

Engineers News

VOL. 49, NO. 12

OPERATING ENGINEERS LOCAL UNION NO. 3, SAN FRANCISCO, CA

DECEMBER 1991

Semi-annual Meeting Notice

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

Pipeline fuels job hungry Utah

A slumping construction industry in Utah received a much-needed boost this year with construction of the 680-mile Kern River Gas Transmission Line (see pages 11-14).

Photo by James Earp



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

At this time of year, it would be nice to look forward to the holiday season and extend Christmas greetings to our members. But after a year as dismal as this one, it's difficult to do that with any amount of enthusiasm. As I witness the severity of this recession, talk with many of our members who have been unemployed for extended periods, and try to stretch our union's strained finances, I'm filled with rage at the obscene "free market" politicians who have violated our nation's economy.

Reaganomics is Bush

A discussion I had recently in Detroit with an officer of the Machinists illustrates my point. His union was having difficulty negotiating a new contract with a Japanese firm that was assembling an electronics product at a plant represented by the Machinists. The Japanese employers wanted major concessions because of rising production costs and declining earnings. The Machinists suggested that they be given an opportunity to examine the entire production process of the product. Upon examination, they found that the product could be produced more efficiently if it was actually manufactured entirely in the U.S. with union workers, rather than merely assembled here.

The savings in production costs could be passed on to the workers to maintain wages and benefits. Upon receiving this proposal, the Japanese employers caucused privately. When they returned to the negotiating table they declined the Machinists offer. Why? "Because it would put our people out of work," they responded.

Here's my question: Under the free-market philosophy of Reagan/Bush, how many American companies would opt for higher production costs if it would save jobs at home? The answer is so obvious, it makes my question seem ridiculous.

We are seeing in this recession what happens after a decade of raping and pillaging the American middle class. This "slump" (should read "depression"), is the harvest that Big Business has sown.

Their theory was to deregulate capitalism to increase efficiency and productivity. Their theory was that under this wonderful laissez faire system, bad companies would fail, good ones would prosper and more jobs would be generated for all.

The reality is, "there is no free lunch." Employers haven't tried to increase productivity the legitimate way, i.e. by building better factories and investing in R&D to keep on top technologically. They've gone for the quick fix. Slash wages. Eliminate or reduce benefits. Raid employee pensions to finance leveraged buyouts. Break up the newly bought company into little pieces and sell them off for a quick profit. Lay off thousands of skilled employees to pay for the loans they took out to buy the company.

This is the legacy of the Reagan years, and President Bush has embraced all of it with open arms.

When Reaganomics has finished working its magic on our economy, who is going to be left to create the demand for goods and services when all the good paying union jobs have been replaced by ones that pay half as much? How is our health system going to survive when fewer and fewer people have jobs that provide medical coverage? How are young families going to buy a home when they have no hope of ever earning a salary big enough to qualify for a mortgage?

Yes, there are a privileged few who are actually getting more of the pie. But how many houses and televisions can they buy?

Let's face it. Reaganomics is Bush. And that's the whole problem. It won't go away on its own.



ILCA President Pat Ziska (left) presents journalism awards to Engineers News Managing Editor James Earp and Assistant Editor Steve Moler.

Engineers News captures first place journalism awards

Engineers News received top honors at the biennial convention of the International Labor Communications Association, held this month in Detroit.

The union's official monthly publication received first place for the prestigious "General Excellence" award, which recognizes the best overall publication in each class. Local 3 competes for this award in a highly competitive category against all local union publications in the U.S. with a circulation of 15,000 or more.

"The reporting is solid and use of photography outstanding," the judges stated in the Awards Contest Report.

Engineers News also received first place for best feature story by Assistant Editor Steve Moler. "A 1990 winner, *Engineers News* returns to the winner's circle with a timely article which shows how a land developer and the union teamed up to preserve the environment on a 600-acre tract near Hayward, California," the judges stated.

Engineers News won first place in this category last year with its special coverage following the Loma Prieta Earthquake.

A second place award was received in the category of Special Performance, for a feature story written by Steve Moler on how the drought is affecting the construction industry in California.

In a separate awards ceremony on film and broadcast, Local 3 won a second place award for a radio spot written by James Earp featuring football star Ronnie Lott.

In receiving the awards, Managing Editor James Earp gave special recognition to Moler

and graphic artist Arlene Lum for their outstanding work, month after month."

Engineers News

WFLA



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

Engineers News (ISSN 176-560) is published monthly by Local 3 of the International Union of Operating Engineers, AFL-CIO; 474 Valencia St., San Francisco, CA 94103. Second Class Postage Paid at San Francisco, CA. *Engineers News* is sent to all members of Operating Engineers Local in good standing. Subscription price is \$6 per year. POSTMASTER: Send address changes to *Engineers News*, 474 Valencia St., San Francisco, CA 94103.

opelu-3-afl-cio (C)

Local 3 moves into new home

After 43 years at 474 Valencia Street, the Operating Engineers headquarters has a new home. About 250 guests, including the Local 3 Executive Board, Local 3 employees, local dignitaries and political friends of the union gathered at the new building in Alameda on November 23 to tour the new facility and celebrate the historic move.

"This building has been a long time in coming," Business Manager Tom Stapleton noted. "For years we've known that at some point it would become necessary to vacate our location in the Mission District. Back in 1948 when the union moved into the Valencia Street building under Business Manager Vic Swanson, the Mission District was the hub of union activity in a very union town. But in the past decade, an increase in violent crime and drug dealing has destroyed the neighborhood to the point where we were concerned for the safety of our employees."

Stapleton discussed the need to look for a new headquarters facility with the officers and Executive Board. An initial search determined that it would not be cost effective to relocate in San Francisco.

After further discussion, Staple-

ton proposed that Local 3 move its headquarters to the East Bay where the greatest concentration of the membership resides. Local 3 would sell its San Francisco building and the building that houses the Oakland District Office and purchase one facility that would accommodate all the offices and departments previously housed in the two buildings.

"By consolidating our two largest offices into one complex, we will be able to pay for nearly all of the new building through the sale of our San Francisco and Oakland offices," Stapleton explained. "More importantly, we anticipate that our cost of operating will see some reduction, due to the consolidation."

After a lengthy search of existing buildings and vacant land in the East Bay, a site was selected in the Harbor Bay business park in Alameda in which to build a facility specifically designed to meet the needs of the union. Plans were finalized and construction commenced in February of this year.

The new building, which was completed on schedule in October, contains executive offices, all the departmental offices which were located in the Valencia Street building, a printing and production area and a

new branch office of the Operating Engineers Federal Credit Union.

The Oakland District office, along with Public Employee, Tech Engineers, and Surveyors JAC offices are scheduled to move into the Alameda building upon completion of the sale of the Oakland district office building.

"One thing about this building that means a lot to me is, not only was it built union, but the land it sits on was moved by Operating Engineers," Stapleton remarked at the open house ceremony. "This was part of the Bay at one time," Stapleton said, pointing to the surrounding land. "Operating Engineers filled this land. My saying is: 'God built the mountains, but Operating Engineers built this place!'"

Among those joining the Operating Engineers at the open house were Assembly Speaker Willie Brown, Lt. Governor Leo McCarthy and State Treasurer Kathleen Brown.

"I'm delighted to be at this dedica-



Business Manager Tom Stapleton (left) receives honoring Local 3 from Lt. Governor Leo McCarthy at open house celebration.

tion," Speaker Willie Brown said. "I was here at the groundbreaking - and it is with some reluctance that I view this move, because the Operating Engineers have been in San Francisco for longer than I can remember. They were located literally within walking distance of where I live."

"But Tom (Stapleton) convinced me when he showed me the plans, what kinds of things can be done in this new customized structure for the membership of this union and the people of California, who so desperately need the services this union can provide."

Lt. Governor Leo McCarthy presented a plaque to Local 3. "This plaque is from 31 million people in California," McCarthy said. "Maybe they don't all appreciate or know about the work done by the members and families of this outstanding union. If they did, they would know that you have with hard work built much of this state, built the economy of this state, and we recognize that achievement in this resolution."

State Treasurer Kathleen Brown echoed McCarthy's sentiments.

"This building is a testament to the strength and vitality of this union and the people who represent it," she said.

"It's kind of a sad feeling to leave our office in San Francisco," Stapleton observed. "The Valencia Street office has been the hub of this union's history and it has been there ever since I got started in this union. But the strength of this great union has always been to look ahead, face the future and move on. That's what this move symbolizes."

"The Operating Engineers Local 3 has been here for better than 50 years, and we plan to be a force to contend with for a long time to come."

On strike at Richmond Terminal

Business Agent Tom Bailey, left, picket captain Rocky Passmore, center, and District Rep. Tom Butterfield stand on deck of the Gayle, a boat being used as a water picket in a labor dispute at the Levin Richmond Terminal. Twenty-one operating engineers struck the company, which exports scrap iron, when the members and the employer failed to reach an agreement on wages, fringe benefits and contract language.



Fire cleanup

Union contractors converge on Oakland hills to begin massive reconstruction

**By Steve Moler
Assistant Editor**

California's worst disaster in recent memory, the East Bay hills inferno that devastated four square miles of residential neighborhoods in Oakland and Berkeley on October 20, will soon become one of the largest construction projects in state history, and union labor will be doing a lot of the work.

As the firestorm rampaged through one hillside neighborhood after another on that infamous warm, windy Sunday afternoon and evening, thousands of Bay Area residents, watching the catastrophe unfold before their bewildered eyes on television, must have wondered, for a moment at least, what the area would look like once the fire was extinguished.

Public works crews were first allowed into the disaster area the following Wednesday, the day the fire was declared under control. The devastation proved far worse than previously imagined: 2,699 single-family homes and 507 apartment units had been destroyed, and another 65 homes damaged beyond repair.

In addition to 3,271 incinerated dwellings, there were over 2,000 burned out vehicles, thousands of burned utility poles and trees, many clogged storm drains and sewer lines, and thousands of acres of scorched hillside left without vegetation to hold back erosion. Not since the fire following the 1906 San Francisco Earthquake had the Bay Area seen such destruction in a single disaster.

What should have been a routine Monday morning for local government officials and disaster relief organizations turned into the ultimate test of crisis management. As soon as the fire was put out, the Task Force for Emergency Preparedness and Community Restoration, consisting of representatives from the building trades, local government, homeowners associations, utility companies and business groups, was formed to outline a cleanup and rebuilding plan.

At the same time, the Alameda County Building and Construction Trades Council set up shop at the disaster center in Oakland to provide burned out homeowners with referrals to union contractors qualified to do demolition and reconstruction.

tion.

The first priority in the days immediately following the disaster was abating public safety hazards. Scattered throughout the disaster zone were thousands of cubic yards of charred rubble. The City of Oakland hired two union contractors, McGuire & Hester and Gallagher & Burk, to do tree and utility pole removal, flush and clean clogged storm drains and sewer lines, and remove large pieces of debris from steep hillsides, including vehicles and large appliances such as refrigerators and freezers that stood amid the rubble on unstable hillsides.

For the better part of three weeks, crane operators from Bigge Crane & Rigging Company and Golden Gate Crane & Rigging moved methodically through ravaged neighborhoods plucking hundreds of burned automobiles from the rubble of burned out garages and placed them on curb sides so tow trucks could haul them away.

Meanwhile, the City of Oakland, using recommendation from the task force, was putting the finishing touches on an ambitious master plan for the cleanup and rebuilding of the Oakland hills. The plan remedies several of the most critical disaster problems: cleanup, reconstruction of infrastructure, erosion control, public safety, home rebuilding, communications and financing.

To minimized confusion and chaos, the city decided the best way to clear the 2,000 or so private lots was to hire an independent contractor, ICF Kaiser Engineers, Inc., to be the project manager. Kaiser, in turn, will prepare plans, procure professional services, do inspections, develop and monitor safety programs, and solicit and award contracts.

Under the \$21 million program, \$13 million of which will be paid by insurance companies and the Federal Emergency Management Administration, property owners can either volunteer to use the city-contracted

crews to clear their property or hire their own contractors. If they choose to do it alone, they will have to obtain debris removal permits from the Oakland Public Works Department.

So far, the number of homeowners signed up for the city-sponsored cleanup program has been lower than expected. Kaiser had estimated that about 1,800 homeowners would participate, but now the firm has lowered its expectations to about 1,500. To make the program work city officials say they need about 30 to 40 percent of the 2,283 homeowners who lost their homes to participate. About 300 people already have hired private contractors to clear



Top: Louis Trujillo of Rondeau Bay Construction uncovers sewer lines so they can be capped until reconstruction begins.

Bottom: Walt Harden, who works for Bay City Cranes, does demolition work at a private residence in the Broadway Terrace area.

their property.

Since the fire, the East Bay hills have been flooded with non-union contractors, many from outside the area, hoping to get a piece of the

The East Bay hills will soon become one of the largest construction projects in state history

cleanup action. Many of these scab outfits have been standing outside residents' meetings handing out advertisements for everything from yard clearing to home building. Residents are also being inundated with proposals by mail.

Already some of these scabs have violated safety regulations that require all debris to be sprayed with water to prevent airborne contaminants such as asbestos. Still others aren't qualified to do the work they say they can do. Under a project agreement, however, everyone would be assured of safe and quality workmanship by local contractors, which will help bolster employment in the county.

To strengthen even further labor's role in the reconstruction of the East Bay hills, the Alameda County Building and Construction Trades Council, in conjunction with the AFL-CIO and the GMAC Mortgage Corp, is sponsoring a \$50 million financing program to help fire-stricken homeowners rebuild using union labor.

Under the program, called ProLoan, the AFL-CIO Housing Investment Trust has committed \$50 million towards the purchase of reconstruction loans. The trust will offer special 30-year mortgage rates and will guarantee the rates from the beginning of construction through the permanent loan process. For example, interest on a loan issued last month would have been around 8 1/2 percent. If interest rates dropped, so would the loan's interest rate, but would remain steady if rates were to rise in the future.

Under the terms of the program, all construction financed through ProLoan will be done by contractors and subcontractors that are signatory to collective bargaining agreements with local building trades affiliated with the Alameda County Building and Construction Trades Council. To further speed up reconstruction, affiliated construction unions have offered to work at the most competitive residential wage rates.

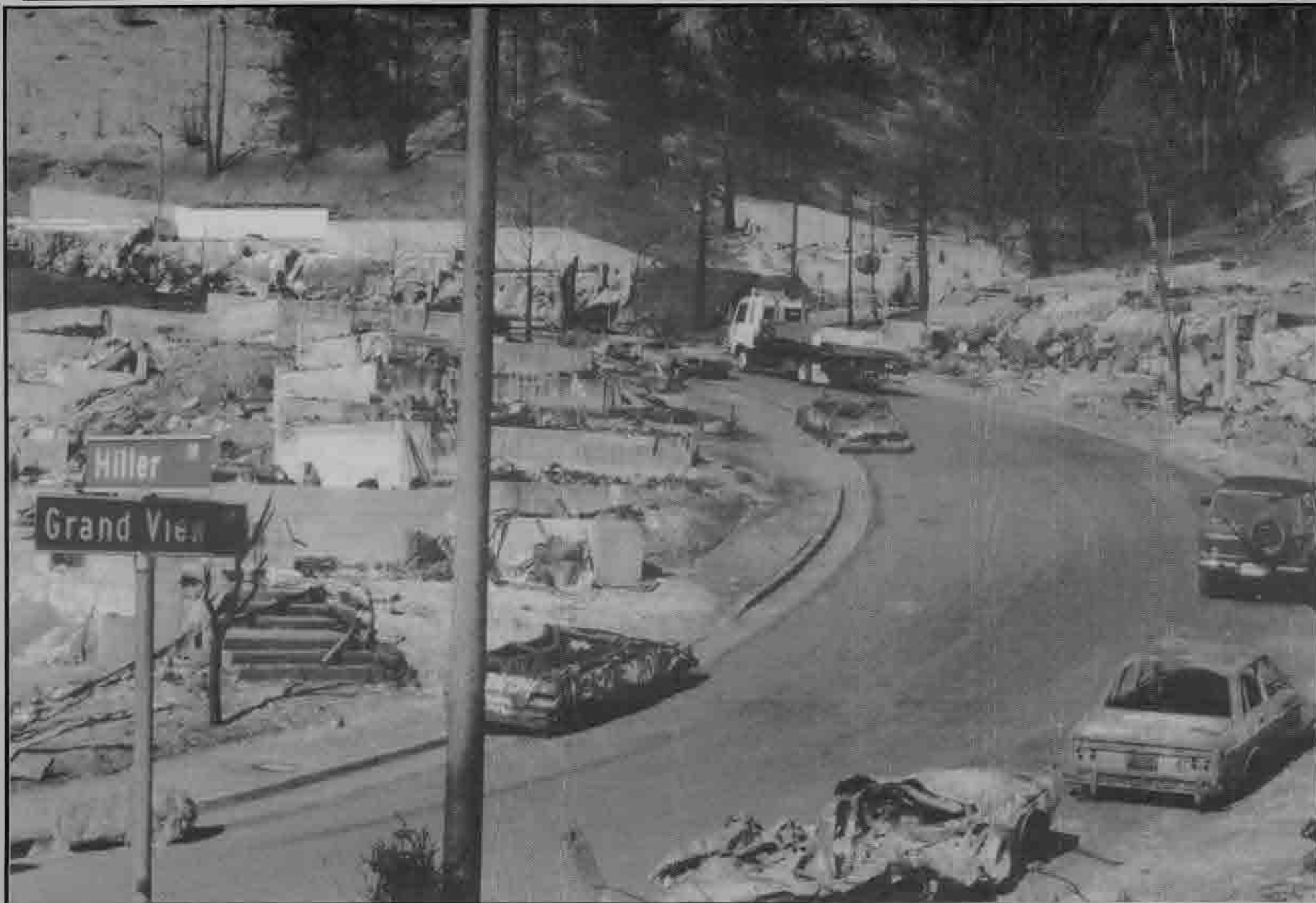


Top and center left: Miguel Pineda and Dave Lehman clear burned vegetation above Caldecot: Tunnel before winter runoff causes debris to clog storm drains.

Center right: Local 3 Business Agent Myron Pederson, left, with Foreman Scott Shropshire of Gallagher and Eurk.

Bottom: Oscar Godfrey of Gallagher and Eurk clears debris from drainage canals on Westview Place.





Scenes like this one at Hiller Drive and Grand View Drive in the Hiller Highlands neighborhood typified what homeowners saw when they returned to their burned out neighborhoods after the fire.

Union comes to rescue of Local 3 members stricken by East Bay fire

Local 3 members who lost their homes in the East Bay hills fire are getting financial help from their second family — the union. San Francisco County Sheriff's Deputy John Peters, Alameda County Sheriff's Deputy Vic Turjanis and Retiree Bud Wells have each received donations of \$2,000 from Local 3. The disaster aid came from relief money leftover from the Loma Prieta earthquake.

In addition to the Local 3 contributions, each of the three members also received \$500 checks from a disaster fund sponsored by the California Labor Federation, AFL-CIO, the Alameda County Labor Council and the West Coast Labor Liaison to the American Red Cross. Some 70 other union members stricken by the fire have also received \$500 aid checks from the fund.

Before the fire was even out,

Local 3 began investigating ways to help those union members stricken by the fire. Both the International Union of Operating Engineers in Washington D.C. and Local 3 had unspent disaster funds left in their Loma Prieta Earthquake Funds. Once a survey of fire victims was completed, the money was quickly distributed to the three members so they could begin to put their lives back together.

John Peters, who lived on Contra Costa Road, not only saw the house he grew up in burn to the ground, but witnessed the total destruction of his entire neighborhood. Shortly after 11 a.m. on the day of the fire, the sound of sirens and the smell of smoke drew his attention to the hills near the Caldecott Tunnel, just a mile away. From a vantage point overlooking Hwy. 24, he could see flames sweeping through the Hiller

Highlands neighborhood on the other side of the freeway.

Realizing this was no ordinary fire, John began to water down his roof and consider how to evacuate his blind 85-year-old mother. Within an hour, the conflagration jumped the freeway and moved swiftly up a hillside bordering Lake Temescal just below John's neighborhood. A few minutes later, houses down the street began exploding into huge fireballs, then the home across the street suddenly ignited. John, armed with a measly garden hose, realized there was nothing he could do but get his mother to safety and flee for his own life. By 1:45 p.m. John's 67-year-old home, the only house he had ever lived in, went up in flames.

When John returned to the house the next day, his Chevy Blazer, which he had parked on the street just before evacuating, was the only

significant item spared. A lifetime of memories and material possessions went up in smoke in just a few minutes. "It's mind-boggling to lose everything," he said. "This disaster has changed my attitude about material things. My lifestyle will really change because of this."

Like so many other fire victims, John isn't sure what he'll do next. While the home was insured, no replacement could ever match the charm and nostalgia the old Peters 10-room home had, and certain prized possessions lost in the fire, like John's 1955 Oldsmobile in original condition, are irreplaceable.

In the aftermath of the fire, John has received an outpouring of financial help from co-workers, fellow union members, friends and the San Francisco County Deputy Sheriffs Association. "I had no idea, nor did I expect to get all of the help that I've



San Francisco County Deputy Sheriff John Peters sifts through the rubble of his home on Contra Costa Road in the upper Rockridge neighborhood of Oakland.

received. It's been simply unbelievable."

Unlike John, retiree Bud Wells was out of town the morning the fire swept through his neighborhood on Hermosa Avenue off of Broadway Terrace. When Bud was finally allowed to return to his home several days later, the three-story dwelling, which Bud had lived in for 45 years, was a total loss.

All of Bud's World War II memorabilia, from the days when he flew B-17s over Germany with the 8th Air Force, went up in smoke, as did a lot of tools left over from the days when he was a mechanic and owner-operator of dozers and scrapers. Perhaps more tragic than seeing all

of this possessions lying in a heap of ashes was finding the remains of his dog, Charlemagne, a 5-year-old Hovawart that had become Bud's best friend since retiring.

Bud is also uncertain what he'll do next. While the house was insured, Bud never thought about upgrading the policy to compensate for inflation and increased property value. As a result, he'll probably receive a settlement far below the home's actual value. While Bud heals the emotional wounds, he also must grapple with how to proceed with the cleanup, whether to participate in the city-sponsored cleanup program, which will charge him or his insurance company \$6,092 to clear the lot, or find a private contractor to do the job. Whatever the choice, nothing in Bud's life will ever be the same.

Of the thousands of fire victims, no one has suffered more personal tragedy than Vic Turjanis. His wife Cheryl and mother Aina were killed while trying to escape the flames on Charring Cross Road, a narrow twisting street where 10 other people perished. Vic's tragedy was featured in last month's *Engineers News*.

Cheryl telling him that a huge fire had broken out in the hills above the house. Before Vic could make it back to the house, the fire swept through his neighborhood, incinerating all the homes to bear ground as if a small nuclear bomb had exploded above, then it jumped Hwy. 24 and began to ravage John Peter's neighborhood.

When Vic finally reached the house, Cheryl and Aina were missing. With the help of fellow Alameda County sheriff's deputies, two separate searches of the area were conducted. Aina was found the next day entangled in electrical wires after a utility pole apparently fell on her, and Cheryl was killed while trying to escape with Oakland police officer John Grubensky and a group of other residents.

Immediately following the catastrophe, Vic's friends and co-workers at the sheriff's department established a trust fund to help Vic recover financially from the fire. Because of his strong will and help from friends and coworkers, Vic is beginning to put his life back together. He has returned to work and has begun the painful task of deciding what to do next, whether to rebuild the house or leave the neighborhood and its horrible memories.

While no amount of money can replace what John, Bud and Vic have lost, the support they've received from the union can ease the pain a little, and above all, facilitated their recovery. Besides, isn't that what families are for?

Like Bud Wells, Vic had left home early Sunday morning to help his brother Andrew build a porch at his home in Napa. Later that morning, Vic received a frantic phone call from



Above: John Peters stands next to what's left of his prized 1955 Oldsmobile.

Below: What's left of Bud Wells' house on Hermosa Avenue.



Above: Retiree Bud Wells lost his home, his dog and decades of memories to the East Bay Hills fire.

Agreement reached on new federal highway bill

Congressional leaders in the House and Senate have reached a compromise on a new six-year, \$151 billion transportation bill that contains many of the features sought by organized labor. President Bush is expected to sign the landmark legislation, which could produce as many as 1,120 construction jobs in California next year and 16,000 jobs through the course of the program.

The bill would make substantial changes in the structure of transportation programs, greatly diminishing the federal role in determining how states spend transportation dollars while substantially increasing the amount of federal money sent the states each year. The federal funding share of transportation programs would be set at 80 percent, with the states providing 20 percent.

The federal government will grant the states about \$32 billion for mass transit, and increase of 50 percent annually over current spending, and \$119 billion for highways. Another \$24 billion will go to urban areas to spend as they wish, whether on mass transit, bikeways,

local streets or interstate highways.

The measure also includes \$8.2 billion to complete remaining stretches of the interstate highway system, \$21 billion to expand and upgrade the system, \$17 billion for maintenance, \$16.1 billion for bridges and \$6 billion for congestion and air-quality programs. The spending would begin immediately and grow steadily over the years, with most of the money coming from motor vehicle fuel taxes.

In California, the bill eliminates the treat of cutoffs in federal funds and means that numerous projects that might otherwise have been stalled by congressional inaction will now proceed on schedule. Among those will be the Cloverdale Bypass on Hwy. 101, the Mountain View-to-Milpitas freeway in Santa Clara



The new highway bill is designed to help relieve traffic congestion on urban freeways.

County, carpool lanes on I-880 in Alameda County, improvements to Hwy. 85 and 17 in San Jose and seismic upgrading of the Golden Gate Bridge.

The new transportation program also emphasizes mass transit, which would mean the completion of many light rail projects throughout the Bay Area. Some \$568 million, for example, would be earmarked for BART's extension to San Francisco International Airport and for Santa Clara County's fledgling light-rail system.

Californians will also get a higher return on their investment. The state currently gets back roughly 85 cents from every dollar that Californians pay into federal gasoline taxes, but the new program raises that figure to 92 cents per dollar.

The bill also includes numerous other programs and projects. A total of \$725 million would be earmarked to build a magnetic levitation transportation system and \$600 million for an intelligent-vehicle highway system program.

Scholarship Contest Rules Announced for 1992

General rules & instructions for Local 3 College Scholarship Awards 1991-1992 school year

Two college scholarships of \$1,000 each will be awarded winners, for study at any accredited college or university, one award to a daughter and one to a son of members of Operating Engineers Local 3.

Two college scholarships of \$500 each will be awarded 1st runners-up for study at any accredited college or university, one awarded to a daughter and one to a son of members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

Who may apply:

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

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

The applicants must be senior high school students who have, or will be, graduated at the end of either: (1) the fall semester (beginning in 1991),

or (2) the spring semester (beginning in 1992), 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 into 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, 1992 and March 1, 1992.

Awarding scholarships:

Upon receipt of the application and required forms, Local 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, 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 winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning stu-

dent's name at the college or university he/she plans to attend.

Instructions:

All of the following items must be received by March 1, 1992.

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 designates and returned directly to Local 3 by the officer completing it.
 3. Letters of recommendation—every applicant should submit one to three letters of recommendation giving information about his/her character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. These may be submitted with the applications, or sent directly by the writers to Local 3.
 4. Photograph—A recent photograph, preferably 2 inches by 3 inches with the applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineers News.)
- It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

William M. Markus
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Road
Alameda, CA 94501

FRINGE BENEFITS FORUM

By Don Jones, Fringe Benefit Director



Retiree meetings begin in January

Season's greetings to all of you. May you, your family and friends enjoy this holiday season, and thanks for your cooperation during

the year. Many thanks to the officers, district representatives and their staffs, and a special thanks to all the chapter chairmen of the Retiree Association: John Gardner, Bill Seeman, Butch Lafferty, Pete Ekbert, Fred Crandall, Bud Dalton, Ernie Sutton, Bob Wagon, Gail Bishop, Henry Willesen, Yoshio Azuma, Lawrence Ramos and Joe Reinert.

Retiree Association meetings

Please join us for the Retiree Association meeting in your area. For those unfamiliar with the setup, the retirees meet two times a year in each area to discuss the goings-on of the union and the status of the benefit plans. Union representatives from the fringe benefit center, the trust fund office and the credit union attend each meeting to give updates and to answer any questions you may have.

Come and join us at these meetings. You'll be able to meet some new friends and renew old acquaintances. See the schedule on this page.

A reminder: if you travel to another state within Local 3's jurisdiction to work as an operating engineer, be sure to notify the trust fund office. Your eligibility under the different health and welfare plans (each state has its own plan) will be reviewed under the reciprocity rules.

A special thanks to all members and spouses who have attended the specially called meetings regarding health and welfare.

As you know — it's written up in the news almost every day — your health and welfare plans are still facing a major crisis. Although the trustees have continually monitored the financial status of the fund, no one could have predicted that the recession would continue and force a reduction of almost 2 million Operating Engineer work hours over the same period last year, and last year itself was a mediocre work year at best. It is just as difficult to predict when the recession will end and the

work picture improves.

Nationwide reform may still be years away, even though medical inflation and an ever increasing volume of claims have pushed the entire health care delivery system in this country to the brink of collapse. While all of us should keep the pressure on our congressional representatives (see my article in the May 1991 *Engineer News*, Volume 49, No. 6), reality dictates that we need to take specific steps to keep our plan viable so it can continue to provide the coverage our participants need. That's the purpose of the health and welfare meetings, to evaluate the

options we have at this time. We will publish the results of the meetings in the January issue of *Engineers News*.

Meanwhile, we must all be vigilant. With respect to hospitals, be careful consumers. We are not talking about emergency care. If you need to get to the hospital or see a doctor in an emergency, seek the nearest help. We are talking here about scheduled surgeries and the like, the times when we do have an opportunity to do some planning before actually receiving medical attention. Discuss these matters with your doctor.

It's always a good idea to discuss what the fee will be with your doctor or other provider before services are rendered. In order to receive the best benefit available under the Operating Engineers Plan, use a contract provider if possible. Examine the statements for services you receive from your provider. Discuss any discrepancies with the provider before submitting to the trust fund for payment.

Informed consumers' use of the medical plan will not heal all the program's financial ills. But at least we will be doing our part towards making sure the plan is used wisely.

Attention retirees!

Spending the holidays alone? Enjoy Christmas dinner with others

Two Alameda County physicians, Dr. David B. Davis and Dr. Mark Mandel, are sponsoring their first annual Christmas celebration for seniors at the Holiday Inn in Union City. **This is a free dinner and entertainment on Christmas Day for senior citizens and couples over 60 years of age who live in south Alameda County and who do not have family with whom to spend the holidays.**

The party, which will feature a traditional Christmas dinner, music and door prizes, will be held from 11:30 a.m. to 2 p.m. at the Holiday Inn, 32083 Alvarado-Niles Road, Union City. Space is limited, so make your reservations by calling 1-800-400-7268 from December 2-13.

Volunteers are needed. If you are available to donate any time during December or to help out on Christmas Day, call the 800 number.



YOUR CREDIT UNION

By Bill Markus,
Treasurer

The best financial institution around

Your credit union is here to provide services to meet your financial needs. We exist only to provide service to members of our union and their families.

The credit union's mission statement reads: "Operating Engineers Local Union No. 3 Federal Credit Union exists to provide economic and beneficial services which specifically address the needs of Local Union No. 3 members and their families. Financial services should be provided in an atmosphere of understanding with proper consideration given to safety, efficiency and the continuing need to enhance the strength of our financial structure."

There are many financial institutions you can deal with, but the best place for all your financial transactions is with your credit union. If you aren't using the credit union for all your money matters, we'd like to know why. Your credit union keeps lending rates at their lowest, saving rates at their highest and service at its finest. Convenience is always a primary concern, which is why there are 11 credit union branches to serve you, 800 numbers to call and program to make it easy to access your account from anywhere in the country 24 hours a day. If you need more information about your credit union, please call your local branch office or 800-877-4444. We are here to help you!

Lower interest rates

While manufacturers and dealers are trying to reduce their inventories, your credit union is making a few reduction of its own. The interest rates have been lowered on new and used automobiles, boats and trailers. If you have been considering making a vehicle purchase, this may be the right time to do it. Or check on refinancing your present auto loan you have financed elsewhere. Consider what you will save.

Receive an even lower interest rate by taking advantage of the discounts offered on our new and used car loans. Discounts are given on new car rates for purchasing an American-made car or placing the loan on an automatic payment program. Used vehicle loans are discounted for having a 20 percent down payment or placing the loan on an automatic payment plan.

Save money now, not only on the good deals waiting for you at the dealership, but on the cost of financing by obtaining your loan with your credit union. Contact the credit union today for a pre-approved vehicle loan. It's quick, it's easy and the service is hard to beat.

Real estate loans

Your credit union offers a wide variety of 15- to 30-year mortgage loans. Purchases, owner and non-owner occupied, as well as refinances are available. You will find competitive rates, low points and fees and fixed or adjustable rates.

Home equity loan are also available through your credit union. Your credit union's home equity loan allows you to have both adjustable and fixed rate loans.

Whether you're planning to purchase a home, wanting to refinance or borrow the equity in your current home, call your credit union. They have programs designed to fit your needs.

Keep jobs in U.S., buy American

Do yourself a favor. Read the label on the collar of your shirt or blouse when you get dressed tomorrow morning. And take a look inside your shoes before you slip them on.

If you don't find the words "Made in the USA," I don't care what kind of bargain you thought you were getting when you bought those things, the fact is in your own small way you helped put another American out of a job. You probably even helped put your own job in danger.

This isn't meant to criticize - we're all too busy to devote major portions of our waking hours to anguishing over every purchase we make - but the reality is that working people can help each other, and help the nation's economy, by becoming responsible consumers.

When you buy goods with the "Made in the USA" designation, and even more so with the union label, you're helping to keep jobs here in the United States.

"Hey, I'm a public employee, my job's not at risk because of imports." Yeah? Tell it to the tens of thousands of building tradesmen and tradeswomen who have lost out on public projects work because tax revenues declined. Or who would be building a new auto plant somewhere in the United States, if only Americans weren't buying so many imports.

Go down the list of occupations in this country. You'll find very few that are not at risk. Think about the impact on our economy if 15 to 20 million union members insisted on buying only "Made in the USA" goods.

Brothers and sisters, we've got the power. We've got to use it.

Richard J. Perry,
Union Label & Service Trades
Department, AFL-CIO

TEACHING TECHS

By Art McArdle, Administrator



Hands-on training begins Dec. 14

Hands-on training will begin December 14 with a course on GPS for most class locations. This looks to be a great kickoff for another five hands-on training sessions. We would like to thank Trimble Navigation, Towill, Inc. and Del Terra Surveys for putting on the GPS classes. It is great to see business and firms working together for the industry's advancement.

We have plans to do data collection for one of our Saturday hands-on classes. Western Survey Instruments from Pleasanton has kindly offered to do a data collection presentation. They also carry a full line of survey equipment.

The combination of GPS and data collection presentations, actual hands-on instrument use, and field practice of slope staking and sewer staking will round out a completed program so that our last class in May 1992 will be another great hands-on competition.

This year has been rough for many, and the prospects of a quick turn around aren't good. All those who have been in the survey industry for several years know that we have peaks and valleys, but it's always harder to handle the valleys. Though there will be busy times ahead, we must not forget to save for when the industry slows.

There is word around that Caltrans is letting more

work out to the private contractors. We at the Northern California Surveyors Joint Apprenticeship Committee are hoping Caltrans will pick up the slack until the housing market returns.

For apprentices who need to obtain or update their Red Cross first aid card, the Hayward School District is putting on two classes for a fee of \$35. The dates are as follows: **Saturday, Jan. 25, and Saturday, Feb. 22.**

If you're interested, please call (510) 582-0658 and refer to course #0930.

There will be no related training classes held from December 23 through January 3.

The NCSJAC staff wishes all Local 3 surveyors and their families a Happy Holiday season and a positive look to next year's construction season.



Surveyors gather in front of the Oakland District office for a hands-on training class.



Laborers working for Associated Pipeline (left) prepare to unload a truckload of 36-inch pipe to be used on the Kern River Gas Transmission pipeline. The crane operator working on this crew is Gordon Ferguson (above left), a 43-year member of Local 3. He is assisted by oiler Chuck Valdez.

Kern River Pipeline fuels construction in job hungry Utah

Article & Photos by James Earp, Managing Editor

IT MAY NOT BE AN INTERSTATE highway job or even one of the power plant projects that marked the heyday of the construction industry in Utah. But few will argue the fact that the Kern River natural gas pipeline is the best thing that has happened in a long time for our members in Utah.

A slowdown in the state's economy, coupled with an anti-union legislature that has repealed the state prevailing wage law and passed other adverse legislation, have crippled the fair union contractors in Utah and left many of our members unemployed.

But the work picture brightened considerably this year when the Kern River Gas Transmission Co. awarded contracts for eight spreads on its 680-mile, 36-inch gas pipeline. The pipeline, which will be completed this month, begins in the southwestern Wyoming town of Opal and runs in a southwesterly direction

through the entire state of Utah, cuts through the southern tip of Nevada and terminates in Daggett, CA, near Bakersfield.

The completed pipeline will operate at a pressure of 1,200 lbs. per square inch and is designed to transport 700 million cubic feet of natural gas per day. More importantly, it has injected over \$200 million into Utah's economy in the form of wages and materials needed to support the work.

Work began in earnest on the southern portions of the pipeline in January, when winter weather was still too severe for any work to be done farther north. Associated Pipeline worked through the winter on Spread 5, an 81-mile section of the pipeline from Beaver County to Washington County. As work neared completion on this section, Associated was able to move its crews up north, where the company had won another contract for a 61-mile sec-

tion from the Wyoming border, over the Wasatch Mts. to Salt Lake.

This was one of the toughest sections, traversing mountainous areas so rugged that work crews had to be flown in by helicopter.

Even for a veteran construction hand, pipeline work is like travelling to a strange new country. Much of the equipment may be the same as you will see on a normal construction job, but the terminology — even the method of moving dirt — is very different.

"Skips," "tie-ins," "side bends," "Polly Pigs," — every pipeline hand knows what these terms mean, but you won't come across them on a dirt job.

The process of laying a pipeline is very specialized. Once the path of the line has been surveyed, permits obtained and right-of-way acquired, the actual work of constructing the pipeline begins. Clearing crews re-

(Continued on page 12)

Who got the job?

Spread 1 - Hood Corporation: Whittier, CA. 61 mi. from Opal, WY to a point near the Wyoming/Utah border.

Spread 2 - Associated Pipe Line Contractors Inc.: Houston, TX. 61 mi. from the Wyoming/Utah border to a point near Salt Lake City, UT.

Spread 3 - Gregory & Cook, Inc.: Houston, TX. 81 mi. from Salt Lake City to a point in Juab Co., south of Provo, UT.

Spread 4 - Sheehan Pipe Line Construction Co.: Tulsa, OK. 112 mi. from Juab Co. to Beaver Co.

Spread 5 - Associated Pipe Line Contractors Inc.: 81 mi. from Beaver Co. to Washington Co.

Spread 6 - H. B. Zachry: San Antonio, TX. 81 mi. from Washington Co. UT to a point northwest of Las Vegas, NV.

Spread 7 - Sheehan Pipe Line Construction Co.: 92 mi. from northwest of Las Vegas to Good Springs on the California/Nevada border.

Spread 8 - ARB Inc.: Bakersfield, CA. 103 mi. from the California/Nevada border to Daggett, CA in San Bernardino County.

Using a CRC Pipe Bender equipped with a powerful hydraulic ram (lower left color photo), highly skilled operators bend the pipe to the exact angles needed to fit the contour of the ditch. Other members of the crew then transport it to the point where it will be welded and laid into the trench (lower right color photo).

Pictured below left on Associated Pipeline's spread are Cat 235 Backhoe operator Ray Karcich and oiler Don Greenhalgh.

Oiler Jim Kosec (below right) and operator D.J. Campbell use a dozer to assist trucks carrying loads of heavy pipe up the steep incline near Bountiful on Associated Pipeline's spread.



Pictured above working for Associated Pipeline are Local 3 members Wendell Pentz, Orville Baird and Jack Stephens. Pictured left are Gary Ballantine, Local 627 out of Tulsa, OK; Steve Paul, Local 3; and Bobby Redden, Local 369 out of Nashville, TN.

Kern River pipeline

(Continued from page 11)

move brush, trees and other growth that will impede work on the pipe. Then a grading crew strips a 50-foot width along the right-of-way. A ditch crew follows, excavating the trench that will contain the pipeline. Stringing crews then come in and lay sections of the pipe out along side the trench.

They are followed by the bending crews. These specialized crews, like many other pipeline hands, tend to travel throughout the country, booming from one job to the next. They follow their foreman and are accustomed to working together as a tight-knit unit.

WHILE ON ASSOCIATED'S JOB in the Wasatch, I had a chance to talk with Pete Logan, a bending foreman from Alabama. On this rugged section in the Wasatch, at

least 75 percent of the pipe sections require at least one bend, Logan explained. Every pipe section is numbered and the amount of bend for each section is calculated by the engineers who draw the plans.

A bending crew consists of at least a dozen workers. Two side boom operators position the pipe and move it to the ditch when the bending is complete. On Logan's crew, three hands worked on a "CRC Pipe Bender," a track mounted machine which does the actual work of bending the pipe. The crew is rounded out by three dozer operators and two "swampers" for each boom who set the skids and rig the pipe.

The pipe bender is the key operator on the job, Logan says. "We have engineers who shoot the pipe with a hand level. The machine operator verifies the bend with a protractor. The bending machine bends the pipe



ne a boon for Utah

by means of a hydraulic rams which generate 3,000 lbs. per square inch pressure. The pipe is picked up by the side boom, slid through the bender to the point where the bend is to take place. About 30 yards away, a welder controls a mandrel from a cable. This device fits inside the pipe and prevents the rams from buckling. Logan estimated his crew has performed about 4,200 bends in the 50-mile stretch. This compares to about 3,000 bends over an 80-mile stretch on flatter terrain.

Most bends are actually a combination of several small bends along the pipe. The 36-inch pipe on this job can only be bent one half degree per foot, Logan explains. Therefore, to get sharper bends, the operator must run the pipe through in one-foot increments, bending a half degree at a time to get the overall angle required.

"This pipe could take up to 30 de-

grees on big bends," Logan said. A bend of this magnitude often takes at least 45 minutes to accomplish.

Once the bending is complete, a pipe gang welds the sections together, an X-Ray crew checks the welds and a field joint crew coats the joints to protect them from corrosion. The pipe is finally lowered into the ditch. A "Turtle Padder" - basically a track driven conveyor belt towed by a Cat - deposits a layer of soft dirt over the pipe to protect it from dings and dents when the backfill crew comes by later to fill in the ditch.

The dozers used by the backfill crews are equipped with angled blades to speed up the moving of dirt into the ditch.

Much of the pipeline was done in "skips," that is, laying different sections of pipeline at different times, and then going back in to do "tie-ins," to fill in the missing sections.

UNLIKE THE SECTION DONE BY Associated Pipeline in the Wasatch Mountains, Gregory and Cook's section was primarily in the Salt Lake and Utah valleys. Although the terrain is less rugged in the lowlands, this section posed its own challenges.

The heavy population meant that right of way acquisition was much more complicated and time consuming. In fact, the pipeline was over half completed in late September and Kern River Co. was still trying to finalize arrangements with some property owners, according to Gred Soileau, field office manager for Gregory and Cook.

As the year comes to a close, so does the work on the pipeline. There are presently only a handful of operators finishing up work on the last sec-

tions of Gregory and Cook's and Associated's sections. Kern River gas plans to complete testing and begin actual pumping operations this winter.

When spring comes, clean-up crews will return to restore the ground above the pipeline to a condition equal to or better than what existed before construction of the pipeline.

"All in all, the pipeline has been a real blessing for our members this year," District Representative Kay Leishman said. "For the most part, we had a good working relationship with the companies that worked on the pipeline. And because the job was so big, it kept most of our operators working throughout the year. That's something we desperately needed."



Not everything comes out OK

Or 'How not to ride in a helicopter'

By James Earp

Have you ever had an experience you never want to repeat, but you can't resist telling it over and over? This is one of those stories.

Associated Pipeline had the contract for a the section of pipeline that was to go over the Wasatch Mountains. Some sections of this spread were so remote, crews had to be helicoptered into the work-sites.

I was anxious to photograph these remote sections, because I thought they would produce the most dramatic photos for the story. So we arranged to meet up with the helicopter on my last day in Utah. After an hour long, switch-back infested ride in a four-wheel drive above Bountiful, District

Representative Kay Leishman, Business Agent Virgil Blair and I finally arrived at the designated rendezvous point. Shortly thereafter, the helicopter came into view and landed.

Leishman and Blair climbed into the back seats and I piled my camera equipment and myself into the front seat next to the pilot. We buckled our seat belts (which was a good thing) and off we went.

In this area, the pipeline goes up and down, traversing one ridge and canyon after another. I was having a blast, shooting away. We finally reached a point where the terrain was less spectacular and the pilot turned the helicopter back up the mountain.

(Continued on page 14)



How not to ride a helicopter

(Continued from page 13)

As we flew over one particularly steep ridge, the other side dropped off at a dizzying angle. I don't know if we hit a down draft or if the pilot was horsing around, but the helicopter took a sudden dip. Leishman and Blair grabbed hold of the front seats and let out simultaneous yells.

I kept shooting the camera like nothing had happened. Then, as we progressed up the mountain, we did a number of steep 180-degree turns and other acrobatics.

Suddenly, without warning, I realized that trying to focus my camera while the helicopter was doing its circus act was doing a major number on my equilibrium. I definitely did not feel well!

I put the camera on my lap and broke out into a cold sweat, at which point I gave myself a little pep talk. "I know I can make it until we land. I don't want to puke in this guy's helicopter."

Finally the landing pad came into sight. I sighed with relief. Then, to my horror, I realized the pilot was not going to land. He wanted to show us more of the pipeline in the other direction.

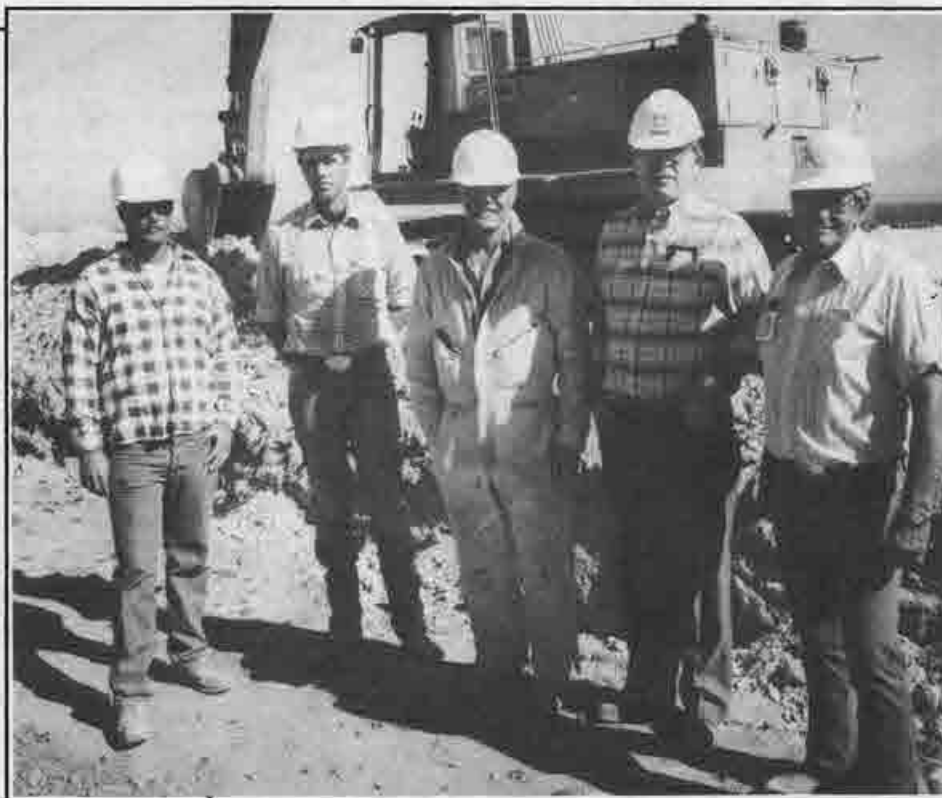
On we flew. He took a little detour to show us a neat little cabin by an alpine lake. I didn't give a hoot about some stupid cabin! I knew my time was up. I jerked open the little (I mean little!) sliding window next to me, jammed my face into the opening and heaved out the window. We're not talking about one nice, neat little convulsion. We're talking about lunch (which I had just eaten), breakfast and last night's dinner.

Strange things go through your mind in moments like these. I was very cognizant of how quiet it had become in the cabin. I wondered if the pilot had any way to hose off the helicopter up here in the mountains. I imagined what the workers were going to say in about an hour when they came to catch a ride back to their trucks. I found myself expressing gratitude that during my moment of tribulation, we were not directly over any work crews.

Unfortunately, the wind ripped my glasses off my face while I was thus engaged and I watched with disbelief as they tumbled down to the forest below.

I apologized profusely to the pilot. A large paper towel was magically produced and I wiped my face. He was pretty nice about it, but the photo session was obviously over, what with the whole side of the helicopter now obscured.

As we landed and I hobbled off, I noticed the outside door handle was pretty messy. I carefully wiped off the handle for the sake of those who would be getting on shortly and waved good bye to the pilot. I was glad he never got my name.



Pictured at left on Gregory and Cook's spread are: oiler Jim Francis, operator Brent Muir, dozer operator Dean Ekker, District Representative Kay Leishman and Job Steward Vern Jensen. Pictured below left to right are H. Arden Horne on a D-7H, backhoe operator and Ike Valdez with oiler Mark Duncan. Mechanic Norman "Windy" Breeze is pictured below right on Associated's spread.



Pictured right on Gregory and Cook's spread are backhoe operator Andy Cook and apprentice David Franco as oiler. Pictured above on Associated's spread are (left to right): District Representative Kay Leishman, Job Steward Gary Anders and Business Representative Virgil Blair.



NEWS FROM THE DISTRICTS

Sewage plant project goes all union

RENO – Construction work in northern Nevada is winding down after a fair work season. Dispatcher Chuck Billings says there are about 230 on the out-of-work list, but we managed to put most to work during the busy season. Since the good paving weather has passed, work has slowed a lot. We're hoping for a better year in 1992.

The Chalk Bluff Water Treatment Plant is scheduled to bid in early December and will be an all-union project. When completed, the plant will meet federal drinking water standards. There will be two project phases, each worth about \$40 million.

The project was initially stalled by the anti-union Associated Builders and Contractors, which protested that the project would be done all union. After several hearings and good testimony by the various crafts and the Building and Construction Trades Council, the ABC withdrew its protest, and the project was able to proceed. The project should bring several good jobs to our area. We're looking forward to it getting started.

Business Agent Pete Cox says that Granite Construction is about finished with its runway reconstruction at Reno Cannon International Airport. The project was worth \$9 million and kept many operators busy this year. The airport authority is considering another major renovation. Granite is also doing a taxiway and holding area at the Stead Air-

port, which is about half completed.

Helms Construction has been working on the Hwy. 50 project near Dayton. There have been about 25 operators working on that job, with the grading portion almost completed. Some paving, weather permitting, will be done and crushing will continue.

T. W. Construction has a renovation at the Fallon Naval Air Station. About seven operators are on the project, which is just getting underway. The company just completed a job at Lake Tahoe's South Shore; it also did an erosion control project at

Lake Tahoe and site work for Embassy Suites and the Horizon Hotel. Las Vegas Paving is also doing erosion control at Lake Tahoe and widening Hwy. 50 at the Kingsbury Grade intersection, but the project is now shut down for the winter.

Frehner Construction had several major paving jobs that are now completed, except for the bridge job at Wells.

Although we have enjoyed pretty good weather this fall, a few storms have shut things down and with more wet weather expected, work will continue to be slow.

Congratulation to the following members who recently became parents: Mr. and Mrs. Rob Bagley (baby boy Robert), Mr. and Mrs. Oliver Block (baby girl Madison), and Mr. and Mrs. Scott Monticelli (baby boy Drake).

Pete Cox wants to remind all members in the Elko area that he holds meetings on the second Tuesday of the month at 7 p.m. The meetings are now held at the Elko office at 1094 Lamoille Highway.

The Reno staff wishes all of it's members a Merry Christmas and Happy New Year.

Richmond Bypass slated for this spring

OAKLAND – I was invited recently to a dinner sponsored by C. B. & I Services. The party honored Gale Pallock and his crew for 350,000 hours of work without a lost time accident. It was very refreshing to see a company like this put such a high priority on safety. Gale says it pays. This was my first opportunity to deal with C. B. & I; it's been a good experience from the start, from dealing with Gale in the field to working with Paul Vaniel in the office. They've been very friendly and cooperative.

Local 3 has three operators, Bob Larson, Bob Barth and job steward Lake Austin, in Crockett working with boilermakers putting up eight tanks for Wickland Oil Company.

Bechtel is coming along on schedule with its co-generation project at Chevron in Richmond. Foreman Ivar Elstein and steward Mike Coit have 12 operators working, which makes up a good crew. One of the operators on this job, L. C. Kent, says he's going to retire. We shall see.

Granite is also in Crockett, working where Shelby

used to be doing a Hazmat job that required some dredging, and now they're moving the slag. Steve Moore is in charge and says it's been quite an experience. One problem they've had is the lack of operators with Hazmat training. If you're interested in this type of training, please call your district office and get on the list for the next class.

Future work in the area will be the north Richmond Bypass, which we hope starts by February or March. This is a \$95 million project and should last up to three years.

The operators at Levin Richmond Terminal have been on strike for about nine weeks. This is a bitter one and morale gets low when they see scabs doing the job they once had. If you're in Richmond, stop by and lend a hand; they're on 4th Street between Cutting and Wright.

For now, we in Oakland wish all of you a Merry Christmas and a great New Year.

Joe Tarin,
Business Rep.

Rock plants stockpile material for better days

MARYSVILLE – As the sun continues to shine in the Marysville District, our contractors continue to work from day to day.

The aggregate plants are still providing material and building up their stockpiles. Teichert Aggregates in Hallwood has moved in a portable crushing plant to work in conjunction with the existing plant to help keep up with the demands for needed materials from the Hallwood pit.

Anderson Dragline Service from Gridley has moved in two draglines just to keep up with the material demands needed to operate both plants.

Allen Bender Corp. from West Sacramento was low bidder, at \$8.1 million, on the Parks Bar Bridge Replacement on Hwy. 20 East of Marysville.

T. W. Construction from Reno is currently working at Beale Air Force Base for West Coast Contractors on the U-2R Weather Shelter Project, which was bid at \$3.4 million.

Valley Engineers from Fresno has moved in and started work on Schedule III for the Yuba City Improvement District project on Garden Highway.

I would like to wish everyone a very Happy Holidays and a prosperous New Year.

Dan Mostats,
Business Rep.

Work picture slips into hibernation

SACRAMENTO – The Sacramento work picture for the winter is beginning to slow due to the weather. The shops have been slow all summer. SMA Equipment's shop has been working four days a week trying not to lay off employees. Tenco's shop has been slow with a couple of employees off, and the company is not hiring any new employees.

Clark's Welding has been working only four days per week. Its main source of income has been its asphalt pickup machine, which is probably the best on the market, but with the construction paving industry so slow, the market for Clark's product has not been good. This, in

turn, has made negotiations for wage and fringe benefit increases impossible.

We are presently negotiating agreements for Auburn Placer Disposal and completing agreements for Granite's lab, Rancho Murietta Country Club and Cardinal Scale. We were able to persuade C. C. Myers to pick up the cost for health and welfare in its small tools shop, but no wage increase to speak of.

We are presently negotiating for our Caltrans members. The state has attempted to declare an impasse. We have filed papers with PERB claiming we are not at an im-

(Continued on page 21)

NEWS FROM PUBLIC EMPLOYEES

The City of Sparks

Two decades of representation leads city employees from period of administrative neglect to era of cooperation

First of a four-part series

The bumper sticker glued to the back window of a white sedan cruising down Interstate 80 reads, "Where the hell is Sparks?" Most people who don't live in the area but are familiar with local geography would say it's that small town just outside of Reno on the way to Salt Lake City.

While this is certainly true, Sparks is more than a town living in the shadows of the its glamorous, glitzy neighbor to the west. In fact, most residents of this commercial town of 55,000 seem to live their daily lives as if Reno doesn't exist. You sense the town has an identity and purpose all its own, and the pride and independence permeates through many sectors of the city, from the business community to the rank and file of city workers, many of whom are Local 3 members.

If a historian wrote a chapter in the Sparks history book about the unionization of city workers, he or she would begin with the Public Works Department, for it was this group of workers in 1971 that had the wherewithal and courage — that sense of pride and independence mentioned earlier — to organize an employees association and later seek representation from Local 3. Eventually more departments, witnessing improved working conditions, wages and benefits in the Public Works Department, decided to jump on the bandwagon and join Local 3.

Today more than 220 employees from four major departments — Finance, Police, Leisure Services and, of course, Public Works — make up the bargaining unit. Classifications include maintenance workers, mechanics, office assistants, accounting specialists, engineering technicians, inspectors, water treatment plant workers, community services representatives and several other smaller but equally important classifications.

Shortly after passage of the Local Government Employee-Management Relations Act in the early 1970s, which gave Nevada public employees the right to organize collectively, a group of about 50 workers from

public works established the City of Sparks Employees Association.

"We weren't getting a fair shake," said Storekeeper Larry Wood, the former vice president of the employee association. "The firefighters and police officers were taken care of, but the city treated us like second-class citizens."

But the city, with its superior resources, was able to break the association's financial back by dragging out legal cases for months and sometimes years. Unionizing became the group's only alternative.

"The city never took the association seriously," said Gene Shirley, a senior public works inspector and job steward. "From the beginning the city tried to break us. Active association members got laid off, so we decided we needed help."

Larry agreed: "We needed to do something that had some juice and power, and that was when we decided we needed a union. We met with Local 3 at the city park and they gave us a presentation. We started signing up everyone we could until we got it accepted. It was tough organizing in those days. I was on the city's 100-percent shit list. There was subtle retaliation, like shift changes, and the city manager took me aside and asked me what the union was up to."

But in the end, the organizing effort paid off. Upon joining Local 3, the members immediately became eligible to join Local 3's superior health insurance plan and began negotiating for improved wages and working conditions. Public works



Business Agent Dick Gleed, third from right, meets with street maintenance employees Kevin Davidson, Randy Rogers, Jack Leggett, Randy Redding, Charles Smith and Richard Hanson.

was no longer a department without a voice.

For the first 15 years, Local 3's

Within three years, Local 3 decided to increase service even more by opening up a Public Employee Divi-



At the Sparks municipal garage are from left: Mike Dular, Dave Hoeg, Dale Taylor, Raymond Hadlock and Ray Hope.

construction division serviced the membership. But as city government expanded along with the population boom of the late 1970s and early 1980s, employee relations grew more demanding and complicated. To provide better service, a business agent from the Public Employee Division office in Stockton began servicing the bargaining unit in 1987.

sion office in nearby Carson City. Dick Gleed, a business agent with over 25 years of public sector experience, was hired to service northern Nevada. With Local 3's increased service and visibility, union membership began to grow, from 45 members in 1989 to 137 today, a 61-percent participation rate.

"I really respect and listen to the members," Gleed said. "The City of

NEWS FROM PUBLIC EMPLOYEES



Sparks best exemplifies workplace democracy. The employees have a significant say in the union's positions and management, and we have one of the best stewards programs."

The increased representation has also led to better employee-employer relations. Instead of treating union workers with suspicion and hostility, city management has adopted a more cooperative approach that has led to improve productivity and morale.

"Management sees these union stewards dealing directly with the problems that relate to the city's mission," Gleed said. "As a result, the city has become very cooperative and listens to the union's point of view."

This new era has undoubtedly led to better service for those Sparks citizens — the proud and independent ones — who benefit directly from improved union-management relations.

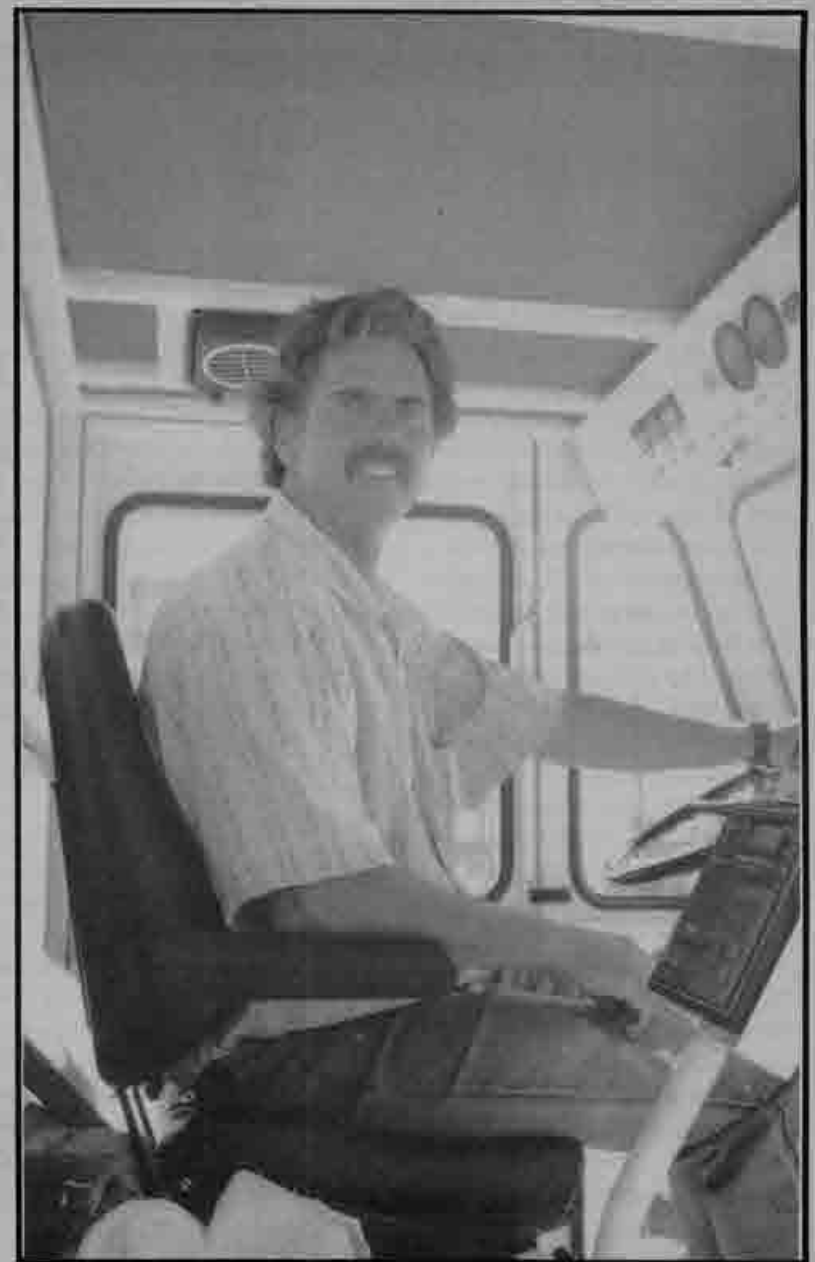
Next month: police department and city hall

Top left: Flushing sewer lines are maintenance workers Danno Seaton and Frank Albert.

Top right: At Pah Rah Park are maintenance workers Dale Carlon, left, and Craig Rhoades.

Center: Traffic and electrical maintenance worker Thomas Stewart.

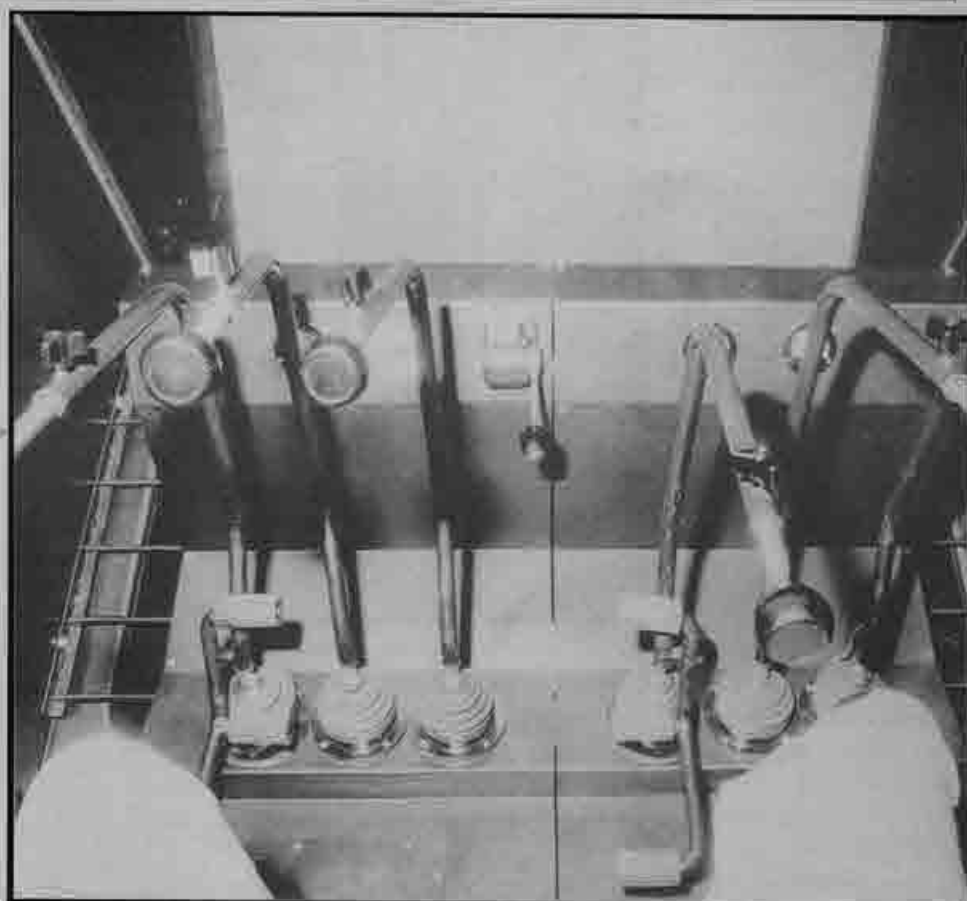
Bottom left and right: Street painter Dan Carpenter.



NEWS FROM Rancho Murieta Training Center



Above left: Local 3 Business Agent Bob Baroni tries his skills in the crane simulator seat.



Above right: Operator's view of the controls of the crane simulator.

Below right: Blade instructor Tom Mullahey watches the lights on the control panel of laser device as he adjusts the mast with sensor atop.

New training tools help operators learn safely

Years ago when apprentices learned the skills of an operating engineer, the task was accomplished by placing individuals directly into the seat and letting them learn the hard way. Training the person was secondary to production. Often times this approach led to equipment damage and unsafe working conditions.

Crane simulators

One innovation that has improved training and safety is simulators. The military has successfully trained people using flight simulators, and today there are simulators being made for training crane operators.

Digitran, Inc. based in Logan, Utah brought its latest development in crane simulation design to last month's IUOE Training and Safety Conference in San Francisco. The system, which compares to any flight simulator made for the airlines, combines computer hardware and software, computer animation, video projection, and a real crane cab built inside a simulator.

The particular model demonstrated at the conference was contained

inside a truck trailer. It housed the computer hardware and the crane cab. This unit could simulate the entire environment that an operator would find if he or she were seated, for example, at the controls of a Lattice Crane with friction drive lines.

How does it work? At the heart of the simulator is the computer, which is programmed to input information so that you can set up certain conditions that you might work under. The information includes type of crane you are using, what the load rating will be, turning radius limits, boom length, size of cable being used, and other factors such as wind speed and direction.

In addition, there is a video monitor that will take a work site scene and "digitize" it, then project it on a screen in front of the crane cab. The final result looks somewhat like a giant Nintendo screen, but it still gives the feeling and sensation of looking out of a real crane. Through the blending of more computer hardware, electrical switching equipment and mechanical motors, the final product gives the look and feel of a

real crane.

When you push in the throttle, you hear engine noises. When you pull the swing lever, the platform shakes and vibrates and the screen indicates you are moving, which in turn gives the feeling of swinging the boom right or left. As you pull the boom lever, again there are more noises, the platform vibrates and feels like it pitches forward as if



there were a load on the end, and the screen shows the boom moving

NEWS FROM Rancho Murieta Training Center



In the foreground is a laser beacon with the blade and sensors leveling a pad.

upward or downward.

As you watch the load, it sways slightly if there is wind, and as the load begins to lower to the ground, the operator can see its shadow, which gives the screen a three-dimensional look. Depending on the work site, you can have many different work situations. For example, you could be where a crane lifts concrete slabs for a tilt-up structure on level ground, or you could make a pick of a large air conditioner and lift it to the top of a high building roof top as it disappears from sight.

This is an impressive training tool. If the operator makes a mistake with the lift or tries to lift beyond the crane's limitations, it will crash and the computer automatically shuts down. But moments later, the computer can restart and begin the lesson again. Try doing that with a real crane.

Blade laser attachments

The second training tool, which arrived recently at the Rancho Murieta Training Center, is Laser Alignments' new laser attachment that's been installed on one of our blades. This amazing unit allows a blade operator to do finish blade work with extreme precision. This particular system has three components: the laser beacon, two sensors that are mounted on individual masts attached to the blade, and a mast control panel.

The laser beacon is a true dual-grade laser. Either one or two grades may be inserted simultane-

ously without calculating new azimuth angles or grades. The electronic self-leveling system automatically levels the beacon once the unit has been rough-leveled on its mounting surface. The two sensors receive or sense the rotating beam from the laser beacon and indicates its position as the beam strikes the sensor. This information is transferred electronically to the control panel.

The control panel is the brain of the mast system. Microprocessors interpret the information being fed to the panel by the sensor and mast and allows for fully automated control of the machine for land leveling, contouring, drainage, and so on. In the automatic mode, the mast system electrically activates the motor graders hydraulics to raise or lower the blade. In the manual mode, the blade operator manually controls the hydraulics, watching either the flashing LEDs or the sensors or the flashing lamps on the control panel, to keep the blade on grade.

With these new types of training aids, we can safely train operators better with more precise skills for our current and future Local 3 members.

Duane Beichley,
Media Coordinator

Two veteran instructors retire

A landmark day in the history of Rancho Murieta Training Center has arrived. Two respected and endeared instructors, B. J. "Skip" Corrie and John New, have reached the end of their working careers and won't be coming back to the training center next year. Skip and John have announced their retirement. The two have a combined total of 80 years of experience that will go with them. As RMTTC Administrator Larry Uhde said, "You can't replace that kind of experience." Both men have had long and varied careers.

Skip, who has worked for 46 years, originally joined Local 3 in 1948, but left for another career, first working a number of years as a wrangler, then foreman for the renown Ponderosa Ranch during the filming of the television series Bonanza. He has numerous photographs showing him working alongside actors Lorne Greene, Michael Landon, Dan Blocker and Parnell Roberts. Skip, who is from Hayward, Calif., began working at the training center in August 1974. Most people think of Skip as the

Burkburnett, Texas. As John likes to joke: "I came to California when they were digging a pipeline from Texas to California. Trouble was they buried the pipeline and I couldn't find my way back to Texas." John's working career started 37 years ago. He officially became a Local 3 member in 1955. Almost all of John's experience has been with cranes. He spent two years working cranes in New Zealand and also two years in the oil fields of Montana. In July 1987, John brought his extensive knowledge and experience to the training center. You won't find anyone smoother and with a more delicate touch to the controls than John New.

On Friday, November 1, the staff and students at the training center honored these two instructors with a luncheon and a short ceremony for their contribution to the Operating Engineers Joint Apprenticeship Program. The highlight of the ceremony came when they were presented special retirement rocking chairs.

These hand-made, one-of-a-kind rockers were made from old tractor seats by welding instructor Bruce McMillen. Each rocker had features appropriate to the type or classes that John and Skip taught.

John's "crane rocker" had a rocking angle indicator, lever "A" and lever "Be," a shade umbrella and a boom line for special drinks. Skip's "loader rocker" had shift lever controls, a horn, a vibrating seat and a shade umbrella.

Afterwards the staff and students used marking

pens to write personal well wishes and sign their names to the Caterpillar umbrella shades. It was a bittersweet day, a moment when emotions ran high with joy and sadness. Both men are the last of a rare breed of working men.

Duane Beichley,
Media Coordinator



Skip Corrie, left and John New, right in their hand-built rocking chairs. Inset: John New left and Skip Corrie.

loader instructor, but he used to operate the hot plant and concrete mix and rock plant when they were operating. At other times he has taught dozer, push cat, self-loading scraper and filled in as a welder and maintenance man for the training center. Skip's talents will be greatly missed. John New came to California via

NEWS FROM THE MINES

Nevada's workers' compensation

The first federal workers' compensation laws in the United States were passed in 1911. Workers' compensation laws were also passed in Wisconsin and New Jersey that same year. Nevada's workers' compensation insurance law was adopted in 1913 and created the Nevada Industrial Commission (NIC), which today is known as the State Industrial Insurance System (SIIS).

The Nevada compensation laws are contained in the Nevada Industrial Insurance and Occupational Disease Acts, Chapter 616 and 617, of the Nevada Revised Statutes (NRS). The provisions of the Nevada Industrial Insurance Act represents the employees' exclusive remedy for an on-the-job injury. The Industrial Insurance Regulatory Commission regulates both the SIIS and the private workers' compensation insurance companies.

Over the past year we have noticed a significant increase in the number of job-related injuries. Through our membership in northern Nevada we have heard all kinds of complaints about the workers' compensation system. For your information, the following procedure should be followed if you incur a job-related injury:

1. If injured, the employee must first notify the foreman, supervisor or the employer's agent. If unable, the employees co-worker may make the report. The employer is then required to submit a SIIS Form C-3 and submit this form to the SIIS within six working days from the date of the report. The employee should report the injury as soon as possible. Check with and

know your company policy because some company policies mandate immediate reporting of accidents and injuries, and failure to do so can result in disciplinary action. The SIIS requires the injury to be reported within 30 days, allowing time in case the injury manifests itself some time after the date of the injury. If the company doesn't file the C-3 form within the time limit, the company may be fined up to \$250.

2. The C-4 form, Employee's

Claim for Compensation/Physician's Report of Initial Treatment, must be completed and returned to the State Industrial Insurance System within five days of initial treatment. The State Industrial Insurance System supplies licensed physicians and chiropractors with C-4 forms. Physicians, chiropractors and primary health-care facilities may obtain additional forms at no charge by contacting the nearest SIIS office.

Siemon Ostrander, Business Rep.

SIIS OFFICES & TELEPHONE NUMBERS

Northern Nevada Regional Office

515 E. Musser St., Carson City, NV 89714

General information - 687-5220

Ombudsman - 687-3472

Assist. Gen Mgr. - 687-5286

Benefits, claims - 687-5220

Insurance services:

Claims information - 687-5220

Policyholder services - 687-5250

Reno Branch Office

4600 Kietzke Ln, Bld. K,

P.O. Box 10950, Reno, NV

89510-0950

General information - 688-0430

Reno Dist. Mgr. - 688-0430

Claims investigation - 688-0435

Insurance services:

Policyholder services - 688-0355

Field audit - 688-0385

Loss control - 688-0385

Elko Branch Office

975 5th St., Elko, NV 89801 -

738-3911



All of the above star in the latest UNION YES commercial, which premiered on network television on Solidarity Day '91.

The commercial is designed to let all Americans know these benefits were won by the men and women of the unions of the AFL-CIO at the bargaining table and on the picket line.

Because unions continue to work, the workplace continues to improve.



LABOR HERITAGE FESTIVAL

Where: Laney College

900 Fallon St

Oakland

When: January 17-19

Events:

- Theatrical presentations
- Songs, story telling, poetry
- Visual arts exhibits
- Workshops
- Benefit concert

This particular weekend celebration of workers' lives and culture aims to further the labor movement through the artistic expression of working people. Registration for the weekend activities is \$35. For more information on the festival please write: Western Workers Labor Heritage Festival, P.O. Box 7184, Santa Cruz, CA 95061, or call (408) 426-4940.

HONORARY MEMBERS

As approved at the Executive Board Meeting on November 23, 1991, the following retirees have 35 or more years of membership in the Local Union, as of November 1991, and have been determined to be eligible for Honorary Membership effective January 1, 1992.

Ed Avery	0334524	Thomas Karis	0908887
Ed Barrington	0738806	Leroy Kelso	0586588
Robert Bond	0908880	Earl Kohler	0908719
Donato Camarra	0283144	Robert Mittry	0879613
David Campbell	0848946	William Mullins	0870901
Doug Carter	0904835	Albert Muns	0531652
Marion Click	0908523	August Nobriga	0908616
E. G. Cobb	0908524	Bert Ohlhausen	0908751
Melvin Cunha	0908534	Wendell Park	0577389
Robert Daniels	0908804	Royal Phelps	0693893
Byron Deleeuw	0689119	George Pittard	0514039
Willard Devries	0908687	Edward Pushefski	0908760
Melvin Elliott	0899328	Francis Ragsdale	0573899
Joseph Farnsworth	0892477	Clyde Rasmussen	0873343
Jack Frost	0738732	Lester Schumacher	0281528
B. B. Gilbert	0888804	Charles Schafer	0738865
Romeo Grasseschi	0529371	William Spears	0899473
Don Greene	0657790	George Smisek	0904929
Seraphine Guardanapo	0888812	Albert Swan	0854193
Bobby Harris	0750665	Albert Ventura	0788169
Paul Hatfield	0892675	Furman Wolverton	0904951
Jacob Henkel	0908702		

Union Briefs

Contracting out settlement

Caltrans and the Professional Engineers in California Government (PECG), which represents state engineers, have reached an agreement that could speed the contracting out of engineering and design services and reduce a major backlog in the state's massive transportation building program. Instead of continuing to wage legal battles in court, a Caltrans-PECG cooperation team has been created to resolve disputes over engineering related issues.

Also, a law to permit contracting out on a program basis was approved by the legislature and signed into law by Gov. Pete Wilson this summer. SB 1219 was the basis for the partial settlement. As a result of the agreement, Caltrans expects to contract out \$160 million worth of engineering work this fiscal year, which ends June 30, 1992.

1992 construction outlook

Total construction contracting in the United States is expected to increase 10 percent in 1992, to \$251.5 billion, according to a report released by McGraw-Hill's construction information group. It predicted that an upswing in single-family housing starts and non-building projects, such as highways and bridges, would buoy overall construction activity next year. However, the upswing represents only about half the growth rate logged during the first year of previous recoveries, the group said.

Single-family housing should give the battered construction industry the most lift, with starts rebounding a hefty 20 percent in 1992. Public works projects, such as transportation and environmental construction activities, also should post a significant increase next, with the contract value of such non-building projects rising an estimated 4 percent.

"This means that the 1992 outlook for total construction comes down to a matter of how much the housing market can deliver," said George Christie, vice president and chief economist for McGraw-Hill. "While the recovery will make some headway, the question remains, what kind?"

AFL-CIO membership up

AFL-CIO membership has increased by 377,000, from 13.56 million to 13.93 million, which ranks with AFL-CIO's all-time high figure of 14.07 million in 1975. The service employee membership climbed by 119,000 to 881,000 total, AFSCME by 101,000 to 1.19 million and the teachers by 29,000 to 513,000.

AFL-CIO figures on per capita payments from its affiliates are computed for each biennial convention on the basis of the average per month for the previous two-year period, which in this case was from June 30, 1989 through June 30, 1991. That 24-month period was a bad time for the U.S. economy, with the overall number of jobs in the nation dropping 516,000.

Union wage gains

Over the past two years unions hammered out wage and benefit gains despite difficult collective bargaining situations caused by the recession and the threat of striker replacements.

Wage increases in major settlements averaged 4 percent in both 1989 and 1990. In the first quarter of 1991, first-year gains rose to 4.5 percent, but the rate slipped to 3.4 percent in the second quarter as the recession lingered on.

Still unionized workers were drawing 36 percent more in pay and benefits than non-union employees. In March 1991, the Labor Department reported that total compensation of union workers was \$19.76 an hour, while non-union workers average \$14.56 an hour.

Bay dredging project

Mud dredged from the Port of Oakland and other Bay Area sites could soon be used to restore marshland under a unique proposal of the Sonoma Land Trust and the California State Coastal Conservancy. If a deal is struck with maritime officials, 3 million cubic yards of mud generated by harbor dredging projects could be used to restore 322 acres of San Pablo Bay salt marsh habitat.

The Port of Oakland wants to deepen its harbors but has no place to dump the millions of cubic yards of mud that would be generated by the work until 1994, when federal officials designate new offshore disposal sites.

Meanwhile, American Presidents Lines has confirmed that it is considering shifting its largest cargo vessels out of San Francisco Bay because of lack of progress on ship channel dredging. The company wants to move to Puget Sound or Los Angeles, where there is plenty of deep water.

KEEP UP TO DATE --



READ THE UNION NEWSLETTER

Work Picture

(Continued from page 15)

passe so the state will be forced to return to the bargaining table and negotiate in good faith.

We have been able to maintain our Caltrans members' salaries and benefits without any cuts. The governor has attacked us in the media by calling our members "greedy employees" with a "power hungry employee union."

Caltrans has advised us that it will not use as many permanent intermittent employees this winter in snow removal. We hope this is just a threat and the demand for their labor will prove them wrong. We will continue to fight the state's attempt

to impose unilateral wage and benefit cuts and layoffs of employees.

Our hiring hall now has approximately 420 registered on the out-of-work list, and with the rains coming, this will quickly increase. There have been some jobs this fall, and if the weather is dry as it was last winter, we will have some work to return to in the spring. We are hopeful that Prop. 111 and 108 will produce highway work for us next year and add demand for our rock, sand and gravel products produced by our fair contractors.

Dave Young,
Business Rep.

1992 Grievance Committee Elections

Recording-Corresponding Secretary William Markus has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Grievance Committees shall take place at the first regular quarterly district or sub-district meeting of 1992. The schedule of these meetings appears below (see "District Meetings").

District Meetings

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

December 1991

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

January 1992

- 7th District 4: Eureka
Engineers Bldg.
2806 Broadway
- 7th District 17: Kauai
Wilcox Elem. School
4319 Hardy Street
- 8th District 17: Kona
Konawaena School
Kealahakua
- 8th District 7: Redding
Engineers Bldg.
20308 Engineers Lane
- 9th District 6: Marysville
Engineers Bldg.
1010 "I" Street
- 21st District 17: Maui
Wailuku Community Center
Lower Main St. Wailuku
- 22nd District 17: Hilo
Kapiolani School
966 Kilauea Avenue
- 23rd District 17: Honolulu
Kalihi Waena School
1240 Gulick Avenue

February

- 4th District 8: Auburn
Auburn Recreation Center
123 Recreation Drive
- 11th District 1: San Francisco
Seafarers International Aud.
350 Fremont Street
- 13th District 5: Fresno
Laborer's Hall
5431 East Hedges
- 20th District 2: Oakland
Holiday Inn - Airport
880 Fwy & Hegenberger

Election of Geographical Market Area Addendum Committeemen

Business Manager T. J. Stapleton has announced that elections will be held for Geographical Market Area Addendum Committees at regularly scheduled district meetings in Northern California and Reno during the first quarter of 1992. The schedule of the meetings in which these elections will be held appears below (see "District Meetings").

Eligibility rules for serving on the committee are as follows:

No member shall be eligible for election, be elected or hold the position, of Geographical Market Area Addendum Committeemen.

(a) Unless he is living in the Committee's Geographical Market area.

(b) Unless he is employed in the industry in the area

(c) He must be an "A" Journeyman

(d) He must be a member in good standing

(e) Must not be an owner-operator.

No members shall be nominated unless he or she is present at the meeting and will accept the nomination and the position, if elected.

No member is allowed to serve more than two (2) consecutive terms on the Geographical Market Area Committee.

Election of Geographical Market Area Meetings

January 1992

- 7th District 4: Eureka 8pm
Engineers Bldg.
2806 Broadway
- 8th District 7: Redding 8pm
Engineers Bldg.
20308 Engineers Lane
- 9th District 6: Marysville 8pm
Engineers Bldg.
1010 "I" Street

February

- 4th District 8: Auburn 8pm
Auburn Recreation Center
123 Recreation Drive
- 6th District 8: Sacramento 7pm
Machinists Hall
2749 Sunrise Blvd.
Rancho Cordova
- 11th District 1: San Francisco 8pm
Seafarers International Aud.
350 Fremont Street
- 13th District 5: Fresno 8pm
Laborer's Hall
5431 East Hedges
- 20th District 2: Oakland 8pm
Holiday Inn - Airport
880 Fwy & Hegenberger

March

- 5th District 11: Reno 8pm
Carpenter's Hall
1150 Terminal Way
- 10th District 04: Fairfield 8pm
Holiday Inn
1350 Holiday Lane
- 17th District 3: Stockton 8pm
Engineers Bldg.
1916 North Broadway
- 19th District 10: Santa Rosa 8pm
Luther Burbank Ctr.
50 Mark West Spr. Rd.
- 24th District 9: San Jose 8pm
Labor Temple
2102 Almaden Road
- 26th District 9: Freedom 7pm
V.F.W. Hall
1960 Freedom Blvd.

Departed Members

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

JULY

Turner Hayes of Georgetown, Ca., 7/29.

AUGUST

Harold Taylor of Jerome, Idaho, 8/14.

SEPTEMBER

Carl W. Bregg of Redwood City, Ca., 9/29; Wesley Cates of Sacramento, Ca., 9/30; Stanley Henson of Fresno, Ca., 9/30; Douglas Marsing of Sandy, Utah, 9/17; Sydney McCabe of Honolulu, Hawaii, 9/29; George Meacham of Roseburg, Oregon, 9/25; John Padilla of Modesto, Ca., 9/23; Roy A. Palmer of Marysville, Ca., 9/27; Cecil Schrader of Deming, N.M., 9/20; L. T. Sherouse of Vallejo, Ca., 9/26; Harold Slack of Lorain, Ohio, 9/13; Arthur Stewart of Dixon, Mo., 9/19; E. R. Vivenzi of Sacramento, Ca., 9/20.

OCTOBER

James Bullock of Hayward, Ca., 10/6; Harold Chandler of Mtn. View, Ca., 10/9; Lynn E. Drennon of Pioneer, Ca., 10/10; Edwin Heiser of Sacramento, Ca., 10/1; Rudolph Jacenich of Marysville, Ca., 10/11; Bruce Jessie of Eureka, Ca., 10/14; Harry Lewis of Hayward, Ca., 10/22; Manuel Lewis of Pleasanton, Ca., 10/18; A. P. Lukela of Waimanalo, Hawaii, 10/5; Marvin McCully of Woodland, Ca., 10/1; Ernest Mellis of White City, Oregon, 10/8; Thomas Peters of Magalia, Ca., 10/5; Martin Rizer of Gridley, Ca., 10/13; B. D. Royce of Redding, Ca., 10/11; Kori H. Sorensen of Watsonville, Ca., 10/3; John F. Valls of Marysville, Ca., 10/1; Edward Wright of Medford, Oregon, 10/8.

DECEASED DEPENDENTS

Jessie Deberry, Wife of Charles, 10/1. David Galley, son of Ronda, 9/22. Jimmy Hill, son of James, 10/1. Cyrilla Obed, wife of Rathburn, 9/30. Mistie Spurgin, daughter of Everett, 9/30. Carmella Wong, wife of Harvey, 10/9.

Retiree Meetings

JANUARY 1992

- 7th EUREKA - 2PM
Operating Engineers Bldg. 2806 Broadway
- 8th REDDING - 2PM
Moose Lodge 320 Lake Blvd.
- 9th MARYSVILLE - 2PM
Veterans Memorial Bldg.
249 Sycamore Gridley, Ca.

FEBRUARY

- 4th AUBURN - 10AM
Auburn Recreation Center 123 Recreation Dr.
- 4th SACRAMENTO - 2PM
Laborers Hall 6545 Stockton Blvd.
- SAN FRANCISCO/
11th SAN MATEO - 10AM
IAM Air Transport Employees 1511 Rollins Rd.
Burlingame, Ca.
- 12th IGNACIO - 2PM
Alvarado Inn 250 Entrada Novato, Ca.
- 13th FRESNO - 2PM
Laborers Hall 5431 E. Hedges
- 19th CONCORD - 10AM
Concord Elks Lodge #1994 3994 Willow Pass
- 20th OAKLAND - 10AM
Oakland Zoo, Snow Bldg. 9777 Golf Links Rd.

Swap shop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. To place an ad, simply type or print your ad legibly and mail to Operating Engineers Local 3, 1620 S. Loop Rd., Oakland, CA 94501, ATTN: Swap Shop.* Ads are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in Swap Shop.

*All ads must include Member Registration Number.

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

Swap Shop

FREE WANT ADS FOR ENGINEERS

FOR SALE: Houseboat 43' Delta Clipper, Twin V-drives, fly bridge, 6.5 generator, A/C, full galley, microwave, color TV, in covered berth at Antioch. \$43,500. *or trade* \$12K EQT for travel trailer. Call Bob (510)634-4538. Reg.#1958876 10/91

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

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

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

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

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

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

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

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

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

FOR SALE: '69 Cadillac Hearse con-

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

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

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

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

FOR SALE: Boat 18' Larson, deep V hull, 130 Volvo I10, needs starter, 15 HP Johnson motor, tandem wheel trailer, elec winch, depth finder, xtras, \$3,500. Call (916)243-6592. Reg.#535847 11/91

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

FOR SALE: Condo Maui, desirable area on 2nd floor end unit of low rise garden complex w/pool, across from swimming beach. \$148,500. Also Vacation rental, Maui condo. near shopping, dining and across from swimming beach. Great location. \$65 per night until Dec.15th. then \$80 till May 1st. Call (916)889-1737. Reg.#553019 11/91

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

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

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

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

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

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

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

FOR SALE: '68 Sportsman Special 10' Sportsman camp trailer. 3 burner stove, table (makes into bed), double bed, ice-box, storage, sleeps 5, can tow w/compact pick-up, no toilet, propane &/or electric lights. \$500.00 -OBO. Also '61 Mobilcraft 15' fiberglass boat. Lark 3 Evinrude w/40hp motor, great family boat ingood condition. \$800 -OBO. Call Angelo in Red Bluff, Ca. (916)527-3199. Reg.#1006579 12/91

FOR SALE: '74 Water Truck white, 2 axle, 6 year old tank, 2,500 gal. 1160 Cat, 10speed, 4 cyl. diesel pony motor, 5 spraus, Berkley pump. Good rubber, new stinger, ready to work \$16,500 -OBO. Call Herman (510)794-7077. Reg.#2010999 12/91

FOR SALE: '67 Jeep CJ5 w/jeep trailer, both for \$3,750. Disc -10' case \$475., scrapper 3 point, 6' \$365. 2 wheel metal wood hauling trailer \$375.3 horse trailer \$1,175., Radial arm saw \$325, Roto tiller \$150, 12' fiberglass boat trailer & 7.5 Sea king motor \$475. Call Bo, (209)826-9465. Reg.#1043556 12/91

FOR SALE/RENT: 3bdm/2ba - 2 car attached gar., fenced back yard, dishwasher, sunscreens, 1,259sq. ft. assumable 1st, 8413 Carlin St., Sacramento south area. \$127,000. Call (916)689-4061. Reg.#1238702 12/91

FOR SALE: '77 - 5th. Wheel Ardon, Queen bed, full tub/shower, exceptional closet space/storage, immaculate cond., 3-way ref-frz., roof air conditioner/awning, front/rear door, could be lived in w/space left over. \$8K OBO. Call Jim (707)643-7246. Reg.#1098191 12/91

FOR SALE: '72 Porsche 911 T Targa, black/black, 5 speed/air cond., 3yrs. on new engine, maint. records available. \$8K OBO. Call (702)849-0258. Reg.#1984839 12/91

FOR SALE: '89 Alfa Gold 37' - 5th. wheel, duel Alcs, rear kitchen, 4x9 slide out living rm, built in microwave, washer/dryer ready, full set of storm windows, pulled less than 3k miles. Call Gary or Linda after 6pm or on weekends. (702)565-5248. Reg.#1972344 12/91

Personal Notes....

Ceres: Congratulations to Mike and Colette Perine on the birth of their daughter Elizabeth Suzanne 9/19.

We would also like to express our sympathies to the families and friends of departed John Padilla 9/23, Clarence Hazelwood 10/23, James Tyra 10/24, Richard Spriggs 10/25 and Joe Paden 10/30.

Fresno: Our sympathy are extended to the families and friends of those who have recently passed on, Iris Everett 10/22 wife of Monty. James Mangiarelli 10/27, Edward Rayner 11/1, Melvin Norberg 11/8 and Charles Bowling 11/9.

Marysville: The district office staff extends their condolences to retired William Fortney on the death of his wife Carol Jean who passed on 11/14, and Nyle Nagle on the death of his wife Mable. Also to the families and friends of the following deceased retired members, John Leder of Yuba City, P.F. McCleery or Oroville, P.W. Carey or Maryville, Roy A. Palmer of Maryville, Ruldlph Jacenich of Marysville, martin Rizer of Gridley, Leonard Tyler of Chico, Thomas Peters of Magalia, Fred Hemstreet of Marysville, Edwin Williams of Chico and William E. Gates of Chico.

William and Carlo Jean celebrate their 50th wedding anniversary on 10/19. We know they shared many happy experiences during their 50 years together.

Redding: We wish to express our sincere sympathy to the family and friends of departed Fred Hiser, Bernard "Ben" Royce, John Lazar and Angelo Andrieni.

Sacramento: Congratulations to Richard and Stacey Johnson on the birth of their son, Matthew Cody.

We would like to express our sympathies to the families and friends of departed Robert Bahr, Robert Barnett, Ben Berg, Clarence Dump, Roy Edwards, Frank Lasswell and Elmer Vivenzi.

And our condolences go to business representative Andy Mullen and his wife, Tracy, on the unfortunate death of their newborn son Joseph Cristopher, and to Norman Willey on the death of his wife, Elizabeth.

FOR SALE: Lincoln Welder 2 cyl. air cooled onan motor, complete haul Lincoln dealership, 2 new batteries, fresh paint, 110 volt generator, windings leads, possible finance. Call (510)547-0553. Reg.#0557433 12/91

FOR SALE: Construction straw located in Livermore. Call Dick Balaam (209)545-3453. Reg.#2069769 12/91

FOR SALE: 30.9 AC. New lge. Bldg., 2rv facilities, mini storage and shop bldgs, \$150K. Call (209)826-8196. Reg.#0899307 12/91

FOR SALE: Charter membership Harmony Ridge resort w/Coast-coast membership. Based-Nevada City, sister park-Yosemite, major city-Sacramento, swimming, ball courts, recreation hall & picnic area. \$1,500. negotiable, make offer. Call (916)533-2169. Reg.#0679061 12/91

FOR SALE: Home 3bd/2ba, 1,836 sq. ft., carpeted, lg. family room w/flagstone fireplace & heatelator, liv. room and sep. dining room, many kitchen cabinets, glass sliding doors in mst. bdrm./family rm., en-

closed patio w/spa, waterfall, city gas, sewer & water, 3 blocks to school on quiet street. Cyclone fenced w/RV parking, trees, sprinklers, landscaped. 9-1/2% loan attractive to Vets. Pop.40K. \$114,900. Call evenings (209)634-4195 or write Ms. Stocton P.O. Bx 832, Delhi, Ca. 95315. Reg.#006835 12/91

FOR SALE: Home 4bdm/2.5 ba w/view of Sierras & Sunsets, over 2,400 sq. ft., energy efficient living on 2.25 acres w/orchard, landscaping on drip. Frml living/dining rms, spa rm., glass enclosed patio, Koi pond, 2 car garage, + more. \$149,500. Call Eric (209)645-0286, Madera, Ca., Reg.#1493070 12/91

FOR SALE: Lot Lake Tahoe 99'X110' located on April Dr., left on Pioneer Trail. \$12,500. Call Ernest (702)871-1749. Reg.#0892415 12/91

FOR SALE: '89 Mallard Sprinter 22' Travel Trailer. Air cond. Also 3 bdrm/2ba. Mobilehome w/3+ acres. Secluded, near town Sonora. \$145K. Call (209)533-0212 eves. Reg.#1944001 12/91

NEWS FROM THE DISTRICTS

Cloverdale Bypass to begin in August

SANTA ROSA – The latest scoop on the biggest job coming to the Santa Rosa District for 1992 is the Cloverdale Bypass, which is scheduled to bid in June 1992, with construction to start by August. This will be a bit late in the season, but after all the years of waiting, why should a few more months matter? It should put a lot of our brothers and sisters to work for two years or more and provide a major boost to our local economy. We can use it!

Our district has been working hard with three different programs, each stressing training for our members and upgrading our union skills.

Hazmat

With the onset of the rainy season, our excellent hazardous materials training program is in full swing again. Safety Director Jack Short and Assistant Safety Director Brian Bishop were in Santa Rosa the week of December 2-6 for a 40-hour Hazmat class given at the Labor Center. Santa Rosa will hold only this one session for 1991, so by the time you read this, it's already too late to attend. However, you may contact Business Agent Bob Miller at our office for a list of 40-hour classes that are being held in nearby districts.

For those of you who need your eight-hour refresher course, we have scheduled two classes for January 3 and 4. These classes are free and necessary to keep your 40-hour certification valid. Call our office, at (707) 546-7273, for details and inclusion on the attendance roster. Space is limited.

Stewards meetings

Our third quarter stewards meeting was a resounding success, especially since it was so well attended. Special mention goes to the three

Caltrans stewards who traveled from Fort Bragg, Coverlo and Bodega Bay – three hours each way – to participate. Our next stewards meeting is scheduled for Wednesday, January 8, at 7 p.m. at the Santa Rosa Labor Center. This will be our annual awards presentation, includ-



All in the Operating Engineers family

Local 3 member and mechanic Chris Hendricks, center, holds his newborn son, John Glenn Hendricks, who was born on November 3, weighing 8 pounds, 3 ounces and measuring 21 1/4 inches long. Grandfather John Hendricks, left, is Local 3's economist, and Great Grandfather Glenn Hendricks, right, is a retired operating engineer. Congratulations to mother Nancy Hendricks for producing yet another generation of operating engineers.

ing the prestigious "Steward of the Year" award. Our guest speaker will be Rollie Katz, Local 3's contracts attorney, whose subject will cover contract interpretation. All members are invited to attend.

Volunteer organizing committee

The VOC is getting back on track here in Santa Rosa, and it looks like organizing a single, specific company is the number one priority. I won't mention any names, but can you guess? Past chairman Ken Foley gave an excellent presentation and explanation of VOC functions. All members of the VOC are encouraged to attend the January 8 stewards meeting. Individual VOC meetings will be scheduled soon.

Bob Miller, Business Rep.

Achievements abound in 1991

SANTA ROSA – In recapping the year, I mentioned at the beginning of 1991 that our major goal was to organize. Well, we were able to sign up several companies: L. J. Construction, Sebastopol; Wayne Waters Construction, Willits (first company signed in Mendocino County in at least the last 10 years); Davast, Santa Rosa; and P. B. F. Construction, Danville.

This is a small start of bigger things to come. Some other accomplishments were setting up a booth at the Thursday Night Market in Santa Rosa to promote unionism, putting on a very successful district picnic, organizing Caltrans, and now, as the year winds down, planning what we can do better in 1992.

Some of the jobs that have bid in my area are the treatment system rehabilitation for the city of Santa Rosa (K. G. Walters was the apparent low bidder for \$1.4 million); the Roadway rehabilitation on Hwy. 20 in Lake County (Baldwin Construction Company from Marysville was the apparent low bidder for \$5.7 million).

The contractors that are working in my area are trying to finish up or just winterize their projects before the rains. North Bay Construction has the majority of the work this year with crews working on the Finley Park project for the city of Santa Rosa, with Cheli and Young having the underground, and the Walmart and Home Depot projects in Rohnert Park, the Sonoma Mountain Expressway, and the second phase of the Glenbrook subdivision in Petaluma.

Argonaut Contractors is working on the following projects in Santa Rosa: a subdivision on Waltzer Ave., the Fulton Avenue Marketplace, and Thomas Harris Lake Extension. They are also working on a Caltrans project on Hwy. 116 just south of Sebastopol. In Lake County, they are finishing up the Soda Bay water line project and keeping some of our operators busy on a Caltrans project on Hwy. 53 and a subdivision in Clearlake.

Ghilotti Bros. is finishing up the Skyfarm project in Fountain Grove. The company is also working on the Santa Rosa Avenue improvements and is planning on starting the Caltrans projects on Hwy. 101 at the Wilfred Avenue off ramp.

Don Dowd has a few members working on the Morgan Valley Road project in Lake County and plans on starting the Rohnert Park overlay. Hermsmeyer Paving is working on the new State Farm building in Rohnert Park and is finishing up the Harmony School site work just outside Occidental, as well as a rehabilitation project at the county center in Santa Rosa.

Important dates

Some important dates and reminders to take note of: the Lake County District meeting is on December 17 at 8 p.m. The location has been changed to the Senior Citizens Center in Lakeport. We moved the location so more members who lived in Mendocino County wouldn't have so far to drive. We hope to get a very good turnout.

I plan on starting my grade checking classes in January. If you're interested, I have a sign-up sheet at the Santa Rosa hall. Our dispatcher Donna wanted to remind you not to forget to renew your registration before it expires and to come in between the first and tenth of the following month for your unemployment dues. Our secretary Cathie has the Sonoma Express Cards on sale at \$20 each. She says they make good Christmas gifts. I also have hats and T-shirts for sale; they make good gifts also.

The staff at the Santa Rosa District office wishes all our members very Merry Christmas and a much more prosperous New Year.

George Steffensen, Business Rep.