

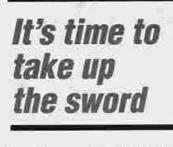
or too many years, union members have let the organization carry the torch for them on political issues. Union leaders have, in turn, leaned heavily on the Democratic leadership to carry their sword in battle. We became experts at playing the inside game in the halls of our capitols.

There is nothing inherently wrong with knowing how to play a good inside fight in politics. It is sometimes invaluable. But it works better when your friends are the ones who are in power.

Those days, at least for now, are gone in Washington. And if we don't learn from the last election, they'll be gone in every part of

our jurisdiction.

If we want to survive, if we want to continue to have jobs that pay decent wages and benefits and provide a reasonable level of security, then we must return to the basic prin-



ciples that made the trade union movement strong in the first place.

Union members must commit more than a monthly or quarterly dues check. If the attitude towards the union is "I pay my dues, you take care of me," then unions will die and workers will be the losers.

The ability of unions to generate grassroots support whether it be for or against a contract, or for or against a candidate or a political issue - is one of the cornerstones of our strength. But we're losing it.

We've become too soft. We've lost our battle-readiness. We're slow to take up the sword and fight for our future and our families. We don't want to walk precincts. We don't feel like making phone calls or writing letters. We don't want to use up our precious weekends attending a rally or registering voters.

Well, the winds have shifted and the storm is bearing down upon us. We no longer have enough friends in Washington to keep us safe and warm.

Are we going to huddle around our fireplaces while the enemy tramples through our villages and ransacks our homes? Are we going to sit around and curse our leaders for failing us, while we stand by and do nothing?

Or are we going to take that sword off the mantle, and go out and fight like our lives depended on it?

The battle is on. Gingrich's army is hell-bent on wreaking as much havoc as it can in the first 100 days just like Hitler's blitzkrieg.

It's time for you - every single one of you - to step up to the plate and do your part. What can you do? For starters, fill out the coupon on the next page TODAY. Send it in to us, and we'll see that it gets to the right politician. If you want a little extra credit, send a note addressed to Congress along with it. We'll see it gets where it's supposed to go.

That won't be all. We're circulating petitions to save the Davis-Bacon Act. If you haven't seen one, drop by your district office and sign one. Better yet, pick one up and take it to your job site. If you're retired, walk it around your neighborhood.

That won't be all either. But it will do for this month. We'll be coming back for more help. By the end of this year, I hope every Local 3 member has sharpened their sword. You're going to need it.



## IMPORTANT NOTICE:

### New starting time for District Meetings

In response to inquiries from Local 3 members, Business Manager Tom Stapleton directed that a questionnaire be published in the September 1994 issue of Engineers News seeking input from the membership on whether or not the starting time for district meetings should be moved to 7 p.m. from the former starting time of 8 p.m. (except for Hawaii, which has always had a 7 p.m. starting time). Based upon the results of the survey, the Local 3 Executive Board and each District Grievance Committee concurred unanimously in a recommendation that all Local 3 district membership meetings will begin at 7 p.m., effective January 1, 1995.



T.J. (Tom) Stapleton	Business Manager
Don Doser	President
Jerry Bennett	Vice President
Rob Wise	Recording-Corresponding Secretary
Max Spurgeon	Financial Secretary
Pat O'Connell	Treasurer

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# ATTEN Congress is moving quickly to cut YOUR wages & benefits

Now that they are in power, Newt Gingrich and his new Republican House of Representatives are pushing through a bill that will repeal the federal Davis-Bacon Act. HR 500 was introduced at the beginning of the new session and has already passed the first subcommittee vote. It is on a fast track for a floor vote.

Our friends in the House are trying to help us, but they cannot do it alone. If you care about protecting the wages and fringe benefits you receive as a Local 3 member, you need to act now!

Fill out the information on the form below. Clip it out. Mail it to:

## Operating Engineers Local 3 1620 South Loop Road Alameda, CA 94502 ATTN: Public Relations Dept.

We will take all those we receive and deliver them to the appropriate congressional representative. They need to know that you will not support their re-election if they vote to cut your wages!

If you want to take time to add a letter or note of your own, that's even better. We will deliver your message personally.

NOTE: Local 3 business agents are also circulating petitions. If you have not signed one, please contact your district office and tell them you want to sign the petition. If you have already signed a petition, we still need you to fill out the coupon below and send it in to us.

## Don't vote to cut my wages! Oppose HR 500

am a constituent of your district and earn my living in the construction industry. The Davis-Bacon Act prevents the federal government from undermining wages and fringes in the public works contracts it awards. It has enabled me to earn a decent living wage and not to be a financial burden on my community. I cannot support any elected representative who would vote for legislation that will slash my wages or put me out of a job. I urge you to oppose HR 500 or any other bill that seeks to repeal or weaken the Davis-Bacon Act.

SIGNATURE

PRINT NAME

AREA CODE & PHONE

GOP launches 'right-to-work' campaign in California

During November's mid-term election campaign, Business Manager Tom Stapleton warned Local 3 members against voting for Republican state Assembly and Senate candidates because they would, if elected, attempt to turn California into a "right-to-work" state.

Just as Stapleton predicted, GOP lawmakers in Sacramento recently introduced legislation that would, indeed, make California the 22nd right-to-work state in the country.

AB 549. introduced by Assemblyman George House (R-Modesto), would amend the state labor code to prohibit any person, as a condition of employment or continuation of employment, from being required to join a labor organization. The bill would also make it unlawful for any employer to deduct from wages, earnings or compensation of an employee any union dues or fees unless the employee provides written consent.

Another noteworthy provision of AB 549 includes a prohibition against requiring any employee from having to be "recommended, approved, referred, or cleared by or through a labor organization." This section indirectly refers to union hiring halls.

Under current federal and state law, California, like 28 other nonright-to-work states, does not prohibit labor organizations and privatesector employers from negotiating union shop or union security agreements that require all members of a bargaining unit to be in the union. Such agreements require all workers who receive the economic benefits of union representation to share the costs of maintaining their union.

But under AB 549, free-loading employees of a bargaining unit could shirk their financial obligation to support the union by paying no union dues at all but still reap all the benefits of union representation. Meanwhile, their co-workers who pay their fair share are forced to subsidize the free loaders. Over time, financial support for the union can grode along with the union's shilling to adequately represent the employees.

A more detailed analysis of AB 549 and its repercussions will appear in next month's *Engineers News*. Meanwhile, Local 3 urges its California members to write or call their state Assembly representative and urge him or her to oppose AB 549.

ADDRESS

CITY

STATE/ ZIP CODE



Underground Economy

> perating Engineers have always prided themselves in working hard and playing by the rules. So have their union employers, who, in addition to paying fair wages and fringe benefits

under collective bargaining agreements, contribute the required taxes, unemployment insurance and workers's compensation.

But there's another segment of the construction industry whose leaders work hard at skirting the rules. They are the unscrupulous contractors who, during the course of conducting otherwise

### by Steve Moler, **Assistant Editor**

legal business activities, operate almost entirely outside the licensing, regulatory and taxing provisions of the law. Those

responsible for investigating these fraudulent employers refer to this system as the "underground economy," also known to as the informal, unofficial, subterranean or off-the-books economy.

By paying their workers undocumented cash wages, those who operate in the underground econ-

ground construction economy is robbing

California's under-

the state and

unionized trades of

millions of dollars

in lost tax revenue

and profits.

They often falsify payroll records to avoid paying prevailing wages and launder money,. In the end, their tactics produce unfair business competition that puts Local 3 members and their employers at a significant disadvantage.

### How big is the problem?

Most people are shocked to learn how extensive the underground economy actually is. Nationally, it represents about 16 percent of the country's gross domestic product. But in California the state's informal economy is conservatively estimated to be worth \$140 billion a year, or about 18 percent of

underreport, or fail entirely to report, the amount of money owed to the state for business taxes, unemployment insurance and workers' compensation.

omy

the state's gross state product (GSP). Some economists believe the figure is more like \$150 to \$170 billion, or 20 to 22 percent of California's GSP.

graphic by Ed Canali

Underground

Economy

Whatever the figures, the underground economy, particularly over the past five years, has expanded to the point where it's inflicting more than superficial wounds on the unionized construction trades - not to mention the entire state.

The Franchise Tax Board estimates that California, with a budget deficit of roughly \$3 billion, is being robbed of state income tax revenues to the general fund in excess of \$3 billion annually as a direct result of the underground economy, money that could be going for such services as primary education, law enforcement, public works and highway projects. On a national level, the Internal Revenue Service estimates federal government losses to the underground economy at about \$127 billion, enough to put a sizeable dent in the \$300 billion federal budget deficit.

### **How underground** economy hurts Local 3

But what's really hurting Local 3 members and all trade unionists is that contractors doing busi-

often

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general second

March 1995/Engineers News 5

ness in the underground economy are gaining an unfair competitive advantage over legitimate contractors when bidding on jobs. Because underground contractors pay workers undocumented cash wages and avoid paying payroll taxes and insurance, they can easily underbid honest contractors. When this happens, union employers can't win the contracts that put Operating Engineers and other construction trades people to work.

And problems with the underground economy don't stop at the bidding table. For every dollar that doesn't go into federal and state treasuries because of illegal economic activities, others wind up paying in the form of additional taxes and fees.

Problems surrounding the underground economy became so severe during the recent California recession that Gov. Pete Wilson established in October 1993 the Underground Economy Joint Enforcement Strike Force, a multi-agency enforcement program aimed at rooting out employment fraud. Seven powerful state agencies – Employment Development, Industrial Relations, Consumer Affairs, Board of Equalization, Franchise Tax Board, and Department of Justice Office of Criminal Justice Planning – joined forces to enhance the development and sharing of information and to improve coordination of enforcement activities as they relate to the underground economy.

### **Strike Force goals**

The Strike Force's goals are to help create a level playing field for businesses that comply with the law, ensure that employers pay the required taxes and unemployment and workers's compensation insurance, and educate the business community as to its responsibilities.

The Strike Force started working closely with the business community and organized labor since holding its first meeting in January 1994. The Strike Force heard testimony from labor leaders regarding the extent and impact of the underground economy. Three of the nine members of the Strike

Force's advisory board are from organized labor.

The Strike Force penetrates the underground economy by conducting audits and obtaining tips and leads from business, labor and other government agencies. Investigators first conduct background checks using each Strike Force agency's computer database. If necessary, they next visit the work sites of businesses that appear to be out of compliance, interviewing owners and workers. In the most serious cases, the Strike Force conducts strikes or raids.

In one sweep last March, Strike Force agents levied \$141,000 in fines on 42 San Jose businesses that were found in violation of state labor codes. As a result of the sweep, the state is also expected to bring in another \$165,000 from those same businesses in unreported taxes and insurance contributions.

### Construction prone to underground activities

Construction, unfortunately, is one of the four major California industries – along with auto repair, farm labor and the garment industry – that's plagued with the most illegal activity and, therefore, has become one of the major focuses of the Strike Force.

A recent state study of 13,600 randomly selected California businesses showed that 10.4 percent of the businesses surveyed were out of compliance with various state tax laws and labor codes. More

than 26 percent of the garment businesses were out of compliance, as were 24 percent of auto repair and 15.7 percent of construction.

Because of the relatively high rate of non-compliance in the construction industry, the Strike Force launched in 1994 the Construction Enforcement Project (CEP), a pilot program focusing on underground construction activi-

ties in the Sacramento area. The project is using innovative and non-traditional investigative methods to crack down on contractors who willfully violate state tax and labor laws in that area. The pilot program has been expanded to several additional counties and will be gradually expanded statewide.

One particularly useful investigative technique is scrutinizing the ratios of a contractors' labor-tomaterial costs. The Strike Force has established

"What's really hurting Local 3 members and all trade unionists is that contractors doing business in the underground economy are gaining an unfair competitive advantage."

that there are certain labor-to-material cost ratios associated with certain trades. So, when there are large disparities in these ratios, the Strike Force begins to suspect trouble.

In one investigation, an audit of a Southern California roofing contractor showed he accumulated building material costs over one year of \$600,000. Under normal

conditions, his labor costs should have run about 35 percent, or roughly \$210,000 that year. But records showed he had only reported \$25,000 in payroll, a discrepancy that attracted attention and triggered an investigation.

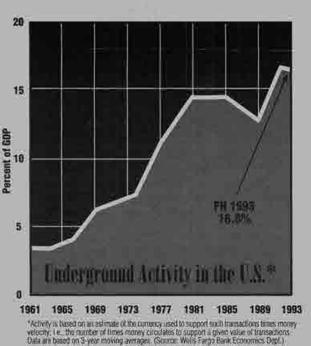
### How you can help

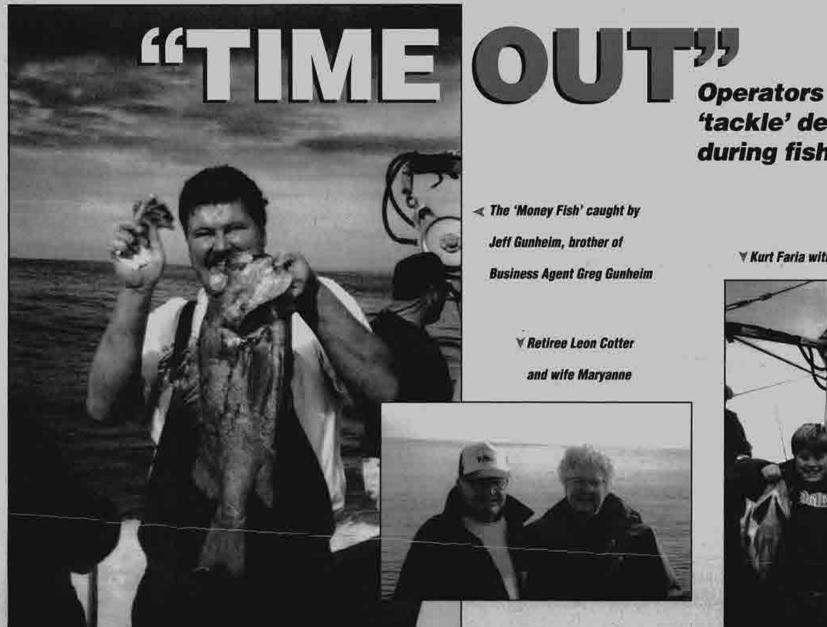
One of the Strike Force's strongest weapons, though, are tips that come from the public. This typically occurs when a construction worker, after filing for unemployment insurance, discovers his or her employer hasn't been paying into the fund as required by law. When this happens, the Strike Force swings into action.

"What we need from the construction trades are leads," said Robert Shute, cheif of underground economy operations. "We want Local 3 members and their employers to communicate with us when they see suspicious activities at the job site. Local 3 members are only hurting themselves by keeping quiet."

If you feel there are possible tax, labor or licensing violations occurring at your job site, you can call the Strike Force underground economy hotline at (916) 464-1075, extension 299. By doing so, you're helping yourself, your family and California's economic well being by ensuring a level playing field for the majority of businesses that obey the law.

UNDERGROUND ECONOMY HOTLINE (916) 464-1075, Ext. 299





'tackle' deep sea during fishing trip

< The 'Money Fish' caught by Jeff Gunheim, brother of **Business Agent Greg Gunheim** 

> **∀** Retiree Leon Cotter and wife Maryanne

V Kurt Faria with son Dale



n the course of life, one occasionally takes "time out" to recharge and enjoy family, friends and the goodness we have today.

A marvelous "time out" was taken February 5 by a group of Operating Engineers in the form of a bottom fishing and crabbing charter out of Bodega Bay aboard the fishing vessel Tracer. The party consisted of 31 fathers, sons and union brothers, a husband and wife, and good friends.

The Tracer, owned by Will Morrow, left Porto Bodega before dawn and was skippered by Kevin Quigley. Brother Don Green came all the way from Galt. By day's end, Green and most of the others had such a good day they are eagerly awaiting another trip.

Another brother, Kurt Faria, came from San Leandro. Lucky for Kurt, he brought his skilled son, Dale, who not only caught his own limit but helped dad limit out. Retiree Leon Cotter of Vacaville and his wife, Maryanne, also enjoyed the trip. Brother Nolan Clayton from Vacaville came with his son, Bert, and son-in-law Brian Davis. The rest were local hands.

Deckhand Jonna Burton impressed everyone with her helpful assistance, good-natured wittiness and inexhaustible energy. She eagerly and joyfully handled her many duties, untangling lines that Houdini would have had trouble with. Jonna's presence strongly accented the wonderful taste a day on the ocean leaves in one's soul. (Give her a raise, Will().

The sea offered up a bountiful harvest of golden

eye, yellow tail, chili pepper and canary fish, rock and dungeness crab, as well as beautifully calm weather. No one got sick.

It has been suggested we take this "time out" semi-annually: A salmon trip around July and a bottom fishing and crabbing trip around February. If this sounds like a good idea, contact Greg Gunheim at the Santa Rosa District office, 3900 Mayette Avenue, Santa Rosa, CA, 95405, (707) 546-2487. I'll be in touch if it pans out.

Greg Gunheim, Business Rep.



A NOT the 'Money Fish' caught by

Lou Gobbi's son Danny



Mvnatt

Retiree

Hubert

A "Moving Dirt" on the ocean.

## 2 Caltrans operators win national equipment 'Roadeo' championship

wo Caltrans equipment operators have won top honors in last October's National Finals Equipment "Roadeo" Competition in Greeley, Colo.

Mark Vukich, who works out of the Quincy Maintenance Station, and Jeff Kiser, of the Walnut Creek Maintenance Station, took first place in the team Tandem Axle Truck Plow, which is considered the competition's premier event. The victory marked the first time the twoaxle truck plow event as been won by a team outside Colorado.

Mark and Jeff qualified for the nationals after finishing first and second respectively in Caltrans' statewide Equipment "Roadeo" competition held last September in San Luis Obispo, Calif. Before that, Mark and Jeff won first overall in their respective district Equipment "Roadeos" last summer.



The national finals involved 256 contestants from 26 states and two Canadian provinces. In the truck plow event, each team member drove a portion of the course after successfully taking a written test

▲ Local 3 Business Manager Tom Stapleton, middle, presents Jeff Kiser, left, and Mark Vukich with California Senate proclamations at a Jan. 25 awards

presentation in

Sacramento.

check. In addition to taking first in the truck plow event, Mark and Jeff also finished fourth in the Unimog team event and ninth

and performing a pre-trip vehicle safety

in the single-axle truck plow. Mark and Jeff also finished second and eleventh respectively in the loader event, while Jeff finished fourth in the motorgrader and Mark tenth in the same event.

Since Caltrans began the Equipment "Roadeo" in spring 1991, Local 3 has taken an active role, providing trophies and plaques, as well as sponsoring barbecues and awards ceremonics at the district "Roadeos." Local 3 also pays the way of Caltrans' two representatives to the national finals.

Congratulations to Mark and Jeff on bringing the trophy home to California.

A Mark Vukich, I display the first two-axie truck championship.

Mark Vukich, left, and Jeff Kiser, display the first-place trophy for two-axle truck plow national championship.

♥ Mark Vukich and Jeff Kiser prepare for the single-axie truck plow event in Greeley, Colo.



♥ Team of Jeff Kiser and Mark Vukich during truck plow competition in Greeley, Colo. Jeff's father, Don Kiser, is a Caltrans regional manager in District 4.



## ADDICTION RECOVERY PROGRAM

## How to keep your children alcohol and drug free

The federal government has compiled a great deal of information about the effects of alcohol abuse and other drug use and the successful strategies that can be used to combat these problems. Free materials may be obtained by writing to the National Clearinghouse for Alcohol and Drug Information, P.O. Box 2345, Rockville, Md., 20852, or you may want to call the clearinghouse's toll-free number at 1-800-SAY-NO-TO (DRUGS).

### How can I set an example?

### by Bud Ketchum

ARP Director

First and foremost, set an example by not using illegal drugs or misusing alcohol or prescription drugs, period. No excuses or self-exceptions should be offered to yourself or to others. If alcohol is used, it should be used only by persons of legal age and only in moderation. Prescription drugs should only be used when prescribed and closely monitored by a physician. And you should abstain from the use of any illegal drugs.

Don't keep illegal drugs in the house and don't allow their use in your home by others. Let your family and friends know that drugs are not acceptable in your home. And let others know that you do not tolerate illegal drugs at parties that you or your family attend. Talk to your neighbors about the fact that drug use should not be tolerated on your streets or anywhere else near you.

The best way to keep your family from abusing alcohol (any use of alcohol by youth is abuse) is by carefully looking at the example set in your home. Are your parties, entertainment and celebrations centered around alcohol? Do you reach for a drink or another drug whenever you want to relax or to deal with any problem that comes up? Such behavior sends the wrong signal – that alcohol and other drugs are needed to have a good time or to cope with daily living.

### How can I help my younger children say 'No'?

First, talk to your child about alcohol and other drugs. Carefully explain the health consequences of alcohol and other drug use, and the dramatic effect they can have on a child's life and preparation for the future. Correct mistaken ideas perpetuated by peers and the media. And really listen carefully to your child talk about alcohol and other drugs. Children are more likely to communicate when they receive positive verbal and nonverbal cues that show parents are listening.

Second, help your child to develop a healthy self-image. Selfregard is enhanced when parents praise effort as well as accomplishments. In turn, when being critical, criticize the actions and not the person.

Third, help your child develop a strong system of values, which can give children the criteria and courage to make decisions based on facts rather than pressure from friends.

Fourth, help your child deal with peer pressure. Explain that saying "No" can be an important statement about self worth. Help your child practice saying "No." Together, set out the reasons for saying "No" and discuss why it is beneficial to avoid alcohol and other drugs.

Fifth, make family policies that help your child say "No." The strongest support your child can have in refusing to use alcohol and other drugs is to be found in the solid bonds created within the family unit. Always chaperon your children's parties. It is helpful when parents let other family members and friends know that drug use, and use of alcohol by minors, is a violation of the family rules, and that their use of alcohol and other drugs is simply unacceptable within the family. The consequences and punishment for such a violation must be clearly spelled out.

Sixth, encourage your child to join an anti-drug club. With over 10,000 clubs nationwide, chances are your child's school has such a club. If not, it might be a good idea to contact the local school principal about starting a club. These clubs help develop positive peer pressure, strengthening children's ability to say "No," and the clubs teach the harmful effects of alcohol and other drugs on children's bodies.

Finally, encourage healthy, creative activities that may help to prevent children from using alcohol and other drugs. Help your child live such a full life that there is no time or place for alcohol and other drugs. Meet the parents of your child's friends and classmates and encourage alcohol and other drug-free alternative activities. Learn about drugs and share a "no use" message of alcohol or other drugs for youth. Discuss guidelines and problem areas and agree to keep in touch. Consider forming parent-peer groups. There is strength in numbers. Making these contacts before there is a problem often prevents the problem from ever developing. When the entire peer group is on the right track, you stand a better chance of keeping your child drug free.

### Where can I go for help?

Sometime the quickest way to find out what help is available in your local area is to join a group such as Al-Anon, which is a group of family members and friends of problem drinkers who meet to share practical suggestions on day-to-day living with someone who has a drinking problem. These family members and friends of problem drinkers usually know where help is available in your community.

Listed below are some other sources of help and information:

### 1-800-SAY-NO-TO (DRUGS)

National Clearinghouse for Alcohol and Drug Information, Monday through Friday, 8:30 a.m. - 5 p.m.

### 1-800-622-HELP

National Institute on Drug Abuse Information and Referral Line, Monday through Friday, 8:30 a.m. - 4:30 p.m.

### 1-800-554-KIDS

The National Federation of Parents for Drug-Free Youth, Monday through Friday, 9 a.m. - 5 p.m.

#### 1-800-622-2255

National Council on Alcoholism, 7 days a week, 24 hours a day.

#### 1-800-241-9746

Parent's Resource Institute for Drug Education (PRIDE), Monday through Friday, 8:30 a.m. - 5 p.m. (Recorded service other times)

#### 1-800-COCAINE

Cocaine Helpline, Monday through Friday, 9 a.m. - 3 a.m. Saturday and Sunday, 12 p.m. - 3 a.m.

### 1-800-843-4971

The National Institute on Drug Abuse Workplace Helpline (For employers establishing work place drug abuse programs), Monday through Friday 9 a.m. - 8 p.m.

### **Meeting notice**

To Operating Engineers in recovery in the Fresno area, the Fresno Support Group meets Wednesdays, 7 p.m. to 8:30 p.m., at the Plymouth Congregational Church, 106 E. Shields Ave., Fresno. Operating Engineers and their families are encouraged to attend.

## Addiction Recovery Program

(800) 562-3277 • Hawaii Members Call: (808) 842-4624

## **TEACHINGTECH**

## Surveyors prepare for future by improving skills

ain, Rain, Rain! On the plus side of all the moisture this winter is plenty of construction water; the minus side, though, is when will the work start?

Anticipation of a good construction year is ahead of us as long as most of the variables, such as interest rates, stay in place. If a good year is in store, we should be prepared to handle anything that comes. This means upgrading our training to the highest level we can. The employer pays for work to be done and can only collect from clients that see work done - and done correctly.

The Northern California Surveyors Joint Apprenticeship Committee journey upgrade program is vital to keeping our surveyors the best in the industry. And the program is growing by leaps and bounds. Many of you out there have finally decided to educate yourselves a little more and stay ahead of the game when work picks up. We have more journey upgrades in our program than we have ever had before. If you would like to join in just give the NCSJAC a call at (510) 635-3255. We will provide you with a packet of information, set you up in a class and get you on your way to making yourself more competitive.

On the subject of upgrading your skills, the NCSJAC feels a need to upgrade party chief certification specialty areas. In other words, if you are certified in all categories, you should be competent in all categories - and most of journey upgrades are. However, a little sharpening of those skills is always warranted.

The plan is to have everyone take an eight-hour class in each

certification and be tested at the end. However, if you feel you can pass the test without the class, you could challenge the test. We could set up two certifications a year and keep the program going on a rotation system, that is, do boundary and topography in 1995, light construction and heavy construction in 1996, and possibly photogrammetry, data collection and GPS in 1997, then start the rotation again to keep abreast of changing times. As you can see, hydrographics has been dropped; it has been put in with topography.

Most professionals with licenses have to do some form of continuing education to maintain their credentials. If anyone has other ideas on this subject, please contact our office at (510) 635-3255.

Another interest of the NCSJAC is to be sure we are working in a safe environment. This means being aware of hazards and how to handle them. First aid is a major asset to maintain safe working conditions. The NCSJAC is considering holding the American Red Cross standard first aid course in Oakland and Sacramento at a cost of about \$40 per person for the six-hour class - or two, three-hour evening classes. This would be open to Local 3 union apprentices and journey upgrades and their families. If you are interested, please contact our office. Remember, apprentices must have a first aid card to be advanced to their next period of training.

Don't forget, the hands-on competition is coming May 13 in Alameda. More details will appear in this column next month.



by Art McArdle

Administrator

**Tech Agent** 

## TECHENGINEERS

## **Depressed** wages decimating skilled crafts

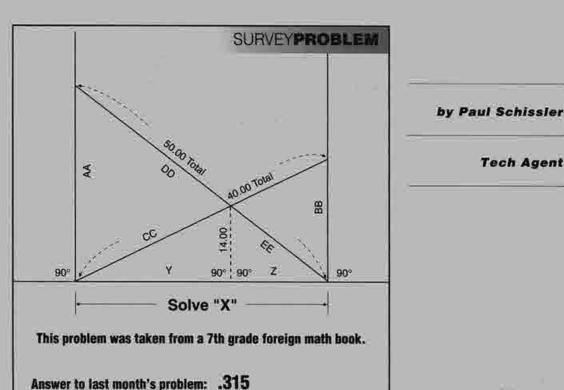
he following was taken from an article written by IUOE General President Frank Hanley. Take the time to read these comments, for they are well worth your time.

"There is growing alarm within the IUOE that there is an insufficient supply of skilled labor to meet the needs of the construction industry and American economy. This skills shortage is largely attributable to depressed wages, widely fluctuating building markets, insufficient and underfunded training programs, disreputable contractors and lax wage and hour enforcement. An increasingly transient work force is replacing the tradition of skill in the building trades. Depressed earnings and difficult working conditions have had dire consequences on the construction labor market: young workers look to more stable occupations, newly trained workers become disenchanted and leave, skilled workers in their peak earning years flee for more security, and older, highly skilled craft workers desperately hold on to preserve hard earned pensions and health care coverage.

The pendulum has swung too far in the construction labor market; continued short sightedness by influential decision makers can no longer be endured before this crisis truly explodes. A concerted effort must be made by construction purchasers, contractors, unions and government to remedy this predicament. Dialogue must be initiated to examine the underlying causes of skills shortages. Misconceptions and prejudices must be forgotten and stark realities accepted before any progress can be made.

As the largest purchaser of construction services, the federal government can implement progressive public policy with significant impact on the existing skills shortage. Wage and hour statutes must be more responsively administered and enforced to elevate the wage base of the construction labor market. The unintentional but absolute awarding of contracts by federal agencies to contractors who don't train their workers should be reversed so that preference is given to construction contractors engaged in craft training.

continued on p. 15



# Local 3 establishes presence in west central Nevada

Union establishes new office in Hawthorne after army depot employees vote overwhelmingly for Local 3 representation

with the best possible service, Local 3 opened a new office in downtown

Hawthorne that's staffed with a full-time business agent and part-time

secretary. Business Representative Robert Tweedy, a former depot

"I worked at the base for eight years before having the opportunity to

go to work for Local 3," Tweedy said. "Twe been on both sides, and I can

tell you from experience that in the year since Local 3 won the election

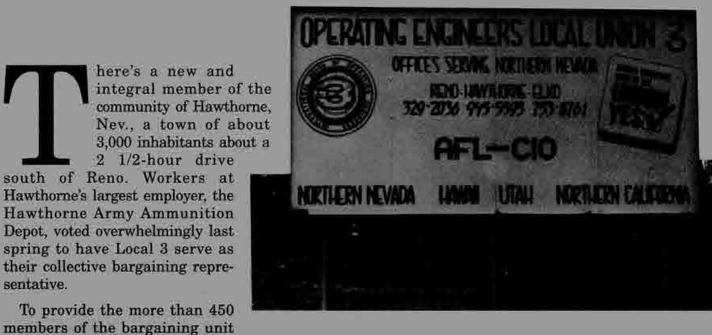
the union has been a very positive influence on the base and the town

be able to provide the unit with the best service," he added. "This will

bring stability and increase membership. Base workers now have one of

"Having my office just a few minutes' drive from the site means I'll

employee, will be serving the base from the new office on 5th Street.



the strongest union's backing them."

Hawthorne Arm Depot, which first opthe largest U.S. m storage and distri the West Coast. I role in perspective third of all the am the Persian Gulf d Desert Shield and 1991 were s Hawthorne.

> The base, which Day Zimmermann

spread out over 350 square miles and contains songround and underground storage buildings Interconnecting these structures are 150 miles of pa miles of unpaved roads and 500 miles of railroad tracks.

To operate and maintain the base, DZB employs so at the base, about three-fourth of whom are represe Classifications are as extensive as the base itself, ran ment operators and machinists to housing administrate ers.

The largest single classification is the munitions ha responsible for actually receiving, placing in inventory a ammunition to various military installations. Other c



sentative.

of Hawthorne.

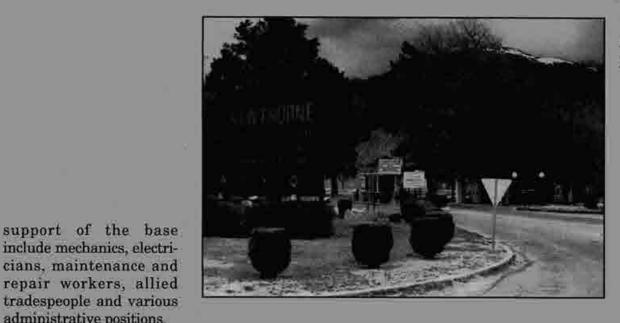
In front of the new Local 3 Hawthorne office are from left: Stewards Richard Larson, Jackie Wallis and Pam Tweedy, and Business Rep. Bob Tweedy



Personnel Manager Wayne Miller, right, with Chief Steward Coneiolus Williams and Steward Jackie Wallis



Locomotive operators Joe J



When Local 3 began its organizing drive in late 1993, the union first established a positive working relationship with the base's commanding officer and DZB management, then developed solid ties with local politicians and community groups.

But it was ultimately DZB's rank-and-file members who made it possible for Local 3 to become part of the Hawthorne community. In June 1994, the unit voted almost 4 to 1 in favor of Local 3. The first contract was ratified the following September.

"Local 3 showed that it really cared," said Chief Steward Coneiolus Williams. "A lot of people were fed up with upper management, but Local 3 has stepped in and handled that real well. Relations have definitely improved since Local 3 came aboard.

"Having a union hall right here in Hawthorne has made a huge difference in the quality of representation," Williams added. "We don't have to worry that a business agent will visit us once a month or so. Not only does Tweedy visit us regularly, we can just drop by the office. That makes things a lot easier. We know Local 3 is here to stay."

Welder Frank Nockidench repairs a shipping container

Entrance to the Hawthorne Army Ammunition Depot







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Ammunition

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administrative positions.

ohnson, left, and Lynn Vaughn



Munitions handlers, from left, Shannon Erickson, Donna Kichumaster, Heather Norcom and Karen Ernsberger prepare 155mm "Copperhead" heat projectile for restoration.



Munitions handlers fuel a missile that's used as a target drone.

## CREDITUNION



by Rob Wise

**Credit Union** 

Treasurer

## Deceptive loan offers rip off consumers

onsumers today are bombarded daily with advertisements promising low interest rates, no-cost loans, quick and easy credit approval and personal service. Before you commit to a loan, make sure you fully understand all the terms and conditions of your contract. Don't be deceived by the promise of "lowcost, low-interest" loans, because if you read the fine print, you may be surprised.

Make sure there are no hidden features of the loan such as a "teaser rate," which is actually a disguise for a "variable rate" loan. You may think you are getting a loan at a low interest rate, but that rate may only be guaranteed for an initial period, such as the first six months, after which the interest rate is subject to change, usually to above current market rates.

Make sure there are no prepayment penalties. In the event you find out the loan is not what you thought it was, you may want to consider paying the loan off and refinancing it with another financial institution. However, if your loan has a prepayment penalty provision, you will actually have to pay a fee for paying the loan off early. The amount of the fee usually equals 30 days of interest. If your loan has a prepayment penalty feature, you may want to consult with a credit union representative to see if it will still be beneficial to you to refinance the loan.

Dealerships are notorious for quoting unbelievably low interest rate financing. Make sure you know all the details before signing on that dotted line. The average consumer typically would not qualify for that low interest rate financing because it requires the consumer to have a substantial cash down payment and spotless credit. Also, the rate usually applies to such short-term loans as 24 months or less.

Consumers should also be aware of alternative "service warranty contracts" that are available. Normally, the dealership will offer a variety of service contracts. The cost of the service contact is added to your vehicle purchase and can be financed. However, the cost of this service contract can be substantially less if you purchase it through your credit union. For example, a service warranty for a 1995 Dodge Ramcharger pickup would cost the consumer about \$1,300 if purchased through a dealership. This same type of coverage can be purchased for about \$580 through your credit union.

Your credit union offers a variety of loan products. We can finance your next vehicle, your next vacation, even finance the purchase of your new home. There are no hidden costs or fees and no prepayment penalties. Your credit union offers only fixed-rate consumer loans. We have even simplified the loan application so that it's easier to apply for a consumer loan. If you already have an application on file, a credit union member service representative will gladly take your loan request over the phone. If you are interested in a loan against the equity of your home or you need a mortgage loan to purchase a new home, our real estate loan representatives are available to assist you.

Be a smart consumer, don't be fooled by outrageous advertisements of low-cost, low-interest rate loans. Consult with your credit union representative first. Your best interest is our best interest.

## FRINGEBENEFITS

## Specially called meetings get underway

Specially called meetings for Local 3 active engineers and their spouses have begun. These meetings are being held to discuss all aspects of the fringe benefits programs. Representatives from the union and trust fund will attend to listen to your concerns regarding the benefit plans. They will also share information regarding the operation of the plans, including proper claims filings for medical, dental, prescription drugs and vision care, and will discuss the pension and annuity plans, how they work, how the funds build for your retirement, the differences between the two pension funds, and much more.

Members and spouses will receive an invitation to the meeting in their area. All meetings will begin at 7 p.m. and are listed on page 20 under "Specially Called Meetings." We hope you and your spouse will plan to attend this very important meeting.

### Pre-retirement meetings

Our winter pre-retirement meetings have just ended. We would like to thank those members and spouses who attended. Be sure to call the Trust Fund Service Center at (415) 777-1770 or the Fringe Benefits Service Center at (510) 748-7450 if you have any questions regarding your pension, annuity or the retiree medical plan. And be sure to file your pension application at least three months prior to your intended retirement date.

### **Retiree Association meetings begin**

Retiree Association meetings have begun. Be sure to check the schedule on page 20 and come to the meeting in your area. You will meet some of the members you have worked with over the years. So come join us and have a good time. We need your input regarding the union and the benefit plans. See you there.

### Vacation pay transfers

In accordance with various collective bargaining agreements, vacation pay for hours worked from September 1994 through February 1995, timely reported to the trust fund office, will be transferred to the credit union by the fund manager on May 15 of this year and will be available for withdrawal at the credit union about two weeks later on May 31.

If you prefer to have your vacation pay issued directly to you instead of the credit union, you may do so by filing a Semi-Annual Payment Request with the trust fund office. You may obtain a request card at any district office or the Fringe Benefits Service Center. The Trust Fund Service Center must receive your completed request card no later than April 30. Checks will be issued May 15. Accounts for members on monthly transfer or a time payment option are not affected by this transfer.

### **Food for thought**

Television constantly bombards us with ads regarding diet and exercise. And a very slim part of what they tell us is actually true. Proper nutrition and exercise are essential to our good health. We will be discuss nutrition in this column from time

by Charlie Warren

**Fringe Benefits** 

### Director

News from the MARYSVILLEDISTRICT

## Marysville contractors see bright work outlook this year

MARYSVILLE – Work in the Marysville area started out real slow last year, but by September it was going great until the bad weather arrived in December. After record rainfall in January, though, it looks like work will be plentiful this season.

Our largest employer in the district, Baldwin Contracting, has a good amount of work to do this year, and some of it will run into the next year. Baldwin will be starting a federal highway job in west Glenn County that should put several members to work early. Also, Baldwin has a job in Sierra County near Alleghany that will start as soon as weather permits. Baldwin also has several other jobs in the Sacramento and Redding districts.

Yuba-Sierra Constructors is preparing to start its highway reconstruction job on U.S. 99 in south Sutter County. Yuba-Sierra also should be very busy this year. Earthworks based in Livermore was awarded a slope stabilization job on Hwy. 20 west of Williams in Colusa County that should be starting soon. Granite Construction has a job on 6th Street in Williams to do as weather permits. In all, it looks to be a pretty good year for this district.

District Rep. Darell Steele and Business Rep. Dan Mostats have been busy in negotiations with Western Aggregates, Peterson Tractor (Willows), and the disposal companies Yuba-Sutter Disposal, Oroville Solid Waste Disposal and Western Placer Recovery. The disposal company contracts were ratified in December and agreements should be available soon. Our first quarterly district meeting was productive, and I would like to thank all our members who attended. We re-elected Brad Foster and Bill Hodges to the Grievance Committee and elected Fred Preston as a new member of that committee. We elected Russ Davis, Dennis Garringer and Dan Wycoff as members of the Geographical Market Area Committee.

A second and

Congratulations to all of these good members for being interested in their union and for running for these important positions. Also, many thanks to Mike Lithgow for his years of service on the Grievance Committee.

> Dan Mostats, Business Rep.

### News from the UTAHDISTRICT

## Robust work season ahead for Utah members

SALT LAKE CITY - The 1995 work outlook in Utah looks to give us a busy year.

Work looks better for the members at the Kaibab Sawmill in Panguitch. Kaibab Industries is going to close its operation at its Fredonia, Ariz. mill and transfer that work up to Panguitch. This will allow the Panguitch outlet to start the planer again, which has been shut down since October 1993.

Unfortunately, the move will put more people out of work than it will employ, another example of how environmentalists cause problems and shorten the work that Local 3 members could be doing.

Valley Asphalt is moving along on its runway expansion job in Price and is just getting started on its rehabilitation paving job on 1-70 at Cisco. W.W. Clyde is still keeping a few hands busy on its South Mountain job in Draper, and will be starting jobs at Wolf Creek and Brown's Park as soon as weather permits.

Rust Remedial was low bidder on the next phase of the remedial work on the Sharon Steel project, with Ogden Remediation the low bidder on capping the tailings pile. Sundt is going to have a busy season on the new runway at the Salt Lake International Airport, with work expected to be completed by the December deadline.

Ball, Ball and Brosamer has a 10-mile concrete paving job on Hwy. 84 near Morgan, and Geneva Rock will be doing the crushing work for the aggregates for 3-B. Work on the Salt Palace renovation is about back on schedule and is expected to be completed by the January 1, 1996, deadline.

We will have had a meeting with Kennecott Utah Copper by press time and hope to be able to assure union contractors they will get a good portion of this work. Kennecott should be putting work out for bid by late spring. W.W. Clyde and Gibbons & Reed hope to get the lion's share of this work to add to the work they're currently doing for Kennecott on the waste material dumps. Boyle Engineering has been given the contract for the design on the Diamond Fork Road and pipeline and work could be bid and started by fall.

We hope all our members enjoy a long and safe work season.



LEGAL SERVICE 1-800-452-9425 **FREE LEGAL ADVICE:** Free 30-minute consultation in person or over the phone; free follow-up phone call or letter.

FREE DOCUMENT REVIEW: Important papers, leases, insurance policies or other contracts are reviewed and explained. (Written evaluations are not part of this service, nor are documents written by you or for use in a business capacity.

LOW-COST SERVICES: A 30 percent discount for complex matters. News from the SACRAMENTODISTRICT

## Soon as ground dries, the dirt will fly

SACRAMENTO – January's heavy rains have slowed progress on just about every project in District 80, but there will be plenty of work to be done as soon as the ground dries.

The joint venture of Hoffman-Marmolejo has been struggling to keep a crew of about 15 operators busy this winter at the main wastewater treatment plant in south Sacramento. The ground is just too saturated, so the company has scaled down to just a skeleton crew. Once the ground dries, this promises to be a good job with plenty of hours.

Because of projected growth in the region, Sacramento County is planning several more expansion projects at the plant. Roughly \$1 billion in bids will be awarded at the plant in the next 10 years. On the negative side of this issue, Western Summit Inc., an open shop contractor, was awarded a \$28 million contract at the plant. It has subcontracted portions of our work to signatory contractors, but Summit is doing all the crane work itself. We are currently meeting with the building trades to form a strategy to combat the open shop on these projects. Century West Inc. has been moving right along on the Carson Ice Energy Plant that's also located at the sewage treatment plant.



Cleveland Wrecking is currently performing the demolition work at Proctor and Gamble in preparation for the upcoming co-generation plant. SMUD and the building trades are negotiating labor agreement with Walsh Construction, Siemans, and ZERN-NEFOO. All three contractors will most likely each manage one of the three remaining plants to be built in the Sacramento area.

Granite Construction has been awarded the Business I-80 improvement and rehabilitation project, which stretches six miles at the Arden Way/Business I-80 interchange to Hwy. 160. The bid award was \$13.2 million. Some of the improvements include installing metering traffic signals on ramps at El Camino, Fulton and Watt avenues, constructing soundwalls between Marconi and El Camino avenues, building a northbound auxiliary lane from Arden Way to the Marconi Avenue off-ramp, and a southbound auxiliary lane from Marconi to Exposition Boulevard.

RGW also broke ground on its \$7.6 million project that will extend Exposition Boulevard from Tribute Road to Leisure Lane, where it will connect with Hwy. 170.

City planners are currently planning to release permits for over 7,000 homes in the Natomas area. Before the houses are built, an estimated \$70 million must be spent on raising the existing levees in the area, with levee work expected to be completed by the end of the 1995 season, with home construction commencing soon after.

In the downtown Sacramento area, plans are in the final stages for construction of a federal court house and office building to be built on an entire square block between "H" and "I" and 5th and 6th streets. The estimated cost is over \$162 million, and it's expected the project will begin this summer.

At the California Highway Patrol academy in West Sacramento, R.C. Collet has picked up about \$215,000 in repair work. W.M. Lyles from Fresno also picked up a project at the academy estimated at \$669,880. Iconco from Oakland has been performing the demolition work at Raleys Landing in West Sacramento. This area is scheduled for much new development.

RGW was recently awarded the \$7.4 million Harbor Boulevard project in West Sacramento. Harbor Boulevard will be widened from two to four lanes; an overpass will be constructed at the Southern Pacific overcrossing and new water, sewer, and storm drain facility will be built. West Sacramento is currently interviewing companies that can manage the estimated \$500 million in infrastructure improvements that will be needed there.

Roughly 80 miles of natural gas pipelines must be laid from Winters to Sacramento and eventually tie into the four co-generation plants being built in the Sacramento area. This project should start early this spring and will create many hours of work for our members.

In the private sector, the housing market has surged substantially, with houses being built in every direction. Every year it seems there are several more open shop contractors who pay their people anything they want. Our fair union contractors who must pay us an average of \$36 per hour total package are at an unfair advantage when at the bidding table and have to compete against these open shop contractors.

One advantage we have over the open shop is our superior skills and efficiency. To keep that competitive edge we must take pride in our work, keep our skills polished and do the best possible job. Local 3 operators are among the best in the world, but sometimes that isn't enough. Some developers aren't interested in quality, just the lowest price.

This is when our union employers seek help from our Geographical Market Committee. On specific jobs, in the private market only, when our employers can show the committee that open shop contractors are listed on the bid list, the committee may agree to let them bid the job at a reduced wage rate in hopes of winning the bid. If a particular union contractor is awarded the job, the wage rates are set at whatever rate the committee agreed to, for that specific job. In the past, where relief has been given, the wage rates have varied anywhere from 80 to 95 percent on wages. The fringe benefits have not been reduced.

Just recently, the committee agreed to let our union contractors bid a project at the Del Webb retirement community in Roseville. The rate the committee approved was 90 percent of wages and 100 percent of fringe benefits. Unfortunately, it didn't matter on this project, Del Webb still awarded this project to Cal Sierra Pipe for \$1.3 million. We are anticipating some picket activity on this project soon.

The rock plants in our area are anticipating a very busy season, although they did have a good season last year. Granite Construction and Industrial Asphalt have already booked over 200,000 tons each of asphalt for the first part of this year.

The District 80 annual picnic has been scheduled for Sunday, August 6. Our new location will be the Folsom Pavilion next to the Folsom Zoo. More information to follow in a later issue.



News from the SANTA ROSADISTRICT

## Union contractors begin flood damage repairs

SANTA ROSA – With all the rains we've had this winter you can understand why there isn't much work going on in District 10. There are, however, a few jobs that have managed to keep some of our operators busy through the winter.

Pacific Mechanical has two sewer treatment plant site upgrades: a \$5.6 million job in Ukiah and another in Santa Rosa that has a few members working between rain storms.

Dillingham completed the tunnel phase of the Potter Valley Van-Arsdale Fish Screen and is continuing to work with about four Operating Engineers on the next phase, weather permitting, of course.

C.A. Rasmussen-Valentine Corp. have some retrofit and structural projects throughout Sonoma and Mendocino counties. This work has continued through the heavy rains because of extensive storm damage.

Sonoma County's engineering department determined that 25 roads were damaged enough to qualify for emergency repair funds, around \$2.3 million for road repairs and another \$2.7 million for water sewer systems.

Mendocino County public works director estimates overall county losses at \$8 million and climbing as of mid-January. Railroad services along the North Coast were halted for three weeks in the Eel River Canyon and near Fort Bragg because of slide repairs, with Morrison Knudsen hired to do some repairs there.

Ghilotti Construction kept a couple of operators busy in Sonoma County trying to open some roads around Lake Sonoma and Geysers Road. Some of these slip outs, where major damage occurred, will go to bid this spring, which will help put some of our members to work soon.

In late January, our District 10 office saw a few jobs go to bid. Argonaut Construction picked up two good-size projects, a \$5.8 million Rohnert Park Water improvement job and \$2.9 million Pinebrook subdivision, to go along with a \$1.5 million Casper solid waste deposit site closure on the coast.

C.A. Rasmussen was low bidder on three Caltrans retrofits: a \$9 million job in Larkspur, a \$4.3 million job at the Hwy. 37/U.S. 101 interchange, and a bridge in Petaluma. The company also has \$750,000 worth of retrofit work in various locations in Santa Rosa. Rasmussen still has quite a bit of work left on the St. Francis subdivision on Hwy. 12. Davest Inc. has all the underground on that subdivision, plus around \$3 million worth of underground work for O.C. Jones on the Fountaingrove Parkway, work that's being done on and off between downpours.

O.C. Jones was low bidder on the \$5 million phase of Stony Point Road. It will have its hands starting up as soon as things dry out. Cheli & Young will be doing most of the underground on Stony Point widening. The work picture in Mendocino and Lake County does not look that bright right now. Parnum Paving has its mechanical shop going, but that's about it. The company was low bid on a \$1.5 million overlay on U.S. 101 at the Sonoma-Mendocino County line.

Parnum Paving was awarded the \$265,000 Mendocino Pass Road widening. Parnum and Mendocino Construction Services are hoping to pick up some of the road repair work caused by the heavy rains in Lake and Mendocino counties. Mendocino Construction Services has a couple of jobs on the books as subcontractor to Parnum Paving and Ghilotti Construction.

The January flood waters caused some breaks in the levee that separates the Russian River from Syar's and Kaiser's gravel pits. Friends of the Russian River, a Sonoma County based conservation group has contended over the past several years that the levee systems could eventually cause the river to change course, causing serious and irreversible damage. But engineering consultants for Kaiser and Syar said there is no evidence of that happening.

Representatives of the Sonoma County Planning Department and California Department of Fish and Game agreed with Kaiser and Syar's consultants. The two agencies said the river is not carving a new course through the mining area. This is just another reason why Local 3 and its members must show its presence at all upcoming supervisor's meetings that deal with the gravel mining and the permit process. Just because the 10 year Aggregate Resource Management (ARM) Plan is in place, it does not mean we can take a back seat to this.

Just a reminder, Brian Bishop, Local 3's director of safety, will be giving two, eight-hour Hazmat refresher classes. One is scheduled for Friday, March 17, and the other on Saturday, March 18. They will both be held at the Labor Center at 1700 Corby Avenue in Santa Rosa. The classes start at 7 a.m. Bring a sack lunch.

For all of you Operating Engineers who want to get in shape, District Rep. Bob Miller has got a deal for you. 5th Street Fitness is offering a \$49 initiation and \$29.95 a month membership for Operating Engineers. Simply show them your union card. Rumor has it that Executive Board member Dave Spain and Business Rep. Greg Gunheim are both thinking about signing up.

A couple of dates to remember: Mark your calendar for Santa Rosa's District 10 annual barbecue on July 30 to be held at the Windsor Water Works. Also, the Santa Rosa District office is still selling Sonoma Express books for \$20.

### James P. Killean, Business Rep.

### Teaching Tech (from p. 9)

The IUOE is clearly aware of emerging demographics in the work place as programs to achieve work place diversity have been established as reflective in the percentages of women and minorities in craft apprenticeship. The Department of Labor should begin to work cooperatively with labor and management to identify and implement real work! strategies to achieve diversity. No matter how well intentioned, recognition should be given that such efforts are slowly evolving in a declining construction market. Nevertheless, as aging members increasingly leave the industry, these programs will ultimately prove successful.

A new order must be instituted to restore the proud craft tradition based on the notion of fair pay. Only through fair pay can there be resolution of the skills shortage. Without fair pay, all efforts to train and retain skilled workers will ultimately fail. With fair pay, the craft apprenticeship and training model can be expanded and successfully train a new and culturally diverse generation of craft workers.

The construction work force is vital to the economic and security interest of our nation. As the construction industry is now in complete disarray, these interests are increasingly jeopardized. Efforts must begin now to improve this situation. It is our strong recommendation that an Office of Construction be established at the Department of Labor to facilitate these efforts and to work towards resolution of the complex problems facing the construction work force."

Local 3 urges its members to write to their congressional representatives and let them know how you feel about this issue. PUBLICEMPLOYEESNEWS

This accident scene is what Caltrans crews had to contend with after the tanker truck explosion.

Second in a series

**Caltrans maintenance crews** 

reopen Bay Area's busiest

freeway interchange in record

time following deadly Feb. 5

tanker truck explosion

The desired and

Bv Steve Moler

Assistant Editor

OCAL TRAF



Some of the Caltrans employees who responded to the tanker truck explosion are from left: Maintenance Supervisor Alan Company, Equipment Operator Walter Koop, and Tow Truck Operators Bob Marshall and Rick Gann. f you've ever felt like cursing a Caltrans maintenance crew for slowing your commute, this article might change your mind.

On the Sunday morning of February 5 at about 9 o'clock a tanker truck filled with 9,000 gallons of highly volatile liquefied butane and propane was headed westbound on I-80 towards the MacArthur Maze, the twisting network of bridges and ramps that connects I-80 and I-580 with the Bay Bridge. The maze is the Bay Area's busiest commuter corridor, handling a whopping 4,000 vehicles per hour during morning and evening commutes.

But when the truck started making the transition from westbound I-80 onto eastbound I-580 at the Cypress Street exist, the driver lost control and struck a guard rail. What happened after the crash will remain etched in the minds of witnesses for years to come – if not for life.

Upon impact, the tanker exploded into an enormous firefall that could be seen and felt 4 miles away on Treasure Island. The explosion was so powerful the Caltrans Tow Service dispatchers stationed near the Bay Bridge toll plaza jumped out of their seats and rushed to the window to see what had happened.

The explosion threw the truck over the side of the transition ramp and down about 50 feet to the ground below, instantly killing the driver. The wall of flames shot up to the I-580 ramp above, scorching the car of Joe Washington and his family, who were on their way to church in San Francisco from their home in Oakland.

After Joe brought his car to a stop, his two teenage sons bolted out of the two rear passenger doors and suffered only minor burns. But Joe and his wife, Marsha, were trapped in the front seat after the intense heat melted the doors shut. Joe crawled into the back seat and scramble out the car through a rear door and was able to force open the front passenger door for Marsha. The car burned to bare metal in less than a minute.

Joe suffered first- and second-degree burns on his arms, while Marsha had minor burns on her wrist. Five other people driving near the accident site received minor injuries. Miraculously, there were no deaths other than the driver.

When the accident occurred, Caltrans tow truck operators Bob Marshall and Rick Gann happened to be patrolling in separate rigs in the opposite direction of traffic on the transition ramp from westbound I-580 to eastbound I-80. Rick first thought a bomb had exploded; Bob thought the explosion came from an adjacent construction site.

Once they realized what had happened, Rick used his tow truck to block traffic coming onto eastbound I-80 from Cypress Street, while Bob stopped traffic on the ramp leading from westbound I-580 to eastbound I-80 until the California Highway Patrol arrived.



Meanwhile, Caltrans Maintenance Supervisor Alan Company and his crew were headed westbound on I-80 towards the maze near Powell Street when the explosion occurred. Had they not been delayed a few seconds while getting on the freeway at Powell Street, the entire crew might have perished in the explosion.

"I thought it was an airplane crash, but I couldn't put it all together at first," Alan said. "There was a wall of flames for about 30 seconds followed by intense burning of the area for a good 10 minutes. I could see the paint burning on the I-580 ramp."

Whatever it was, Allen and his crew knew something major was happening. They immediately used their vehicles to shut down traffic on westbound I-80 leading to the Bay Bridge. Because Alan was technically Caltrans' lead person at the scene in the moments immediately following the explosion, he began contacting the appropriate Caltrans supervisors. Crews from as far away as Walnut Creek and San Jose began responding to the cleanup effort.

What transpired over the next 24 hours amazed even the most cynical commuters - and just about anyone else who drives a car in the Bay Area.

Local television and racio stations, with good reason, predicted that Caltrans wouldn't get the maze reopened until well after the Monday morning commute. A huge hole had been punched through the concrete deck at the crash site after a huge highway sign weighing several tons fell onto the freeway. Guard rail on both sides of the freeway had been turned into twisted strands of charred metal and shattered concrete. Everything within a 300 to 400-foot radius of the crash site had been severely burned or scorched.

After Caltrans engineers completed their inspections and determined what repairs would be needed to reopen the freeway, bridge crews from the San Leandro and Walnut Creek maintenance stations began the concrete and bridge guard rail repair. A bridge crew from the Bay Bridge Maintenance Station performed the epoxy injection to fill cracks. But before repairs could get underway, a crew from Sheedy Crane Company came from San Francisco to remove the huge highway sign that had fallen on the freeway.

By Sunday noon, the ramp from westbound I-580 to eastbound I-80 had

A fireman covers the body of the trucker whose tanker truck exploded at the MacArthur Maze.

been reopened. Two

hours later, Caltrans reopened the I-580 bridge leading to the Bay Bridge, the one the Washington family nearly lost their

challenge was to finish repairs on the ramp leading from westbound I-80 to east-

bound I-580. As crews

worked feverishly

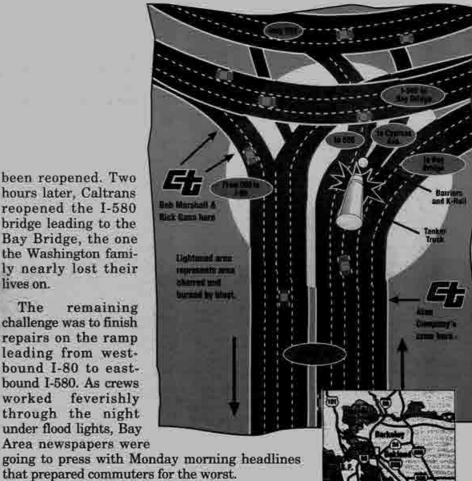
through the night

under flood lights, Bay

remaining

lives on. The

Erigineers News Graphic by Ed Canalin



The San Jose Mercury News' front page headline read: "A huge wall of flame: gas tanker blast in East Bay to snarl today's commute." Every major Bay Area television station prepared to position reporters and camera crews at the scene in anticipation of a horrendous Monday morning traffic jam. BART planned to put extra trains in service.

But when sleepy-eyed Bay Area residents awoke Monday morning and viewed the first news reports beginning at 5 a.m., they saw reporters standing near the crash site with traffic wheezing past at the speed limit. Instead of seeing a traffic catastrophe unfold, commuters

couldn't believe their eyes. The entire maze was completely back to normal.

Through hard work and with a little luck, the more than 40 Caltrans personnel who responded to the accident and cleanup managed to get the freeway reopened by 4:15 a.m. Monday, just 19 hours after the crash and two hours before the morning commute. Even Gov. Pete Wilson, who in the past has been a harsh Caltrans critic, praised the agency for its quick response and rapid cleanup.

So, the next time you jump into your car and head for work through the MacArthur Maze, remember, you owe Caltrans one.



Thanks to Michael Macor of the SF Chronicie and Gary Reyes of the SJ Mercury News for use of their photos

## MEETINGS& ANNOUNCEMENTS

## Election of Geographical Market Area Addendum Committee Members

usiness Manager T.J. Stapleton has announced the election of Geograpical Market Area Addendum Committee Members at each of the Northern California and Reno regulary scheduled district meetings during the first quarter of 1995 with eligibility rules as follows:

- 1. No member shall be eligible for election, be elected or hold the position of Geographical Market Area Addendum Committee Member unless they are:
  - (a) living in the committee's Geographical Market Area,
  - (b) an employee in the construction industry in the area,
  - (c) an "A" journeyman, (d) a member in good standing.
- 2. No member shall be nominated unless they are present at the meeting and will accept the nomination and the position, if elected.
- 3. No member is allowed to serve more than two (2) consecutive terms on the Geographical Market Area Committee.
- 4. No member may be an owner-operator.

The schedule of the meetings in which these elections will be held are noted on this page under "District Meetings." Freedom Committee Members will be elected at the San Jose district meetings.

## Bring your dues card

Il members are reminded to carry their paid up Local 3 dues card with them when attending a semi-annual, quarterly district or specially called meeting of the union. Your paid up dues card is proof of your good standing status as a member of IUOE Local 3 and your right to vote in such meetings and/or participate in the business of the union.

## HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of Feb. 1995, and have been determined to be eligible for Honorary Membership effective April 1, 1995. They were presented at the Feb. 12, 1995 Executive Board Meeting.

R.H. Adamson	Beg #0683142
Thomas A. Berlin	
Jerry Brazil*	
Billy B. Bridges	
Francis H. Burlison	8eg #0619085
Patrick Carlin*	
Kenneth S. Comer	Beg #1014528
Oliver E. Cordeniz	Reg #0841456
Carl V. Davidson	
James H. Fletcher	
Richard L. Gray	
Bill Hanks	
Russell Hayes	
Bobby Hays*	Reg #0976278
Earl D. Heaps*	Reg #0935627
Kenneth Y. Ito	
Richard Paul Janes	
G. Duane Johnson	
Alfonso R. Lopez	Reg #0955202
Malcolm Laine Maxwell	Reg #0939908
Robert V. McClernon	Reg #0566240
Vincent B. Mosqueda	Reg #0994090
Harry W. Neely	Reg #0428871
Chester M. Rudisili	
Anthony H. Schuster	
Julius Speyer	Reg #0347044
Joseph J. Stillman	Reg #0592958
Johnny W. Tiner*	Reg #1020192
Werner Trepp	
Vernon E. Ward	
Donald W. Wood	Reg #1003172

\*Effective January 1, 1995

### **1995 Grievance Committee Election**

**Recording-Corresponding Secretary** Robert L. Wise 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 1995.

The schedule of these meetings appears on this page under "District Meetings."

DE	PARTED	
ME	MBERS	厂
Ayala, Pate	Fresno, CA	2/11/02
Bertolini, Angelo	Bodega, CA	2/11/95
Bone, James	Visalia, CA	
Buckhokit, filek	Senta Coz, CA	
Casuga, 6,	Ailla, HI	19/00/04
	Pascadaro, CA	2/20/05
Dodson, T.	Browns Valley, CA	2/2/05
Eldurg, P.	Prospect, OR	2/16/95
Ellin John	W. Sacramento, CA	2/12/98
Ellin, John Farmit, Michael	San Francisco CA	1/19/05
Finitay, Sobert	Elko; NV	2/12/95
Harris, Homer		
Jucohano, Gárald	Haward, CA	2/23/89
Kallstrom, Konnella	Livermore, CA	1/25/85
Ke. Robert	Honolulu, HI.	1/28/95
McCowan, Doa		2/5/05
MaDavitt, John	San Rafasi, CA.	2/12/街
McKenzis, Eugena	Elgín, OR	
Mirza, Marshal		2/19/95
Mytar, citan	Oroville, CA	
Navaretta, Gus		
Petermian, Lloyd	Gklahoma City, OK	
Pierce, Roy Poyser, William		
Rambayon, Irenio	Waimea HI	1/14/95
ommunitant mente		
	contin	med on p. 20

## DISTRICT MEETINGS

All district meetings will convene at 7 pm.

### **MARCH 1995**

2nd......District 10: Santa Rosa,CA St. Eugene's Church 2323 Montgomery Dr. 7th ......District 17: Hilo, HI Hilo ILWU Hall 100 W. Lanikaula St. 8th ......District 17: Maui, HI Waikapu Community Center 22 Waiko PL, Wailuku 9th ......District 17: Honolulu, HI Farrington High School Library 1564 King St. 14th.....District 17; Kona, HI Kona Imin Community Center 76-5877 Mamalonoa, Helualoa, HI 16th ..... District 17: Kauai, HI Kauai High School Cafeteria Lihue 16th ...... District 20: Oakland, CA Local 3 Headquarters 1620 South Loop Rd., Alameda 23rd ..... District 90: San Jose, CA\*\* Labor Temple 2102 Almaden Rd. \*\* Election of Geographical Market Area Addendum Committee members for Freedom will be held at this meeting.

### APRIL 1995

4th	District 40: Eureka, CA
	Engineers Building
	2806 Broadway
5th	District 70: Redding, CA
	Engineers Building
	20308 Engineers Ln.
6th	District 60: Marysville, CA
	Cannery Workers
	3557 Oro Dam Blvd., Oroville
13th	District 30: Stockton, CA
	Engineers Building
	1916 North Broadway
27th	District 80: Sacramento, CA
	Engineers Building
	4044 N. Freeway Blvd.

### **MAY 1995**

4th	District 01: San Mateo, CA
	Electrician's Hall
	302 8th Ave.
10th	District 12: Provo, UT
	Steelworkers Hall
	1847 S. Columbia Ln., Orem
11th	District 11: Reno, NV
	Carpenters Hall
	1150 Terminal Way
16th	District 04: Fairfield, CA
	Engineers Building
	2540 N. Watney Way
18th	District 50: Fresno, CA
	Laborer's Hall
	5431 East Hedges

For Retirement Association and Specially Called Meeting Schedules, see page 20

March 1995/Engineers News 19

### Free Want-Ads for Members

FOR SALE: Lot near Yosemite. Of Hwy 120, on paved road at Pine Mountain Lake, Groveland, CA. Gated access, goll, boating, swimming, tennis, camping, hiking; near small airport. Passed percolation test. All utilities avail Asking \$10,500. Terms available with \$5,000 down. (209) 523-9358. Reg #22262562 2/95

FOR SALE: Sega Game Gear. Almost new-still in box. Accessories: deluxe carrying case, AC adaptor. Games: Mortal Kombal I, Super Off Road, Sonic Two, Pro Basebali. Price. \$185. Phone: (916) 674-0967. Reg #2162966 2/95

FOR SALE: 1965 El Camino Chevelle. Rebuilt 283, power glide trans. New tires. Body good shape, needs some interior work, door panels and head liner (707) 374-2763. Reg #1192122 2/95

FOR SALE: 340 Sea Ray. 34-It. Flying Bridge 1983. Documented, Twin 454 Crusaders. 6.5 generator, air/heat, head/shower, sleeps 6. Delta canvas, radar, new survey w/work completed, loaded, Very clean, alwayscovered, \$65,000, (510) 656-2914 or (702) 237-5281. Reg #0923966 2/95

FOR SALE: Ethan Allen china cabinet. Lighted; 3 shelves on top, 2 on bottom. Excellent condition. Call (510) 449-9013. Reg #77625156 2/95

FOR SALE: 1989 Wilderness 22' 5th Wheel, Like new has it all. Call and leave message if not there. (408) 751-3438 (Salinas, CA). Reg #2036589 2/95

FOR SALE: 16-ft. tall hoist, with 9-ft. long 6-inch I-beam, swivels 180 degree: \$250 firm. Call Bob (408) 371-1221. Reg #2118403 2/95

FOR SALE: Easy Lift Tail Gate for 1-1/2 ton truck or bigger: \$300. 1956 2-1/2 ton Chevy flat bed dump truck. 261 motor: \$2,500. Ladder Rack for S-10 pick up, long bed: \$50. Antique medicine cabinet (wood), tull of old medicine bottles: \$750. Call (916) 689-4061. Reg #1238702 2/95

FOR SALE: Timeshare. Two weeks in Puerto Vallarta. Mexico. 5-star luxury hotel, units on the beach. \$4K for deeded ownership; or will rent Call Ken at (510) 357-1638. Reg #0899570 2/95

FOR SALE: '78 Chevy Cheyenne pickup. 8-cyl. diesel, AT, AC, disc brakes, \$2,200. Phone (707) 876-3306. Reg #1128351 2/95

FOR SALE: New home w/2 car garage on 50' x 95' tenced lot. 2bd/2ba. \$78,000. Will trade equity for motor home. (707) 995-7031. Reg #1196400 2/95

FOR SALE: Mobile home. 8' x 40' with separate roof. Large porch on 60' x 95' lot; all fenced in. \$35,000 or trade for motor home of equal value. (707) 995-7031. Reg 1196400 2/95

FOR SALE: Backhoe bucket. 12" Wayne Roy, brand news \$300 firm. Call Bob (408) 371-1221 Reg #2118403 2/95

FOR SALE: 1977 Dodge Travette Motor Home. New trans., brakes, paint, wallpaper, custom curtains. 360-V8 with 65K mi. Sleeps 5. Full self-contained w/bathroom, propane appliances, furnace, evaporative cooler. \$6,200. (209) 576-8762. Reg #1737302 2/95

FOR SALE: 1976 Ford Escort. Rebuilt engine. Great condition. Only \$1,200. (707) 585-6261. Reg #1948581 2/95

FOR SALE: 34-ft. house boat. Fully remodeled; many, many extras, fully contained. Priced to sell \$16,000. Call (707) 274-2264. Reg #1018604 2/95

FOR SALE: Lake Sonoma lifetime houseboat permit. \$8,000. Call (707) 274-2264. Reg #1018604 2/95

FOR SALE: Jet Ski. '89 Kawasaki Wave Runner. Low use with trailer and cover. \$2,150. Call (707) 274-2264. Reg #1018604 2/95

FOR SALE: American River Resort. Ponderosa Park in Coloma, CA. Home base. Includes coast to coast on the American River Dues paid through 6/95. \$2,000. Call (707) 994-8746. Reg #1159399 2/95

FOR SALE: Mobile home in Lake Havasu City, AZ. 16' x 70' w/9' x 36' Arizona room. 3 bd/2ba, water softener, 8' x 10' storage shed. Producing citrus trees. Minutes to boat launch. In park w/lg pool avail, near Laughlin, NV casinos. \$35,000. Call (602) 764-3557. Reg #0888970 2/95

FOR SALE: Deluxe hub caps, 14" for '64 Chevy Impala: \$20 ea. Two rear coil springs for '64 Chew; \$15 ea. One deluxe back cab glass, linted lor '70 Ford Iruck: \$30. Call (415) 593-6385. Reg #0558767 2/95

FOR SALE: 1960 Austin Healy. Bug eye Sprite, MG motor Michelin tires, very sharp. Hard and soft top. \$3,500 OBO. (801) 798-1379. Reg #2226260 2/95

FOR SALE: 4' x 8' Utility trailer. 2,000 lb. steel frame, strong axle; like new. (510) 797-4457. Reg #0876142 2/95

FOR SALE: 1956 FLH Harley Davidson. 4,800 mi since overhauled; balanced Spirit of America side car. Have had bike for over 20 yrs. \$6,500. Call for further into. (209) 274-4195. Reg #2163865 2/95

FOR SALE: 1991 Mobile home, 14' x 56' - two sheds. landscaped drip system, city water, own septic. Retire in small village: Dolan Springs, AZ. 35 mi. from Kingman, 60 mi. from Laughlin, 89 ml. from Las Vegas, \$37,500. Call (602) 767-4675. Reg #0711825 2/95

FOR SALE: 1990 40' No Way Hitchiker 5th Wheel. Two slide outs, washer-dryer, air, awning, fiberglass roof, 2 recliners, microwave, lots more. Includes 1990 Ford 250 Extra Cab pickup, XLT Lariat; will separate trailer. \$44,000 for both. Call (909) 652-3612. Reg #519744 2/95

FOR SALE: Double lot at Murphy's Hot Springs, Idaho. 15 mi. from Jarbidge, NV. Mule deer and Desert Big Horn country. Well, septic, power, phone and cable TV on lot. Asking \$18,500. Write L.E. Messman, 174 Fillmore St., Twin Falls, ID 83301. Reg. #1121987 2/95

FOR SALE: 1993 Chrysler New Yorker, Fifth Avenue. Fully loaded w/leather int.; power seats, windows and doors; A/C, AM/FM cass., cruise, till wheel, under carriage sealed. 31K mi. w/transferable 100K mi, ext. warr. Champagne color w/partial vinyl top; immac. Take over payments at O.E. Credit Union. Call (916) 782-7357. Reg #1650473 2/95 FOR SALE: 57 Acre horse ranch. 2,500-ft. of living space. Horsebarns, equip, barn corrais; great view, hunting; elk, deer and bear; fishing great on Clear Water. Located in Kamiah, ID. \$250,000. (208) 935-2832. Reg #42943468 2/95

FOR SALE: RV Receiver Frame. 40-1/4" I.D. Can adjust to 1/2" (+ or -). Easy lift, sway bar. Complete w/wiring and brake lever. New \$700; will sell for \$400. Also: '87 Chrysler 5th Ave. 4-door, good cond, Book value: \$5,000, Sell for \$4,000 OBO. Willing to trade for mini-van, 1985 or newer. Joe (209) 292-8392 Reg #592866 2/95

FOR SALE: Dragon Craft 19' ski boat w/Tanden Giroux railer. New 468 C.I. Chevy, pro built w/roller rockers. TRW pistons, 10 qt. oil pan, tunnel ram manifold w/2-750 Holly's. 2-sp. trans, w/rev. White w/brown seats. Scallops, flat bottom V-drive w/Bennetl, Trim tabs. Lots of chrome \$6,000 (408) 926-6099. Reg #1344078 2/95

FOR SALE: Yamaha XS 750. 1977 with only 23K miles. New tires, faring runs great \$900 (408) 926-6099 Reg 1344078 2/95

FOR SALE: 220 ft. 3/4" galvanized chain. \$500. (916) 742-5367. Reg #1875315 2/95

FOR SALE: Ford F150 Ranger. Trailer special, 460, AT, PS, AC, fresh engine and trans. Snug Top Shell, new tires. \$2,500. Call (510) 606-7280. Reg #1834526 2/95

FOR SALE: 1990 Custom Built Outlaw Day Cruiser w/3 axle trailer. 6-ft bed & 2 love seats in cabin, captain chairs & bench seat on deck. Full canvas cover. Exc. cond., low hours. \$14,000 OBO. Call (916) 338-5836. Reg #2062743 2/95 FOR SALE: 1989 Toyota Corolla LE. Loaded: \$4,000.

Also: parts for 1967 & 1972 Chevy p/u; little bit of everything. 6 Hp Sears sheader; Bager, \$225. Call (916) 888-8170. Reg #2123239 2/95

FOR SALE: Kylan King Gooseneck Trailer. Tandem axle. dual tires, dump, electric winch, 12 tow rated, pulls well w/pickup. \$5,000 OBO. Also: 26-in. Fisher TV w/remote \$175. 16-in. Hitachi TV w/remote \$100. Phone (209) 984-5343. Reg #0693648 3/95

二 2 3 3

FOR SALE: 1993 Mazda MPV. V-6, 2-wheel drive. Orig. sale price in '93 was \$18,680; balance now \$15,000. Take over payments. Ask for Martin Ruiz (707) 554-1644. Call bet. 9 and 11:30 am. Reg #2132383 3/95

FOR SALE: Waterfront home. Custom manufactured in serene Lake County. NO FLOODING! Excellent fishing from your own backyard! Spacious, immac. 3-bd/2 full baths, family room, living/dining, lg. kitchen, new roof, lg. lol, boat dock/ramp, RV parking, storage sheds w/elec., shade trees, privale road. Sacrifice at \$99,950. (707) 994-4886. Reg #2056260 3/95

FOR SALE: Kartote Tow Dolly. Regular size, new. Towed only 200 miles. Spare tire. \$900. Also heavy duty 5th Wheel hitch: \$150. Call (916) 361-8333. Reg #1447143 3/95

FOR SALE: 40 acres. 15 min. from Reno, NV. Juniper covered. 20 min. to Pyramid Lake. \$110,000. Bill Partei (702) 424-6977. Reg #1181665 3/95

FOR SALE: Oxygen and acetylene bottles. Small sets. Also gas-powered welder. Call for prices. (408) 663-2433. Reg #1359553 3/95

FOR SALE: 3 Acres. Shingle Town area. 4k-ft. elev. on Hwy 44, 24 mi. from Redding; 20 mi. to Lassen Park. All black top roads, near small airport. Bldg. site is cleared, well and septic tank are in. Beautifully treed, exclusive homes. \$50k/neg. Call (916) 533-7474. Reg #1006613 3/95

FOR SALE: '91 Alpenlite 29' Fifth Wheel. 12' slide out, rear kitchen, blue interior, awning, AC and basement storage. Trailer is in Oregon. \$28,500. Call (808) 332-7569. Reg #1977452 3/95

FOR SALE: 1987 El Camino. 5-litre V8 engine, PS, PB, AC, till, auto w/OD. New front shocks, realigned, new muffler & tailpipe, tune-up. Exc. cond in and out \$7900. (408) 384-9143. Reg #0811411 3/95

FOR SALE: 14G Motor Grader-96U7535 '89 model EROPS, 16" moldboard, SS, tip, diff lock, push block, rear ripper, accumulator, new circle brass, tires 20.5 x 25, front 25%; rear new. Comes with moldboard wings, window covers, stereo, custom seal. Actek System Four: sonics, laser mast and receiver, Call Bill Crumb (408) 259-7329, Reg #1774340 3/95

FOR SALE: Compete Blade-Pro System. Sells new for \$20,000. Priced to sell at \$10,000. Call Bill Crumb (408) 259-7329. Reg #1774340 3/95

FOR SALE: 1972 International. 4 yard dump, 345 V8, auto trans. Ask for Ted. (209) 722-4464. Reg #826783 3/95

FOR SALE: 1968 El Camino SS. 4-speed trans, PS, PB, tilt. 12-bolt posi, marina blue w/black stripes, new chrome, new Interior, completely reconditioned. \$8,900. (916) 721-0664. Reg #2182262 3/95

FOR SALE: 1988 VW Cabriolet, Wolfsburg Edition, 5-sp. AC, PS, CC, AM/FM cass, 86k mi - 1 owner. Mint condition White on white. \$7,999. (415) 358-0178. Reg #1589183 3/95

FOR SALE: Maui, HI vacation condo. Also available for vacation rental 1-bd/2-ba, 100 yds. from white sand beach. Pools, tennis, all amenities. Call for more details. (408) 476-0491. Reg #1230311 3/95

FOR SALE: Conn trombone w/case: \$125. Also: Hammond Organ/bench, 7100 series, \$500. '78 Chevy Suburban, \$3,500. 1976 El Dorado Cad conv, 80k mi., very good cond., \$7,500 OBO. Honda Express, 500 mi., \$250. Call (408) 722-0C14. Reg #0939692 3/95

FOR SALE: Estate sale. 4 mi. south of Grass Valley. 3bd/2ba, hardwood floors. New carpet, paint, roof. Fireplace, 2-car attached garage. Small barn. Fenced on .35 tree-covered acre. Price: \$129,500. (916) 265-2624. Reg #1133438 3/95

FOR SALE: 1992 Ford Dually 7.3L diesel. Good cond, new tires, loaded, 5th wheel hitch included: \$17,500. Also: 1988 30' Prowler 5th wheel. Fully self-contained, good cond: \$13,000. 1987 16' Apache ski boat. 175hp outboard motor, nice trailer. \$4,000. (702) 538-7632. Reg #2215020 3/95

SWAP**SHOP** 

FOR SALE: Wood stove. Appalachia Pedestal. Free standing w/auto fan Excel, cond. For 1,500 to 2,000 sg. ff, home, \$500. Also 1-1/2 cord oak, madron, eucalyptus seasoned wood: \$150. Call (209) 333-2449. Reg #763947 3/95

FOR SALE: 26' Gregor Pontoon boat.. 50hp Johnson motor, Irailer, many extras. \$5,800. Call Ed (408) 269-9006. Reg #754336 3/95

FOR SALE: Alpenlite DL 1989 25+2 5th Wheel. Awnings, AC, stereo, queen bed, mint cond. \$16,500. Dixon, CA. (916) 678-5131. Reg #1079788 3/95

FOR SALE: Split-level home. 10 acres, 2300 sq. ft. 3bd/3.5 ba, oak cabinets, satellite dish, 30 GPM well, BVID pressure irrig, 50x36 shop w/bath and office, 16x20 barn, lenced, cross lenced, paved road, dog kennel, year-round creek, easy maint, lots of trees. \$325,000. (916) 742-9132. Reg #1988754 3/95

FOR SALE: Five acre building site. Completely fenced. BVID pressure irig, avail. Paved road, lots of oak trees, yearround creek. \$60,000. (916) 742-9132. Reg #1988754 3/95

FOR SALE: Eliminator ski boat. 18' 6. Chevy, polished tunnel ram, 750 Holleys, MSD, roller rockers bassetts. Droop snoot, ride plate tricked Berkey pump. Radared at 86 mph, competitive tandem trlr. \$12,500 OBO. (916) 742-9132. Reg #1988754 3/95

FOR SALE: 1947 Higgins Classic Runabout. Inboard deep V, 160hp, Grey Marine. Good cond. \$10,000, (209) 673-4836. Reg #1941680 3/95

FOR SALE: 12x60 mobile home. In park (Diamond Springs, CA), utility shed, patio cover, 2 bd. \$14,000. (916) 622-2775. Reg 1136355 3/95

FOR SALE: 1981 Ford F250 pickup. AT, PS, utility box, 15k on Ford rebuilt engine. \$3,200. (415) 726-2046. Reg 845363 3/95

FOR TRADE: 1985 John Deere 4108 Backhoe w/standard stick. 12"/18"/24" and 36" buckets. Orig. owner 3600 hrs. Looking for Massey or Ford skip loader of equal value and cond. Call Andy (408) 842-9490. Reg #1716569 3/95

WANTED: Property to lease, 1,000 to 10,000+ acres, must be suited for hunting, fishing and camping; year round access preferred; conditions, restrictions and terms negotiable. Also wanted: property near Byron area; 5 acre or so parcel, buildings or undeveloped. Zone R1 preferred, negotiable. Call Robert at (510) 372-5893. Reg #2084439 2/95

WANTED: Air Force or Navy flight helmet. Beat-up or needing repair okay. Call (407) 938-3158. Reg #1166637 3/95 WANTED: 18 in. 580-c backhoe bucket, used. Phone (408) 723-5092. Reg #1235145. 3/95

WANTED: 60- or 72-inch Roddertieler. Call (209) 722-4464. Ask for Ted. Reg #826783 3/95

SwapShop 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 Union #3 1620 S. Loop Rd., Alameda, CA, 94502 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 SwapShop. No phone-in ads please.

\* All ads must include Member Registration Number. Social Security Numbers are not accepted. All ads should be no longer that 50 words in length.

## PERSONALNOTES

The Santa Rosa District office is pleased to announce the birth of Ronald Babbini III, son of Ron and his wife Sheena, on Feb. 5, 1995, weighing 7 lbs., 6 oz. Congratulations also to Steve Tisell and Rosetta Marquez on the birth of their son Travis Tisell, on Nov. 11. 1994. Congratulations to Jeff and Angle Brown on the birth of their daughter, Kayla Marie, 8 lbs., 8 oz., granddaughter of brother Robert Brown. Condolences to the family and friends of longtime member Wallace St. Clair on the passing of his father Walter B. St. Clair. Condolences also to the families and friends of Angelo P. Bertolini, who passed away on Jan. 17, 1995; and Richard Williams, who passed away on Feb. 14, 1995.

The Marysville District staff extends its sincerest condolences to the families and friends of the following deceased brothers: Bill Booher of Lincoln: Gerald Davern of Chico; Manuel Comarsh of Marysville,

George Morasci of Smartville; Edmund McRae of Forest Ranch, Ben Reynolds of Chico; Lincoln Moffitt of Yuba City: Thomas H. Cartee of Paradise; Theodore Dodson of Browns Valley; Gerald J. Maniy of Paradise, and Coburn Greenwell of Brownsville. Also to retired Brother Elden Brown of Oroville on the death of his lovely wife Ethel Lee.

From the Sacramento District office: Our condolences to the following: Brother Harold Cooper on the loss of his wife Ruth; Brother Jim Lucas and Brother Gary Lucas on the loss of Jim's mother and Gary's grandmother. Brother Bob Chatfield on the loss of his mother and Brother John Bell on the loss of his wife Frances

### Fringe Benefits (from p. 12)

to time. Our health starts with proper eating habits and a good deal of moderation. A television physician newscaster recently advised, "Let's put down those forks and start walking."

The Four Laws of Medicine, by Dr. Edward Cassem: 1. If it's working, keep doing it. 2. If it's not working, stop doing it. 3. If you don't know what to do, don't do anything. 4. Never call a surgeon, unless you want an operation.

### **Retiree picnic**

Don't forget to mark your calendars for the upcoming retirees picnic to be held Saturday, June 3, at Rancho Murieta. Come on up on Friday afternoon and stay until noon Sunday if you wish.

There will be plenty of parking for your selfcontained RV. Once again, Local 3 will be picking up the tab for this event. Please, unless it is necessary for you to have someone else drive you, do not bring guests other than your spouse.

Santa Rosa retirees: Please contact Leon Calkins through the Santa Rosa District office if you are interested in transportation by chartered bus (riders will share cost).

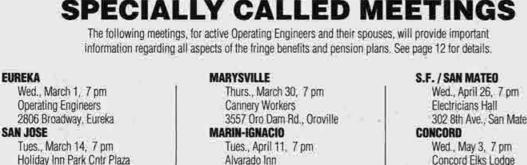
San Jose retirees: Please contact Mike Kraynick through the San Jose District office if you are interested in transportation by chartered bus (riders will share cost).

### Health Examinetics mobile testing

Please see the current schedule for Health Examinetics Mobile Health testing program for all members and spouses covered under the Northern California Health & Welfare Trust Fund (Schedule A) and Pensioned Operating Engineers Health & Welfare (California, Nevada and Utah). Below is a schedule of when the mobile unit will be in your area:

Oroville - April 5 Chico - April 6 Willows - April 7 Corning - April 10 Red Bluff - April 11 Anderson - April 12, May 1 & 10 Redding - April 13, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, May 2, 3, 4, 5, 8, 9, and 16 Cassel - May 11, 12 Cottonwood - May 15

You can make an appointment by calling tollfree 1-800-542-6233.



Alvarado Inn 250 Entrada, Novato FRESNO Wed., April 12, 7 pm Laborers Hall 2323 Montgomery Dr., Santa Rosa 5431 E. Hedges, Fresno RENO

> Tues., April 18, 7 pm Carpenters Hall 1150 Terminal Way, Reno SALT LAKE CITY Wed., April 19, 7 pm Operating Engineers 1958 W. N. Temple, Salt Lk Cty

> > .2/5/95

WATSONVILLE Tues., April 25, 7 pm VFW Post 1716 1960 Freedom Blvd., Freedom

302 8th Ave., San Mateo Concord Elks Lodge 3994 Willow Pass Rd., Concord FAIRFIELD

Thurs., May 4, 7 pm **Operating Engineers** 2540 N. Watney, Fairfield STOCKTON

Tues., May 23, 7 pm Operating Engineers Bldg. 1916 N. Broadway, Stockton SACRAMENTO Wed., May 24, 7 pm **Operating Engineers** 4044 N. Freeway, Sacramento

## RETIBEMENT ASSOCIATION MEETINGS

CERES

URIAN Thurs. March 2: 10 am Discovery Imi 1340 N. State St. Likish SANTA BOSA Chi Chapter Thurs March 22 pm Luther Burbank Center 50 Mark West Springs Rd **OAKLAND-Nu Chapter** Weid, March 15 10 am Cakland Zoo, Snow Bidg. 977 Golf Links Rd., Oakland CONCORD-Mo Chapter Thurs, March 16 10 am Concord Elks Lodge #1995 3994 Willow Pass Rd., Concord WATSONVILLE-Joia Chapter Thurs, March 23 10 am VFW Post 1716 1960 Freedom Blvd., Freedom SAN JOSE-lota Chapter Thurs., March 23 2 pm Italian Gardens 1500 Almaden Rd., San Jose **EUREKA**-Alpha Chapter Tues., April 42 pm **Operating Engineers Bldg** 2806 Broadway, Euréka **BEDDING**-Beta Chapter

Wed, April 42 pm Moose Lodge 320 Lake Blvd., Redding MARYSVILLE-Gamma Chapter Thurs., April 6 2 pm Veterans Memorial Bldg 249 Sycamore, Gridley

STOCKTON Eta Chapter Thurs, April 13.2 pm Operating Engineers Bidg. 1916 Broadway, Stockton AUBURN-Ensilon Chapter Thurs April 27 10 are Operating Engineers Bldg. 123 Recreation Dr., Auburn SACRAMENTO-Zela Chapter Thurs. Antil 27.2 pm Operating Engineers Bldg. 4044 N Freeway, Sacramento IGNACIO-Chi Beta Chapter Weil, May 3.2 pm Alvarado Inn 250 Entrada, Novato S.F./SAN MATEO-Nappa Ner Chapter Thurs, May 4 10 am IAM Air Transport Employees

Thors April 13 10 am

Tirolumno River Looga 2428 River Rd Modesto

1511 Rollins Rd., Burlingame SALT LAKE CITY-PI Chapter Wed., May 10.2 pm Operating Engineers 8ldg. 1958 W. N. Temple, Salt Lake City, UT

**RENO-Xi Chapter** Thurs., May 11 2 pm. Carpenters Hall

1150 Terminal Way, Reno, NV FAIRFIELD-Chi-Gamma Chapter Tues., May 16 2 pm

Operating Engineers Bldg. 2540 N. Wathey; Fairfield **FRESNO**-Theta Chapter Thurs., May 18 2 pm

> Laborers Hall 5431 E. Hedges, Fresno

### For District Meeting Schedule, see page 18

Union members have the power to make democracy work!

**Decisions made by elected** officials affect our lives and jobs as much as our contract does.

Make your concerns known.

Write to your legislators.



### Departed Members (con't)

282 Almaden Blvd., San Jose

Tues., March 21, 7 pm

Wed., March 22, 7 pm

Tues., March 28, 7 pm

1320 N. State St., Ukiah

Wed., March 29, 7 pm

20308 Engineers Ln., Redding

**Operating Engineers** 

**Discovery Inn** 

1620 S. Loop Rd., Alameda

**Operating Engineers** 

St. Eugene's Church

SANTA ROSA

OAKLAND

UKIAH

REDDING

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Rigtrup, Frank	Springville, UT	
Runnells, William		
Sanchez, Anthony	Newark, CA	
Shirts, D.		
Shoemaker, Ross		
Shultz, Robert	W. Sacramento, CA	
Stockley, Jack	Granite Bay, CA	
Waspra, George	Waialua, HI	1/28/95
Walker, Clyde	Roseville, CA	
Williams, Richard	Petaluma, CA	
Zine, Edward	Elverta, CA	1/28/95
Deceased Dependents		
Rulofson, Sharon C.; wi	fe of Myron Rulofson	1/28/95
Balatti, Carol; wife of El	vin Balatti	1/25/95
Burns, Juanita; wife of I	Hery Burns	
Grimes, Kristin; son of	Lisa Grimes	
Kinsey, Marie; wife of C	A. Kinsey (deceased)	1/30/95

Trepp, Lisandria Elizabeth; wife of Werner Trepp .....

gradechecking class Santa Rosa District Dispatcher George Steffensen will be instructing a gradesetting class on Monday nights. When: Class begins March 20 Time: 7 p.m. Santa Rosa District hall Where: 3900 Mayette Ave. Santa Rosa

**ATTENTION!** 

Santa Rosa

To sign up, call the Santa Rosa hall at (707) 546-2487