

ENGINEERS

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Local 3 Revs It Up

VOTE
2000
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Union swears in new officers,
gears up for Nov. 7 election
at Semi-Annual Meeting

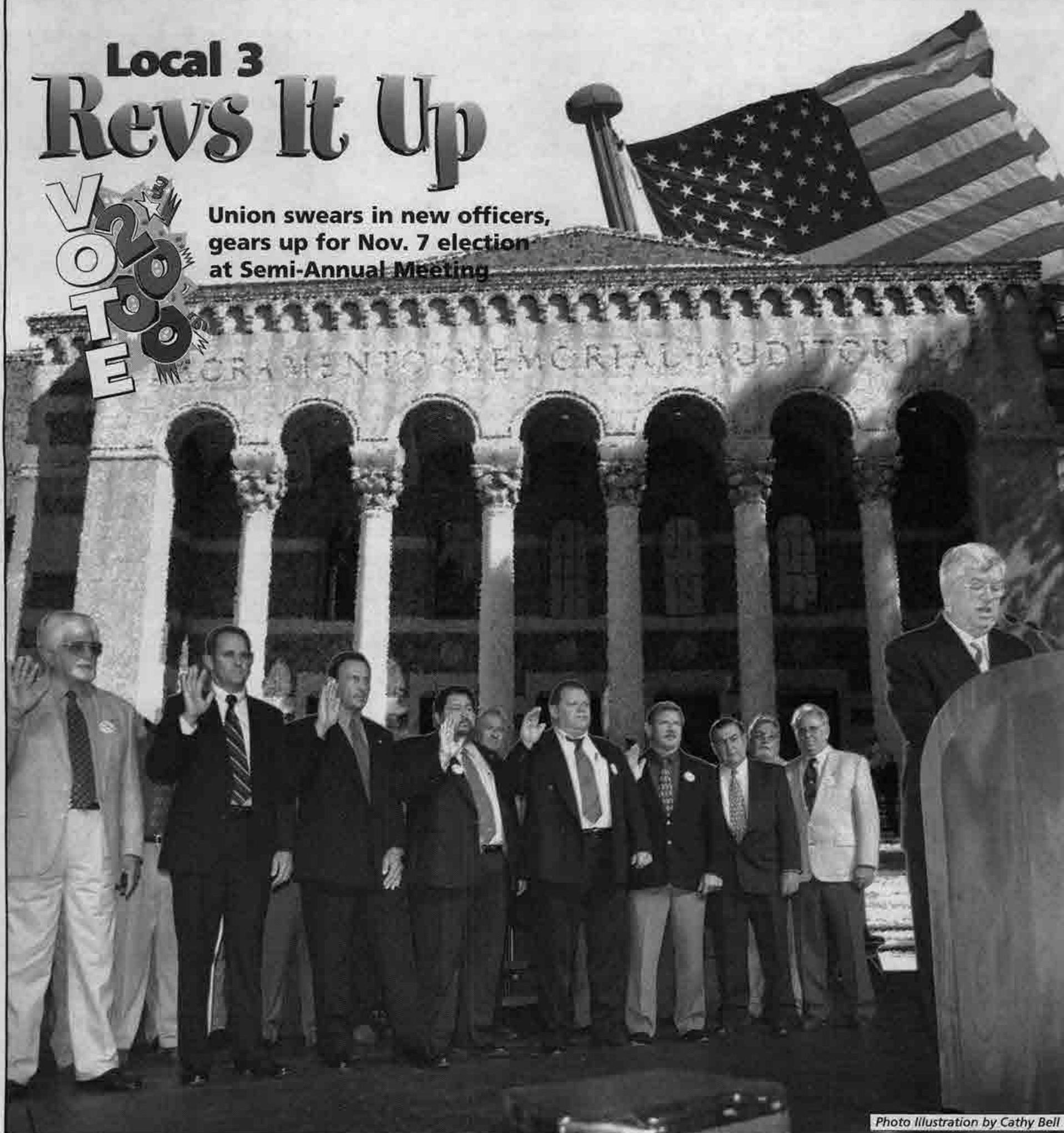


Photo Illustration by Cathy Bell

FOR THE good & welfare



by
DON DOSER

business
manager

Prop. 35: A viable solution to traffic gridlock

I find this statistic hard to fathom. While California continues to suffer some of the worst urban traffic congestion in the nation, Caltrans has \$3 billion worth of highway improvement projects – all completely funded and approved – that it cannot complete because the agency doesn't have enough architects and engineers to design the projects.

This enormous backlog can be traced to one culprit, the Professional Engineers in California Government (PECG), an employee association of about 10,000 state engineers that has thwarted every attempt by Caltrans and the California Legislature to solve the problem.

Lawsuits stymie transit improvements

Through an exhaustive decade-long series of lawsuits, PECG has managed to prevent the state from contracting out the \$3 billion in backlogged work to private companies for one incredibly selfish reason. These state engineers want to keep all the work to themselves despite the devastating economic and social consequences that our traffic woes are causing us. These lawsuits, one of which reached the California Supreme Court, has banned the state from hiring private architects and engineers to do the extra work.

But a proposition on California's Nov. 7 ballot would stop all of this nonsense. Proposition 35, the Fair Competition and Taxpayer Savings Act, would amend the state constitution to allow state and local governments to do what most of their counterparts in other states already can do – contract with qualified private companies for engineering and architectural services for public works projects.

Traffic isn't getting any better

Prop. 35 couldn't have come at a more opportune time. According to Caltrans, California motorists already spend \$8 million per day in wasted time and fuel because of traffic congestion. The state Transportation Commission estimates that California faces more than a \$100

billion shortfall in highway and mass transit spending over the next 10 years, and that's just to keep up with the status quo, not to actually expand the system.

Last April, Gov. Gray Davis unveiled a \$15 billion plan for mass transit and highway improvements for the state's most heavily gridlocked areas. Almost \$4 billion of that amount is earmarked for the Bay Area and the Central Valley.

But under current law, Davis' ambitious plan is doomed to fail because Caltrans, which can't even handle its current workload, would become completely overwhelmed. Caltrans has hundreds of engineering positions it can't fill because of the tight labor market, and of those engineers on staff, nearly 20 percent have less than five years of professional engineering experience.

Prop. 35 has great potential

One of the solutions is Prop. 35. By allowing Caltrans to contract out engineering and design work to private firms, the agency could fairly quickly move the \$3 billion in backlogged projects into construction, then prepare for what is sure to be an onslaught of major transportation infrastructure building over the next 10 years.

Critics say Prop. 35 is nothing more than another contracting out scheme that attempts to eliminate civil service jobs. I disagree. Caltrans has more work than it can handle and, given future demands, can expect to remain overwhelmed for years to come. I have always strongly supported the civil service system and always will. Prop. 35 aims to build a public-private partnership, which most states already have, so that we can solve our state's colossal transportation problems.

We have the resources to get the job done, so let's get to work. I urge Local 3 members to vote "Yes" on Prop. 35 on election day.

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



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NEWS UPDATE

NEW BAY BRIDGE SPAN GETS BOOST

Land transfer allows Caltrans to proceed with environmental studies on construction of a new Bay Bridge linking Oakland and Yerba Buena Island

A solution to a land dispute among Caltrans, the U.S. Navy and City of San Francisco could pave the way for construction of new eastern span of the Bay Bridge.

The Federal Highway Administration announced Oct. 10 that it has obtained a key piece of land on Yerba Buena Island from the Navy and will transfer the property to the state. Although construction is still several years away, the land transfer now allows Caltrans to move forward with conducting required environmental studies.

After a section of the eastern section of the Bay Bridge collapsed in the Oct. 17, 1989, Loma Prieta earthquake, engineers determined that it was safer and more feasible to construct an entirely new bridge instead of trying to retrofit the existing span.

Construction of the new bridge, which engineers say could be built to withstand a major earthquake, has been delayed because of disputes involving Caltrans, the Navy and City of San Francisco over the alignment of the bridge coming into Yerba Buena Island. For almost a year the Navy refused to allow Caltrans to conduct soil studies, while the City of San Francisco has objected to the northern alignment because it would interfere with the city's redevelopment plans for the island.

The dispute prompted the U.S. Army Corps of Engineers to study the feasibility of building a southern alignment. But that study concluded that a southern approach would cost considerably more and take much longer to construct.

With the dispute apparently solved, construction could begin within about two years, with completion, according to the Metropolitan Transportation Commission, in 2006 at the earliest.

We've come a long way

As president of Local 3, I have the honor and privilege of presiding over our Semi-Annual meetings. Last month, as I stood at the podium and gazed out over the crowd, it thrilled me to see the thousands of members who support and participate in our union. The huge success of our past three Semi-Annals reminded me how far we've come since Don Doser became business manager in July 1996. As some of you might remember, Semi-Annals prior to September 1999 rarely reached a quorum.

One of Doser's first priorities was to update Local 3's bylaws so Semi-Annals could be held in more convenient locations and at dates that could accommodate the union's changing demographics. These changes, which went into effect in mid-1999, contributed to a dramatic increase in Semi-Annual meeting attendance. In fact, we've gone from seeing just a handful of members at our old Semi-Annual in downtown San Francisco to welcoming more than 4,000 aboard the U.S.S. Hornet in Alameda last March. Talk about coming a long way.

The skyrocketing turnout is a true tribute to Don Doser's vision of having a member-driven union. Each Semi-Annual has become an event that encourages the exchange of ideas and provides members with opportunities to gain information, listen to fabulous guest speakers and solve problems or pay dues.

It really has been a thrilling experience to see the recent growth. Thank you Don, for executing your vision so successfully. And way to go, members for once again coming out in force at the Sept. 24 Semi-Annual in Sacramento. Your enthusiasm and participation at every level makes Local 3 the strongest. See you next March.

Talking Points



by
JOHN BONILLA
President

TIRED OF TRAFFIC GRIDLOCK?

California's Prop. 35 would help move backlogged highway and mass transit projects more quickly into construction

By Steve Moler *Managing Editor*

A dismal statistic adds to what is already one of California's worst problems. While traffic congestion costs California consumers \$8 million per day in wasted time and fuel, some \$3 billion in highway improvement projects – all completely funded and approved – cannot be completed because Caltrans doesn't have enough architects and engineers to design the projects.

What is even more frustrating about the \$3 billion backlog is that the problem would probably not exist today if wasn't for the Professional Engineers in California Government (PECG). This employee group of about 10,000 state engineers has thwarted every attempt by Caltrans and the California Legislature to solve the problem. Through a decade-long series of lawsuits, PECG has prevented Caltrans from contracting out the backlogged work to private firms.

Prop. 35 is the answer

But Proposition 35 on California's Nov. 7 ballot would change all that. The initiative would amend the state constitution to allow state and local government agencies to hire qualified private firms for engineering and architectural services for public works projects, including all jobs in the State Transportation Improvement Program (STIP).

"The situation is fairly straightforward," said Local 3 Business Manager Don Doser. "Caltrans simply can't handle all the work it currently has and will have for many years to come. The only way to get these projects going and to meet the state's massive transportation needs is to develop a public-private

partnership, which is what Prop. 35 is all about."

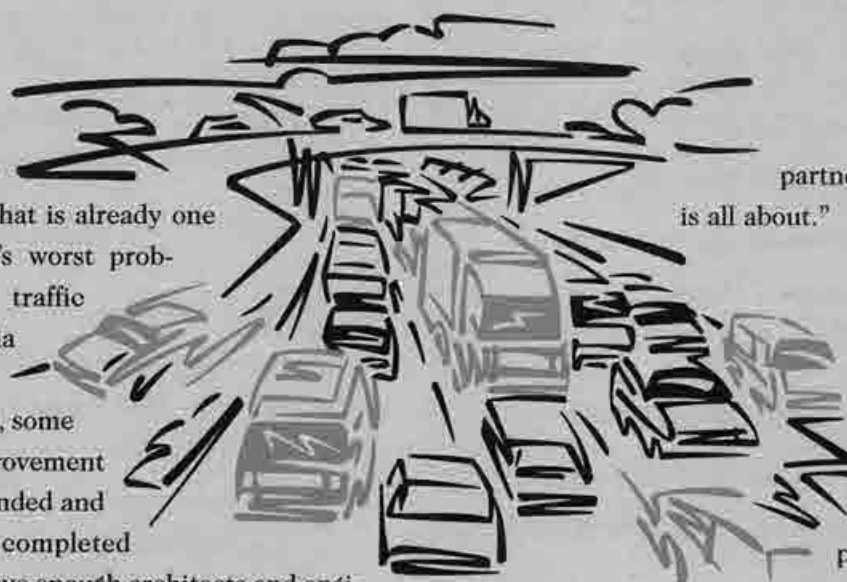
Prop. 35 covers more

Prop. 35 doesn't cover just transportation projects. It would also help deliver other overdue public works projects, such as classroom constructions, school and hospital earthquake retrofits, flood control and park improvements.

The problem started in the late 1980s, when Caltrans began having difficulty keeping up with all of its highway engineering and design work. When Caltrans tried to contract out the extra work to private firms, PECG sued the state, saying the work had to be done exclusively in house by only state-employed engineers. In 1990, a Sacramento Superior Court agreed with PECG. Then the state Legislature enacted a bill allowing Caltrans to contract out, but PECG sued again and won, leaving the state with no alternative but to use strictly state engineers despite a growing backlog of work.

California, which once had the best highway system in the country, now ranks 43rd among states in the condition of its roads. Four California metropolitan areas are ranked in the top 10 most congested urban areas in the country. And the situation is growing worse by the day.

According to Transportation California, the state needs to spend \$83.7 billion – \$8.2 billion in the Bay Area alone – on roads and highways in the next 10 years just to keep pace with the state's growing population, which is expected to climb from about 33 million today to almost 50 million over the next two decades.




ELECTION 2000

End the lawsuits

The only way to allow Caltrans to contract out and get the projects moving is to change the state constitution. A broad-based coalition of taxpayer groups, schools, local governments, transportation agencies and labor unions was formed last year to begin educating the public and gathering signatures to put Prop. 35 on the ballot.

"This is a very practical measure that would simply allow state and local governments to use both public- and private-sector architects and engineers to reach common goals," Doser said. "This is something that every other state except California has the legal authority to do. Why should California, with all of its transportation demands, remain one of the few states that can't contract out?"

Prop. 35 would allow state and local government to select the most qualified architects and engineers, using the same competitive bidding procedures used in most other states, to complete projects more efficiently. A recent study of Prop. 35 shows that increased use of private-sector expertise could save California taxpayers as much as \$2.5 billion every year and create 40,000 additional private-sector jobs.

Traffic Relief Ahead  **YES! PROP. 35**
www.yesprop35.com

Moving forward

Doser points out that Prop. 35 is critical if Caltrans is going to successfully implement Gov. Gray Davis' \$15 billion five-year traffic relief plan, about \$4 billion of which is earmarked for the Bay Area and Central Valley, where large numbers of Operating

Engineers live and work.

"When the governor's transportation program shifts into high gear in the next few years, Caltrans is going to become even more overwhelmed. When you consider that Caltrans has hundreds of engineering vacancies it cannot fill because of the tight labor market, the situation is only going to get worse. We have to be able to get help from the private sector."

Doser says Prop. 35 poses two simple questions for voters: If you want to preserve the Caltrans status quo of construction delays and worsening traffic congestion, vote against Prop. 35. If you want to see the public and private sectors working together to speed up project delivery, save taxpayers billions of dollars annually and create tens of thousands of new jobs, vote "Yes" on Prop. 35 on Nov. 7.

HOW CAN YOU ARGUE WITH PROP. 35?

What the proposition says

▲ Removes restrictions on contracting for architectural and engineering services and allows state, regional and local governments to use qualified private architectural and engineering firms to help deliver transportation, schools, water, seismic retrofit and other infrastructure projects safely, cost effectively and on time.

▲ Encourages the kind of public-private partnership necessary to ensure that California taxpayers benefit from the use of private-sector experts to deliver transportation, schools, water, seismic retrofit and other infrastructure projects.

▲ Promotes fair competition so that both public- and private-sector architects and engineers work smarter,

more efficiently and ultimately deliver better value to taxpayers.

▲ Ensures that contracting for architectural and engineering services occurs through a fair, competitive selection process, free of undue political influence, to obtain the best quality and value for California taxpayer.

▲ To ensure that private contracting for architectural and engineering services with governmental entities meet established design and construction standards and complies with standard accounting practices and permit financial and performance audits as necessary to ensure contract services are delivered within the agreed schedule and budget.

NEVER FORGOTTEN

A group called Men Who Built Oroville Dam prepares to construct a memorial honoring the 34 men who died building the dam from 1957-1968

By Steve Moler *Managing Editor*



When Oroville Dam, shown in this Department of Water Resources aerial photograph, was dedicated in 1968, it was the highest earth-filled dam in the world.

The Oroville Dam in Northern California may have been finished long ago, 32 years to be exact, but the 34 workers who died building the dam between 1957-1968 will never be forgotten.

Men Who Built Oroville Dam, a group consisting mostly of men who worked on the project, plans to build a memorial atop the dam to honor the 34 men who gave their lives constructing what became the highest earth-filled dam in the world.

The group, which currently has about 190 members, including three women, has raised over \$6,000 to construct an 8-foot-tall

mortared cobbled monument hosting a 54-by-39-inch bronze plaque containing the 34 names and the following words:

"These men came from far and near to build this great dam across the mighty Feather River. Many a time it has been said, by those working on a project such as this, 'If something happens to me on this job, just put my name up there somewhere.' Well, that is what we have done, on this spot, to honor these men who died building the Oroville Dam Project, 1957-1968."

The monument will be built at the north end of the top of the dam near the picnic area. The group plans to build most of the monument using volunteers and donated materials. Ken Bettis, a retired Local 3 JAC coordinator from Marysville, is one of the group's founders and an organizer of the monument project.

"We formed this group almost three years ago to reconnect with other Oroville Dam workers," he said. "From the start we wanted to build a long-needed memorial honoring the men who died building this important and magnificent structure. Thanks to the donations from labor unions, including Local 3, we are going to be able to build a first-class monument."

In addition to Local 3, several other local unions have donated money to the group, including the Northern California Carpenters Regional Council, Carpenters Local 1240 of Chico, Laborers Local 185 of Sacramento, Ironworkers Local 118 of Sacramento, Cement Masons Local 400 based in Chico, and the Electrical Workers Local 340 based in Sacramento. Individual group members have also donated.

Of the 34 men who died building the dam, 13 were Operating Engineers. The worst single accident occurred on the night of Oct. 7, 1965, when two material hauling trains collided head-on about 2 miles upstream from the Thermalito Diversion Dam, killing four Operating Engineers: George Boates of Stockton, Fred Woolard of Marysville, Joseph Pickney of Paradise and Paul Callahan of Gridley.

(continued next page)



Local 3 Business Manager Don Doser, sixth from left, presents a \$6,000 check to Men Who Built Oroville Dam on Aug. 10 on behalf of Sacramento Valley construction unions. Others in the photo are from left: A.C. Steelman of IBEW Local 340 of Sacramento, Stu Shaner, an ironworker and one of the group's founders, retired Local 3 member Benny Schallberger, Marysville District Rep. Dan Mostats, Local 3 President John Bonilla, Doser, Curtis Brooks, director of Local 3's Office of Compliance & Civil Rights, and retired Local 3 members Norris Read, John Bramlage and Dan Carpenter.



"The Monster" chewed its way through old dredge tailings left over from the gold dredge mining days at an average rate of 5,700 tons per hour or one railroad car per minute.



Three 40-car trains, including the one shown in this photo, hauled fill material to the dam site around the clock for four years.

FOREVER REMEMBERED

Below are the names that will appear on the 39-by-54-inch bronze monument plaque. The men are listed in the order in which they were killed.

- * Harry K. Phoenix (crash)
- Chester J. Zurek
- Donald Goode
- Robert A. Arnold
- Wallace Read
- James E. Mackey
- Larry D. Patton
- * Herman Bonham (rollover)
- * Raymond Neal (hit by roller)
- * Joe Weber (heart attack)
- * Benjamin H. Stamps (rollover)
- * Donald L. McKnight (electrocution)
- Orlin S. Campney
- Walter R. Padia
- Elmer D. Bidwell
- Robert W. Pike
- * Harold Cholcher (rollover)
- * George C. Boates (train crash)
- * Fred Woolard (train crash)
- * Joseph F. Pickney (train crash)
- * Paul J. Callahan (train crash)
- Frank A. Jordine
- Eino Steph
- Lowell E. Riggs
- Melvin J. Hudson
- Anthony P. Hengel
- Charles Akins
- Alford F. Harvey
- * Earnest Leitner (rollover)
- * Buel L. Conley (crushed in conveyor)
- Fredrick G. Dunkel
- Bennie Bush
- Fraizier "Slim" Higgins
- Frank Arbuckle

* Denotes Operating Engineers

In becoming the highest earth-filled structure in the world, Oroville Dam set many construction records. About two-thirds of the 80 million cubic yards of rock and earth that made up the dam's embankment were dug by a giant bucket wheel excavator.

"The Monster," as it was called, worked around the clock and dug enough material every minute to fill a railroad car or about an average of 5,700 tons per hour. The Monster chewed its way through old dredge tailings left over from the gold dredge mining days. Diesel locomotives then pulled 40-car haul trains 11 miles to the dam site.

Men Who Built Oroville Dam is still conducting research and looking for the names of any additional workers who belong on the plaque. If you have additional information about the dam's construction or would like more information, you can call Stu Shaner at (530) 533-8147. The group also has an Internet Web site at www.orovalledam.com.

speaking out



by

DARRELL STEELE

Financial Secretary

Union success depends on working together

In our industry, many forces seek to weaken the union's relationship with its employers. A company fires without just cause or violates a staffing and hiring regulation while the union files grievances or forms picket lines.

Our disagreements occasionally lead to heated arguments, but regardless of how angry we may get, we must work together when it comes to fighting our common enemies.

A skilled workforce is the thread that holds our relationship together. Employers look for quality employees to profitably accomplish the work ahead of schedule. Employees look to the union to ensure their appropriate compensation and fair treatment in the work place.

Local 3 has a long history of working hard for member benefits. These accomplishments have been fair for both members and employers.

When we spend hundreds of thousands in campaign contributions and countless hours walking precincts, working phone banks and supporting legislation that will generate billions in jobs for our members, who benefits?

When we invest millions from our pension plan to fund housing and commercial development, who gets the contacts?

When we defeat attacks on prevailing wage laws, or work with the state treasurer to release bonds that will escalate highway spending, or help draft legislation that will allow the state to contract out engineering for highway projects when its staff is overloaded, who benefits?

Like our mission statement says, Local 3 is committed to providing our employers and agencies with the highest skilled members possible so we can negotiate the best possible wages, fringe benefits and working conditions for our members. This cooperative relationship aims to improve the employer's competitiveness while raising the living standards and the quality of union movements.

Like anything else, there are many areas where we can improve. But we must stay focused on the big picture. Our success depends on working together and building a meaningful relationship that will carry us into the future as a team.

NEWS FROM

teaching techs



by

FLOYD HARLEY

**administrator,
northern California
surveyors joint
apprenticeship
committee**

Looking back, looking ahead

Some say friendships last a lifetime; Martin Seelig was that type of friend. I met Marty in the fall of 1969. He was my party chief, and I was the raw apprentice. Marty wanted his apprentice to know as much as he did because he said he didn't make mistakes and that apprentices were to guarantee that he didn't make mistakes. Over the years we went our separate ways but remained friends.

Marty died Aug. 27 from liver transplant complications. I will miss our friendship and remember our working experience together.

Get involved!

It seems like only yesterday that I started my career as a surveyor and member of Local 3. The reality is that I have more than 30 years with the union and have watched it evolve. The obvious changes are the increase in pay and benefits we now have. The less obvious change is the level of dedication our instructors have to providing members with the best training.

Your union representa-

tives ask you repeatedly to get involved with your union. In addition to attending meetings, getting involved means taking classes to keep up with the industry. Some of you may want to share knowledge and experience with new members of the trade while others need to sharpen skills.

The NCSJAC is here, and you ought to get involved. Local 3 and the Bay Counties Association are interested in your welfare. Both groups want and need skilled workers. Remember, training is the key to long-term employment and top wages. We are here to give you that training.

Party chiefs wanted

If you want to be re-certified as a certified party chief, you will need to call the NCSJAC and schedule a time for testing. Our test is challenging. It's designed to test your knowledge as a qualified field party chief. Remember party chiefs are in high demand, and for those of you who wish to maintain this classification, you will need to make an appointment to be tested. Don't delay. This could mean more money in your pocket. Call us now for certification information.



From left: Dave Moreno, Marty Seelig and Floyd Harley celebrate at KCA Engineers.

An Important Message from the Organizing Department

WHOSE SIDE ARE THEY ON?



June 5, 2000

GEORGE W. BUSH

Mr. W. Thomas Musser
President
Associated Builders and Contractors, Inc.
1300 North Seventeenth Street, Suite 800
Rosslyn, VA 22209

Dear Tom:

I saw the news of the unanimous endorsement of the Associated Builders and Contractors. I am honored by your support.

Thank you very much for your strong vote of confidence. I look forward to working with you to encourage free enterprise and entrepreneurship. Please pass along my thanks to all the members of ABC.

Sincerely,

George W. Bush

P.S. Congratulations on ABC's 50th Anniversary

abc.org/documents/june_30.pdf



August 22, 2000

Mr. Edward Sullivan
President, Building and Construction Trades Department
AFL-CIO
815 16th Street, Northwest
Suite 600
Washington, DC 20006-4104

President Sullivan,

I send my best wishes to all the Building and Construction Trades members in Chicago, and all of your members across America, as you meet this week to accomplish the vital work of representing construction trades workers, union and non-union alike.

I commend your recent organizing efforts resulting in an increase in the union share of the construction market. Your work is so important. I know that you will continue to bring more construction trades workers into your ranks. And, I promise to help in your efforts.

The efforts of the building trades unions were essential to our wins in 1992 and 1996. And, I wholeheartedly appreciate your efforts to elect a Gore ticket this November. Together we will fight for your rights to organize, enact 415 reform, pass school construction legislation with Davis-Bacon wages, and much, much, more.

Sincerely,

www.bctd.org



The Associated Builders and Contractors (ABC) want to repeal the Davis-Bacon Act, which ensures prevailing wage rates on government projects. The ABC also opposes Project Labor Agreements and promotes federal legislation that would limit our ability to organize. (www.abc.org, 8/16/00)

How you vote is a personal decision, but the Operating Engineers Local 3, AFL-CIO believes that Al Gore will be a strong voice for working families.

VOTE. YOU'RE MORE POWERFUL THAN YOU THINK.

NEWS
FROM THE
**organ-
izing
dept.**



by
BOB MILLER

**Local 3
Treasurer**



MISSION STATEMENT

Local 3 is committed to providing our employers and agencies with the highest skilled union members possible so the union can negotiate the best possible wages, fringe benefits and working conditions for our members. This cooperative relationship aims to improve the employer's competitiveness while raising the living standard and quality of life of union members and their families.

LOCAL 3 IS ALSO COMMITTED TO:

- **Electing politicians** who support legislation and policies favorable to union members.
- **Creating a level playing field** for employers in the public bidding process.
- **Building the highest quality infrastructure** for the public good.
- **Providing Local 3 members** with a full-service and convenient financial institution, the Operating Engineers Local Union No. 3 Federal Credit Union, to help facilitate members' pursuit of a higher standard of living.
- **Providing Local 3 members** with a sound pension and retiree medical plan so union members can retire with dignity and financial security.
- **Providing quality apprenticeship** and journey-upgrade training so Operating Engineers can be the best in their respective industries.
- **Improving the public education system** through the support of bonds and other financing of school infrastructure.

Local 3**Revs It Up****for Nov. 7 election**

On Sunday, Sept. 24, about 2,300 union members and their guests gathered at the Sacramento Memorial Auditorium to rev it up for the November election. The Semi-Annual program included a swearing-in ceremony, prominent guest speakers, union officer reports, and door prizes.

MODESTO COLOR GUARD LEADS FLAG SALUTE

After Local 3 President John Bonilla called the meeting to order at 1 p.m., four members of the Modesto Police Department color guard, represented by Operating Engineers, led members in the Pledge of Allegiance. San Jose District JAC Coordinator Ted Sanchez sang the National Anthem. When members took their seats,

International Union of Operating Engineers General President Frank Hanley swore in the newly elected officers and executive board members.

Gloria Romero, representing the 49th Assembly District near Los Angeles, revved up the crowd following the officer swear-in. Romero reminded members how crucial their vote is in the next election and urged them to participate.

In her address to the crowd, 10th Assembly District candidate Debra Gravert also urged members to rev it up and kick some ass on Nov. 7.

California Senate president pro Tem John Burton kept his message short and clear: Do your part on Nov. 7 to help elect a labor-friendly president, Senate and House of Representatives.



Members of the Modesto Police Department color guard are from left: Tony Arguelles, Suzy Broumas, Jack Taylor, Veronica Holmes and Robert Bradshaw.

LOCAL 3 SEM

**SENATOR BOXER DUKES
OUT THE ISSUES**

Even though California Senator Barbara Boxer needed a small boost to reach the microphone, her keynote speech was powerful enough to reach every member of the audience.

Boxer reminded the audience of Republican presidential candidate George W. Bush's record in Texas. She specifically mentioned the state's pathetic \$3.35 per hour minimum wage, and that it has the highest number of children without health insurance in the country. Her voice rising, Boxer asked if the audience wanted California to become more like Texas. The crowd erupted

with a booming "No!" in response.

Boxer also pointed to Texas' poor high school completion and literacy rates and low per capita funding for public schools. She also reminded members about the Paycheck Fairness Act, which would help working women close the wage gap. Boxer urged the audience to make their voices heard on Nov. 7.

**LET'S GO KICK SOME
ASS ON NOV. 7!**

After Recording-Corresponding Secretary Rob Wise read the minutes of the March Semi-Annual and the general report of the Executive Board, Business Manager Don Doser took the podium.



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I - A N N U A L M E E T I N G

"The work picture has been great," Doser said. "We're up 12 percent in California. In Utah and Nevada, we're down a little bit. But the work picture is looking better over there. We're already up 1,161 members. And the majority of these members, about 89 percent, are from the construction industry."

Doser urged members to get to the polls on Nov. 7. He warned that if elected, Bush could repeal the federal prevailing wage law, the Davis-Bacon Act, and possibly weaken a worker's right to organize under a national right-to-work law.

"We've got to stop him," Doser said. "He supports raising the retirement age to 70. He brags that his state is union-free. And he could pass a law that would make it illegal for me to come up here and talk to you about politics."

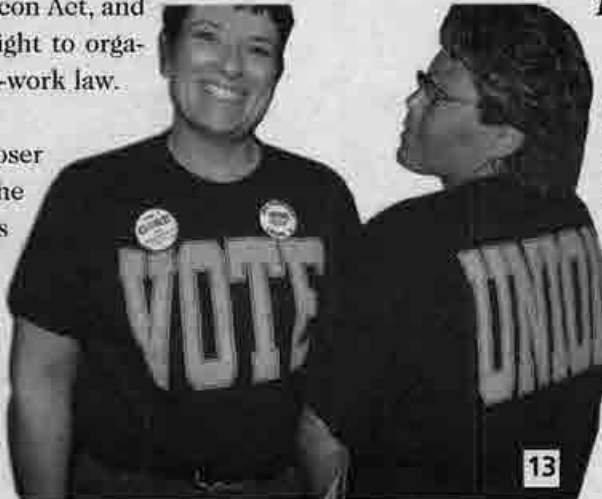
"On the other hand, Al Gore said to me personally

that he would veto any anti-worker legislation. He supports the Davis-Bacon Act and enacting the Paycheck Fairness Act."

In closing, Doser asked members to walk precincts and to take our country back by kicking some ass on Nov. 7.

REVVING UP INTO THE SUNSET

Harley-Davidson winner Timothy King of Stockton and Polaris all-terrain vehicle winner Clyde Sims of Sacramento ran to the stage after Gravert pulled their names from the door prize wheel. Both members thanked Local 3 for giving them the skills needed to provide a better life for themselves and their families.

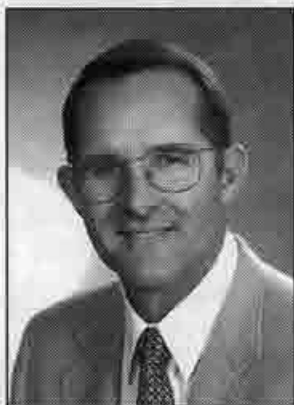


1. Local 3 Business Manager Don Doser
2. IUOE General President Frank Hanley.
3. U.S. Senator Barbara Boxer.
4. Calif. Senate President pro Tem John Burton.
5. Assemblywoman Gloria Romero.
6. Debra Gravert, Democratic candidate for the 10th Assembly District.
7. Local 3 Business Manager Don Doser, right, and President John Bonilla, left, with U.S. Senator Barbara Boxer.
8. Local 3 Political Director Garland Rosauo, left, with retired member Bruce Byington, who came all the way from his home in Sulphur, La., to attend the Semi-Annual.
9. Enjoying camaraderie in front of the Sacramento Memorial Auditorium are from left: Mary and Bud Dalton and Carol and Martin Erickson.
10. San José District Executive Board Member Mike Sierra with wife Denise.
11. Business Manager Don Doser, left, and IUOE General President Frank Hanley.
12. Staffing the Public Employee Division booth are from left: Jaime Navarrette of Caltrans, William Webb of the California Department of Forestry, and Shawn Overton of the Department of Fish and Game.
13. Revving up members for the Nov. 7 election are Sacramento District Dispatcher Kathi Westlake and JAC Coordinator Teresa Reclusado.
14. Debra Gravert, 10th Assembly District candidate, draws the name of one of the door-prize winners.
15. Timothy King wins the Harley-Davidson motorcycle door prize.
16. Clyde Sims wins the Polaris ATV door prize.



R A F F L E W I N N E R S

NEWS
FROM THE
**credit
union**



by
ROB WISE

**credit union
treasurer and
local 3 recording
corresponding
secretary**

Support the labor movement: **BANK WITH LOCAL 3**

Membership in the Operating Engineers Federal Credit Union allows you to take care of your financial needs with a 100 percent union financial institution. Instead of banking with nonunion and even anti-union institutions, you can bank with OEFCU in support of Local 3 and the entire union movement.

You may already know that credit unions offer consumers good deals because, unlike for-profit financial institutions, credit union obligations are to members rather than to stockholder profits. OEFCU offers Local 3 members all the benefits you would expect from a credit union plus the opportunity to support the union movement by saving and borrowing with a union organization.

Limited certificate special

Throughout the year OEFCU offers its members a broad set of affordable financial services to address their financial needs. OEFCU also offers limited-time specials, including its current 7.100 percent annual percentage yield 15-month term certificate special. This certificate comes with an attractive plus: a one-time option that upon renewal guarantees you the higher of 7.100 percent annual percentage yield or the current yield in effect at the time of renewal. The certificate can be opened with a minimum deposit of \$5,000. Any of the credit union's 19 branches can help you take advantage of this special while it lasts. Credit union staff can also assist you with other savings choices, such as Roth and education IRAs and money market accounts.

MARK YOUR CALENDARS FOR FINAL CAR SALE OF 2000

On Saturday, Nov. 11, the credit union will hold its final car sale of the year at two locations: the OEFCU Dublin, Calif., branch at 7300 Amador Plaza Road and Corporate Motors, Sacramento, at 6250 Florin Road. Sale hours are from 8 a.m. to 2 p.m. with a one-fourth percent loan-rate discount available during sale hours only.

Members who choose to use an automatic payment method can also receive an additional one-half percent loan-rate discount.



Most of the low-mileage cars, trucks and SUVs selected for the sale are still under factory warranty. The vehicle selection reflects what members have told the credit union they want to see at the sale. The car sale lets you compare many different makes and models without having to visit several different dealerships. The car sale features no-haggle, prenegotiated pricing and a no-pressure atmosphere. Up to 100 percent financing is available and trade-ins are welcome.



To apply for preapproval and be ready to make the most of the sale, call or visit any OEFCU branch. For the location of the branch nearest you, click on the credit union link from the www.oe3.org Web site, visit www.oefcu.org, or call (800) 877-4444. Your credit union member service representative will be happy to tell you about other time- and money-saving options for vehicle shoppers.

AMERICAN DIVERSIFIED IS HERE FOR YOU

Active engineers and their dependents covered by the Northern California Health & Welfare trust fund and retirees and their spouses covered by the Comprehensive Pensioned Health & Welfare plan please note:

The services of American Diversified Pharmacies are available. American Diversified has provided personalized prescription service to Operating Engineers and their families for over seven years. American Diversified Pharmacies is located in Local 3's Sacramento District office, and proudly employs members of the Local 3.

American Diversified Pharmacies is convenient and offers several advantages:

- Friendly service.
- No out-of-pocket expense.
- No claim forms to file.
- No waiting for reimbursement.

• Your doctor may call or fax your Rx directly to the pharmacy.

• American Diversified will obtain refill authorization for you.

• Rx's 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.

• Walk-in services available in Sacramento.

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

NEWS FROM fringe benefits



by
CHARLIE WARDEN

**fringe benefits
director**

Dietary Guidelines makes 3 new recommendations

As stated in the American Public Health Association Fall 2000 newsletter, the Dietary Guidelines makes 10 recommendations. In past editions, the guidelines have made seven recommendations. For better understanding, the recommendations are placed in these groups:

- Aim for fitness:
- Aim for a healthy weight.
- Be physically active each day.
- Build a healthy foundation:
- Let the Pyramid guide your food choices.
- Choose a variety of grains daily,

especially whole grains.

- Choose a variety of fruits and vegetables daily.
- Keep food safe to eat.
- Choose sensibly:

• Choose a diet that is low in saturated fat and cholesterol and moderate in total fat.

• Choose beverages and foods to moderate your intake of sugars.

• Choose and prepare foods with less salt.

• If you drink alcoholic beverages, do so in moderation.

Fringe Benefits Service Center introduces toll-free number



NEWS FROM rancho murieta

by
DAH SENEHAL
director, rancho
murieta training
center

AUTOMATICS DON'T AUTOMATICALLY MAKE A BLADE OPERATOR

Lasers, sonic trackers and LCD displays sound like something from the movie Star Wars. These terms are actually associated with today's modern motorgrader, commonly referred to as the blade. The blade is definitely a complex machine to master. With nine controls to learn, operating the motorgrader is a challenge. Most controls may be engaged during operation. An operator's proficiency and skill is measured by how well one can simultaneously and naturally control these functions.

The automatics can help make the blade operator's job easier, more productive and more precise. At Rancho Murieta Training Center, we offer a special course on using the TOPCON Laser System-Grader System Four and the Spectra Precision Laser System. This class is for journey-level operators and advanced apprentices.

RMTC blade instructor Armando Sidhu highly recommends that prospective trainees meet some preliminary requirements before taking these classes. He recommends at least three years experience as a support blade hand and some finish work experience.

Sidhu says trainees should be very familiar with the controls before they take the class. He has been an operator for 24 years and has 20 years experience operating motorgraders for Teichert Construction.

RMTC features the TOPCON System Four on a 12H Caterpillar motorgrader. The System Four components consist of three devices to control blade elevation and slope. They are the sonic tracker, the laser tracker and slope control. The sonic



and laser trackers control the elevation of the blade for depth of desired cut. The slope controls maintain the slope of the blade and consist of four components: the control box, blade sensor, rotation sensor and mainfall sensor. The laser trackers, sonic tracker and slope control can be used individually or in any combination to cut desired grade.

The brain of the whole system is the control box, which takes readings from sonic trackers, slope sensors, rotation sensors and mainfall sensors. The control box compares them to the desired slope and elevation, then sends adjustment signals to the hydraulic valves to move the moldboard to maintain the required slope and elevation.

The class that teaches the TOPCON and other systems is an extensive two-week course. It begins with learning how to set and calibrate the four component controls of the system. Trainees first learn calibration of the blade sensor, main fall sensor, rotation sensor and the valve calibration for the hydraulics.

Next trainees learn to set and practice using sonic tracker and laser operations. Last, cross slope set procedures are covered and used with the 12H motorgrader.

People who took this course on the automatic controls found it beneficial. A motorgrader operator who wants to increase skills and knowledge of automatics will not walk away disappointed with this course.

For more information on class schedules and current courses, watch the *Engineers News* and our Web site www.oe3.org for class dates offered in the upcoming months.



1. Blade instructor Armando Sidhu explains the control box set-up for the TOPCON system to apprentice Philip Jordan.

2. RMTC's Caterpillar 12H motorgrader with the sonic tracker attachment.

3. From left: Steve Cacho, Enrique Vargas, instructor Armando Sidhu, Philip Jordan and Jarvey Whatley.

4. From left: Enrique Vargas, Steve Cacho and Jarvey Whatley align the sonic tracker to the stringline.

FROM REDDING EBOW BEDDING

LATE-TO-BID WORK STALLS REDDING WORK PICTURE

REDDING - As of late August, most Redding members were busy working but had hoped for an earlier start this season. If the weather holds, many anticipate an acceptable finish. Members currently work scheduled overtime and will continue to do so for the rest of the season.

By early August, about \$60 million of publicly funded work was late to bid. In the Sacramento or Bay Area markets, this tardiness wouldn't have had the severe impact it had on the economy here. Sparsely-populated counties such as Trinity, Tehama, Lassen and Modoc are significantly affected. Shasta and Siskiyou counties aren't as seriously impacted.

To avoid these economic disturbances and turn funded money into paychecks for Local 3 members, Business Manager Don Doser instructed District Rep. Monty Montgomery and Business Rep. Jay Bosley to attend workshops mandated by Assembly Bill 1012. During the winter, several days and hours were applied to finding a remedy to this serious problem.

Here is an example of a typical problem: Road A-12 in Siskiyou County is about 20 miles long. The road is old and in serious need of a remodel. Almost three years were spent on design, right-of-way acquisition, environmental review, funding, and bidding. About half the project was in construction by late August. The rest of the project will not start until late next season.

Environmental review causes delay

The main cause for delay is the environmental review process. The entire project is within existing right-of-way. Any negative impacts have already occurred and were weighed and balanced by the needs of the county before environmental concerns surfaced.

To subject this project to the same standard as a new project in a densely-populated area makes no sense. Inflation alone absorbs a significant amount of funding without adding any value to the project. In Los Angeles County and the Bay Area, the loss isn't as severe. But in Siskiyou County, the loss constitutes 5 percent of the road budget for the year.

Municipality, Caltrans, contractor and labor representatives make up the Work Group. Its recommendations were sent back to the Legislature for consideration.

Blattner rejects signatory status

Minnesota contractor DH Blattner & Sons recently visited the Redding District. It wants to construct safety devices for Union Pacific Railroad at the site of the 1988 spill that poisoned the Sacramento River. Because Blattner is signatory in many parts of the county, we attempted to welcome it in to the Local 3 family of companies.

Blattner rejected our invitation to become signatory. The Redding District, the laborers and the ironworkers of Local

118 challenged Blattner's decision. Prior to being two-gated, we weakened its efforts by three weeks. We wonder if Blattner will re-think its decision as the Sacramento River rises this winter. The company intended to complete the project in two months but is currently six weeks behind schedule.

The Redding District thanks Local 3 member Al Crum, future member Brian Flores, and Agra Foundations for their help during this difficult time.

Well-being depends on Nov. 7 outcome

Saving the most important for last, the nation's political season is in full bloom. It is imperative that we register to vote or re-register if we moved since the last time we voted. It is absolutely essential that we elect Al Gore president and that we reclaim the Congress. Our well-being depends on the outcome in November.

The Redding District welcomes volunteers. We need extra support to register voters and phone bank during the next few weeks. For those who become irritated with being called over again, we apologize in advance.

If George W. Bush is elected president and we don't re-establish the Congress, we will live with the serious consequences of right-to-work legislation and the repeal of the prevailing wage laws. Please, register to vote. Your livelihood depends on the election.

NEWS FROM THE districts

FROM UTAH EBOW HIGH

LOCAL 3 SIGNS AGREEMENT FOR LIGHT-RAIL PROJECT

SALT LAKE CITY - Salt Lake Rail Constructors, a joint venture of Stacy-Witbeck, Flat Iron and Geneva Rock Products signed a project agreement with Local 3 for a light-rail extension. We anticipate good winter work for hoe and loader hands at this site.

Job completion will depend on the weather but is expected by July 2001.

This is a high-profile job running down Fourth and Fifth South East and ending near the University of Utah.

Light rail trains are a clean and popular form of mass transit. As Local 3 members become more efficient in light rail construction, our horizons expand in the field. This is a chance for Local 3 members to show the private sector their skills and

professionalism.

Wasatch Constructors, JV, has about 8 to 10 months of work left on the 1-15 project.

Register to vote now

As election day nears, it's vital for Local 3 members to vote for worker-friendly candidates on Nov. 7. We have until Oct. 18 to register every member of Local 3, their spouses and voting-age children.

If you need to register to vote, contact your district office, union hall or any business representative. Anyone working for Local 3 will make every effort to register you, your family, your neighbors and anyone else.

Once registered, don't forget to do your

part and vote Nov. 7. Our goal is to make labor and the working class a powerful force in Utah politics.

Honorary membership not automatic

Retired individuals close to 35 years of membership must request honorary membership. This is not an automatic procedure. Call your district office to determine how close you are to this 35-year mark.

You may request honorary membership up to a year prior to the time of your 35-year anniversary. If this 35-year mark passes and you continue to pay retiree dues, you will not be given a refund when you request honorary.



meetings AND announcements

Eight-hour Refresher Class Schedule Fourth quarter 2000

District 04

Saturday, Dec. 9
Fairfield Office
2540 N. 36 Way
(707) 429-5008

District 10

Saturday, Oct. 21
Rhonert Park Office
6225 State Farm Drive, #100
(707) 585-2487

District 20

Friday, Nov. 17
Saturday, Nov. 18
Friday, Dec. 8
Alameda Headquarters
1620 South Loop Road
(510) 748-7446

District 30

Saturday, Nov. 4
Best Western/Stockton Inn
4219 East Waterloo Road
Stockton (NE corner HWY 99 and
Waterloo Road)

HAZMAT SCHEDULE

District 50

Thursday, Nov. 16
Cedar Lanes-Fresno
3131 N. Cedar
(559) 252-8903

District 80

Saturday, Dec. 16
Sacramento Office
4044 N. Freeway Blvd., #200
(916) 565-6170

District 90

Saturday, Dec. 2
IBEW Hall- San Jose
908 Bern Court
(408) 295-8788

Please remember that your HAZMAT card is not valid after 12 months. There is a 12 month grace period to recertify your card. If you do not recertify before the grace period ends, you must re-take the 40-hour class. All students must read and understand English to pass the course.

Please contact the district office where the class is held to register.

Here is the schedule for the fourth quarter 40-hour HAZMAT classes:

Rancho Murieta

Oct. 30 – Nov. 3

Alameda

Nov. 27 – Dec. 1

Rancho Murieta

Dec. 11 – Dec. 15

The cost for the course is:

\$250 – Sponsored member
\$300 – Sponsor Non-Member

Seats will be on first-come, first-serve basis. Students are required to call the Safety Department in Alameda to register for classes.

The 40-hour classes last five days, Monday through Friday. Starting time for all scheduled HAZMAT classes is 7 a.m. Remember, you must contact the Safety Department at (510) 748-7400 to register for classes, not Rancho Murieta.

United States Postal Service

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PS Form 3526, October 1999

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b. Paid and/or Requested Circulation (Sum of 11, 12, and 13)	33,900
11. Paid Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Non-USPS Paid Distribution	0
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c. Free Distribution Outside the Mail (Sum of 14, 15, and 16)	32,680
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16. Other Classes Mailed Through the USPS	none
d. Free Distribution Outside the Mail (Sum of 17, 18, and 19)	none
17. Outside County as Stated on Form 3541	none
18. In-County as Stated on Form 3541	none
19. Other Classes Mailed Through the USPS	none
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17. Signature and Title of Editor, Publisher, Business Manager, or Owner Donald R. Doser, Editor	

Instructions to Publishers

- Complete and file one copy of this form with your postmaster annually on or before October 1. Keep a copy of the completed form for your records.
- In cases where the stockholder or security holder is a trustee, include in item 10 and 11 the name of the person or corporation to whom the trustee is acting. Also include the names and addresses of individuals who own or hold 1 percent or more of the total amount of bonds, mortgages, or other securities of the publishing corporation. In item 11, if none, check the box. Use blank space if more space is required.
- Be sure to furnish all circulation information called for in item 15. Free Distribution must be shown in items 14, 15, and 16.
- Item 15b. Copies not Distributed, must include (1) newspaper copies originally stated on Form 3541, and returned to the publisher; (2) estimated returns from news agents; and (3) copies for office use, leftovers, spoiled, and all other copies not distributed.
- If the publication had Periodicals authorization as a general or requester publication, this Statement of Ownership, Management, and Circulation must be published; it must be printed in any issue in October or, if the publication is not published during October, the first issue printed after October.
- In item 16, indicate the date of the issue in which this Statement of Ownership will be published.
- Item 17 must be signed.

Failure to file or publish a statement of ownership may lead to suspension of Periodicals authorization.

PS Form 3526, October 1999 (Reverse)

LOCAL 3 SCHOLARSHIP PROGRAM CONTINUES TO GROW

Members can also help build the union's scholarship fund through contributions of their own

Local 3 has a long tradition of supporting training and education. A case in point is the Rancho Murieta Training Center, where the union, in cooperation with its signatory employers, administers one of the finest apprenticeship programs in the country. Graduates go on to fill the skilled-labor needs of Local 3's signatory employers.

But Local 3 also feels that it's important to provide our own children with a brighter future. In today's rapidly changing technological society, it is becoming increasingly difficult to get ahead without some advanced training beyond high school. Competing for jobs that require more skill and education is one of our youth's biggest challenges.

Since 1965, Local 3 has maintained a scholarship program for the children of Local 3 members. In 1992, the Operating Engineers Federal Credit Union became a joint sponsor of the Local 3 College Scholarship. Since then, Local 3 and the credit union have provided \$3,000 annually to the first-place male and female winners and \$2,000 each to the male and female runner-ups. Each winner also receives an additional \$500 for each of the remaining three academic years provided

they remain full-time students.

In an effort to increase the number of scholarships awarded, Local 3 and the credit union established the T.J. Stapleton Invitational Golf Tournament in 1996 in honor of former IUOE Vice President and Local 3 Business Manager T.J. Stapleton. Due to the success of the tournament, Local 3 was able to award 20 additional scholarships of \$500 each at the July Executive Board meeting in Alameda. These scholarships, chosen by random drawing, are for any advanced training beyond high school.

This year's tournament, held Sept. 18 at the Chardonnay Golf Club Shakespeare Course in Napa, again raised close to \$40,000. With educational costs rising much faster than the rate of inflation, Local 3 wants to continue to expand the scholarship program to provide Local 3 children in the years to come with vital educational assistance.

If you would like to help, please fill out the coupon below. Your donation will not only be greatly appreciated, it will go a long way in helping a Local 3 child receive the training or education necessary to be successful in today's job market.



meetings
AND
announcements

☐ **Yes!** I would like to support the 2000 Operating Engineers Local 3 Scholarship Fund. Enclosed is my contribution in the amount of:

☐ \$20.00

☐ \$100.00

☐ \$50.00

☐ Other \$ _____

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Clip out & mail to: Robert L. Wise, Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Rd., Alameda, CA 94502

LOCAL 3 SCHOLARSHIP APPLICATIONS FOR 2001

The general rules and instructions for Local 3's Scholarships will be published in the December Engineers News.

In December, scholarship applications for 2001 will be available at your district office or credit union branch office.

Applications will be accepted between January 1, 2001 and March 31, 2001.



meetings AND announcements

DECEASED DEPENDENTS

Berniece Burger,
wife of Joe Burger09-12-00

Viola Davis,
wife of Otto Davis09-09-00

Gloria Flores,
wife of Salvadore Flores09-06-00

Morell Agnes Gwynn,
wife of Henry Gwynn08-20-00

Dorothy Potter,
wife of Homer F. Potter04-08-96

Clarinda Ratekin,
wife of Edward Ratekin09-18-00

Evelyn Seira,
wife of E. Henry Seira08-28-00

Lillian Stanley,
wife of Franklin Stanley08-27-00

Blanche Stephenson,
wife of Quentin Stephenson09-13-00

Janice Steves,
wife of Robert Steves09-23-00

Martha Whitlow,
wife of William Whitlow09-09-00



Thanks Local 3!

To the officers and members of Local 3:

Thank you for sponsoring me in my rodeo activities. With your help I've been able to participate in many events and was successful in several of them. Some of my favorite events include the Reserve World Champion Miniture Bull Rider where I was the first to ride Boogey Man. And at the Junior Rodeo this year, I received overall high point and all-around cowboy. I feel I've been able to achieve these goals with your support, and I'm proud to wear the Local 3 patch on my jacket.

Sincerely,

Markus Mariluch



Markus Mariluch, left, hands Wyoming District Rep. Jim Scott an appreciation plaque for the officers and members of Local 3.

DEPARTED MEMBERS

Our condolences to the family and friends of the following departed members (compiled from the September 2000 database):

Jim Brace	Salt Lake City, UT	09-05-00
S. Decarol	San Jose, CA	09-03-00
Manuel Farinha, Jr.	Hayward, CA	09-16-00
Donald Ford	Newark, CA	09-01-00
Manuel Gomes, Jr.	Tracy, CA	08-05-00
John Grindstff	Big River, CA	09-03-00
Claude Henry	Bakersfield, CA	08-23-00
Adrian Herrera	North Highlands, CA	09-09-00
Bruce Heuston	Bend, OR	09-03-00
Mike Hydash	Oakdale, CA	08-25-00
Carl Kirkpatrick	Omaha, NE	09-01-00
William Kissell	Los Gatos, CA	09-17-00
Ted Knoff	Coos Bay, OR	08-31-00
Kakuich Kuwada	Hilo, HI	09-04-00
John Lawrence	Oakdale, CA	09-12-00
Asa Leekley	Merrill, OR	08-26-00
Oscar Lolax	Palo Cedro, CA	09-13-00
Frank Manas	Woodland, CA	08-19-00
George Matzek	Murphys, CA	09-07-00
Raymond McCann	Canton, IL	09-24-00
George Moore	Pasco, WA	09-02-00
James Moppins, Jr.	Stockton, CA	09-26-00
William Nash	Ogden, UT	09-23-00
Sterlin Newsome	Redding, CA	08-31-00
Charles North	Auburn, CA	09-01-00
Floyd Packer	Santa Cruz, CA	08-28-00
David Rea	Roseville, CA	08-30-00
Byron Robinson	Morrilton, AR	09-06-00
Chris Ryan	Ely, NV	09-09-00
Harud Shigeta	Honolulu, HI	08-22-00
Fred Spencer	San Jose, CA	09-07-00
Rudolph Stark	Las Vegas, NV	08-23-00
Elbert Tadlock	Mount Shasta, CA	09-13-00
Vincent Tornincasa, Jr.	Pollock Pines, CA	08-25-00
Arthur Tyler	Oakhurst, CA	08-25-00
C. Vawter	Concord, CA	08-23-00
Leonard Vincent	San Leandro, CA	09-21-00
William White	Waianae, HI	07-13-00

DISTRICT MEETINGS

All meetings convene at 7:00 p.m.

NOVEMBER 2000

- 1st District 15: Rapid City, SD***
Ramkota Inn
2111 N. LaCrosse Street
- 2nd District 12: Ogden, UT**
Marriott Hotel
247-24th Street
- 9th District 01: Novato, CA**
Inn of Marin
250 Entrada
- 8th District 50: Fresno, CA**
Laborer's Hall
5431 East Hedges
- 30th District 11: Reno, NV**
Engineers Building
1290 Corporate Blvd.
Reno, NV 89502

*Please note location change

DECEMBER 2000

- 4th District 17: Kauai, HI**
Kauai High School Cafeteria
Lihue, HI
- 5th District 17: Honolulu, HI**
Washington Intermediate
School Cafeteria
1633 S. King Street
- 6th District 17: Maui, HI**
ILWU
896 Lower Main Street
Wailuku
- 7th District 17: Hilo, HI**
Hilo ILWU Hall
100 W. Lanikaula Street
- 7th District 10: Lakeport, CA**
Yacht Club
55-5th Street
- 8th District 17: Kona, HI**
King Kamehameha Kona
Beach Hotel
75-5660 Palani Road
Kailua-Kona
- 14th District 90: Freedom, CA**
Veterans of Foreign Wars
Hall
1960 Freedom Blvd.
- 21st District 20: Martinez, CA**
Plumbers 159
1304 Roman Way

Honorary Members

The following retirees have thirty-five (35) or more years of membership in the Local Union as of September 2000 and have been determined to be eligible for Honorary Membership effective October 1, 2000.

Bob Armstrong	1109423	Thiel Lippincott	0842653
Neal Austinson*	1171994	Tony Lombardo	0889036
Regi Bacoccini	1071909	C. Lopez	1025377
Danny Bartley	1126335	Cliff Merck	1166648
Louie Caporusso*	1199076	Donald Owens	1199150
Mitchel Crowe*	1203421	Edward Soares	1212486
Calvin Davis	0883824	Janero Souza	1212487
Arnold Gouveia	1216157	Edward Waldo	1212622
Allan Harmer*	1128376	Walter Watson*	1128392
William Hatch	1203578	Stanley Woinoski*	0570307
Francis Helenihi	1154374	Joseph Wood	0888953
Donald Hendrix	0745715	Roy Yokomichi	1178276
Lonoku Kaahanui	1020204		
Leo Kincheloe*	0883831		
Edward Lawson	1136303		

*Effective July 2000

Retiree Association Meetings

Retiree Association meetings have been scheduled. This is an open invitation to all retirees and their spouses. Please join us for the meeting in your area. Your input is vital. Remember, you are the union. Your officers, credit union staff and trust fund representatives look forward to seeing you there.

South Dakota/ Wyoming

Wednesday, Nov. 1.
Ramkota Inn
2111 N. LaCrosse St.
Rapid City, SD*
2 p.m.

Salt Lake City

Thursday, Nov. 2.
Operating Engineers Bldg.
1958 W.N. Temple
2 p.m.

San Francisco/ San Mateo

Wednesday, Nov. 8.
Villa Hotel
4000 S. El Camino Real
10 a.m.

Novato

Wednesday, Nov. 8.
Novato Oaks Inn
215 Alameda del Prado
2 p.m.

Fresno - Potluck & Meeting

Thursday, Nov. 9.
Laborers Hall
5431 E. Hedges
1 p.m.

*Location Change

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: '76 Cadillac Eldorado Berlitz, a classic car, 54,000 mi., garaged & covered all times, a few trips to church & grocery store, like new, \$10,000, (916) 685-3386, #1171873.

FOR SALE: 5 acres in Oroville California, park setting, 3 bd, 2 1/2 ba on private road, pool, spa, lots of redwood decks, 5 stall horse barn, 2 car garage, 50X60 shop, all excellent condition plus second home already rented at \$500/month, 3 bd, 2 ba fenced yard, a real deal, possible owner financing \$185,000, (530) 534-6855, #1540543.

FOR SALE: split-level condo, located on the beautiful Ampqua River, 2 bd, 2 ba, approx. 1,500 sq-ft, excellent fishing, 10 miles from Ocean, private boat dock & slip, park like grounds are maintained, gated community \$87,000, 9 miles up river from Reedsport, Oregon, (541) 271-9204, #1196787.

FOR SALE: '68 Chevrolet 4X2 pick-up, 119,000 original miles, after market AC, 327 v-8 automatic trans., camper special, bed rack with load lights, needs paint, good project truck, \$3,500/OBO, (707) 725-0606, #2284223.

FOR SALE: '93 Alpenlite 29-ft Trailer, SL 5th-wheel, converted goose neck, totally self-contained, 3500 propane generator, all the amenities, very clean, \$23,000 firm, (775) 465-0012, #1203570.

FOR SALE: '98 Tahoe 34-ft 5th-wheel trailer, all oak cabinets, 2 slides, less than 400 mi., lots of storage including roof-top, full walk-on roof, (with 10-year warranty), 6-ft ceiling in upper bedroom, sleeps 6, awning & fiberglass siding, \$23,000/OBO, (707) 591-0654 or e-mail: <snokiller@aol.com>, #225636.

FOR SALE: Park City Time Share, skiers lodge, week 24, unit #36, sleeps 6, week for this year has not been used & there are 2 weeks banked, all association dues are current, (435) 652-3792, #1661067.

FOR SALE: Beautiful Cadillac Eldorado Biarritz, top of the line, 500 C.I.D., last of the 3 big engines, looks like new, 54,000 miles, garaged all the time, \$10,000, red leather, (916) 685-3386, #1171873.

FOR SALE: House in Stagecoach, Nevada, east of Carson City, 25 miles off highway 50, listed on the internet @: <Remax.Relator.com>, #1020191.

WANTED: Ultralight aircraft, 1 or 2 place, bent, broken or uncompleted kits or any parts, call Charlie @ (707) 938-3158, #1166637.

FOR SALE: Kit Companion Travel Trailer, 27-ft, GT rear island bed front L-shape kitchen immaculate condition, asking \$10,999, (530) 299-3281, #1148460.

FOR SALE: D-4 Bulldozer, Hyd. angle, direct electric start, direct drive, very good cond., \$15,000, (530) 299-3281, #1148460.

FOR SALE: 2000 Yamaha super jet Jet Ski, r & D rideplate, intake guard, nujet impeller, motor stock, runs perfect, still warrantied, w/new trailer & wet suit/life vest, \$5,500/OBO, call Jeff at: (408) 226-4688, #2330134.

FOR SALE: '88 Pace Arrow 32-ft motor home, 35,000 mi, fully equipped, extra over/under trans. for power & mileage, new carpets, rear full bed, non-smokers, maintenance records, consider trade down to 20 to 24-ft motor home plus \$, call Jay (530) 384-2477, #0821461.

FOR SALE: new Holland two-wire haypress, runs good, reasonably priced, also 12-hp Briggs Sparton engine, gear reduction model, call Edward (209) 532-4647, #1212486.

FOR SALE: Browns Valley area, 7.5 acres, 80 gpm + good water, fenced & cross fenced, house pad w/ beautiful view, underground electric & telephone, large pond, BVID available, \$135,000, (530) 743-1909 or (530) 743-2928, #336937.

FOR SALE: Camperworld deluxe campground membership, includes coast to coast, resort parks international, good neighbor memberships, also discounts to golfing & hotels, \$1,500/OBO, (530) 477-1782, #1446503.

FOR SALE: '87 H.D. "King of the Highway", motorcycle, black, red pin-stripe, 16,000 mi, excellent condition, \$11,000, (925) 462-5101, #0791537.

FOR SALE: cutting torch bottle cart \$100, 6X5-ft utility trailer \$100, (707) 447-5419, #1952914.

FOR SALE: '88 Ford F-150 4X4, 1 owner, 84,000 mi., 6-cylinder, 5-speed, manual trans., long wheel base, dual tanks, \$6,200/OBO, (707) 996-5650, #1679707.

FOR SALE: '89 Bayline Capri, 50 HP force motor, new brain in motor, very low hours, boat has only been used 4 times in the last 2 years, \$2,900/OBO, call Guy (707) 438-7382, #2369505.

FOR SALE: Operating Engineers 50th anniversary belt buckles, solid gold \$350 new, will sell for same price +shipping, low register numbers, 10 like new, (530) 677-4272, #1166633.

FOR SALE: '89 Emmick Express Go-Kart, star 8 HP motor, fuel tank has just been blasted & dipped, all new fuel lines, \$1,200, call Guy (707) 438-7382.

FOR SALE: '89 Winnebago Chieftan class A 33-ft, has restored salvage title, replaced front clip, good as new, 46,000 orig. mi., includes in dash & roof air, awning, queen bed, etc., call for more information, (916) 485-4984, #0469213.

FOR SALE: '71 GMC 3/4 ton straight, clean & original owner, less than 80,000 original mi., 350 V8, \$2,200/OBO, in Angels Camp, CA, call during evenings only (209) 736-0704, #2123401.

FOR SALE: 18.65 acres in El Dorado County, Georgetown, CA, end of road, very private hideaway, 2 BD, 1 BA mountain retreat, forest service on 3 sides, 100 gpm well, lots of timber, water & mineral rights, \$125,000 firm, owner will carry with large down, (530) 333-0620, #1117589.

FOR SALE: The Credit Union has 3 mobile homes for sale: in Colfax, Platina & Fresno California, 2 are in parks & 1 must be moved off private property, all homes could potentially be relocated call John Mott between 8:30 A.M. & 5:00 P.M., weekdays at 1-800-877-4444 or (925) 829-7703.

FOR SALE: 2 BD 2BA doublewide mobile home in excellent cond., surrounded on 3 sides by full decking & includes hot tub, located on 3+ acres w/paved driveway, \$135,000, (707) 464-5653, #1659059.

FOR SALE: Home northeast of Marysville, California, beautiful country setting, 4 BD, 2 BA, large living room, tiled kitchen, dining room, indoor laundry, landscaped shady yard, dog run, 2-car garage +boat garage or could be used as shop, also a guest house on 4.86 acres with walnuts, (707) 964-6933, #1059689.

FOR SALE: '87 Sea Ray boat, 25-ft cuddy cabin cruiser w/ 260 merc., new bottom 2 yrs ago, lowrance X75 fish finder, electric down-riggers, 8-ft bimini, porta-potty, CB, 2-axle trailer w/ new brakes. Berthed at Steele Park Marina, Lake Berryessa, asking \$10,000 (707) 252-0210, #853652.

FOR SALE: '73 general -double wide mobile home in Valley Springs, CA, family park, fenced corner lot, new roof, 2 BD, 1 BA, close to lakes and shopping, will sell for \$16,000, (209) 772-1562, #2348878.

FOR SALE: '97 Travel Supreme 36-ft 5th-wheel with 3 slides, full awnings with ribs, tinted windows, u-line ice maker, catalytic wall heater, ducted air-conditioning-heating, day-night shades, DLX bedspreads/shams, to be seen in Sacramento, greatly reduced under \$40,000, for info e-mail: <ginles@jps.net>, (916) 631-0605, #0766861.

FOR SALE: Cemetery Lots at Memory Gardens, Concord, California, Cedars of Lebanon (Masonic Section), shrines 7 & 8, both for \$3,500, e-mail: <ginles@jps.net>, (530) 873-2537, #0766861.

FOR SALE: Western welded aluminum boat with wide & deep hull, stainless steel steering, console, electric start, throttle controls, fish finder, 2 swivel seats, fitted custom made cover, new battery, 25-hp motor, heavy duty trailer with new 14 in tires, rarely used, \$3,500, (209) 759-3911, #1136306.

FOR SALE: 19-ft '72 Golden Falcon Travel Trailer, completely self-contained, new air-conditioning, new: fridge, toilet, tires and bearings, sleeps 6 adults or 1 guy can live in it

very comfortably, must sell \$1,200/OBO, (925) 556-3100, #2084439.

FOR SALE: 26-ft '48 steelcraft all steel, good condition, very little TLC, motor replaced 3 years ago, runs good, (209) 836-8963 or (209) 969-9956, #1597767.

FOR SALE: Chevy Silverado third door, extend a cab, step side maroon, hard tonneau cover, American Racing Rims, dual exhaust, tow package, power locks, power windows, cloth seats, CD player, very clean, 43,000 original miles, \$22,000/OBO, (925) 372-6629, #2072275.

FOR SALE: '79 Blue Bird Traue Lodge motor home, 59,000 mi, new 1100-22.5 Bridgestone tires, 3208 Cat diesel with 6-speed Allison tranny, 35-ft long, \$40,000, (209) 852-2185, #1001694.

FOR SALE: Central Montana Home, 5 bedroom, 2 kitchens, 2 bath, wood, propane & electric heat, 4 lots all together, good hunting & fishing, ideal for hunting club or retirement, must sell, priced at only \$22,500 cash, for more info call (541) 572-2937 or e-mail: <bobcon@webnet.net>, #1006711.

FOR SALE: 3 year old, 2,114-sq ft, 4 bed, 3 bath house on a corner lot in Coalinga, California, \$160,000, (559) 935-8983, (831) 449-2452 leave message, #2372998.

FOR SALE: Charming Country Cottage, 1 1/2 story possible 4 bed, 2 full bath, daylight basement, beautiful view of dunes & ocean, located at Lakeside, Oregon, near Coos Bay, 105,000 .51acre fenced backyard, room for RV & large pole barn, age 1972, new roof 1994, (541) 271-9204, #1196787.

FOR SALE: '96 Ford Crown Victoria LS, loaded, like new, 79,000 miles, free equity, take over payments, \$228, illness forces sale, asking \$9,500, call Sam (707) 768-3853, #0865458.

FOR SALE: SKS Russian 7-62 By 39, scope and 400 rounds ammo \$350, Remington model 700, 22 by 250, scope and cardina case, \$450, (916) 991-5530, #11991119.

FOR SALE: 10-HP Champion Compressor, 10 HP Briggs, runs good, good Service Truck Compressor, \$500, (650) 364-3784 evenings, #1768892.

FOR SALE: '79 Lincoln Town Car, 1 owner, always garaged, all leather, power windows & seats, all new brakes-exhaust system, new drive, line joints, over \$1,500 spent on, must see, \$3,250/OBO (707) 938-4443, #2279257.



FROM HAWAII EBOW HAWAII

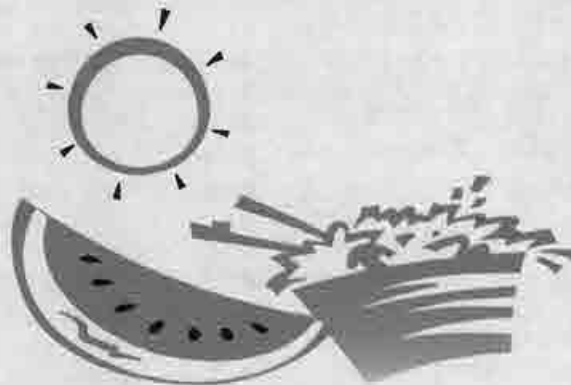
FAIRFIELD PICNIC A DELICIOUS SUCCESS

FAIRFIELD – Sunny skies welcomed Local 3 families to the Fairfield District picnic on June 11 at Pena Adobe park. Volunteers served hot dogs, beans, cole slaw and roles to hungry guests.

While adults chatted and perused the raffle-prize table, children took turns operating miniature dozers and jumping in the bounce house.

Fairfield thanks the volunteers who helped make this year's picnic a delicious and fun success. And

thank you members, for once again coming out to enjoy to the day with Local 3. See you next year.



NEWS
FROM THE
districts



1. Guests check out the raffle-prize table.

2. Clear skies welcomed guests to Pena Adobe park.

3. Children wait their turn to jump in the bounce house.

4. Hungry Local 3 members and the smell of roasting hot dogs fill Pena Adobe park.

5. Dredging and Cranes Special Rep. Roger Wilson counts raffle-prize tickets.

6. Andrew Halsey, left, and younger brother Brady develop their operating skills with the remote-control toy excavator.

7. A volunteer roasts hot dogs in preparation for the picnic feast.



NEWS FROM THE districts

FROM HAWAII EBOW HAWAII

HONOLULU MAYOR JEREMY HARRIS RE-ELECTED

HONOLULU – On Sept. 23, incumbent Mayor Jeremy Harris won the primary election over challenger Mufi Hanneman. The Hawaii Building Trades Council, with 16 construction trade unions in Hawaii, endorsed the mayor early in the campaign. By earning more than 50.1 percent of the votes in the primary, the mayor was re-elected, eliminating a runoff in the general election.

Voter registration and waving signs kept District 17 busy until election time. The effort was certainly worth it. The staff will continue its efforts of voter registration and waving signs for other candidates in the upcoming election on Nov. 7.

We urge every member to get out and vote. Your future is at stake.

HAWAII OPERATORS WELCOME \$20 MILLION PROJECT

HONOLULU – Modern Continental Construction from Cambridge, Mass., began work on its wastewater pump station force main replacement project. The awarded work is expected to take about 12 months to complete. The project begins at the Sand Island Wastewater Treatment Plant and will end at the Hart Street Pump Station on Nimitz Hwy. About 18 Local 3 members have been dispatched to Modern Continental to complete the work.

Subcontractor Michel's Drilling, out of Local Union 139, does the directional drilling work. The drilling started at Hart Street, where pilots were drilled at a 12-degree angle into coral down to 80 feet. When complete, the drill was set to

do a pullback of the 46-inch steel-casing pipe. The length of the steel casing was 3,122 feet and took about 30 hours to complete. At least six cranes performed the work. Northern Pacific Crane, Associated Steelworkers and Hawaiian Crane and Rigging assisted this project during the pullback. They started Aug. 19 and finished and by noon the following day.

About 30 Local 3 members worked on this project. The second phase should begin Aug. 26. During Labor Day weekend, Modern Continental repeated the process and installed another 3,122 feet of 46-inch steel casing using the same crane companies.



Local 3 members operate cranes to ensure pipe is safely handled.



From left: Perry Artates of the Operating Engineers Stabilization fund, Brian Cremer of Local 368 and Joe Phillips of Local 1 and 630 compare notes testifying at a Maui public hearing.

UNION CONTRACTORS DOMINATE MAUI

MAUI – Construction work in Maui County continues to go union. Through the third quarter of 2000, 95 percent of the \$60 million in public works projects went to union contractors. Local 3 contractors Hawaiian Dredging & Construction, Dick Pacific Construction, Goodfellow Brothers, Site Engineering and Grace Pacific Corporation enjoy busy times on the

Valley Isle.

Coordinated legislative lobbying efforts by various construction trades creates a healthy political climate for union contractors. Perry Artates, construction resource specialist for District 17's stabilization fund, provides testimony at public hearings that has a direct impact on construction.