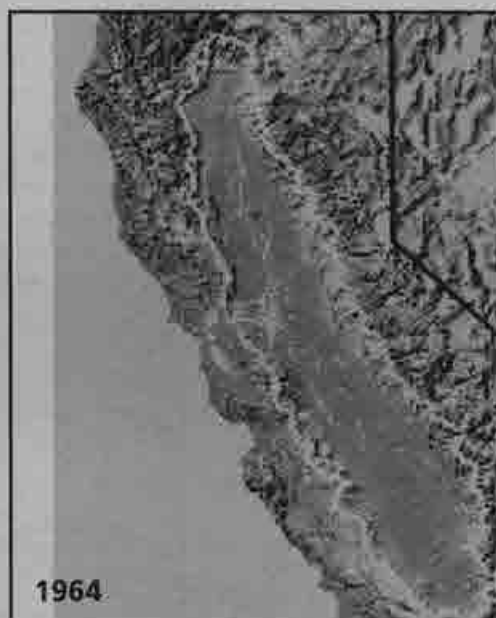
Also, write to your elected representatives, particularly at the city, county and state levels, to let them know how you feel about the future of the Central Valley. But above all, get registered to vote and go to the polls when important candidates and referendums are on the ballot in your area.

Creating job opportunities for a growing and diverse population, attracting economic activity and building quality communities are all goals Local 3 members can advocate in the public debate for the Central Valley. The Central Valley is California's challenge for the 21st century, and what happens there will shape the future of construction and agriculture for generations to come.

## HOW THE CENTRAL VALLEY IS BECOMING THE STATE'S MAJOR POPULATION CENTER

Orange areas indicate population settlement in 1964 and 1996.

Geographic growth data base in the Central Valley is a collaborative effort of the U. S. Geological Survey, Great Valley Center, New Valley Connections, California Department of Conservation, California State University, Stanislaus, NASA Ames Research Center, Institute for Ecological Health, California Environmental Resources Evaluation System and the California Land Science Information Partnership. Principal investigator, William Acevedo.



## LOCAL 3 HISTORY DEEPLY ROOTED IN THE CENTRAL VALLEY

For millions of years a vast system of rivers and streams flowing out of the Sierra Nevada has deposited layers upon layers of nutrient-rich sediments on the floor of the Central Valley, producing some of the richest farmland in the world.

Two of the largest rivers, the Sacramento and the San Joaquin, converge to form an immense delta that flows into San Francisco Bay. Thousands of years of flooding have left deposits of soft peat soil so deep that early farmers had to build special equipment to cultivate the land. Horses equipped with special shoes a foot in diameter still sunk into the delta peat soil.

When mechanized farming equipment was developed in the late 1800s, it too got bogged down in the soft delta muck. But Benjamin Holt developed the Caterpillar tractor, a machine that spread its weight over a wide area. Holt tested his first track-type machine on his own property in the delta near Stockton in 1904. The Cat, which used tracks just 42 inches wide, went into production two years later. The Cat went on to revolutionize the agriculture and earthmoving machinery industries.

American ingenuity in the Central Valley laid the groundwork for the emergence of a corps of operators, the predecessors of today's Operating Engineers.



## NEWS FROM THE credit union



by  
**ROB WISE**  
credit union  
treasurer

# CARRY A CREDIT CARD FROM A UNION INSTITUTION

Recently, I learned about problems some Local 3 members are having with the MasterCard affiliated with the International. Many of you may be familiar with this MasterCard due to offers you have received in the mail.

The brochures mailed to members emphasize this card's association with the International. It is important to note that the card is actually issued by Household Bank and serviced by Household Credit Services Inc. Our Operating Engineers' Visa card is issued by our credit union, which employs an all-union staff.

The problems that came to my attention boiled down to this: members did not feel that they had anyone on "their" side at the credit card company, no one to whom they could turn if problems arose. Members told me they had problems getting mistaken charges taken off their bills. They also told me it was difficult to get through to a real person when they called for assistance. If you are having similar problems with the International MasterCard and want some help resolving these problems, please call me at (510) 748-7400.

In addition to helping members resolve these problems, I recommend the Visa card offered by our own Local 3 credit union, the Operating Engineers Local 3 Federal Credit Union (OEFCU). I make this recommendation for several reasons, but the two most important reasons are: 1) OEFCU has shown its ability to go to bat for Local 3

members. When you contact OEFCU about unclear or mistaken charges on your Visa statement, the credit union works with merchants on your behalf. Moreover, the credit union works diligently to catch credit card fraud through ongoing careful reviews of member statements. 2) OEFCU is a union credit union. Its employees are Local 3 members. Banking union with OEFCU is an important way to support the union movement.

### Transfer your existing balances

I urge you to show your support for unions by transferring any balances you may have on a Union Plus MasterCard or any other card to an OEFCU VISA. Once your OEFCU VISA application is approved, you may request a cash advance check for the amount you wish to transfer by calling any branch. Transferring balances from high-interest cards is one of the easiest things you can do to save money.

Members like dealing with the credit union when they have Visa questions because it is easy to get in touch with a real person and who is also a union member. OEFCU has a network of 19 branches located near the places Local 3 members live and work.

To learn more about the credit union Visa card, contact any of the branches listed below or call **1-800-877-4444**. For your convenience you may apply online at **www.oefcu.org**.



## YOUR OPERATING ENGINEERS' CREDIT UNION VISA COMPARED WITH THE INTERNATIONAL'S MASTERCARD

### OEFCU VISA

Low fixed interest rate	Variable interest rate*
No annual fee	No annual fee
No cash advance fee	Cash advance fee: 1 percent by credit card check; 2.5 percent for any other advance
25-day grace period on purchases	No 25-day grace period
Over limit fee: NONE	Over limit fee: \$25

### Union Plus MasterCard\*\*

\*If you fail to make your minimum payment by the payment due date twice in a six-month period, your Union Plus MasterCard APR (Annual Percentage Rate) for your entire balance will be a fixed 19.80 percent. Your credit union's Visa card has low fixed rates of 14.00 percent APR Classic, 13.50 percent APR Gold.

\*\*Information quoted per Union Plus MasterCard advertisement mailed to a Local 3 member in March. Rates are subject to change without notice.

## Local 3 credit union branch offices to serve you

**1-800-877-4444**

Internet Branch  
[www.oefcu.org](http://www.oefcu.org)

### California

**Alameda**  
1620 South Loop Road  
Alameda, CA 94502  
(510) 748-7440

**Auburn**  
1915 Grass Valley  
Hwy., Suite 400  
Auburn, CA 95603  
(530) 889-2969

**Dublin**  
7300 Amador Plaza  
Road  
Dublin, CA 94568  
(925) 560-9660

**Fairfield**  
2540 N. Watney Way  
Fairfield, CA 94533  
(707) 425-4489

**Fresno**  
1959 North Gateway,  
Suite 101  
Fresno, CA 93727  
(559) 251-2262

**Marysville**  
1010 "T" Street  
Marysville, CA 95901  
(530) 742-5285

**Modesto**  
538 McHenry Ave.  
Modesto, CA 95354  
(209) 525-8460

**Redding**  
20308 Engineers Lane  
Redding, CA 96002  
(530) 222-5184

**Sacramento**  
9812 Old Winery Place,  
Suite 5  
Sacramento, CA 95827  
(916) 369-6752

**Sacramento (Arco  
Arena)**  
4044 N. Freeway Blvd.,  
Suite 150  
Sacramento, CA 95834  
(916) 565-6190

**San Bruno**  
711 Kains Ave.  
San Bruno, CA 94066  
(650) 875-1182

**San Jose**  
798 N. First Street  
San Jose, CA 95112  
(408) 995-5095

**Sonoma County**  
6225 State Farm Dr.,  
Suite 102  
Rohnert Park, CA  
94928  
(707) 585-1552

**Stockton**  
1916 N. Broadway  
Stockton, CA 95205  
(209) 943-2455

**West Stockton\***  
1818 Grand Canal  
Blvd., Suite 1  
Stockton, CA 95207  
(209) 472-0708

### Hawaii

**Honolulu**  
1111 Dillingham Blvd.,  
Suite E1B  
Honolulu, HI 96817  
(808) 841-6396

### Nevada

**Reno**  
1290 Corporate Blvd.  
Reno, NV 89502  
(775) 856-2727

**Elko**  
1720 Mountain City  
Highway  
Elko, NV 89801  
(775) 753-8585

### Utah

**West Valley City**  
2196 West 3500 South,  
Suite C-8  
West Valley City, UT  
84119 (801) 954-8001

\* Note address change



## AMERICAN DIVERSIFIED PHARMACIES MAIL ORDER PROGRAM

Active Operating Engineers and their dependents covered by the Northern California Health and Welfare Trust Fund and retirees and their spouses covered by the Comprehensive Pensioned Health and Welfare Plan, please note:

The services of American Diversified Pharmacies Inc. are still available for your use. American Diversified Pharmacies has been providing personalized prescription service to the Operating Engineers and their families for over seven years. American Diversified Pharmacies is located in the Operating Engineers Building in Sacramento, Calif., and proudly employs members of Local 3.

American Diversified Pharmacies is convenient, easy to use, and offers several advantages:

- ☞ Friendly personalized service
- ☞ No out-of-pocket expense to you
- ☞ No claim forms to file
- ☞ No waiting for reimbursement
- ☞ Your doctor may call or fax your prescription directly to the pharmacy
- ☞ American Diversified will obtain refill authorization for you
- ☞ Prescriptions shipped directly to your home
- ☞ Toll free customer service line 800-568-2177
- ☞ Toll free fax line 800-568-2174
- ☞ New orders shipped next business day
- ☞ Pharmacist available for drug information 24 hours a day
- ☞ Walk-in services available in Sacramento

☞ **Important note:** Retirees or spouses who are enrolled in one of the trust fund's Medicare Advantage programs through Kaiser, Health Net or Pacific Care are not eligible for these prescription drug benefits. They must use the prescription drug benefit provided by their Medicare Advantage plan.

### College students covered by the California health and welfare plan

The Operating Engineers Health & Welfare Plan covers unmarried dependent children until age 19. Coverage is extended to age 24 for full-time students

(enrolled for nine or more units) at an accredited school or college. This extension of eligibility applies to participants in Kaiser and the regular plans.

Students maintain their student status during the summer months if they are enrolled for the terms preceding and following the summer break.

Students 19 and over are required to submit proof of enrollment from the office of the school's registrar each semester or quarter. Failure to submit this documentation will result in claim payment delays. To avoid unnecessary delays, the trust fund office suggests the following:

At the beginning of each semester or quarter, submit a completed Student Dependent Certification form — available from your district office, the Fringe Benefit Service Center or the trust fund office — to the trust fund office. Upon receipt, the trust fund will note the information, and any claims submitted can be processed in the normal fashion.

Have the student make a copy of the certification for his or her records.

Students covered under the Kaiser Plan should, in addition to providing the required documentation to the trust fund office, submit proof of enrollment to Kaiser when requested.

Trust fund records for all dependents are filed under the member's name and Social Security number. The trust fund office reports that students and schools often send the certifications without identifying the member's name and Social Security number. In many cases, the trust fund cannot match these forms to the proper member. It is important to remember the trust fund handles the accounts for thousands of members. Be sure all correspondence are always properly identified.

### Retiree Association meetings

Retiree Association meetings are an open invitation to all retirees and your spouses, to come join us at the meeting in your area. We would especially like to welcome all newcomers to the retirees' ranks and hope to see you at the meetings. Your input is vital, and we will be discussing the latest happenings. Be sure to check the schedule for the meeting in your area, and we hope to see you there.

## REVISED RETIREE ASSOCIATION MEETINGS SCHEDULE

### FAIRFIELD

Tuesday, November 9, 2 p.m.  
Operating Engineers Bldg.  
2540 N. Watney Fairfield, Calif.

### FRESNO\*

Potluck Picnic and Meeting  
Thursday, November 11,  
11:30 a.m.  
Labors Hall  
5431 East Hedges, Fresno, Calif.

### WYOMING

Wednesday, November 17, 2 p.m.  
Laborers Union Hall  
1820 Westland Road  
Cheyenne, Wyo.

### SALT LAKE CITY

Thursday, November 18, 2 p.m.  
Operating Engineers Bldg.  
1958 W. N. Temple,  
Salt Lake City, Utah

### AUBURN\*

Tuesday, November 23, 10 a.m.  
Auburn Recreation Center  
123 Recreation Dr., Auburn, Calif.

### SACRAMENTO\*

Tuesday, November 23, 2 p.m.  
Operating Engineers Bldg.  
4044 N. Freeway,  
Sacramento, Calif.

### SF/SAN MATEO

Tuesday, November 30, 10 a.m.  
Villa Hotel  
4000 S. El Camino Real  
San Mateo, Calif.

### NOVATO

Tuesday, November 30, 2 p.m.  
Inn at Marin  
(formerly Alvarado Inn)  
250 Entrada, Novato, Calif.

**\*Note date and/  
or location change.**

Last month, the Fresno meeting was erroneously listed as "Thursday, Oct. 11."

## NEWS FROM fringe benefits



by  
**CHARLIE WARREN**  
fringe benefits  
director



## NEWS FROM THE safety dept.



by  
**BRIAN BISHOP**

safety  
director

## "I LOST A FRIEND TODAY"

I lost a friend today. He was a big kid. No, he was a man, but gentle as a lamb. A family man, a good hand and a fella that always seemed to be wearing a smile. He was just good people. How did I lose him? He died when he was thrown from an excavator.

My friend wasn't wearing a seat belt. Sometimes seat belts are not required on construction equipment. This particular excavator ended up about 60 feet down the canyon with no damage to the cab.

Why don't we wear seat belts? I don't have to tell you why, because we have all heard the same excuses why we or our friends aren't wearing seat belts. Are any of these excuses valid? If you answer that question honestly, rather than trying to convince yourself that not wearing the belt is more of a convenience, you'll figure out that these excuses are just that — excuses.

You can always find some good ol' boy

who will tell you, "I never wear a seat belt because —." But, if you talk to the other hands on a job, you'll find out that there are one hell of a lot more of them that were saved by a seat belt than were ever injured by not having one on.

Gary Roberson, district manager for Cal-OSHA in Redding, told me: "To my knowledge, off-hand, we haven't had anybody killed in the seat."

A few hands don't belt up because they are on a little rig, or they aren't going far, or what good is the belt on this flat ground? Check some of these cases involving Local 3 members:

- A one-and-a-half-ton roller rolls over when compacting asphalt. A seat belt was not worn. Result: fatality.
- A loader operator is moving railroad ties about 60 feet on flat ground when a tie rolls off the bucket and the loader's wheels

bounce over it. The operator is knocked out and thrown from the cab. Result: fatality.

- A forklift operator is not wearing a belt or hard hat because he only had to move a small load a short distance. The tire hits a hole, and the operator is thrown from his seat and knocked out on the roll cage.

Wear your belt and tell your friends to wear theirs. It is hard sitting here with this hollow feeling in my stomach. My friend is gone. No more sitting around telling hunting and fishing stories and jokes at lunch. No more seeing him smile from under a hard hat with rain dripping off the brim. No more having someone who can be depended on.

Even if you don't care about yourself, think about what your family will be feeling when you are the victim of an avoidable incident and are gone. Don't make one of your friends have to say, "I lost a friend today." Wear your seat belt.

## EVERYTHING YOU NEED TO KNOW ABOUT ASTHMA

Bronchial asthma is a lung disorder characterized by wheezing attacks alternating with periods of relatively normal breathing. It is usually intrinsic, which means no cause can be demonstrated, but it is caused occasionally by a specific allergy to such things as mold, dander or dust.

Symptoms can occur spontaneously or they can be triggered by respiratory infections, exercise, cold air, tobacco smoke or other pollutants, stress or anxiety, or by food or drug allergies.

Typically, the individual breathes relatively normally, then will have periodic attacks of wheezing. Asthma attacks can last minutes to days and can become dangerous if the airflow becomes severely restricted.

Asthma affects one in 20 of the overall population, but the incidence in children is one in 10. Asthma can develop at any age, and some children seem to outgrow the illness. Risk factors include self or family history of eczema, allergies or family history of asthma.

This quiz, developed by the National Heart, Lung and Blood Institute of the National Institutes of Health (NIH), tests what you know about asthma.

### Asthma Quiz

1. Asthma is a common disease among children and adults in the United States. **T or F**
2. Asthma is an emotional or psychological illness. **T or F**
3. The way that parents raise their children can cause asthma. **T or F**
4. Asthma episodes may cause breathing problems, but these episodes are not really harmful or dangerous. **T or F**
5. Asthma episodes usually occur suddenly without warning. **T or F**
6. Many different things can bring on an asthma episode. **T or F**
7. Asthma cannot be cured, but it can be controlled. **T or F**
8. There are different types of medicine to control asthma. **T or F**

### Answers to the asthma quiz

1. True. Asthma is a common disease among U.S. children and adults, and it is increasing. About 10 million people have asthma, 3 million of whom are under 18 years of age.
2. False. Asthma is not an emotional or psychological disease, although strong emotions can sometimes make asthma worse. People with asthma have sensitive lungs that react to certain things, causing the airways to tighten, swell and fill with mucus.
3. False. The way parents raise their children does not cause asthma. It is not caused by a poor parent-child relationship or by being overprotective.
4. False. Asthma episodes can be harmful. People can get sick and need hospitalization. Some people have died from asthma episodes. Asthma episodes, even mild ones, may cause people to stop being active and living normal lives.
5. False. Sometimes an asthma episode may come on quite quickly; however, before a person has any wheezing or shortness of breath, there are usually symptoms such as a cough, a scratchy throat or tightness in the chest.
6. True. For most people an episode can start from different triggers, such as pollen, molds or house dust, weather changes, strong odors, cigarette smoke and certain foods. Other triggers include being upset, laughing or crying, having a cold or the flu, or being near furry animals.
7. True. There is no cure yet for asthma. However, asthma patients can control it to a large degree by:
  - Getting advice from a doctor who treats asthma patients.
  - Learning to notice early signs of an episode and to start treatment.
  - Taking medicine just as ordered.
  - Knowing when to get medical help with a severe episode.
8. True. Medication is available. People with mild asthma need to take medication when they have symptoms. Most people need to take medicine daily to prevent symptoms and also when symptoms occur. A doctor may decide the best type of medicine for each patient and how often it should be taken.





## HAROLD LEWIS SWORN IN AS LOCAL 3 TRUSTEE

HONOLULU – Ten months after coming out of retirement to become district representative in the Hawaii District, Harold Lewis was sworn in as trustee at a brief ceremony Oct. 4 in the Sacramento District office. Lewis was sworn in at the same time Special Rep. John Bonilla was sworn in as the union's new vice president following the retirement of Pat O'Connell, who had served as vice president since July 1996. Before retiring in 1982, Lewis served as Hawaii District representative for 24 years (1958-1982) and as financial secretary for 10 years (1973-1982).



**Above** - Hawaii District Rep. Harold Lewis, left, is sworn in by Business Manager Don Doser at an Oct. 4 ceremony in Sacramento.



**At right** - Hawaii District Rep. Harold Lewis gives a brief speech after being sworn in as trustee on Oct. 4 in Sacramento.



## NORTHERN CALIFORNIA TRADESWOMEN CONFERENCE COMING Nov. 14

Local 3 women are invited to attend the Northern California Tradeswomen Conference at Laney College in Oakland, Calif., on Sunday, Nov. 14, from 10 a.m. to 4 p.m. For more information, call Beth Youhn at 510-835-2511. The conference has been endorsed by Local 3 and six Northern California Building Trades Councils.



Before the Sept. 19 semi-annual meeting at the Radisson Hotel in Sacramento, some Local 3 members gathered at poolside. Front row from left, Virginia Morgan, Jeaneen Titsworth and Beth Youhn, and top row from left, former Operator Tanya Howell with current members Sabrena Rosenberg, Regina Jackson, Lisa Dickerson and Leolani Mitchell.

## NEWS FROM teaching techs



by  
**FLOYD HARLEY**

administrator,  
northern california  
surveyors joint  
apprenticeship  
committee



# NCSJAC PROVIDES THE BEST POSSIBLE EDUCATION

"What would an apprenticeship program be without top instructors?" asked former Northern California Surveyors Joint Apprenticeship Committee (NCSJAC) Administrator Art McArdle in a column he wrote in September 1992. Gene Machado and Art Pennebaker, who preceded McArdle as head of the apprenticeship program, also shared the same concern about training.

These were the three men who ran the apprenticeship program, and all three were dedicated to having the best surveyors apprenticeship program in the country. Their vision set the standard for those who followed after. These men gave their personal best to make a better workforce and a better union.

## Carrying on a tradition of dedicated administrators

Then came Paul Schissler, who brought the apprenticeship program into the 21st century. His goals were as high — if not higher — than his predecessors' goals. Because of his efforts, we have a new curriculum that is envied by the industry. Through the dedication of these men, you, the apprentice, will have an education that is equal to none.

As the next administrator, I have an easier task ahead of me because of these men, and I wish to thank each one of them, if not personally, then in memory. Because of them and the effective instructors who run the classes, I am taking on the administration of a program known for excellence.

I have set high goals for myself. Through hard work, I will do what it takes to keep this program the best in the nation. I will make sure that all members have an equal chance to benefit from the program and become the best that they can become. We offer an entry-level apprenticeship program for anyone new to the union, and we have a journey-upgrade program for members who want to retrain.

I want to extend an invitation to the members. If you think you may need a refresher, then call us at 510-748-7413 or come in and talk to us. Administrative staff members Joani Thorton and Janet Crisosto are the best, and I rely on them. We keep an open-door policy, and we are here for you.



Gene Machado



Art McArdle

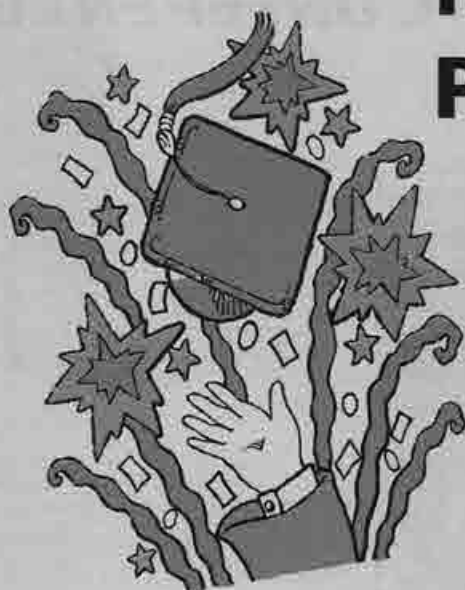


Art Pennebaker



Paul Schissler

## NCSJAC ADMINISTRATOR PAUL SCHISSLER RETIRES



Paul Schissler

*People come and people go, but Operating Engineers Local 3 continues on — growing larger and more powerful.*

*One of the persons that contributed to this expansion recently left the Northern California Surveyors Joint Apprenticeship Committee (NCSJAC) for a well-deserved retirement. Paul Schissler has been an asset to both the Technical Engineers Division and NCSJAC. Paul's expertise and experience will be missed. We wish Paul a long and healthy retirement.*

*The work picture continues to look good with very few on the out-of-work list. With hours increasing and the weather cooperating, we can look forward to another good year.*

## NEWS FROM talking to techs



by  
**GERRY ORME**

director,  
technical  
engineers  
division

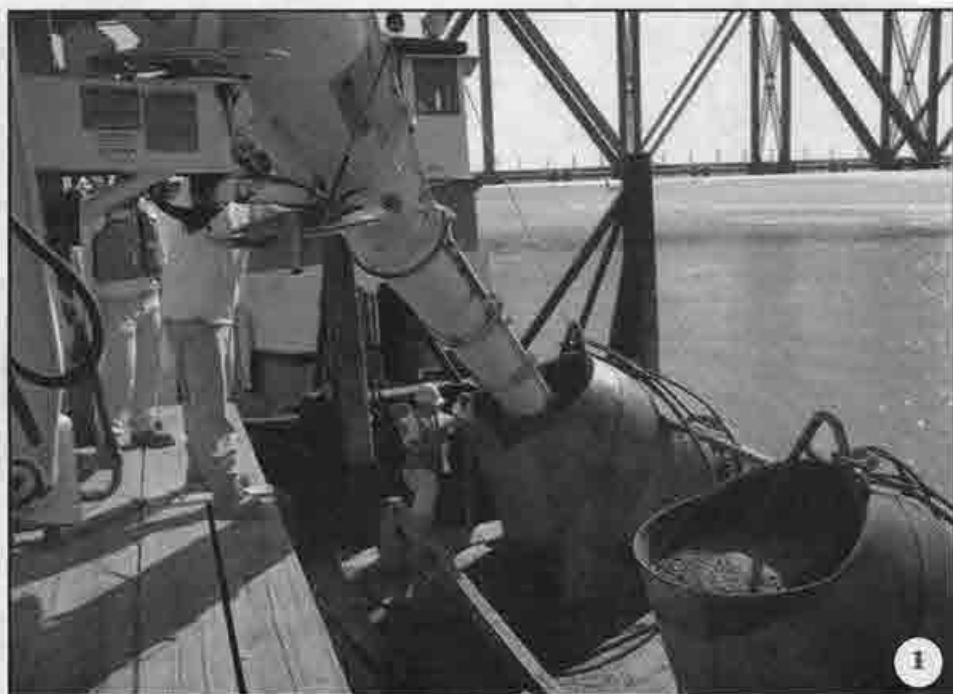


# Benicia-Martinez Bridge

*Seismic Retrofit*



Dale Thomas on a Manitowoc 4000W moves pipe joints from barge to pier area.



# Working on water

by Valerie Kanter, Associate Editor

## Benicia-Martinez Toll Bridge Seismic Safety Project

**F**or about 20 Operating Engineers from the Fairfield District, working on the seismic retrofit of a bridge means you begin each day on the dock, board a boat piloted by a work boat operator and get ferried to the job site. It also means that everything you work with, whether it's equipment, tools, or materials and supplies, must be delivered by barge, scow or work boat.

The Manitowoc 4000W crane sits on a barge, the American 9310 sits on a barge, the Link-Belt 150 sits on still another barge. An operation that takes place on water and underwater has this added complication that a land job doesn't have.

### Substructure retrofit

Doing the concrete pours required to strengthen most of the 13 piers, for example, becomes a long, drawn out process. Nine of them are being reinforced with about 150 yards of concrete each, and getting the concrete from shore to pier is a huge undertaking. Again and again, four 4-yard buckets sitting on a barge at the dock are filled and pushed out to a pier by a work boat. Once there, the Link-Belt lifts each one and maneuvers it to the hopper on the concrete pump where an operator dumps the bucket. Next, it is pumped into a rebar caisson inside the pier. Completing this procedure takes about five hours for each one.

FCI Constructors and Interbeton Inc., jointly based in San Jose, are conducting all the work on the main span of the Benicia-Martinez Toll Bridge, a bridge that

the California Department of Transportation (Caltrans) has identified as a crucial lifeline. The overall retrofit strategy is to increase the base strength and elasticity of the bridge's main structural elements, so that it can withstand a major earthquake and remain in use during the aftermath.

The seismic retrofit work for the bridge's substructure includes:

- Strengthening the footings by prestressing and reinforcing the concrete.
- Strengthening the pier walls by drilling into the existing walls and adding reinforced steel and concrete.
- Increasing foundation stability by anchoring up to 205-foot-long steel piles 60 feet deep into underlying bedrock.

### \$1 surcharge

On Jan. 1, 1998, a one dollar surcharge was added to the state-owned toll bridges in Northern California to help pay for seismic retrofitting. The surcharge, which is expected to generate \$875 million, is scheduled to be in effect for about eight years. The surcharge is helping to pay for the retrofit of seven area toll bridges.

### Essential bridge

Today, the Benicia-Martinez Bridge is one of the most heavily traveled spans in the state, moving residents and employees from the Sacramento Valley to the Bay





1, 2. Floating on a barge, four 4-yard buckets get filled with concrete, pushed out to the piers and dumped into the concrete pump hopper. At the controls inside the work boat is Don Peterson.

3. Concrete Pump Operator Sampson Sidell.

4. In the foreground, Local 3 Driller's Assistant Tony Baroni prepares to line up a 20-foot length of concrete column for Driller Pat Lewton.

5. On the American 9310 crane is third generation Operating Engineer Mike Darrough, left, with Business Rep. Ted Wright.

6. Mechanic and Steward Frank Accettola.

7. Work Boat Operator Bill Hearon. A work boat operator is a Local 3 member with a captain's license.



Area, and back again. Over 100,000 vehicles cross the 1-mile bridge daily, which makes the Benicia-Martinez Bridge an essential structure for many people and businesses in the area.

### Beefing up the superstructure

The bridge's superstructure has six lanes of traffic and consists of a 72-foot-wide, lightweight concrete deck supported by 33-foot-deep trusses. The seismic retrofit work will include strengthening or replacing its many components, including:

- Adding new steel members to strengthen the deck.
- Reinforcing expansion and fixed hinges to strengthen the connections between deck segments.
- Anchoring the deck to the top lateral bracing system — the system of diagonal steel members — and strengthening the top and bottom lateral bracing systems.
- Removing and replacing all expansion joints with larger steel joints.
- Drilling and installing 300,000 new nuts and bolts.
- Strengthening the connections between the deck and the piers by replacing the existing bearings with new seismic isolation bearings.

The new seismic isolation bearings weigh 20 tons each, and this is the first time they are being used in a bridge retrofit. These enormous isolation bearings are currently used in new construction for buildings and bridges, and they have also been used for earthquake retrofits for older buildings.

### Being ready for a Maximum Credible Earthquake

At an estimated cost of \$91 million, the seismic retrofit will make the bridge less susceptible to earthquake damage and able to withstand a Maximum Credible Earthquake (MCE), thereby minimizing bridge failure.

For the Benicia-Martinez Bridge, an MCE in the area along the Green Valley Fault, which is located 2 miles east of the bridge, is defined as 6.72 on the Richter scale. When the Benicia-Martinez Toll Bridge Seismic Safety Project is complete, the bridge will be strong enough to withstand such a quake.

The work on the Benicia-Martinez Bridge began in June 1998 and is scheduled to be completed in September 2001. In addition to making the bridge safe for the everyday bridge user, the retrofit will ensure that the bridge will be available after an MCE to transport emergency vehicles, people and whatever other services are needed.

(continued on p. 14)



## History of crossing the Carquinez Strait at Benicia

For nearly 100 years, ferry service had been the only way to cross the Carquinez Strait at Benicia. Initiated in 1853 by California landowner General Mariano Vallejo, a ferry provided service to the general's vast holdings and to the state capital in Benicia.

As the demand increased, two enterprising young grocers in 1918 started a rival ferry service six miles upstream at the town of Vallejo. Within five years the Vallejo ferry had been replaced by the Carquinez Bridge, the first bridge to cross the strait.

In the 1950s, increasing traffic had swamped both the Carquinez Bridge and the Benicia ferry, which by this time was a state-owned operation. By the mid-1950s, plans were made to build a vehicular crossing. Inauguration of the Benicia-Martinez Bridge in 1962 marked the end of the last remaining state-owned ferry system in the San Francisco Bay area.

In 1980, the bridge was seismically upgraded. However, these upgrades have been determined to be inadequate. The piles during the earlier retrofit had been driven into 5 feet of bedrock, while today's piles are being driven into 60 feet of bedrock.

A railroad crossing built in the 1930's between Martinez and Benicia runs parallel to the toll bridge.



**NEWS  
FROM THE  
OFFICE OF  
compliance  
&  
civil rights**

# WHEN WE WORK TOGETHER AS A TEAM, WE WIN



There is nothing better than a good dirt crew, a smooth push-pull team or a paving crew that just knows what to do. Local 3 is built on teams of people working together for one goal, and that's the way we get the job done on time and under budget. If our union members could support professional equality for all, it could set an example for others to follow.

When we work as a team, we are unbeatable. It is up to us to decide that we are going to be like John Stockton and Carl Malone, Steve Young and Jerry Rice or Mark McGuire and Sammy Souza, who, even though they don't play on the same team, have brought respect for ability to a new level. We've been given a world that is much more interesting and exciting if we know and relate to people of different racial and cultural backgrounds. Athletes seem to accept this as a fact of life.

## Making a more perfect union

Our union has never really dealt with the race issue before, except in an atmosphere of crisis and conflict. So a lot of people may wonder, "Why are we doing this now?" What is the point? The point is, making a more perfect union. The point is, proving

we want the best for all of our members.

If in 10 years our members can look back and see that this year of honest dialogue and concerted action helped to lift the heavy burden of race from our children's future, we will have given a precious gift not only to our union but to America as well. When we look to the future, we must find a way to organize a continuing mechanism where people of good will can come together.

## Power and respect

It may seem clever to know and accept others, yet accepting oneself is the way to wisdom. It may feel powerful to overcome others, yet disciplining oneself is true strength. It may be noble to honor others, yet respecting oneself is deep self esteem.

Perhaps the greatest challenge we face as a union is truly a great opportunity. Money cannot buy this goal, power cannot compel it, technology cannot create it. This is something that can come only from the human spirit.

Can we fulfill the promise of Business Manager Don Doser and the officers that we will overcome the issue of racial equality and move into the 21st century as one union that will not and would not allow this dilemma to take us down?

Let's rise up and get on the same page as our administration.



by  
**CURTIS BROOKS**

director



## NEWS FROM THE districts

### FROM MARYSVILLE EBOW WYBAZUITTE

## WORK FLOURISHES IN DISTRICT 60

MARYSVILLE — District 60 is very busy with Baldwin Contracting continuing to overlay I-5 as well as a number of county roads and new subdivision roads around Chico. The company's Marysville crews are working on Hwys. 99 and 20 as well as some Yuba City streets.

**Kiewit Pacific** is working on the fiber-optics job from Orland to Colusa and on to Knights Landing. There are about 15 operators on this job, and some are from Locals 701 out of Oregon and 612 from Washington. The company is currently working two crews with spider plows to get through a protected snake area before the state closes it for the winter. Kiewit intends to work through the winter, weather permitting, to complete as much of this work as possible.

**Teichert Construction** is working at the Yuba County Airport grinding out and overlaying bad spots in the airplane parking and taxiways. These improvements are mostly due to the building of the Arciero Raceway and Amphitheater. Teichert is also doing pavement repairs in the Live Oak area.

**The Calpine Power Plant** is at a standstill while the environmental appeal is being considered. We hope it will get moving soon.

**Clemens Construction** is moving along on its job at Squaw Creek with four Operating Engineers.

**Foundation Constructors** has moved into the Yuba River bottoms just east of the Hwy. 70 bridge to drive pile for upgrading the railroad trestle. To make the track support safer, the company will be replacing a 1,000-foot wooden section by driving pile to place steel girders on.

**Holt of California** is busy in Pleasant Grove, Yuba City and Williams, keeping around 60 members working. Peterson Tractor in Chico and Willows is also very busy as the work continues to flourish in our area.

Vintage Paving has pretty much finished its Gridley job, but it is still working in our neighboring districts.

by Business Rep. J. L. White

## LOCAL 3 WINS JOB BACK FOR FIRED ANIMAL CONTROL OFFICER



From left, Margo Stratton, a retired chief job steward for Plumas County, and Melisa Eisenman, who works in the county of Plumas Animal Control office, at the luncheon following Local 3's Semi-Annual in Sacramento.

Local 3 presented evidence that Eisenman had remained seated during the entire argument. The union also supplied evidence that Eisenman was an employee with extremely high work productivity, excellent evaluations, and a clean record prior to her one bad day at the office.

Eisenman said every public employee should belong to the union. "I only joined because the job steward, Margo Stratton, kept pushing me to do it," she said. "Now I understand just how important it is to belong to Local 3. I would not have my job if it were not for the dues that my fellow union members pay for union representation. Anyone who is in the union who knows someone who is not, I hope they will share my story."

MARYSVILLE — An animal control officer in Plumas County won her job back when an arbitrator ruled her termination was excessive discipline.

Local 3 member Melissa Eisenman was unjustly terminated after she threatened to assault her supervisor in June, an arbitrator ruled after Local 3 represented the animal control officer in a two-day arbitration.

Eisenman was ordered reinstated with back pay for one month. The arbitrator imposed a two-month suspension, but stated termination was excessive. Eisenman admitted threatening to beat up her supervisor, another woman, during a very personal argument in the work place.

## MORE ROAD & PIPE WORK IN DISTRICT 60

MARYSVILLE — Work in my half of District 60 is steady.

☞ Baldwin and Lee Stabilization continue to work on 40 Mile Road between Marysville and Wheatland.

☞ Teichert has done all the work so far at the amphitheater to complete the first phase, and it is now working hard on the underground part of the project.

☞ Kiewit is still working on Hwy. 70 between Marysville and Oroville. The company plans to finish the paving some time in November; however, subcontract work will still need to be completed.

☞ Baldwin and Butte Construction are working on the Quincy LaPorte Road trying to get all the dirt work done so Baldwin can pave next year. Jaeger Construction is laying the pipe for this job.

by Business  
Rep. Travis Tweedy



## Lots of public and private work in Sacramento

SACRAMENTO — This season may have started off slowly, but it's turning out to be a great season for District 80.

- **In the Placerville area and El Dorado County**, Joe Vicini has been picking up school reconstruction projects as well as private work.
- **Teichert Construction** out of Sacramento was awarded an overlay project at an estimated value of \$1.3 million. The project is located on Hwy. 49 south of Pleasant Valley Road.
- **Pacific Mechanical Corporation** out of Concord is working at a water treatment plant in Pollock Pines.
- **C. G. Meyers** began a project on Hwy. 50 with an estimated value of \$1.2 million. The project will include realignment, erosion control and drainage.

## FROM SACRAMENTO FROM SACRAMENTO

• **Ron Hale Construction** out of Redding finished work on Hwy. 89 in Meyers. The company had a grinding crew working from Meyers towards Truckee. Granite Construction Company out of Reno is following with the overlay.

• **Perata Excavation** has a lot of private work throughout the Lake Tahoe area, including Squaw Valley Resort, Hwy. 28 and Emerald Bay Pass.

Kiewit Pacific Company has started its Stone Lake project on Elk Grove Boulevard and I-5 in Elk Grove, Calif. The project consists of levy construction, subdivision rough grading, and detention basin and vernal pool construction. The Stone Lake project will employ about 25 Operating Engineers, and they will be working five 10-hour and one eight-hour shifts. The project consists of 1,118 regular house pads along with 450 large house pads for a total of 1,568 house pads.

by Business Reps. Jim Horan and Ricky C. Johnson Sr.

## FROM ROHNERT PARK FROM ROHNERT PARK

### OPERATORS EXPAND STORAGE POND FOR CITY OF SANTA ROSA

ROHNERT PARK — Ghilotti Construction Company employed about 15 Operators on the Brown Farm storage pond expansion off Llano Road.

The job, for the City of Santa Rosa, was due to be completed Oct. 15, but the crew finished one week early and received a bonus. The work added a 10-foot elevation on top of the existing levels and increased the storage capacity to 163 million gallons of treated effluent. The pond is used strictly for irrigating surrounding farmland and fields.

Along with the dirt work, Ghilotti Construction will do some pump station piping and build a pond overflow structure.



Above - Ghilotti Construction crew at the Brown's pond job are, from left: William Lawsen, William Ashby, David Darling, Mike Kane, Rich Derico, Gradesetter Matt Lawson, Apprentice Bonnie Sue Coburn, Bernetta Watts, Gary McKay with red hard hat, Laborer David Forney, Jay Maddrill, Darius Upshaw, James Spain, Ronald Swoveland and Foreman Paul Dambaard.



Gary McKay finishes slope inside the pond.

### PERSONAL NOTE.....

EUREKA — The Eureka District would like to extend its deepest condolences to the family and friends of Michael Powers who passed away Sept. 15. Mike was a dedicated Local 3 member, serving for many years as a Grievance Committee member. He was always there for Local 3 and for Local 3's sponsored events. Mike will be missed by all who had the pleasure of his friendship.

## NEWS FROM THE districts



## NEWS FROM THE districts

FROM STOCKTON  
EBOW STOCKTON

# NATIONAL TRANSPORTATION YARD MOVES AHEAD IN SAN JOAQUIN COUNTY

STOCKTON — Work in District 30 is once again at an all-time high. The out-of-work list is all but empty and more work is being bid weekly.

The San Joaquin County Planning Commission voted unanimously Sept. 23 to grant approval for construction of the \$80 million, 450-acre Burlington Northern Santa Fe Railway Company switching yard, better known as an intermodal facility. Rank-and-file Local 3 members Pam Phillips, Benjamin Herbert, Wayne Taveras and Greg Rivera spoke on behalf of the project, as did I as the district representative. This will make Stockton the hub of central California for national transportation of agriculture, produce and other manufactured goods. Granite Construction is apparently the low bidder for construction of this immense undertaking.

A San Francisco-based Presidio group wants the city of Tracy to annex 147 acres located one-half mile west of Corral Hollow Road. The company proposes to build 550 new homes and a 27-acre park. We hope the planning commission will approve this at its Oct. 5 meeting.

### Bids due by February 2000

The California Department of Transportation is expected to advertise the following amounts for bids between September 1999 and February 2000:

- Stanislaus County, two projects, totaling \$3.9 million.
- Alpine County, one project, totaling \$1.4 million.
- San Joaquin County, seven projects, totaling \$35.8 million.
- Calaveras County, three projects, totaling \$7.2 million.

Since April, District 30 has signed agreements with the following companies:

- Apr. 8** A Plus Material Recycling
- Apr. 13** F & H Construction
- Apr. 13** Keith Robbins Construction
- Apr. 26** Tom May Construction
- May 7** MCR Engineering
- May 13** Brisco

- June 7** O. K. Mitty
- Aug. 13** Bees Sweeping
- Sept. 15** Loy Clark Pipeline
- Sept. 22** J. D. Frey
- Sept. 22** Independent Mechanical
- Sept. 22** M & L Vacuum Truck

We are presently bargaining with 7-11 Materials Inc., a rock, sand and gravel producer in Waterford. Also, we should soon begin bargaining with Hulcher Professional Services, a railroad maintenance employer. Construction of Teichert's new plant in Vernalis is reportedly on schedule, and the transfer of operations from the old Tracy location should take place smoothly.

There are parties trying to get permits to export rock, sand and gravel products from the Port of Stockton to the Bay Area. If they are successful, this should give Central Valley producers a shot in the arm and put more members to work.

*by District Rep. Dave Young*

## DISTRICT PICNIC A HUGE SUCCESS!

The Stockton District picnic was a whopping success, as usual, mostly due to the special people who worked selling tickets, cooking, serving and entertaining the children. Thanks to all for the outstanding help. Here are a few photographs of the event.

1. Secretary Lynn Pankratz and Business Rep. Tami Huber sell lots of raffle tickets.
2. District 30 Executive Board member Pat Shanklin and Public Employees Business Rep. Vince Sabeen shuck corn for the picnic.
3. From left: Business Rep. Roger McPeeters, Rec. Corres. Sec. Rob Wise, Business Rep. Doug Corson, Local 3 President Jerry Bennett and Public Employees Business Rep. Vince Sabeen.





# TAKING OUT THE TRASH FOR A LIVING

A CREW OF 18 OPERATING ENGINEERS MAINTAINS THE LOCKWOOD LANDFILL OUTSIDE RENO, NEV.

RENO – For 18 Local 3 members employed at the Lockwood Sanitary Landfill outside Reno, Nev., taking out the trash isn't merely a weekly chore, it's a career, a way of life – their livelihoods.

The trash trucks come mostly from Sacramento and Grass Valley, Calif.: 35 trucks in all, making two round trips a day. The 70 total daily loads bring roughly 6,000 tons of refuse to the landfill. After the truck trailers are unloaded, the Operating Engineers in compactors and dozers spread and compress the garbage to a depth of 22 feet before the trash is covered by dirt, which is brought by scrapers from another area of the 500-acre landfill. Local 3 crews work 10-hour shifts, seven days a week.

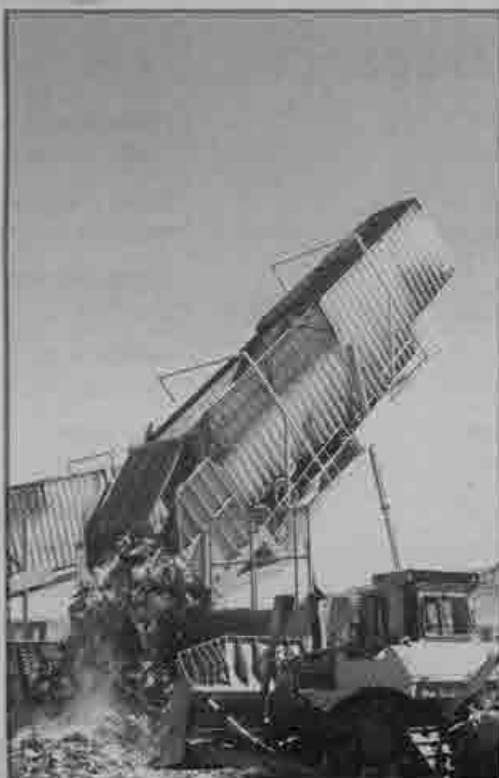
The unit of Operating Engineers, who have been in Local 3 for many years, have a bright work forecast ahead of them, as the landfill has at least a 35-year life expectancy.



Heavy equipment appears to drown in a sea of garbage at the 500-acre Lockwood Sanitary Landfill near Reno, Nev.



Dozer operator Don Wenzel.



A hydraulic lift raises a truck trailer to about a 60-degree angle, causing the load to slide out so that dozer operator Don Wenzel can spread the material.



Compactor operator Gary Rose.

## STILL going STRONG

After more than a decade on the market, Cap Gouker's Storm Drain and Manhole Raising Form continues to help contractors save labor and material costs

It's been more than 10 years since Local 3 retired member Clifford "Cap" Gouker invented Cap's Storm Drain and Manhole Raising Form. Some members may recall reading about Cap's invention way back in the July 1990 *Engineers News*, which chronicled the early development of the product.

The editorial staff of the *Engineers News* was wondering how Cap was faring with his invention, so we gave him a call. As it turns out, Cap is still going strong manufacturing and selling the manhole raising form. He's had good success selling the device in his home district of San Jose, where the form has proven to be a labor and material saver for many South Bay contractors when installing and raising manhole and storm drain castings to grade. Cap wants other contractors throughout Local 3's jurisdiction to know that they too can take advantage of this money-saving device.

The form, made of 18-gage galvanized steel, fits snugly inside a casting so that "mud" can be filled in between the casting and concrete and then vibrated without any debris or concrete falling down into live lines. When you press down on the handle, four spring-loaded metal arms push the form outward so that it presses tightly against the casting wall.

Once the form is in place, a laborer can slap "mud" vigorously in the gap, then use a vibrator to work in the concrete without a single drop of material spilling into the sewer or storm drain. When the form is removed a half-hour or so later, the job is finished. There's no need to go back a second time to fill in any voids and smooth-finish inside the manhole.

The form sells for \$295 plus applicable tax and freight. The form can be shipped via UPS. If you'd like to order this product or simply obtain additional information, you can call Cap at his home in Freedom by calling (831) 724-0215.



1. Cap Gouker holds his manhole raising form, which weighs only 25 pounds and is made of durable galvanized steel.

2. This laborer installs the form before breaking out the concrete to lower the casting to grade. By using the form, nothing falls into the sewer.

3. The form in action on Granite Construction's recent job on West Lake Avenue in Watsonville.



## DEPARTED MEMBERS

Our condolences to the family and friends of the following departed members: (Compiled from the September 1999 database)

<b>Simeon Bacolor</b>	Waialua, HI	08-08-99
<b>Landon Barnes</b>	Lafayette, CA	09-13-99
<b>G. Chapin</b>	Elko, NV	09-12-99
<b>Everett Cobb</b>	San Jacinto, CA	08-23-99
<b>Bernard Daquioag</b>	Honolulu, HI	09-03-99
<b>Donald Desoto</b>	Hayward, CA	06-11-99
<b>Fremont Douglass</b>	Stockton, CA	09-03-99
<b>Othel Hardy</b>	Stockton, CA	08-27-99
<b>V. Harpe</b>	Nice, CA	08-24-99
<b>Henry Imboden</b>	Napa, CA	09-03-99
<b>W. Kuchel</b>	Arcata, CA	08-20-99
<b>Jim Lacert</b>	Rio Linda, CA	08-31-99
<b>Melvin Malanog Sr.</b>	Waianae, HI	08-30-99
<b>Donald Martin</b>	Lafayette, CA	08-30-99
<b>O. McCrumb</b>	Folsom, CA	09-05-99
<b>Homer Milam</b>	Madera, CA	08-28-99
<b>Clifford Mizer</b>	Atwater, CA	08-20-99
<b>Joseph Perry</b>	N Salt Lake City, UT	08-03-99
<b>Cleve Pitkin</b>	Reno, NV	09-16-99
<b>A. Plants</b>	Sutter Creek, CA	09-18-99
<b>Michael Powers</b>	Arcata, CA	09-15-99
<b>Dwight Rankins</b>	Sacramento, CA	08-29-99
<b>Alfred Russell</b>	Redding, CA	09-09-99
<b>Reider Scribner</b>	San Pablo, CA	09-05-99
<b>Harvey Sill</b>	Madera, CA	09-05-99
<b>W. Sorensen</b>	Auburn, CA	08-21-99
<b>Wade Spittler</b>	Bethel Island, CA	08-26-99
<b>Alfred Steitz</b>	Pinedale, CA	09-01-99
<b>Ray Stoddard</b>	Spokane, WA	09-14-99
<b>James Sutton</b>	Bryte, CA	09-15-99
<b>Milton Sykes</b>	Concord, CA	09-11-99
<b>Joe Turner</b>	Silver Springs, NV	09-08-99
<b>Tom Unten</b>	Pearl City, HI	09-03-99
<b>Henry Yeghoian</b>	Manteca, CA	09-07-99

## DECEASED DEPENDENTS

<b>Mary Anderson</b> wife of Richard Anderson (dec.)	09-08-99	<b>Elizabeth McFarland</b> wife of V. F. McFarland (dec.)	07-27-99
<b>Taylor Archibald</b> son of Douglas Archibald	09-14-99	<b>Marlene Mooney</b> wife of John W. Mooney	09-02-99
<b>Lois Boggs</b> wife of Bobby R. Boggs	08-27-99	<b>Norma Jean Nye</b> wife of Gerald Nye	08-28-99
<b>Ruth Burlison</b> wife of Francis H. Burlison	06-15-99	<b>Estella Olivas</b> wife of Juan Olivas (dec.)	09-25-99
<b>Margaret Caldwell</b> wife of E. E. Caldwell	09-01-99	<b>Alice Quinn</b> wife of Mildred Quinn (dec.)	09-12-99
<b>Idalina Freitas</b> wife of John Freitas	09-14-99	<b>Marina Robinson</b> wife of Kenneth Robinson (dec.)	05-16-99
<b>Bailey Lauritzen Jacobs</b> dtr. of Bradley Jacobs	09-04-99	<b>Connie Schmidt</b> wife of Robert Schmidt	09-07-99
<b>Helen Johnson</b> wife of Oswald Johnson	08-08-99	<b>Yuri Stavsky</b> wife of Arnold Stavsky	08-26-99
<b>Frances Johnson</b> wife of Troy L. Johnson (dec.)	09-09-99	<b>Agnes Vessels</b> wife of Elmer Vessels (dec.)	09-01-99
<b>Sadie Lewis</b> wife of Howard Lewis	09-18-99	<b>Lillian Weller</b> wife of Norman Weller (dec.)	08-30-99
<b>Dorothy Lowery</b> wife of L. Lowery (dec.)	09-09-99	<b>Daisy Whitaker</b> wife of Earl Whitaker (dec.)	08-23-99



# DISTRICT MEETINGS

All meetings convene at 7 p.m.

## NOVEMBER 1999

- 9th **District 04: Fairfield, CA**  
Engineers Building  
2540 N. Watney Way  
Fairfield, CA 94533
- 11th **District 50: Fresno, CA**  
Laborers Hall  
5431 East Hedges
- 17th **District 15: Cheyenne, WY**  
Laborers Union Hall  
1820 Westland Road
- 18th **District 12: Ogden, UT**  
Marriott Hotel  
247-24th Street
- 18th **District 11: Reno, NV**  
Engineers Building  
1290 Corporate Boulevard  
Reno, NV 89502
- 23rd **District 80: Sacramento, CA**  
Engineers Building  
4044 N. Freeway Blvd.,  
Ste. 200  
Sacramento, CA 95834
- 30th **District 01: Novato, CA**  
Inn of Marin  
250 Entrada

## DECEMBER 1999

- 2nd **District 10: Lakeport, CA**  
Yacht Club  
55 - 5th Street
- 2nd **District 90: Salinas, CA**  
Labor Temple  
117 Pajaro Street
- 6th **District 17: Kauai, HI**  
Kauai High School Cafeteria  
Lihue
- 7th **District 17: Honolulu, HI**  
Washington Intermediate  
School Cafeteria  
1633 So. King Street

## DECEMBER 1999 (con't)

- 8th **District 17: Maui, HI**  
Waikapu Community Center  
22 Waiko Place  
Wailuku
- 9th **District 17: Hilo, HI**  
Hilo ILWU Hall  
100 W. Lanikaula Street
- 10th **District 17: Kona, HI**  
King Kamehameha Kona  
Beach Hotel  
75-5660 Palani Road  
Kailua-Kona
- 16th **District 20: Martinez, CA**  
Plumbers 159  
1304 Roman Way

## JANUARY 2000

- 8th **District 30: Stockton, CA**  
Stockton Waterloo  
Gun & Bocci Club  
4343 N. Ashley Lane
- 11th **District 04: Fairfield, CA**  
Engineers Building  
2540 N. Watney Way  
Fairfield, CA 94533
- 13th **District 80: Sacramento, CA**  
Engineers Building  
4044 N. Freeway Blvd.,  
Ste. 200  
Sacramento, CA 95834
- 25th **District 40: Eureka, CA**  
Engineers Building  
2806 Broadway  
Eureka, CA 95501
- 28th **District 70: Redding, CA**  
Engineers Building  
20308 Engineers Lane  
Redding, CA 96002
- 27th **District 60: Oroville, CA**  
Cannery Workers  
3557 Oro Dam Blvd.

# HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of September 1999 and have been determined to be eligible for Honorary Membership effective October 1, 1999:

Harold Anderson	0598652
L.D. Anderson	0959247
William Anderson	0592976
Ronnie Blevins	1175224
Jesse Brasher	0712793
Alvin Burgo	1121947
James Carte	1166488
Ralph Christianson	1087469
Earl Emmers	1019997
Mel Fauvor	0668693
Peter Fogarty	0782717
George Freitas	1143157
William Galvin	1148296
Melvin Gaustad	1109362
Gary Goulart	1168914
Robert Harper	1112893
Fred Hilton	1141686
William Hulsey	1115412
Leon Hutchins	1171920
Leon Jelsma	0777468
Daniel Johnsen	1157926
Eugene Johnson	1152697
Keneth Kent	1067420
Gary Knivila	1175055
Lothar Landegl	0929670
L.P. Marrotte	1133584
Michael Murray	1175096
Wendell Olsen	1144721
Harry Ormonde	0817536
Daniel Pecenka	1112957
Elroy Rakstad	1166790
Terry Rasmussen	1175116
Ernest Schoenfeld	1025484
Wilbert Sevier	1144733
Robert Taylor	1143055
Robert Woods	1142895

meetings  
AND  
announcements



# swap shop

SwapShop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate, and are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in SwapShop. Engineers News reserves the right to edit ads. No phone-in ads please. Limit 2 ads per issue.

To place an ad, type or print your ad legibly and mail to:

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

Or fax ads to:  
SwapShop  
(510) 748-7471

Or e-mail to:  
www.oe3.org

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

**FOR SALE: Shopsmith Model 10-ER,** 5 in 1 woodworking machine has lathe, drillpress, tablesaw, sander and shaper, includes 18" jigsaw, 4" jointer, extra saw blades, extension table, base with casters, \$350.00, call Rich (925) 228-7808 after 5pm., #2102580.

**FOR SALE/TRADE: in Butte County,** Brick home, 2800 sq. ft., 3bd, 2ba, 3 car garage, LR, FP, WS, FD, WW, air/heat, open beam cath. sub-ceilings, 4.85 irrigated acres, 2 custom stalls with tackfeedroom, 3 ponds, 20x20 out building, \$178,000, (530) 868-5808 evenings, (530) 868-5808, #2110811.

**FOR SALE: Agriculture property** w/livable dwelling in or near Butte County, owner to carry or poss. not, 10k to 15k down, \$60,000 or less, (530) 868-5808 evenings, #2110811.

**FOR SALE: Travel EZE Trailer,** 20ft., very good cond., air cond., awning, etc., \$3,800.00, (510) 792-5996, #0482414.

**FOR SALE: Toledo Pipe Threader 1" - 2",** like new, (408) 266-1058, #0835689.

**FOR SALE: 1991 Mazda Miata,** auto., have all service records, exc. cond., \$5,900.00/offer (510) 724-4428 evenings, (510) 748-7413 days, #1419455.

**WANTED: Ultralight Aircraft,** 1 or 2 place, bent, broken or uncompleted kits, call Charlie at (707) 938-3158, #1166637.

**FOR SALE: 1989 18.5 Reinell in/out** board, 350 Chevy OMC Cobra, 220 hours, set up for fishing & skiing, exc. cond., well kept, beautiful boat, must see, \$7,200.00, (925) 625-3061, #2098654.

**FOR SALE: 1948 Steel Craft boat,** cruiser, 26 foot, head, all electronics, located on Bethel Island, CA, very good condition, \$3,500.00/offer, (925) 513-2893, #1597767.

**FOR SALE: 2 Ridget Pipe Wrenches,** like new, \$145.00, (408) 266-1048, #0835689.

**WANTED: for Surveyor's Museum,** any old surveying equipment, transits, levels, compasses, curta calculators, books, etc., (707) 442-7046, #1098460.

**WANTED: 50 year Operating Engineer Belt Buckle,** please write: C. B. DeLong, 7880 El Camino #31, Colma, CA 94014, #1187275.

**FOR SALE OR TRADE: 2.5 acres, 2** bdrms, 1840 sq. ft., attached garage, garage opener, central heat and air, jetted hot tub, rugs, oak cabinets, customized stove, wood heater, redwood porch, computer room, fan lights, drip system, fenced, job opportunities (prison being built), \$125,000.00, (530) 827-2229, #0854163.

**FOR SALE: Snowmobiles,** 1994 Indy 500 Polaris, like new, teal - color, low mileage, front extension, trailer included, \$8,500.00, (209) 245-3532, #1812603.

**FOR SALE: 1994 Chevy Van conversion,** E 20, very nice, exc. cond., \$12,500.00, (510) 792-5996, #0482414.

**FOR SALE: 1995 GMC Jimmy SLS,** 4X4, loaded with tow package, \$13,000.00, (801) 252-1931, #2232052.

**FOR SALE: 1991 F 250 XLT Larieta** 7.3, 4X4, indy bud wheels, PS, AC, PB, auto, 2-tone, low mileage, \$10,500.00, (408) 266-1058, #0835689.

**FOR SALE: Metaboburn for men,** Metaboburn for everyone, lose weight - gain energy, 120 caps - \$26.50, Celluburn for cellulite, 90 caps - \$26.50, all natural, (801) 754-3477 or (801) 754-3861, #0664011.

**FOR SALE: 1995 Chevy Silverado** 4X4, 1 ton, duelly crew cab pick up, 454 engine, auto, power everything, camper shell with carpet kit and bed liner, 54,000 miles, (925) 625-7552, #2195165.

**FOR SALE: Licon Welder,** 300 amp, Dinette set w/4 chairs, twin bed, (209) 245-3532, #1812603.

**FOR SALE: Shopsmith woodwork-** ing machine model Mark VII, 5 in 1 with lathe, drill press, tablesaw, sander, sharper includes built in dust collector, extra saw blades, arbors, extension table, base with casters, 1 1/8 horse variable speed motor, \$400.00, call Rich, (925) 228-7808 after 5pm., #2102580.

**FOR SALE: well bread Q horses,** fillies, mares, some training, 2 mo. old tobiano colt out "Magnum 440" by "Paint Cadillac", a stallion with tb-exclusive native/war chic breeding, prices vary, extra large 2 horse Circle J Trailer, \$4,000.00, (530) 743-1909, #0336937.

**FOR SALE: Pace Saver Plus III,** Titan, 1 1/2 horse power heavy duty hand-capped scooter and charger, hydraulic lift for scooter, \$1,900.00, (510) 489-3187, #1943505.

**FOR SALE: 1994 Teton 40' 5th wheel,** 102" wide, 3 S/O, R/LVN, TV/VCR, micro/conv., corian, W/D, 2 A/C, full awnings, solid oak interior, no smokers/pets, excl. cond., full timers dream, 1997 custom tow vehicle avail., (707) 446-7975, #0661383.

**FOR SALE: Combination couch & loveseat,** like new, (408) 354-3007, #0698514.

**FOR SALE: 1988 Merker Scorpio,** exc. cond., needs air conditioner compressor, just been tuned, new battery, just licensed, good tires, \$3,250.00/offer, (408) 252-4537, #1003094.

**FOR SALE: Steelmaster Shop 30x36** (A series), includes CA certified plans, must sell, new, still in package, \$3,900.00/firm, (707) 374-2573, #2203586.

**FOR SALE: 5/88 Bounder** Motorhome, 32' auto trans, 71K, 2 roof air cond., below book, will trade for auto trans, small pickup or van, Luke (707) 544-9565, #0876129.

**FOR SALE: 1985 Country Coach,** 35ft., 32,000 miles, 9 new tires, 12 ply, tires, bigger exhaust, many updates, \$37,500.00, (530) 743-1909, #0336937.

**FOR SALE: Upright coldspot freezer,** 15.2 cubic ft., perfect cond., (408) 354-3007, #0698514.

**FOR SALE: 1978 Dodge Truck,** V8, 316 engine, 3/4 ton utility service truck, new brakes, radiator, axle seals, exhaust manifolds, all boxes lock, \$1,300.00, (510) 489-3187, #1943505.

**FOR SALE: Nordic tracks Walk fit** 5500, \$400.00, tennis court net, \$200.00, (530) 743-1909, #0336937.

**FOR SALE: Two brand new air compressors,** 5hp \$350.00, 3 1/2hp \$250.00, (408) 286-9178, #0750523.

**FOR SALE: Foley Saw Sharpening** equipment, filer, tooth setter, retooher, sharp master (grinder), and other tools and items, used very little and in good

condition, (970) 241-0326, #0934530.

**FOR SALE: Billy Goat hi weed and** brush mowers, 285lbs, powered by 11 HP Honda, 30 hours, like new, \$1,850.00, Luke (707) 544-9565, #0876129.

**FOR SALE: CASE 680CK Parts,** loader/backhoe combination apart in pieces without engine, will sell all or parts as needed, Salinas, CA, (831) 726-1430 after 5:00pm, #1624301.

**FOR SALE: 1941 Buick Special,** 4 door sedan, 28k orig. miles, new brakes, battery, carburetor, runs like new, drive anywhere, \$6,500.00, (208) 773-2594, #0827031.

**WANTED: Mack Truck "B" Model,** 50's to 60's, (925) 674-1948, #1514853.

**FOR SALE: Newfoundland Puppies,** AKC, OFA, champion lines, vet checked, shots, dewormed, parents on site, great temperament, gorgeous fluffy black, \$1,350.00, (559) 322-6230, #2149218.

**FOR SALE: 1986 Jeep Cherokee** Larado, 4dr, AT, PW, PDL, AM/FM Cass., alloys, exc. tires, new cat converter, smogged, \$3,450.00, (707) 328-9222, #2077139.

**FOR SALE: 1991 Pace Arrow** Motorhome, 35ft., 460 Ford gear vendor, cruise, jacks, driver door, 2 A/C, CB, backup cam, side isle table & 4 chairs, queen bed, oven, micro/conv., 2 TV's, VCR, 7k w gen., new tires, all awnings, (with cover), 1 yr. warranty, \$39,500.00/offer, (925) 634-5762, #1541035.

**FOR SALE: 1956 Ford Station** Wagon, 4-door, \$1,000.00, Oroville, CA, (530) 532-1687, #0899497.

**FOR SALE: Brickwell Cadet Pellet** Burning Stove, mint condition, almost never used, \$1,200, (650) 359-2026, #2163477.

**FOR SALE: 1979 23' Dreamliner** Motorhome, runs on gas or propane, Dodge 440, V8 Auto., power steering, power brakes, new roof & new roof air conditioner, (530) 743-7321 work, (530) 749-8533 home, #1499932.

**FOR SALE: 1983 Chevrolet 1-ton** Pickup, dual rear wheels, 4 door, crew cab, stepside (long bed) Silverado, A/C, power steering, cruise control, tilt wheel, premium wheels, extra fuel tank, towing pkg., 5th wheel hitch, 80k miles, \$5,500.00, (916) 939-1241, #1069111.

**FOR SALE: 1959 Chris Craft,** wood, 40' W/6 levels, Bow: 2 bunk beds, head, Gallery: stove electric/alcohol, sink with cabinets below, eating area, Salon, good size area, up to fly bridge, instr. panel, marine radio & depth finder, bdrm: head w/ shower, closet, twin beds w/drawers, stern w/2 water tanks, 2 gas tanks, full Delta canvas, beautiful boat, \$22,500, (530) 759-9410, #1691152.

**FOR SALE: 1984 Nu-Wa Hitchhiker** 35' 5th wheel, (916) 939-1241, #1069111.

**FOR SALE: Alegro Bay motorhome** with slideout, backup camera, leveling jacks, queenside bed, 2 air conditioners and heaters, microwave, built in barbecue, outside shower, Ford 460, 22,000 miles, 2 years left on extended warranty, licensed until 2000, \$45,000.00, (209) 772-2207, #1178198.

**FOR SALE: 1985 Chevy Camaro** IROC-Z, exc. cond., new paint, all original black/gold, t-tops, all extras, \$11,000/offer, (650) 340-7812, after

6:00p.m. or leave message, #1870371.

**WANTED: Coot 4WD, ATV,** any condition, call Tom (916) 988-0993 or e-mail Coottom@AOL.com, #1148392.

**FOR SALE: 1956 Chev Nomad** under construction from frame up, chasis done, lots of new parts, back problem forces sale, (831) 757-5614, #1192168.

**FOR SALE: Timeshare on the beach** at Puerto Vallarta, MX, studio, sleeps four, high season, maid service, fully furnished, patio, many amenities, two weeks \$2,500.00 or one week \$1,500.00, more info call Ken (925) 447-3751, #0899570.

**FOR SALE: 1988 Alpha Sun 5th** Wheel, awnings, AC, electric jacks, new couch & carpets in front room, full tub & shower, new hot water heater, lots of storage, queen bed, microwave, \$12,500.00, (707) 643-7246, #1098191.

**FOR SALE: 1990 Kawasaki** Concours, 35k miles, 1000cc, factory detachable, hard bags, Corbin seat, RKA 16 liter tank bag, exc. cond., minor cosmetic damage from tip over while warming, this is a very nice sport-touring motorcycle, \$4,000.00 firm, (209) 823-8684, #2159306.

**FOR SALE: Time share at Carriage** House in Las Vegas, NV, one block from the strip, gold time can be used anytime, \$6,000.00, owner will pay closing cost, (702) 456-0527 evenings, #0964973.

**FOR SALE: Tool Box,** side mount for pick-up, 12" x 66", heavy duty metal, \$50.00, (916) 967-8022, #0976074.

**FOR SALE: Time share at Carriage** House in Las Vegas, NV, one block from the strip, gold time can be used anytime, \$6,000.00, owner will pay closing cost, (702) 456-0527 evenings, #0964973.

**FOR SALE: Tool Box,** side mount for pick-up, 12" x 66", heavy duty metal, \$50.00, (916) 967-8022, #0976074.

**FOR SALE: 1976 Glass Fishing #** Pleasure Boat Thompson made, 20' 4" cabin forward, sleeps 2, electric anchor winch, auto pilot, Raystar GPS, Silex radar, two axle easy load trailer, Apelco 465 # Eagle fishfinders, ect., 302 Mercruiser, # 15 hp Johnson, \$5,500.00, (707) 887-2590, #0625884.

**FOR SALE: 1 bdr, 2 bth,** Oak Shores, Lake Nacimiento, CA, boating, resort, gated security, boat docks and clubhouse, 1/2 hour to Paso Robles, 900 sq.ft, finished garage, \$125,000.00/offer, (805) 461-5941, #2162652.

**FOR SALE: Well cared for home** in the country, 3bdrm, 2 bth, double garage, satellite dish, RV hook-up, near hunting and fishing, a must see, \$93,000, (930) 679-2391, #0826930.

**FOR SALE: 1993 Aljo 5th Wheel,** 2 pop outs, exc. condition, \$16,500.00, (209) 883-9270, #1403326.



# SCHOLARSHIP CONTEST RULES FOR 2000

*General rules and instructions for Local 3's College Scholarship Awards for the 1999/2000 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 must 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, proceeds that come from funds raised at the T.J. Stapleton Golf Invitational.

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.

end of either: (1) the fall semester (beginning in 1999), or (2) the spring semester (beginning in 2000), 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, 2000 and March 1, 2000.*

## 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 Executive Board 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, 2000:*

1) The application: to be filled out and returned by the applicant.

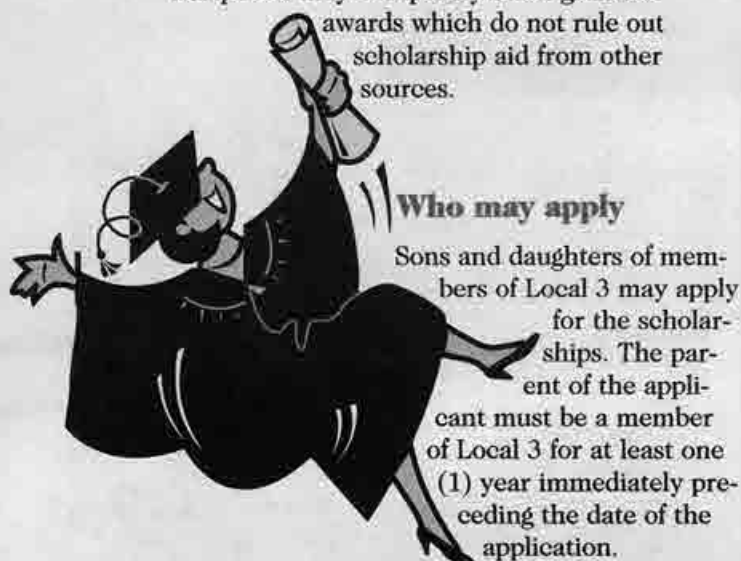
2) Report on applicant and transcript: to be filled out by the high school principal or person he or she designates and returned directly to Local 3 by the official completing it.

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*.

Applications are available at your district office or credit union branch office. 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

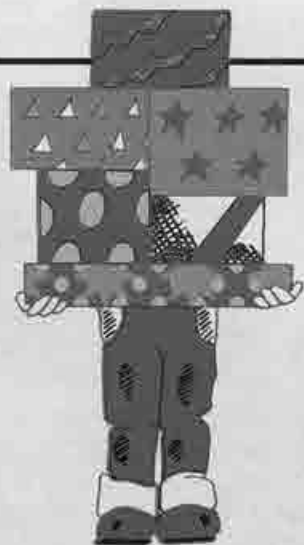


## Who may apply

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 at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the



**Holiday  
Loan  
Special**

*Ends January 31, 2000.*

**Borrow up to \$2,000  
at a Special Rate of 9.00% APR\***  
**and you have up to 12 months to repay.**  
**Avoid paying department store rates of 18% to 21% APR.**

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



Operating Engineers Local Union No. 3  
Federal Credit Union

**Apply Online—[www.oefcu.org](http://www.oefcu.org)**

\*Annual Percentage Rate  
Rates subject to change  
without notice.

## LOCAL 3 VP PAT O'CONNELL SAYS 'GOOD-BYE'

**New VP John Bonilla and Trustee Harold Lewis are sworn in**

During a brief Oct. 4 ceremony at the Sacramento District office, Special Rep. John Bonilla was sworn in as the union's new vice president, filling the position vacated by Pat O'Connell, who is retiring. Hawaii District Rep. Harold Lewis was also sworn in as trustee, the position Bonilla held before becoming vice president.

Pat retires after an illustrious 35-year career in Local 3 during which he served as a dispatcher, business agent, JAC coordinator, district representative and union officer. Pat joined Local 3 in 1965 after serving four years in the U.S. Air Force. He was an elected trustee of Local 3 for over 20 years before being installed as financial secretary in 1993. In 1994, he was elected treasurer, where he served until receiving the office of vice president in July 1996.

In the opinion of those who knew him best, Pat will be most remembered for his superb negotiating skills. During his career, Pat successfully negotiated hundreds of contracts that helped members improve their livelihoods, working conditions and on-the-job safety.

John brings 27 years of experience in Local 3 to his new job as vice president. He started his career on the union payroll in August 1984, when he was hired by Business Manager T.J. "Tom" Stapleton as a Sacramento District business representative, a position he held for seven years before being promoted to district representative in the same district. Before his appointment as vice president, John had been serving as a special representative since May 1998, first in the Hawaii District and most recently at the union's Alameda headquarters.

Harold also brings extensive knowledge and experience to this new position. He came out of retirement earlier this year to become the Hawaii District representative. Before retiring in 1982, he served as Hawaii District representative for 24 years (1958-1982) and as financial secretary for 10 years (1973-1982).

Congratulations to John and Harold on their new appointments, and best wishes to Pat on a long, successful and well-deserved retirement.



1. Outgoing Vice President Pat O'Connell, gifts in arms at right, receives congratulations from Business Manager Don Doser, middle, and President Jerry Bennett at the Sept. 18 Executive Board meeting.

2. Outgoing Vice President Pat O'Connell, right, with his successor John Bonilla.

3. Business Manager Don Doser, right, swears in Vice President John Bonilla, left, and Trustee Harold Lewis.

4. New Vice President John Bonilla, right, receives congratulations from Business Manager Don Doser shortly after being sworn in on Oct. 4.

5. Retiring Vice President Pat O'Connell, right, receives a gold watch from Business Manager Don Doser at the Sept. 18 Executive Board meeting.

6. Hawaii District Rep. Harold Lewis gives a brief speech after being sworn in as trustee on Oct. 4 in Sacramento.

