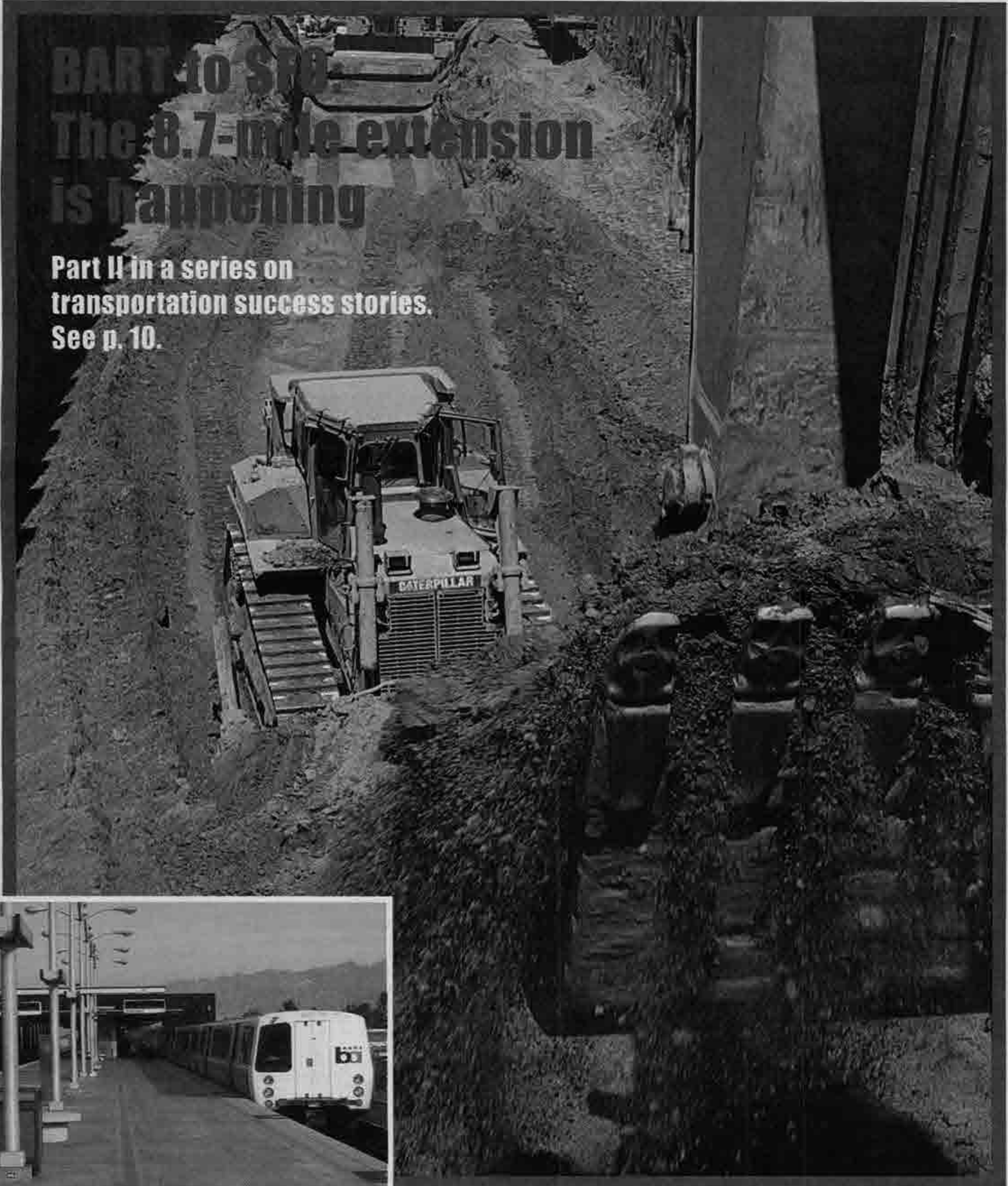


ENGINEERS *news*

VOL. 57, #6 ♦ OPERATING ENGINEERS LOCAL UNION No 3 ♦ ALAMEDA, CA ♦ JUNE 1999

BART TO SF The 8.7-mile extension is happening

Part II in a series on
transportation success stories.
See p. 10.



FOR THE good & welfare



by
DON DOSER

business
manager

Bylaws approval marks dawning of new era for Local 3

Just six months ago I announced that the highly successful November election and the selection of Gray Davis as governor ushered in a new era for union families in California. This month, I'm pleased to announce the dawning of a new era for our own local union.

Local 3 members have spoken loudly and clearly about their desire to improve and modernize their union. By a convincing 91-percent margin, they approved significant changes to the Local 3 bylaws through a mail referendum conducted from mid-April through mid-May. Our public accounting firm, Thomas Havey LLP, counted the ballots and certified the election on May 11.

The members overwhelmingly approved the bylaws resolution because they could plainly see the benefits to them and their union. It was clearly a win-win proposition for everyone. The referendum, which culminated over two years of painstaking work by the officers, union staff and rank-and-file Bylaws Committee, will greatly enhance the overall efficiency and effectiveness of our union. I'm extremely excited about the positive road this union can now travel as we approach the new millennium.

I want to personally thank the members for supporting the resolution, and I want to also thank the rank-and-file Bylaws Committee for its effort in making the bylaws changes possible. The union couldn't have brought the process of changing the bylaws to a successful conclusion without the committee.

The bylaws changes are going to make it easier for the union to conduct business all levels, including organizing new members so we can gain market share and strength at the bargaining table. The changes are going to help the union streamline administrative functions, provide new work opportunities, enhance benefits, and ensure the union's long-term financial stability.

New and improved semi-annual

To kick off the dawning of this new era – and to celebrate the union's 60th anniversary – Local 3 is planning a big bash at the next semi-annual membership meeting, which is going to be held Sept. 19 at the Raddison Hotel in Sacramento. This September's meeting marks the first time in Local 3 history that the semi-annual will be held outside San Francisco.

Under the new bylaws, the union is no longer required to hold the semi-annuals exclusively in San Francisco. The Executive Board now has the authority to choose the sites of the semi-annuals. This provision was put into the new bylaws to make the meetings more accessible to a larger number of members. We most likely will start having one semi-annual in the Sacramento-Stockton area and the other

one somewhere in the Oakland-San Jose area. We expect these location changes to greatly increase attendance at semi-annuals, a level of participation we haven't had in many years.

I want to personally encourage everyone to attend. The Sept. 19 semi-annual is going to be like no other semi-annual in recent memory. We're going to have all kinds of special activities, like quest speakers and raffle prizes that include a Hawaiian vacation, Alaska cruise and a Polaris all-terrain vehicle.

To make getting to the event easier and more convenient, the district offices are organizing buses and carpools. Arrangements are also being made for RV parking at nearby Cal-Expo. We're expecting the highest attendance ever for a semi-annual, so mark your calendars and come join us in celebrating our 60th anniversary and the dawning of a new era in Local 3. These are exciting times for Local 3, and I'd love to see as many members as possible join in the excitement and celebration.

Welcome Wyoming, S. Dakota members

As Local 3 members were casting their votes for the bylaws changes, another historic event was taking place. I was asked by IUOE General President Frank Hanley to take over one of our struggling sister locals, Local 800 based in Casper, Wyo. Local 800's jurisdiction encompassed all of Wyoming and a portion of South Dakota.

I accepted Hanley's request to take over all operations of Local 800 for several reasons. First, Local 3 is the largest and most powerful construction trades local within the IUOE and in the entire country; therefore, we were in the best position to take over this struggling local. Second, I believe the merger will benefit both Local 3 and the members in Wyoming and South Dakota.

The merger expands our membership and jurisdiction, which means there will be more work opportunities for our members over a larger area.

The goal of the merger is to improve the wages and working conditions of the Wyoming and South Dakota members and to increase the number of signatory contractors in the area through aggressive organizing. We've got business agents and organizers fanning out over the entire region enforcing existing contracts, signing up new companies and talking to potential new members.

There hasn't been this level of union activity in this part of the country in a long time. I want to welcome all Wyoming and South Dakota members to Local 3, and let them know they're now part of a winning team that's going to see to it that they get the service and benefits that come with being an Operating Engineer.

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Cover photo by Asst. District Rep. Carl Goff

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Members approve bylaws resolution by huge margin

Doser says bylaws vote marks beginning of a new era for Local 3

Local 3 members expressed their desire to improve their union as the new millennium approaches when they approved by more than a 90 percent margin a resolution to amend the union bylaws.

The changes, approved through a mail referendum conducted from mid-April to mid-May, will make it easier for the union to conduct day-to-day business, streamline administrative functions, provide for the union's long-term financial stability and improve member benefits, including the elimination of the waiting period for unemployed dues.

"This marks the beginning of a new era in Local 3 history," said Business Manager Don Doser. "We're going to move forward in a very positive way now that the members have spoken about revising and modernizing the bylaws. I'm real excited about what we're going to accomplish in the years ahead."

The accounting firm of Thomas Havey LLP counted the ballots and certified the election on May 11.

The overwhelming approval of the bylaws resolution culminates over two years of hard work. Since late 1997, Business Manager Don Doser, the other union officers and the rank-and-file Bylaws Committee have been working on updating and modernizing Local 3's bylaws, which, with the exception of sections dealing with dues and initiation fees, haven't been revised since they were first written in 1961.

The membership approved a bylaws resolution containing all the proposed changes at the January semi-annual meeting in San Francisco. The resolution was then presented to the membership during a round of district and special-called meetings from Feb. 16 through March 31.

Local 3 takes over Wyoming-based Local 800

Business Manager Don Doser announces that IUOE Local 800 based in Casper, Wyo., has merged with Local 3. The merger came about after IUOE General President Frank Hanley requested – and Doser accepted – that Local 3, the largest and fastest growing IUOE local, take control of the Wyoming-based union.

The merger, which took effect May 3, means that Local 3 assumes the operations of Local 800. Doser says Local 3 will provide quality membership service, enforce existing agreements and negotiate new contracts throughout Wyoming and portions of South Dakota. Local 3 will vigorously pursue increasing membership and signing non-union employers in the region through aggressive organizing.

The merger, Doser said, is intended to improve the wages and working conditions and to increase employment opportunities of the members throughout Wyoming and portions of South Dakota.

The merger also expands Local 3's membership and jurisdiction, resulting in more work opportunities for union members over a wider area. Local 3 members in Wyoming and South Dakota can work in the union's other four states if hands are needed during severe labor shortages. At the same time, Local 3 members in the four other states can work in Wyoming and South Dakota if a large project is let and additional hands are required.

Doser and the other officers welcome all Wyoming and South Dakota members to Local 3.

Big bash planned for Sept. 19 semi-annual in Sacramento

For the first time in Local 3 history, the semi-annual membership meeting will be held outside San Francisco

Business Manager Don Doser announces that the Executive Board, at its May 16 meeting, agreed to hold the next semi-annual meeting on Sept. 19 in Sacramento. The meeting will take place in the main ballroom of the Raddisson Hotel.

The change in date and location of the semi-annual was made possible by the membership's recent approval of changes to the union bylaws. Under the new bylaws approved last month in a mail referendum, the Executive Board can choose the semi-annual meeting site. This provision was added to the bylaws to make the semi-annuals more accessible to a larger number of members.

"It was becoming just too difficult for our members in outlining areas, particularly out in the San Joaquin Valley, to drive all the way to San Francisco for the meetings," Doser said. "By having one meeting somewhere out in the valley and one meeting somewhere in the East Bay, we hope to encourage more attendance at the semi-annuals."

The new bylaws also stipulate that the semi-annuals will be held in February and September instead of January and July to avoid conflicts with NFL playoff games.

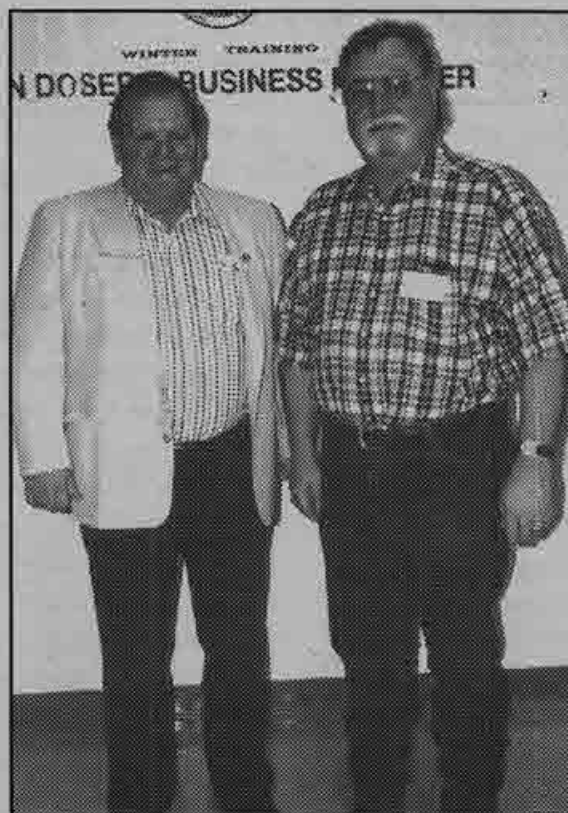
The September semi-annual will be quite different than previous meetings, Doser said. "This semi-annual is going to be like no other semi-annual we've had in a long time," he said. "We going to celebrate our 60th anniversary, and now that the members have passed changes to the bylaws, we going to usher in a new era for Local 3."

The September semi-annual will have a host of activities, including a barbecue, quest speakers and a big raffle. Prizes will include a Hawaiian vacation, Alaska cruise and a Polaris all-terrain vehicle.

To make it easier to get to the semi-annual, district offices are organizing buses and carpools. Arrangements are also being made for motorhome parking at nearby Cal-Expo. The union expects the Sept. 19 semi-annual to draw some of the highest attendance ever attained at a semi-annual.

Keep checking your *Engineers News* and **Local 3 Web site (www.oc3.org)** for additional details about the September semi-annual.

Business Manager Don Doser, below at left, and Rancho Murieta Training Center Director Ray Helmick announce the formation of a forklift safety course, which is being required under new OSHA regulations. All forklift operators must complete the class by year's end to comply with the new regulations. If you are interested in taking the class, call your district office or the RMTTC at (916) 354-2029 and place your name on a list. Class dates and locations will be announced later.



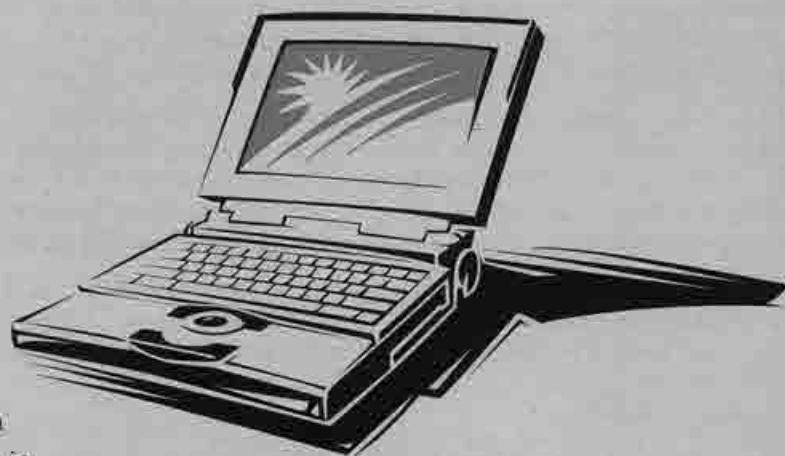
Bylaws Change Notice

Please be advised that Article V, Initiation Fees, and Article VI, Dues, of the Local 3 Union Bylaws have been adopted as amended by the membership of Operating Engineers Local Union No. 3 on September 13, 1998. These changes are available in written form at your district office. They amend and supersede the provisions set forth in Articles V & VI of the Bylaws booklet previously distributed. A new publication of the Bylaws, in book form, will be made available once all amendments and revisions have been completed.

Jaeger ready for Y2K

Laptop computers help Yuba City-based contractor improve the bottom line as the new millennium approaches

By Todd Evens • Associate Editor



It was a cool morning in Sacramento, the streets still damp with morning dew. While sitting in his seat made of imitation leather, sipping a mug of strong coffee, tapping away at his laptop computer, he wondered if the last few days of rain would finally subside.

As the sun peaked through the clouds, the team he arranged for that day started to arrive. After logging their names and start times into his laptop, he assembled the team members and, with the computer screen glowing with graphs and charts, showed them how far behind they were because of the rain. The crew left the impromptu tailgate meeting knowing what they had to accomplish that day.

After the crew left, he went back to his computer to double check the supplies needed for that day and the next. After that, he shifted his computer into cyberspace, logging on to *sfgate.com* to check the weather forecast for the rest of the week. Great news! They got the break they need. "Partly cloudy today and clearing the rest of the week with highs in the 80s," the weather report said. He sat back in his chair soaking up the sun and thought, "This is going to be a great week."

This isn't just another day at the office, rather this is a typical work day on a construction site for

Dale Scott, a foreman for Jaeger Construction. Scott is in charge of Jaeger's Rite Aid job in Citrus Heights near Sacramento. Jaeger is the only contractor in Northern California whose foremen extensively use laptop computers as a tool to manage their work.

Jaeger's foremen use computer software developed and distributed by Sharpe Software. The program performs a wide variety of functions that can save the company hundreds, if not thousands, of dollars in costs, as well as help it better compete against non-union contractors.

The program helps the company streamline bids, forecast labor needs, conduct inventory control and track preventative maintenance of the heavy equipment. Jaeger recently won a bid over a non-union company for a 40-unit housing development because of the increased accuracy of the computer program.

The program is especially useful to employees like Scott, who can use the laptop to visualize many aspects of the job site, everything from how much a piece of equipment is costing the company on a particular day to how many employees to use the next day. Scott knows at any moment how much fuel his equipment is using and when preventative maintenance is required. The program even tracks the costs of unexpected

problems and hazards.

Today, Jaeger's foremen turn in a floppy disc at the end of the week. But soon the same information will be sent daily to company headquarters via air modem or cellular telephone. Likewise, the company will be able to communicate instantly with troops in the field using this technology. The company wants to eventually move up to using Rocky laptops, the kind used in police cars. Other companies, such as Tiechert Construction, are considering using the laptops and the Sharpe software in the field.

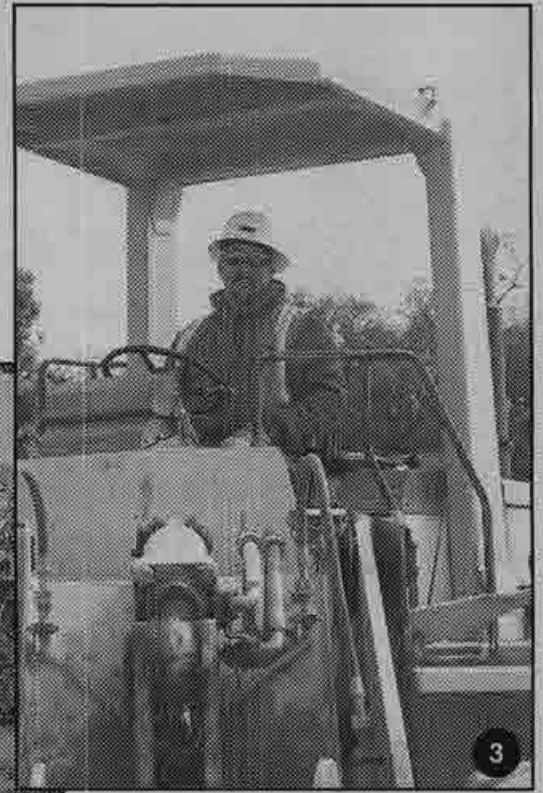
If the trend continues, other union contractors will begin to jump on the Y2K bandwagon and equip their foremen with these high-tech gadgets, another weapon against the influx of non-union contractors.



1. Jaeger's foreman Dale Scott using the hood of his truck as a desk for his laptop computer.

2. The large experimental fiberglass manhole used at the Rite Aid job is shown at far left.

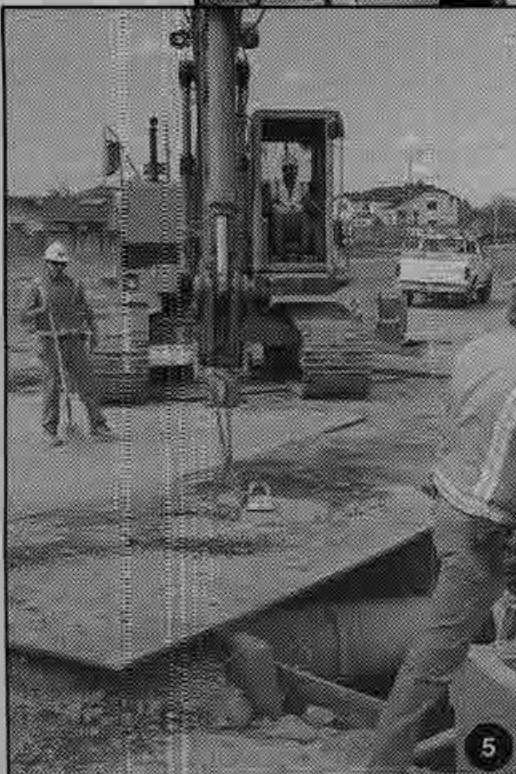
3. On the loader is Mark Alvarez.



4. Company President William Jaeger, left, with son David Jaeger, vice president-operations, center, and Daniel Ontiveros, Sharpe software consultant and sales representative.

5. On the excavator is Art Koron.

6. Some of Jaeger's equipment sitting idle during lunch at the Rite Aid job in Citrus Heights.



By Steve Moler, Managing Editor

• Second of a three-part series

GOLDEN OPPORTUNITIES

California's monumental traffic problems are entirely solvable – if the state has the will, particularly with respect to financing

EDITOR'S NOTE: Engineers News continues its three-part series on California's transportation crisis. In last month's issue, the newspaper examined the state's major transportation problems. This month, and in July's issue, the series will focus on possible solutions and the role the Operating Engineers might play in carrying out those solutions.

"Problems are only opportunities in workclothes."

– Henry J. Kaiser



California is clearly in the midst of a profound transportation crisis, one that has already begun to lower the state's quality of life and, if left unresolved, threatens the state's future economic vitality.

The combination of exploding population growth coupled with a static transportation system has created some of the worst traffic congestion in the entire country. Over the past 20 years, the state's population has more than doubled, but highway capacity has increased a mere 7 percent, causing alarming increases in urban highway traffic congestion.

Lower worker productivity and corporate profits, higher fuel consumption and auto repair bills, and stressed out commuters spending less time with their families are all consequences of the state's overburdened and decaying transportation infrastructure. Traffic congestion in California now costs the state's businesses more than \$2.8 million per day in lost time and resources. If practical long-term solutions aren't found soon, the crisis could shift from critical to catastrophic. Time is running out.

More people, same old highways

Over the next two decades, California will be home to 15 million more people, yet funding over the same period to modernize and expand the state's already woefully inadequate transportation network will cover only the cost of main-

taining the existing system, and not much more.

Fifteen million more people jammed onto a system that's already having great difficulty accommodating the state's current population of 33 million is a disaster waiting to happen.

The optimistic side to an otherwise gloomy situation is that the state's transportation problems are entirely solvable – if California has the will. Finding the way, though, is going to require the state to attack the problem on several difficult fronts simultaneously, including:

- Significantly increasing transportation financing
- Doing a better job of maintaining and improving the existing system
- Fixing major bottlenecks
- Expanding carpool lanes
- Improving urban planning
- Expanding light rail

Which transportation front California eventually chooses to advance – whether it's simply maintaining the status quo or initiating a more ambitious program of toll roads, new light-rail systems, carpool lanes, and a statewide bullet train system – will heavily influence Local 3's work picture for decades to come.

Transportation financing

If California decides to confront the problem on multiple fronts simultaneously, it's going to have to deal first with the most fundamental problem causing the crisis in the first place – financing. California – its institutions, politicians and citizens – have been unable and unwilling to make the financial commitments needed to build and maintain an efficient, modern statewide transportation system. Three decades of political squabbles, changing demographics, environmentalism, neighborhood revolts, and shortsighted planning have all contributed to the intolerable levels of traffic gridlock.

The current system is crumbling at the seams because California has remained at the bottom among states in highway spending for decades, to the point where today California's State Transportation Improvement Program (STIP) has more than a \$6.5 billion deficit. Caltrans predicts the state will have a \$122 billion transportation funding shortfall over the next 20 years.

California is like a group of workers trying to save for a comfortable retirement in the last few years of their careers. Because California hasn't invested sufficiently in transportation over the past two decades, it is forced to play frantic catch-up or face the consequences of a far more serious situation.

(continued on next page)

The only way the state is going to overcome this enormous \$122 billion transportation funding shortfall is to begin making significant long-term investments now and sustaining that commitment for many years. "Give us the money," said Caltrans Spokesman Greg Bayol, "and we'll take care of these problems."

Bonds

California voters have not approved a single transportation funding package in nearly 10 years. Part of the problem has been the state's strict two-thirds majority vote requirement on local transportation sales and special tax initiatives (see related story page 8). Realizing the urgent need to respond to this and the funding crisis, the Democratic leadership in the California Legislature has introduced a major three-bill transportation package that includes a \$16 billion bond measure and a constitutional amendment to relax the vote requirement on local and special taxes.

SB 315 would place a \$4 billion bond measure on the ballot in each of the next four general elections. The bill, which passed the Senate last month and moves on to the Assembly, would be the largest transportation bond measure ever presented to California voters. The funds, if approved, would pay for high priority highway and mass transit projects in the most heavily congested urban areas of the state. Once the Legislature approves SB 315 and the governor signs it, the bond measure would likely appear on the November 2000 election ballot.

Gas tax

Many Local 3 members may remember the effort the union made in California's June 1990 primary to get Propositions 111 or 108 passed. Prop. 111, a 9-cent-per-gallon gas tax, and Prop. 108, a light-rail bond measure, were supposed to raise over \$18.5 billion over 10 years for major

transportation improvements. But because of improved auto fuel efficiency and the failure of two subsequent transit bond measures in 1994 and 1996, Props. 111 and 108 have fallen far short of their original revenue-producing goals.

Since early 1995, the California Transportation Commission and state Legislature have considered placing a 5-cent-a-gallon gas tax on the ballot for just the nine Bay Area counties to speed major transportation projects in some of the most congested areas. But because cars are becoming more fuel efficient and the state is mandating more zero-emission vehicles — essentially electric powered automobiles — a traditional gas tax based on the volume of gasoline purchased may not be practical anymore.

A better solution, many transportation experts believe, is a gasoline sales tax, which would raise more revenue, as well as adjust for inflation and other fluctuations in gas prices. A gasoline sales tax could divert up to \$800 million annually from the state's general fund and place the money in transportation coffers.

Congestion pricing

Another financing mechanism under consideration is what's known as "congestion pricing." It works in one of two ways. The first is to charge higher fees on toll bridges during commute hours or even charge tolls during peak periods on otherwise free highways. A second way is to construct additional lanes to existing freeways and charge a toll during rush hour.

In some areas of Southern California, for example, solo drivers can jump into diamond lanes with carpoolers for a fee. User fees based on the number of miles motorists drive are also under consideration. The millions of dollars generated by congestion pricing would augment bonds, gas taxes and other funding sources to improve and expand the state's transportation system.

Whatever the funding mechanisms — whether its bonds, gas taxes or tolls, or some combination of all three — they are merely the first step in the arduous process of rebuilding and expanding California's transportation infrastructure. The next — and more difficult — step is to come to a consensus as to which combination of transportation solutions the state should pursue first (see sidebar below). Should we build toll roads, bullet trains, more carpool lanes, additional light rail? How can cities and counties improve urban planning as a way to lessen the impact on traffic congestion?

All of these questions must be answered through persistent action over the next several years if California is to successfully drive itself out of traffic gridlock. Operating Engineers, for their part, are encouraged to get involved by attending public hearings, writing to their elected representatives and, by all means, registering to vote and going to the polls when important transportation issues are on the ballot.

Next month: A look at toll roads and bullet trains as solutions to traffic congestion and the impact both would have on Local 3's work picture.



Other possible transit solutions

Toll roads - Great potential for shifting traffic off heavily congested urban freeways. By far highest job-producing potential for Operating Engineers, but also most controversial. Strong opposition from environmental groups, particularly in Northern California, makes financing and permit process very difficult.

Bullet trains - Statewide high-speed intracity rail system could significantly reduce congestion at major airports and on interstate highways.

Awesome jobs producer if new tracks and infrastructure capable of accommodating 200 mph trains have to be built.

Carpool lanes - Recent surveys indicate more people are carpooling to work, thus increasing demand for construction of diamond or HOV lanes on heavily congested freeways. Effective traffic and pollution reducer. Creates relatively small but steady stream of work for Operating Engineers.

Light rail - Effective traffic reducer if urban areas like the Bay Area can build unified system. Though not the only answer to traffic gridlock, it is still an important component of the entire solution package. Produces a fair amount of work for Operating Engineers, though not as much as toll roads and new freeways.

Transit-based housing - High-density housing, such as apartment, townhome and condominium developments, built within walking or

short driving distance of major mass transit stations. Encourages use of mass transit and carpooling. More housing units can be built in a smaller area, thus minimizing conflicts with environmental groups, which often oppose single-family subdivisions near ridgetops and open space. Operating Engineers still build infrastructure for transit-based housing, but not over as much area as single-family subdivisions.

OUR OWN WORST ENEMY

California's two-thirds majority vote requirement for local bond and tax measures has contributed greatly to the state's overall transportation crisis

By Steve Moler • Managing Editor

California sabotaged its chances of nipping the state's transportation crisis in the bud beginning 21 years ago, when voters approved Proposition 13 in 1978. Prop. 13 has served its purpose well in lowering property taxes, but the provision requiring a two-thirds majority vote for passing local bond, sales tax and special tax measures has sounded a death knell for the ability of local governments to improve and expand their transportation systems.

Californians then nailed the funding coffin shut when they approved two subsequent anti-tax initiatives, Prop. 62 in 1986 and Prop. 218 in 1996, which placed even more limitations on local governments' ability to raise revenue for just about any type of local public works projects, including schools, roads, wastewater treatment plants and many other types of infrastructure.

The super-majority vote requirement under Prop. 13 has prevented local voters from having a say in fixing and improving their own regional transit systems. Sonoma, Marin and Alameda counties tried to pass half-cent transportation sales tax measures in the last election, but all three failed because they couldn't muster the almost-impossible-to-attain two-thirds majority.

Local transportation sales tax measures, such as Measure B in Santa Clara County and Measure C in Fresno County, have proven to be some of the most effective ways for counties to fix traffic bottlenecks and expand local light rail.

However, a recent report by the California Debt and Investment Advisory Commission found that 83 percent of local general obligation bonds and special tax measures would have passed last November if a majority, rather than two-thirds, vote had been required. A whopping 98 percent of local school construction and repair funding measures were approved by a majority of voters last November, yet only 56 percent of those taxes were enacted because of the two-thirds requirement.

The solution to the rigid vote requirements for local tax measures is to simply change the law. Two bills have been introduced in the state Legislature that would change existing law to require a simple majority vote for approving transportation and school bonds and taxes.

State Senate Pro Tem John Burton, D-San Francisco, has introduced as part of his three-bill transportation package, Senate Constitutional Amendment 3, which would lower the vote requirement on special taxes to a simple majority. SCA 3, however, would only apply to special taxes "imposed exclusively to fund projects and services for the purpose of transportation."

If the Legislature approves SCA 3 and Gov. Gray Davis signs it, the bill, which is under consideration in the Senate Transportation Committee, will appear as a statewide initiative on the November 2000 election ballot. At that time, Californians will have the opportunity to show just how serious they are about solving the state's transportation crisis.

Assemblywoman Kerry Mazzoni, D-San Rafael, and Senator Jack O'Connell, D-Santa Barbara, have also introduced proposed constitutional amendments that would require a simple majority to pass school bond and tax measures. That bill, if approved by the Legislature and signed by Davis, would also go to voters in the November 2000 election.

Santa Clara County was able to pass Measure B, a half-cent transportation sales measure, with only a majority vote in November 1992, but only after the county devised an innovative loophole around Prop. 13.

The county placed a companion advisory measure on the same ballot that recommended to the county supervisors which projects voters wanted to see built with Measure B funds. In passing the advisory initiative,

Measure B was not technically a "special" tax and, therefore, not subject to the two-thirds majority vote requirement under Prop. 13. After nearly six years of legal challenges by anti-tax groups, the courts finally ruled Measure B indeed needed only a majority vote.

But enduring six years of litigation just to get a local half-cent sales tax measure approved was not the most efficient way for Santa Clara County to fix bottlenecks and expand mass transit. The best solution is to simply overturn the super-majority provision of Prop. 13. That opportunity may come in November 2000.

Thanks to Santa Clara County's half-cent transportation sales tax, this bottleneck on I-880 between the Montague Expressway and U.S. 101 in San Jose will soon be widened to four lanes in each direction.



Next month: A look at toll roads and bullet trains as solutions to traffic congestion and the impact both would have on Local 3's work picture.

MEMBERS FIND CAR SALE BARGAINS

The credit union's spring car sale drew members from many Northern California locations and one couple who came all the way from Utah. It seems good news gets around. The sale, which took place Saturday, May 8, at two locations, the credit union's Dublin, Calif., branch office parking lot and Corporate Motors in Sacramento, was a gratifying experience for many credit union members.

Comments from members at the sale included this one from Local 3 member Paul Cooney of San Leandro: "We've only been here an hour and a half and we're leaving with a car. Everything was handled well; this is a much easier way to buy a car." Wendy Wright of Oakdale noted that "all the cars were top of the line." She also enjoyed being able to make side-by-side vehicle comparisons without having to drive to every lot in town.

One-stop shopping car loan program expands

"Forty-five minutes and two signatures later we drove off with what we wanted." That's how Local 3 member James Souza of Clarksburg, Calif., chose to compliment the Credit Union Direct Lending (CUDL) program. Auto dealerships who are part of the CUDL network make it possible for credit union members to apply for affordable credit union financing at the dealership without a separate trip to the credit union. The financing is available even on weekends and evenings when the credit union is closed. Once you apply for credit union financing at a CUDL dealership, you will usually have a loan decision in two to three minutes.

Other comments from members about the program in recent months include: "It was the nicest way I have ever purchased a vehicle." (William Mack, Corning, Calif.) and "this buying process ensures that you get the vehicle you want at the time you want it." (Troy L. Minton-Sander, Carmelien Bay, Calif.)

The CUDL program has expanded from the greater Sacramento area and the California Bay Area to California's Central Valley. Several dealerships in Fresno are now on the CUDL network. To find a dealership near you, call 1-888-CU-DIRECT or call any credit union branch.

Credit union programs for car and truck shoppers

In addition to the CUDL program, your credit union has a number of other programs for new and used vehicle shoppers. It is important to check with the credit union first when you plan to purchase a vehicle. Checking with the credit union could save you hundreds, even thousands of dollars off the price of your next truck or car as well as enabling you to get a fair price for your trade-in.

These time- and money-saving programs are available only to credit union members. To request a membership application, you may call 1-800-877-4444 or apply through the credit union's Web site, www.oefcu.org. You may also reach the credit union Web site by going to the Local 3 Web site, www.oe3.org.

NEWS FROM THE credit union



by
ROB WISE

credit union
treasurer



Members had 200 vehicles to choose from at the credit union's May 8 car sale. For information about the upcoming July 31 sale, call 1-800-877-4444.



At left: "The fact that our credit union is involved made me feel real good about getting a fair buy." — Mark K. Williams and his wife, Terry, Castle Dale, Utah.



Above: "We were impressed with everything." — Angela and Paul Cooney, San Leandro, Calif.

Summertime and the living is easy!

Our signature loan lets qualified borrowers receive up to \$10,000 for vacation or other needs. And we make applying as easy as summertime living.



Operating Engineers Local Union No. 3
Federal Credit Union

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



NEWS FROM THE organizing dept.

BOB MILLER

director

UTAH DISTRICT WINS SOME, LOSES SOME: 170 NEW APPS AND COUNTING

UTAH — On the winning side, aggressive internal organizing by the Utah District staff has resulted in 170 new applications for membership in Local 3 since the first of the year. Excellent efforts have been realized by Business Rep. Siemon Ostrander and new Business Reps. Dale Cox and Jim Sullivan.

In a right-to-work (-for-less) state like Utah, internal organizing is an ongoing necessity to maintain a viable union presence and bargaining table strength. Union agents must represent bargaining units at the highest possible level to maintain a strong union membership.

"We've got a long way to go, but we've begun to put a dent in the pool of approximately 525 potential members currently working for our signatory employers, said District Rep. George Stavros. "One hundred seventy new members represents about 33 percent of our target goal of 100-percent union membership.

When members are happy," said Stavros, "Local 3's reputation is enhanced. This allows us to organize the non-union work force more effectively. Right now our priorities consist of getting our own house in order and strengthening our existing units. When we have achieved a solid organizational base, our union can expect to expand in the years to come."

Tie vote in NLRB election denies Wasatch surveyors union representation

In an NLRB election held April 15, surveyors on the Wasatch I-15 reconstruction project posted 13 votes in favor of the union and 13 votes against. Under NLRB regulations, a tie vote goes to the employer. "We are really disappointed," said one organizer. "We believe the union could have considerably improved the surveyors

wages and benefits over the remainder of the I-15 project. It would have been a starting point in reorganizing the surveying industry in Utah, which is currently 100 percent non-union."

Despite the loss, we want to thank Tech Engineers Business Rep. Gerry Orme for his help and assistance in the campaign. Gerry, who traveled to Utah on two occasions to lend his experience and expertise in this effort, is a valuable asset to Local 3.

by Organizer Reid Davis

Appreciating all who support the organizing effort

I want to personally thank the rank and file, COMET trained, brothers and sisters for all the support they have given to Local 3's Organizing Department. Through your help we have had some huge successes.

I would also like to give credit where credit is due. I have had the opportunity to work as an organizer in 10 different districts throughout Local 3's jurisdiction, including Hawaii. By working with so many Local 3 staff members, I have developed a great appreciation for all district representatives, business agents and office staffs. Without their cooperation it would be virtually impossible to accomplish our goals. Local 3 staff members truly understand why it is so important to reach out to the unrepresented worker.

by Larry Daniels

Organizing brother lists toll-free, hot line number

Hello brothers and sisters:

My name is Richard Marshall, and I am a second generation Operating Engineer and a Local 3 member for 20-plus years now. Throughout this time I have run cast in place, backhoes, dozers, trenchers and numerous other kinds of equipment. I have worked for the likes of Granite, Teichert, R.C. Collett and more, and have served on grievance committees and contract negotiating teams. I am proud to be a part of Business Manager Don Doser's organizing team.

If you have any leads, make sure you contact our 24-hour, toll-free hot line number.

Richard Marshall

Help your union organize...

and help other workers achieve a better life

Business Manager Don Doser says:

"Be our ears and eyes
Call 1-877-ORG-NIZE"

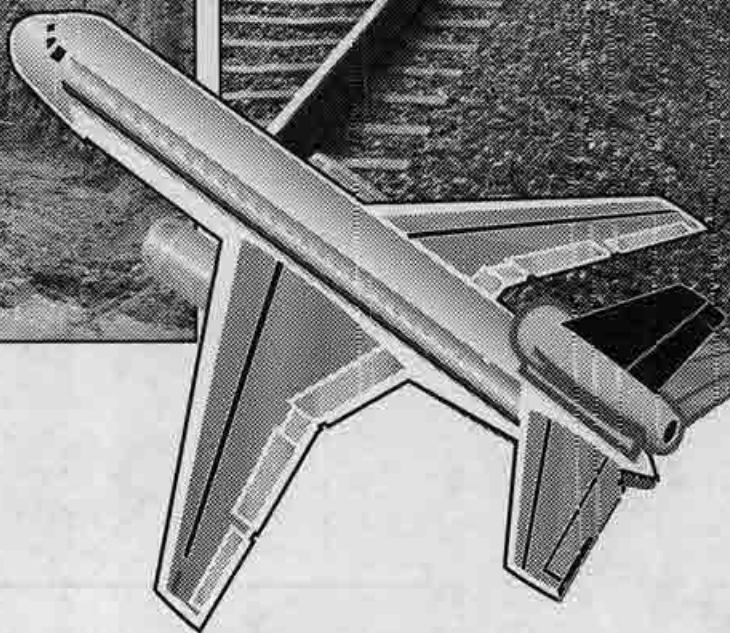
(1-877-674-6493 is Operating
Engineers Local 3's 24 hour
toll-free organizing
telephone number)



1-877-674-6493



Photographs by Assoc. Editor Valerie Kanter and Assistant District Rep. Carl Goff



- AT LAST -

BART is going to SFO

by Valerie Kanter

How long does it take to build 8.7 miles of BART track with four new stations? If the work is completed on schedule in December 2001, the correct answer is 29 years. The complication is not the work itself. The complication is life in the 21st Century.

Twenty-seven years after the idea surfaced, a BART-to-SFO extension is finally underway. Local 3 Operating Engineers are now doing cut and cover (See story on p. 13.) through Colma, South San Francisco and, soon, San Bruno, and operating cranes at San Francisco International Airport (SFO) as well.

This phase of BART's expansion will run north-south between Colma and Millbrae on a 7.5-mile mainline track with new stations at South San Francisco, San Bruno and Millbrae. An aerial Y-shaped track running east-west to the main track, across Hwy. 101, and into the expanded international terminal at the SFO will stop at a BART station

in Concourse H, also under construction.

The project includes 6 miles of underground subway, 1.5 miles of surface rail and about 1.2 miles of aerial structure as a wye-stub to the airport. In this short distance, the BART extension traverses five cities, passing by, through, over or under cemeteries, hospitals, schools, a regional shopping center, a central business district, several residential neighborhoods, a federally protected endangered species habitat, an eight-lane U.S. highway and an operating railroad.

In 1985, 1987 and 1992, San Mateo County voters approved and supported the BART-SFO extension by passing a series of funding measures. But when land and land rights needed to be acquired and financed, the BART extension was fought against by every town along its path, by individuals and businesses in neighborhoods, by environmentalists, by the airlines and even by the airport itself. The BART-SFO project is a classic example of

just how difficult it is to build one 8-mile light-rail extension. When you look at what it took to add to BART, you can get an idea of what to expect for each future road or rail proposal.

Telling the tale of BART's challenges as it pursued the extension were many stories in Bay Area newspapers. Bold headlines in the *San Francisco Chronicle* announced each hit, "BART Link To Airport Threatened: Airlines try to kill federal financing" (6-15-95); "3 Transit Advocacy Groups May Sue Today Over BART-to-SFO Plan" (7-19-96); "BART-to-Airport Project Hits Another Roadblock" (1-28-97), to cite just a few of the many. BART's been on a bumpy ride, but its expansion continues in spite of the obstacles placed in its path. BART was able to mitigate and accommodate every challenge, whether legal, financial, political or environmental because the Bay Area needs an alternative to automobiles and freeways.

(continued on next page)

Unique Challenges

A public works project the size and complexity of the BART-SFO Airport extension poses some unusual demands. The project is being constructed through densely populated residential areas, highly developed commercial and industrial zones and in areas of environmentally sensitive terrain. Here are some of the sensitive challenges.

- Construction of the line and the Millbrae Intermodal Stations will take place within 15 feet of the existing operating Caltrain commuter rail, which currently runs 66 trains a day.

- Because the BART system is located near California's earthquake-prone San Andreas Fault, the entire project will be built to the maximum standards for safely withstanding seismic disturbances.

- Aerial track construction will occur in the environmentally sensitive area west of Bayshore wetlands. BART is implementing a comprehensive environmental program to ensure the safety of endangered and threatened species in this area — the San Francisco Garter snake and the California red legged frog.

- SFIA will construct the BART station on airport property, and BART will closely coordinate SFIA's progress to ensure construction and system integration.



(continued from page 11)

An SFO extension plan develops

The idea of BART to SFO was broached the year BART opened in a 1972 San Francisco Airport Access Project report that recommended linking BART to SFO. Since 1972, more than 90 alternatives have been studied to link BART with SFO.

In 1991, the BART Extensions Program initiated Phase I of a \$2.6 billion program to extend its service into communities in Alameda, Contra Costa, and San Mateo counties. Between 1991 and 1997, BART added five stations and 21 miles, creating a total system of 93 miles of double track and 39 stations.

In 1992, the Metropolitan Transportation Commission (MTC) released the environmental impact report on seven of the original 90 transit alternative routes for connecting Colma to SFO. These seven were studied and considered by the

communities along the route, and in 1995, Alternative VI, the Locally Preferred Alternative, or LPA, was selected. In 1996, the final environmental document on the SFO extension, which incorporated responses to public comments, was released. Later that same year the FTA accepted the document saying it satisfied the requirements of the National Environmental Policy Act.

In 1997, site preparation began, including relocating public utilities all along the extension route, realigning streets, building interim parking for impacted businesses and laying temporary track work so that CalTrain commuter trains can be routed around heavy construction areas in San Bruno.

The line, track work and systems contract was advertised for bid in 1997, and a \$526 million contract was awarded to Tutor-Saliba/Slattery JV as a design-build project. Design-build decreases the number of prime contractors by allowing the same

contractor that completes the design to also perform the construction. Bids for the station contracts followed later.

Acquiring land

BART held ground breaking ceremonies in November 1997, and so far it has acquired 90 percent of the 139 parcels it needs. Land has been purchased as a sequence of operations because of money availability. BART has had to reach agreements with some 90 land owners. Large acquisitions were made adjacent to the Tanforan Shopping Center for the San Bruno station. BART negotiated key land deals with seven cemeteries through which the line will pass and is still relocating residents from two of the 21 apartment buildings that had to be acquired and knocked down in Millbrae. Four single-family homes in Millbrae also had to go.



1. (From left to right): Jon Ferguson, Business Rep. Pete Fogarty, Foreman Rafael Estrella, Leandro Valdez, Randy Gheno, Gerald Cunningham, Assistant District Rep. Carl Goff, Buddy Goff and Terry Brown.

2. Hydraulic excavator operator Hieu Pham.

3. Donald Brola operates the 90-ton Terex Hydro RT

4. BART construction at San Francisco International Airport.

5. A computer-generated view of San Francisco International Airport looking northeast with BART aerial wye-stub (lower left) providing rail access directly into Concourse H of the new international terminal.

6. Excavator operator Gerald Cunningham.

7. Hydraulic excavator operator Sergio Estrella.

8. Jerry Brown on dozer and Randy Gheno on excavator at work in the cut.

9. Operator Juan Barba.

10. From left: Assistant District Rep. Carl Goff, Buddy Goff, Sergio Estrella, Vicente Hernandez, Vance Pope, Randy Gheno, Bobby Strickland, Gerald Cunningham and Foreman Rafael Estrella.

11. (From left): Business Rep. Pete Fogarty with Supervisor-over-piling Heber Floyd. On the right a 12-inch Auger drills a 35-foot hole at the South San Francisco sheet pile driving installation.



Financing a mega project

Financing has been achieved by a partnership of transportation agencies, including the U.S. Department of Transportation, Federal Transportation Association (FTA), San Mateo County Transit District (SamTrans), California Transportation Commission (CTC), San Francisco International Airport (SFO), Metropolitan Transportation Commission (MTC) together with BART.

Originally forecast as a \$1.2 billion project, the BART-SFO airport extension partners agreed to pay:

FTA	\$750 million
CTC	\$108 million
SamTrans	\$99 million
MTC	\$10 million
SFIA	up to \$200 million

In the fall of 1998, a revised budget was issued for \$1.5 billion. The costs of rail extensions sound intimidating until they are compared with the cost of an equal distance of freeway lanes. Consider the cost, close to a billion, of the 5.5-mile Cypress Freeway in Oakland, which was completed last year.

But obtaining the grant money at the federal level has continued to be a problem. Although the federal government made the BART-SFO extension a priority in its new starts program and signed a Full Funding Grant Agreement, the yearly payments are not automatic. Instead BART must apply for a portion each year and the award is at the discretion of Congress. The Clinton administration guaranteed White House support, but BART applied for \$56.4 million the first year and received only \$29 million. The second year BART applied for \$74 million and received \$40 million. Because BART must lobby a Congress that has lowered the request two years in a row, BART has

had a persistent money headache and has been forced to seek contingency financing.

Do you know the way to San Jose?

When it was created 48 years ago, the San Francisco Bay Area Rapid Transit Commission stated, "If the Bay Area is to be preserved as a fine place to live and work, a regional rapid transit system is essential to prevent total dependence on automobiles and freeways." The truth of these words is the foundation of BART's successful expansion.

Next stop San Jose.
But it probably will take some time.

- CUT AND COVER FROM COLMA TO MILLBRAE -

You can bet your wad on Tutor-Saliba and the crews on the job

It seems BART is holding a winning poker hand, a Royal Flush.

BART's King is Tutor-Saliba/Slatery JV, the construction firm whose low bid, \$526 million, was awarded the contract to carry out the under- and above-ground installation of the line, track work and systems for the 7.5-mile rail extension from Colma to Millbrae with a 1.2-mile aerial wye-stub to SFO.

Tutor-Saliba can now boast the first design-build award in mass transit as well as one of the largest single public works contracts ever awarded in California.

Three other cards in the straight flush are the subcontractors Tutor-Saliba has chosen to work with it. Landavazo is doing the concrete pouring, Smith Emery the soil testing and Condin Johnson & Associates Inc. is using a new technology, the Geo-Jet, to make soil-cement shoring walls.



Local 3 Operating Engineers are the down and dirty Ace high of the Flush. They are making the cut and shoveling, dozing and loading an estimated 1.9 million yards of earth, half of which is slated to be returned as backfill. The cut and cover operation is happening at several locations simultaneously, with from 25 to 35 Local 3 operators on the job each day.

Extending from the heading of the tunnel in South San Francisco,

Operating Engineers are driving interlocking sheet pile retaining walls. One hundred wall-feet per day, 50-feet on one side, then 50-feet on the opposite side, are vibrated into the ground using a template to align and thread 11 pile pairs. The template is moved along a pre-drilled, stress-relieving hole pattern. The holes, drilled 35 feet deep with a 12-inch auger (see photo #11 on page 13), keep the wall plumb.

On site, talk is drowned out by the deafening pounding of a HPH 2400 as it drives interlocking sheet pile the first 25 feet to the top of the form. As the wall grows, Operator Joe Quintanar on a Komatsu 1100 takes out 9 yards of dirt per bucket (See front cover photograph.), while other hydraulic excavators and dozers of all sizes keep the dirt moving out of the 35 feet below-grade cut.

Once the floor and walls of the subway box are poured, the top slab added and each level backfilled, the piles are pulled up and used again to build the temporary retaining walls for the next cut. Reusing these 50-foot long piles is a cost-saving device.

In Colma, operators are doing cut and cover along an old



rail line right-of-way. This piece of land was purchased from Holy Cross Cemetery. Although it was part of the cemetery, it was never used for burials. With respect for the cemetery resident's family members and others who might visit the cemetery during construction, special sound-proofing walls have been erected and a quieter technology with less vibration than driving sheet pile is used to build retaining walls for the cut.

Adjacent to the cemetery, Operator Al Peralta (see photo #1) on a Geo-Jet makes a temporary concrete shoring wall using a soil processor and hollow kelley equipped with cutting blades and multiple jetting nozzles. A 3-foot thick soil-cement wall is made by mixing the soil in place with cement pumped through the kelley to create a slurry. Computer control of the Geo-Jet system assures the quality of the soil cement. Reinforcing steel beams are installed every four feet on center to meet structural design requirements.

BART's unrelenting persistence and vision during the last 27 years (See story beginning on p. 11.) is the moving force behind the cut and cover project that will get BART to SFO. The companies and crews carrying out the job are some of the best in their fields. BART didn't gamble on the quality of the work. You can bet on it.

The deck was shuffled and cut. The cards were dealt and BART holds the winning hand — an Ace-high Royal Flush.

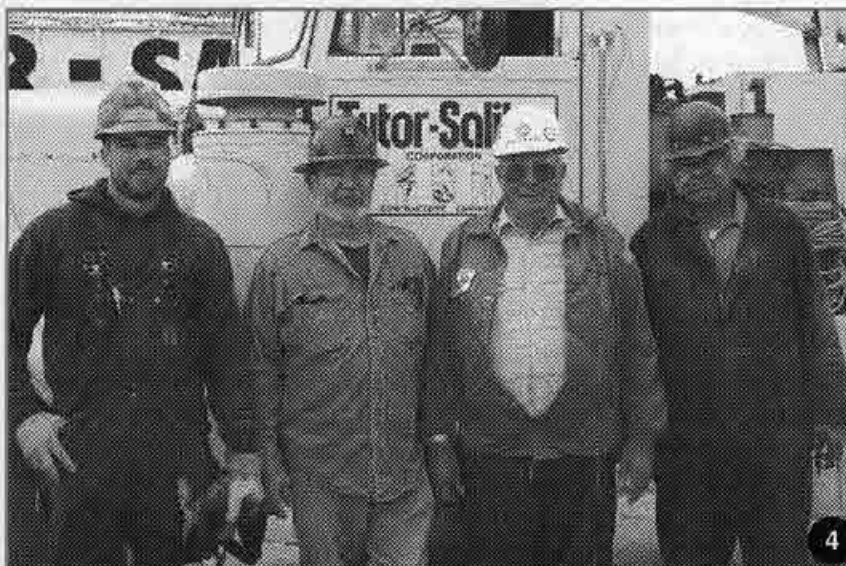


1. GeoJet Operator Al Peralta

2. GeoJet Oiler Henry Credo

3. Landavazo concrete pourer Marc Ramos.

4. From left: Mechanic Forman Larry Donegan, Master Mechanic Ron Cordero, Business Rep. Pete Fogarty and Heavy Duty Mechanic Willie Castrillo.



RETIREE PICNIC COMING SOON

The Retiree Association picnic is almost here. We hope to see all of you there. As a reminder, mark your calendars and be at Rancho Murietta on Saturday, June 5. If you want to come at noon on Friday, June 4, and stay until noon on Sunday, June 6, there is plenty of parking for your self-contained campers, motorhomes and trailers. Once again the officers of Local 3 are pleased to host you and your spouse or guest at this event. Be sure to come on out and have a great time.

Retiree Association

Thanks to all the retirees and their spouses who attended the winter round of Retiree Association meetings. The turnout was strong and, as always, we are grateful for the support all the retirees give our union.

American Diversified Pharmacies mail order program

For members and dependents covered by the California Health & Welfare Trust Fund and the Retirees Health & Welfare Trust Fund, the prescription mail order services of American Diversified Pharmacies Inc. are available for your use. It has been providing personalized prescription service to the Operating Engineers and their families for more than six years. American Diversified Pharmacies is located in the Operating Engineers' building in Sacramento, Calif., and proudly employs members of Local 3.

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

- No out-of-pocket expense to you.
- No claim forms to file.
- No waiting for reimbursement.
- Your doctor may call or fax your Rx directly to the pharmacy.
- American Diversified will obtain refill

authorizations for you.

- Rx's shipped directly to your home.
- Walk-in services available.
- Toll free customer service line 1-800-568-2177.
- Toll free fax line 1-800-568-2174.
- New orders shipped next business day.
- Pharmacist available for drug information 24 hours a day.
- Friendly personalized service.

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

NEWS
FROM

fringe benefits

by
CHARLIE WARREN

fringe
benefits
director



18 STUDENTS COMPLETE CLASSES ON ADULT CPR AND FIRST AID

Two first aid and CPR classes were held recently at the request of Miller/Thompson Constructors Inc. Due to the company's work commitments, each class was given on two consecutive evenings, four hours per night. Eighteen students received American Red Cross certification for adult CPR and first aid. CPR cards are valid for one year and first aid for three years.



At left: CPR and first aid class members: (bottom from l) Misty Henry, Tom Lane, Jeff Pruitt; (middle from l) Thomas Brown, Michael Hillard, Ken Fagan; (top from l) Don Miller, Romy Barrara, Lucilla Olkerill and James Parnell.



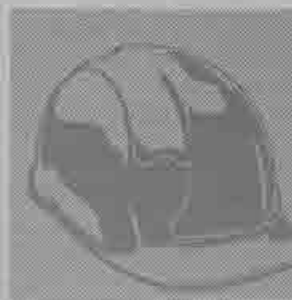
At right: CPR and first aid class members: (bottom from l) Robert Marshall, Julie Reikko, John Bacca, Robert Bates, Mark Hamers; (top from l) Michael Ferreira, Debra Turner and Paula Glass.

NEWS FROM THE safety dept.



by
BRIAN BISHOP

safety
director



A class of 47 completes hazmat training.

Pictured are five of the students from the Hazmat class dressed in Level A and Level B suits.

NEWS FROM teaching techs



by
PAUL SCHISLER

administrator,
northern California
surveyors joint
apprenticeship
committee

Mark golf tournament date on your calendar!

The Fifth Annual Tech Engineers Golf Tournament is upon us. Mark your calendars for July 18, for a super golf tournament at Lake Chabot Golf Course in Oakland. Cost is \$75 per person, which includes green fees, continental breakfast, golf cart, barbecue and prizes. Entry is limited to the first 144 who sign up and the past four years have sold out completely. Don't get left at the clubhouse —

contact Paul Schissler today at (510) 748-7413 for more information.

HANDS-ON COMPETITION

Our ninth annual Hands-on Competition was held Saturday, May 8. Fifty-four apprentices and journey upgrades formed teams to compete against their fellow classmates at a site next to the Operating Engineers headquarters building in Alameda.

This year competitors were divided into 15 three-person crews and judged on their performance on three field problems: topographic survey, slope staking and curve staking. Because a course like this would be too

difficult for new apprentices, of which we have an abundance at this time, a smaller, easier course was designed especially for the entry level apprentice.

Presenting the awards at the competition were Rob Wise, recording-corresponding secretary, Local 3; Eric Angstadt, executive secretary, Bay Counties Association; Mark Reschar, Meridian Technical Services.

When all the scores were tallied, the winners were: (at right)



At left: From left, Duncan McCormack, Miguel Gonzalez, Raul Bossi and Elijah Tan.



Above: Business Manager Don Doser (second from right) with Hands-on competitors (from left) Dennis Cronin, Brian Christensen, Al Pope (right) Janson Philo.



Above: From left, Alston Breakefield, David Beardsley, Rob Vadnais and Jesse Davis.



At right: The luncheon.

Awards were again provided by Bay Counties Civil Engineers and Land Surveyors Association and Operating Engineers Local 3, and we greatly appreciate their generosity and support. Also, we thank Carlson, Barbee & Gibson Inc. for donating tickets to Oakland A's and San Francisco Giants games.

A thank you to numerous people is in order, since this type of event takes a lot of preparation. Equipment was donated by Meridian Technical Services, Worldwide Land Surveys, Kier and Wright, Sandis, Humber, Jones, Mark Thomas & Co., Inc., Mission Engineers, Kister, Savio & Rei. Without this equipment we could not have a program of this type, and we thank all of these firms for their help. Our instructor staff consisting of

Ken Anderson, Neal Austinson, Sean Finn, Fred Feickert, Mike Foulk, Floyd Harley, Ron Nesgis, Fred Seiji, Rod Stewart, Fred Seiji, Ted Taylor and Terry Warren along with Local 3's Technical Engineers Director Jerry Orme and Tech Rep. Bud Ketchem were all judges, and we thank each one of them for their efforts.

Inside helpers included our staff of Joanie Thornton and Janet Crisosto with help from Dana Barker and Dave Nelson. These individuals made sure the all important lunch was taken care of and they also provided the competitors with final scores. We thank them for their preparation and work.

We think all would agree — it was a great day!

1ST PLACE

Party Chief — Michael Ferreira, Worldwide Land Surveys
Chainman — Alfonso Montiel, Meridian Technical Services
Apprentice — Jorge Ramirez, Mark Thomas & Co., Inc.

2ND PLACE

Party Chief — Steve Mason, Kister, Savio & Rei
Chainman — Matt Jordan, Morton & Pitalo
Apprentice — Adam Wright, Thompson-Hysell Engineers

3RD PLACE

Party Chief — Rob Vadnais, Mission Engineers
Chainman — Jesse Davis, San Jose Waterworks
Apprentice — David Beardsley, WCS

4TH PLACE

Party Chief — Brent McDonald, Kier & Wright
Chainman — Joey Waller, Meridian Technical Services
Apprentice — Keith Johnson

5TH PLACE

Party Chief — Rich Redding, Sandis, Humber, Jones
Chainman — Matt Sampson, Associated Professions
Apprentice — Floyd Harley, Jr., KCA Engineers

6TH PLACE

Party Chief — Steve Highland, Worldwide Land Surveys
Chainman — Richard Ortega, Brian Kangas, Foulk
Apprentice — Robert Fernandez, Meridian Technical Services

ENTRY LEVEL APPRENTICES:

First Place — Rod Stewart, Jr., Kier & Wright
Second Place — Jose Meruelo, Brian Kangas & Foulk
Third Place — Sabrina Paulson, Carlson, Barbee & Gibson

APPRENTICES OF THE YEAR:

Keith Johnson, Glenn F. Williams, Dan Sublett, Golden Pacific Surveys, Adam Smith, Towill Michael Kuykendall, Meridian Technical Services

SPECIAL HONORS:

Instructor Appreciation:

Fred Seiji, Retired

Outstanding Accomplishment:

Sean Finn, Worldwide Land Surveys

Outstanding Employers:

Meridian Technical Services

Worldwide Land Surveys

Resident Apprentice:

Al Pope, Meridian Technical Service

Greetings

FROM THE TECH ENGINEERS DEPARTMENT

Spring has arrived and with it an increase in surveying activities. The year is off to a fast start with the highest trust fund hours reported for January and February since 1990. This means our members are increasing their income, vacation, pension and fringe contributions. Remember that all of these items came about because we are unionized, dedicated to our profession and strong in the belief that our union, Local 3, is the best.

I recently assisted our organizing department in Utah. In that state the surveying industry is not organized and has no apprenticeship program. They do not pay a unified wage for labor to their personnel. Some employees obtain raises and some do not, some have health insurance and some do not, and some have retirement plans while others do not. When you are unionized, you create a unit that addresses these issues and bargains with the employer for every employee.

We must never forget that the wages, benefits and working conditions that we enjoy today came from past negotiations. We must continue to grow through organizing and demonstrating to others the principles and benefits of joining a union.



MEET YOUR NEW TECH BUSINESS REP.....

My name is Bud Ketchum and I would like to introduce myself as your tech business representative. I came into Local 3 as a surveyor in Marin County in 1972 and have worked throughout Local 3's jurisdiction since that time serving the

union in various capacities. Most recently, I completed eight months on the ART project in San Francisco working for Tutor-Saliba.

As your business representative I look forward to serving you. If I can be of any assistance, please call me in the Technical Engineers Division.

Beginning June 2, the Technical Engineers Division will be visiting the various Local 3 district offices on Wednesday late nights. Please drop by the nights we are in your area. We also look forward to seeing you in the field as well as at the regularly scheduled local district membership meetings in your area.

Take care and work safe.

by Tech Business Rep. Bud Ketchum

NEWS
FROM
talking
to techs

by
GERRY ORME

director,
technical
engineers



SKILL AND HARD WORK MEASURE AN OPERATOR

The Office of Compliance and Civil Rights (OCCR) is actively doing diversity training and working with signatory employers as well as the Federal Office of Contracts Compliance. Together we are working to provide opportunities in job placements, as well as compliance on Federal, State and locally funded jobs. With the help of many people we have been able to reach our goals in numerous areas of employment and compliance.

What we are doing is now being seen as an opportunity to provide work for those who are qualified and not as a force feeding of diversity. The approach that we are taking is based on the necessity to do the things that need to be done, instead of the perception of being forced to do them legally. Our members' abilities to do the

work should always come first. The emphasis on skills, not federal regulations or court decrees, is most important. When performance is based on knowledge, skill and hard work, the employer is the recipient of quality production, be it employee or a completed project.

Frederick Douglass once said, "When a man [mankind] is not the direct beneficiary of the fruits of his labor, to that extent he still remains a slave." Whether you are blue, black, green or gray, his statement is still true today.



Here are some names of employers, employer associations and commissions who support our efforts and mirror our concerns. They are taking great strides to help the OCCR accomplish its objectives. We would like to acknowledge them and offer a special thank you for their continued participation and support of the OCCR and its programs.

- Don Doser, business manager, and the Local 3 officers
- DeSilva Gates, James Scott Archibald
- Ferma Construction, Roy Ferrari
- Ghilotti Brothers, Mario Ghilotti and Mike Ghilotti
- Huber, Hunt & Nichols/Kajima, Corinne B. White
- Independent Construction Company, Dave McCosker
- Kiewit Pacific Company, Sue Wiler-Doke
- O. C. Jones & Sons, Bob Pelagcini, Larry G. Bauer
- Raisch Grade Way Construction, Dan Lowry
- Syblon-Reid Construction, Jim Hunt
- Tiechert Construction Company, Gill Grosthwaithe, Bill Quiroz
- Top-Grade Construction, Grace Carr
- Associate General Contractors of California, Steve Clark and Rich Hutchinson
- Association of Engineering Construction Employers, Tim Ccnway
- Engineering and Utility Contractors Association, Mark Breslin, Leslie Lord
- Human Rights Commission of San Francisco, Kiven Williams, Mary Tramil
- Economic Opportunities Commission, Paul McLain-Lugowski
- Employment Standards Administration and Office of Federal Contracts Compliance, Shirley J. Welcher, Deputy Assistant Secretary

NEWS
FROM THE
OFFICE OF
compliance
&
civil rights



by
CURTIS BROOKS

director



NEWS FROM THE districts

ROHNERT PARK — The work picture here in District 10 looks good, weather permitting.

The last half of April's sun and wind dried out the ground and work started to pick up. As we write this report in early May, we are looking out the window and wishing the rain clouds away. We hope in early June, when you read this, everyone will be going full-bore.

As we do get back into the swing of things, please remember safety. Take a moment or two to think safe. A member was recently injured very severely on the job. If it were not for his youth and vitality, the doctor said he probably would have been killed. As it is, he has multiple broken bones and fractures and will be mending instead of working for this season.

Hope for sun and get the work done, safely!

Sonoma County update

Almost all of the rock, sand and gravel companies in Sonoma County have been pretty busy all winter long. The last couple of years they all had to scale back during the winter months, but not so this year.

Syar Industries Inc. kept all of its hands

busy on both shifts as they upgraded its Healdsburg facility. The company is still putting together a new gyro screening plant for better sand production and revamping a primary crusher on the main plant. Syar also has done some major repairs to all of its asphalt hot plants at Healdsburg and the Santa Rosa Todd Road plant. This was done to prepare for the demand during the work season.

Hansen Aggregates' (aka Kaiser S. & G.) family has kept a nine-person crew working all winter at its Windsor Eastside Road plant and the hot plant on College Avenue in Santa Rosa. The hot plant crew was able to play a little catch-up on repairs this winter. In between servicing asphalt customers, it were able to install some new screens and do some preventative maintenance before the work season got rolling.

Hansen did some major repairs to their 4100 Manitowoc dragline. While the dragline was down, Hansen Aggregates sub contracted to North Bay Construction to strip top soil and haul virgin material back up the river to the crushing plant. North Bay Construction has about four scrapers and dozers working at the present time.

Off-season in other locations

Things were slower in Mendocino County this winter. Parnum Paving's aggregates division had almost all the crushing

facilities shut down for the winter. The Red Rock Quarry, Langvalle Quarry, and the new quarry on Hwy. 175 in Lake County were all down for the winter.

As of April, most of Parnum Paving's hands were being called back to work. The concrete Ready-Mix division in Ukiah was able to keep almost all of their operators and mechanics working through the winter. According to the plant manager, the Ready-Mix side of Parnum Paving is looking forward to another good season.

District 10 Market Geographical Committee members Pamela Keller, Michael Donaghy and Bobby Golden successfully negotiated an agreement satisfactory to both the membership and employers. Thank you to the three Employer Contractors, Steve Geney from North Bay Construction, Roger Hermsmeyer from Oak Grove Construction and Bill Carrillo from Parnum, for their good faith negotiations on April 26 for the District 10 Private Work Agreement. The union representatives with the help of chief shop negotiator Tom Bailey have recently completed the Peterson Tractor, San Leandro and North Bay Field Service Agreement negotiations. The contract has been approved and satisfied in both wages and conditions.

by District Rep. Gary Wagon, Business Reps. Greg G. Gunheim and James P. Killeen, Special Rep., Crane division, Russ Burns and Special Rep., Technical Engineers Division, Gerry Orme.

AWARDS PRESENTED AT ROHNERT PARK'S QUARTERLY DISTRICT MEETING



1. (From left) Treasurer Max Spurgeon and Vice President Patrick O'Connell presented service award pins to James Grant, Jim Grant, Mike Donaghy, Patrick Wright, Stan Wise and Joe Pasqual.

2. Vice President Patrick O'Connell (right) presents brother Clarence Tonn with his 25-year service award pin.

3. Vice President Patrick O'Connell presented retiree Howard Seacord his 40- and 45-year service award pins. Howard Seacord is past retiree Grievance Committee member for District 10.

4. District Rep. Gary Wagon (right) presents the Volunteer of the Year award to James N. Scurzi, Jr. This is the first time an apprentice has received this award. Jim Scurzi, always willing and able to assist, is active in such political activities as phone

banking and precinct walking. Jim has attended every district meeting and the semi-annuals, and he also attends the city council and board of supervisor meetings if we request his assistance.

5. Vice President Patrick O'Connell (left) presents and witnesses the obligation swear-in for the following new members of Local 3: (left to right) Andrew Strode (Ghilotti Construction), Albert Carretero (Peterson Tractor/Santa Rosa), Esther Preciado (C.A. Rasmussen/Apprentice) and Matthew Clawson (Ghilotti Construction).

6. Vice President Patrick O'Connell is pictured with four Local 3 Grant family members, from left: Rodney Grant, James Grant, Sr., Jim Grant, II, and James Grant, III. These Grants form three generations of Operating Engineers. James Grant, Sr., received his 25-, 30-, 35-, 40- and 45-year service award pins and his son Jim Grant, II, received his 25, 30 and 35 year service award pins.

FROM SACRAMENTO

KIEWIT TO START ON FIBER OPTICS LINE

SACRAMENTO — Work in Yolo County has started up. Kiewit has a pre-job on an \$18 million fiber optics project putting in 88 miles of fiber optics line from Oakland to West Sacramento. Ten miles of this will be in Yolo County. The project will employ 40 operators at its peak. Kiewit is hoping to get a lot more fiber optics work in the future.

All the contractors and quarries are expecting a very good year. Granite Construction has bought Collet's Cache Creek Quarry in Capay and will be taking over Collet Asphalt Plant in Rio Linda at a later date.

Ground will be breaking in the Tahoe area. Perata has picked up a job in Weimar and is running fine. The job started about two weeks ago. Nemitz Construction is also on their way to a great year. It has started the slide repair work on Hwy. 50. The Folsom area is going nuts with an abundance of work from contractors such as Teichert, Granite, Kiewit, M&M Electric, Ranger and C.C. Myers Inc., to name a few. Their work has started and is in full operation.

All of the rock plants in the Woodland and Esparto area are busy, and they look to be even busier if the work picture holds true for this year. Teichert has a new neighbor in Esparto because Granite took over the R.C. Collet plant.

Successful negotiations

We have recently concluded negotiations with Teichert Ready Mix. The negotiations were short but very sweet. We were fortunate enough to be able to include seniority into the agreement. We were also able to arrive at an 85-cent-per-hour increase each year on a four-year contract.

The rank and file elected Chris Tully to be the negotiating advisory committee person. Between Chris Tully, John Bonilla and Jay Bosley, negotiations were concluded swiftly to the mutual satisfaction of the union, the members and the employer.

A feature added to the agreement was the inclusion of supplemental dues. As the supplemental dues are applied, the amount you pay at the window decreases. This is a win-win for everyone.

Seasonal adjustments

Teichert's Cat shop and Perkins Quarry had a very active winter. The members at each lost very little time, if any, as they prepare for the grueling season ahead.

C.C. Meyers Inc., the bridge builder, whose roots go back to before Polish and Benedict YPK, finds itself in the dirt business. Lonnie Morelock, among others are committed to this effort. The company has purchased a sizable wad of new equipment and we expect great things from them.

In closing, let's plan for a safe and prosperous season.

by District Rep. John Bonilla and Business Reps. Jay Bosley, Jim Horan, Ricky C. Johnson, Sr., Frank Rodriguez and Travis Tweedy

NEWS FROM THE districts

When it comes to legalizing marijuana...
Don't inhale — yet!

The debate over the use of marijuana for medical purposes continues to rage. The federal government remains unbending in its position that the drug has no medical purpose whatsoever. In fact, federal law preempted its legalization by several western states. Pro-marijuana activists enthusiastically claim that marijuana's active ingredients alleviate the pain and nausea of some illnesses.

Well, whenever there is a stalemate one usually calls in an arbiter, that is, a person or an institution who it is hoped will be impartial, knowledgeable and fair. In this case the obvious choice was the venerable, highly respected Institute of Medicine. For \$896,000 over a one-year period, the institute produced a 250-page report that is now available. A panel of 11 scientists (the best of the best) reviewed published medical studies on marijuana's physiological effects and possible clinical benefits, and took testimony from researchers and patients. This report will not satisfy many people because it is neither conclusive nor does it entirely support any of the most common positions or opinions.

On the one hand, the report states that marijuana has potential as medicine, but on the other hand the scientists have found little convincing data that it actually offers medical benefits. They list about 30 symptoms for which patients presently use marijuana. They indicate, however, that for most of these symptoms there are more effective drugs already on the market. Marijuana and the cannabinoid it contains appear to be holding potential for treating pain, chemotherapy induced nausea and vomiting, and the poor appetite and wasting caused by AIDS or advanced cancer.

One thing all scientists absolutely agree on is that the harmful effects of smoking marijuana include a risk of cancer, lung dam-

age, and low birth-weight for babies born to mothers who smoke while they are pregnant. Never mind that one of its most common effects is euphoria, possible disorientation and reduction in reaction potential, and probable dependence.

The report calls for more studies and clinical trials that will essentially produce synthetic forms of marijuana to be delivered by safe, fast-acting, and reliable mechanisms such as inhalers and pills. Smoking pot is clearly harmful and stands little chance to be legalized. Nevertheless, marijuana, or a synthetic form of it, is being advanced by the IOM report on medical policy grounds. That certainly is a cautious and deliberate little step in the right direction.

Now where does that leave you when you smoke pot recreationally, addictively or for medicinal purposes? You are exactly in the position you always were: You are breaking the law — as it stands right now. What may be of greater interest, however, is the fact that your marijuana use may threaten your job, your livelihood.

As the work season starts we are getting calls from members who tested positive for marijuana on their pre-employment drug test. It seems that nobody remembers that it takes 30 days from last usage for the test results to be negative. Could it be that pot also impairs memory?

Now, if by chance you are waiting for marijuana to be legalized, don't inhale — yet! You may be waiting a long time. If you want some confidential help in the meantime, call us at 1-800-562-3277 or, in Hawaii, at 1-808-842-4624.

NEWS FROM THE addiction recovery program



by
UWE GUNNERSEN
director

1-800-562-3277

IN HI:
1-808-842-4624

NEWS FROM THE districts

FROM SAN FRANCISCO FROM SAN FRANCISCO



SAN FRANCISCO — In South San Francisco at W. Orange Avenue and Canal Street on the site of the former world headquarters of Guy F. Atkinson Co., Summerhill Homes will be building 153 new homes. The grading was done earlier this year by DeSilva-Gates Construction of Hayward, under the leadership of brother Don Parker and his team. Now the underground goes in by a top-notch crew of J & M Pipelines of Hayward. Another job well done by Local 3.

by Business Rep. Pete Fogarty

From left: Foreman Al Butra, Superintendent Jeff Blake, Loader Operator Mike Ginter, Excavator Operator Randy Bruce, standing on tractor, Operator Ross Biglow.

FROM SAN JOSE FROM SAN JOSE

DON INCARDONA RETIRES AFTER 36 YEARS WITH LOCAL 3



Business Manager Don Doser (left) with Don Incardona and San Jose Mayor Ron Gonzales.

SAN JOSE — Don Incardona was honored for his career achievements with Local 3 at a recent retirement ceremony.

Don, who worked in the construction industry for more than 40 years, has been a member of Local 3 since 1963 and worked for four Business Managers. He says there are two things in his life that he is proud of — one is his wife and family and the other is his union.

Don and his wife, Frances, have three daughters and a son, all married, who have given them eight grandchildren.

A former gradechecker, operator and foreman, Don also served San Jose District 90 as an apprenticeship coordinator, business rep and a district rep. According to Don, the most rewarding part of his career was working for the membership. Don feels it is an honor to serve the membership and to fight for workers' rights, wages and working conditions.

Don says to the membership, "Thank you all for the opportunity to have served you."

FROM MARYSVILLE FROM MARYSVILLE

REMEMBERING ALEX CELLINI

MARYSVILLE — Alesio Angelo "Alex" Cellini, district representative of Local 3's Marysville office from September 1973 to September 1982, passed away April 17, after a long illness.

Alex was initiated in Local 150 in July 1959 and transferred his card to Local 3 in November 1962. He worked for various contractors in the San Francisco Bay Area and in our Santa Rosa District. Alex was hired as dispatcher in the Santa Rosa dispatch office, then promoted to business representative in the Oakland District. In 1970, he was reassigned to the Marysville District office, and

in 1973, he was appointed by former Business Manager Dale Marr to district representative in Marysville.

As district representative, Alex served on the District 60 Joint Apprenticeship Committee and as a Local 3 delegate to both the Marysville Central Labor Council and the Five Counties Building & Construction Trades Council.

During his tenure in Marysville, Alex was very active in community affairs and events. In 1976, he was appointed by the governor to the Yuba-Sutter Fair Board. He also served on the Sutter County Grand Jury, as

a member of the Sutter County Comprehensive Health Committee, and as both a board member and in team management in the Sutter Buttes Little League.

Alex retired due to disability in 1987.

Alex was well known for being a hard-working, fun-loving, happy-go-lucky person with a great sense of humor. The Marysville district office staff and the members will miss him.

by Business Rep. Dan Mostats

SATURDAY, JUNE 5 - RETIREE ASSOCIATION PICNIC IN RANCHO MURIETA

Where: Rancho Murieta Training Center**When:** Picnic area opens at 10:00 a.m. Lunch service begins at 1:00 p.m. Self-contained motorhome or camper overnight parking available Friday and Saturday.**What:** Rib roast, salad, beans, rolls and drinks. Horseshoe tourney, live music, souvenir photographs, raffles and much more.**How much:** Free

For more information call (510) 748-7450.

SATURDAY, JUNE 12 - REDDING DISTRICT PICNIC

Where: Anderson River Park**When:** 11:00 a.m. to 4:00 p.m. (food served 11:30 a.m. to 2:30 p.m.)**What:** Pit-roasted BBQ beef, beans, salad, fruit, rolls, drinks, ice cream, clowns and games for the kids, music and raffle.**How much:** \$10 for adults, \$6 for retirees, \$4 for children 6 - 14 years old, kids under 6 free

For more information call (530) 222-6093.

SUNDAY, JUNE 27 - ROHNERT PARK/SANTA ROSA DISTRICT PICNIC

Where: Sonoma County Fairgrounds, Founders Grove (adjacent to Brookwood Ave.), 1350 Bennett Valley Road**When:** Noon to 3:30 p.m. (food served 12 to 2:00 p.m.)**What:** New York steaks (12 oz.), hot dogs, salad, beans, rolls, drinks, live music and raffles.**How much:** \$10 for adults, \$5 for retirees, free for children 12 and under.

For more information call (707) 585-2487.

SATURDAY, JULY 10 - RENO DISTRICT PICNIC

Where: Deer Park in Sparks**When:** Retirees will be served immediately following their 11:00 a.m. meeting. Regular festivities will begin at 1:00 p.m.**What:** Picnic honors retirees. BBQ brisket, chicken, hot dogs for the kids, beans, salad, garlic bread, drinks and ice cream. Piñayta for the kids, DJ, dancing and raffles.**How much:** \$7.50 for single adult, \$15 for family (includes two adults plus children under 18), free for children 12 and under. No charge for retirees and spouses.

For more information call (702) 857-4440.

SATURDAY, AUGUST 7 - FRESNO DISTRICT

Plans are in the works. Details to be announced in the next issue.

For more information call (559) 252-8903.

SATURDAY, AUGUST 14 - SALT LAKE CITY DISTRICT PICNIC

Where: Murray Park (Pavillon 5), 330 East Vine Street in Murray**When:** Retirees will be served at noon. Regular festivities will begin at 1:00 p.m.**What:** Menu, raffles and such to be announced in the next issue.**How much:** No charge for retirees, active members pay \$5 for singles, \$10 for families.

For more information call (801) 596-2677.

SUNDAY, SEPTEMBER 12 - OAKLAND DISTRICT PICNIC

Where: Marina Park (Seagull Area), San Leandro**When:** 10:00 a.m. to 4:00 p.m. Food served at noon.**What:** Tri-tip with BBQ beans, salad, rolls, hot dogs, drinks. Horseshoes, volleyball and softball. Playground for kids.**How much:** \$10 for adults, \$7.50 for retirees, \$5 for hot dogs.

For more information call (510) 748-7446.

SUNDAY, SEPTEMBER 26 - FAIRFIELD DISTRICT PICNIC

Where: Pena Adobe Park, Vacaville**When:** 11 a.m. till done**What:** Marinated tri-tip, hot dogs, drinks. Lots of raffle prizes.**How much:** \$8 for adults, \$5 for retirees, free for kids who eat hot dogs.

For more information call (707) 429-5008.

SUNDAY, SEPTEMBER 26 - STOCKTON DISTRICT PICNIC

Where: Micke Grove Park (Delta Area), off Eight Mile Road, between Stockton and Lodi**When:** 11 a.m. to 4 p.m.**What:** Steak BBQ, hot dogs for children, drinks, raffles and more.**How much:** \$10 for adults, \$8 for retirees, children under 15 free.

For more information call (209) 943-2332.

NEWS
FROM THE
districts

HONOLULU - Roy Sonomura, president of M. Sonomura Contracting Company and longtime friend of Local 3 and organized labor, has signed a Hawaii independent construction agreement with Local 3. We are happy to have him back. In the photograph is Hawaii District Rep. Harold Lewis, right, welcoming back Roy Sonomura. Others in the photo are from left: Allan Parker, HOEISF administrator, Nelson Umiamaka, JAC administrator, W. Kalani Mahoe, assistant director of organizing, and Colin K. Kaalele, assistant district rep.

Looking for a job?

The Oakland District has already failed to fill Grade Checker Jobs and we are offering another class.

WHAT: Grade Checking class

WHERE: 1620 South Loop Rd., Alameda, Calif.

WHEN: Starting Monday, June 14
7:00 - 9:00 p.m. weekly

CONTACT: Oakland Dispatch at (510) 748-7446.

meetings AND announcements

Bring Your Dues Card

Recording-Corres. Secretary Robert L. Wise wishes to remind all members to carry their paid up Local 3 dues card. When attending a semi-annual, quarterly district or special 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.

DISTRICT MEETINGS

All meetings convene at 7:00 p.m.

JUNE 1999

- 3rd** District 10: Ukiah, CA
Discovery Inn
1340 N. State Street
- 10th** District 20: Martinez, CA
Plumbers 159
1304 Roman Way
- 17th** District 90: Freedom, CA
Veterans of Foreign Wars Hall
1960 Freedom Blvd.
- 21st** District 17: Kauai, HI *
Kauai High School Cafeteria
Lihue, HI
- 22nd** District 17: Honolulu, HI
Washington Intermediate School Cafeteria
1633 So. King Street
- 23rd** District 17: Maui, HI
ILWU Hall
896 Lower Main Street
Wailuku, HI
- 24th** District 17: Hilo, HI
Hilo ILWU Hall
100 W. Lanikaula Street
- 25th** District 17: Molokai, HI
Mitchell Pauole Center
90 Ainoa Street
Kaunakakai, HI

JULY 1999

- 1st** District 30: Stockton, CA
Stockton Waterloo Gun & Bocci Club
4343 N. Ashley Lane
- 15th** District 80: Sacramento, CA
Engineers Building
4044 N. Freeway Blvd., Ste. 200
Sacramento, CA 95834
- 20th** District 40: Eureka, CA
Engineers Building
2806 Broadway
Eureka, CA 95501
- 21st** District 70: Redding, CA
Engineers Building
20308 Engineers Lane
Redding, CA 96002
- 22nd** District 60: Oroville, CA
Cannery Workers
3557 Oro Dam Blvd.
- 29th** District 04: Fairfield, CA
Engineers Building
2540 N. Watney Way
Fairfield, CA 94533

AUGUST 1999

- 5th** District 50: Fresno, CA
Laborer's Hall
5431 East Hedges
- 12th** District 11: Reno, NV
Engineers Building
1290 Corporate Blvd.
Reno, NV 89502
- 13th** District 12: Salt Lake City, UT
Engineers Building
1958 W.N. Temple
Salt Lake City, UT 84116
- 19th** District 01: Burlingame, CA
Machinists Hall
1511 Rollins Road

* Please note date change

Certification of election to amend Local 3 bylaws

As per Article XIV, Section 2(b) of the Operating Engineers Local Union No. 3 Bylaws, the national accounting firm of Thomas Havey LLP conducted the Bylaws Resolutions mail referendum vote. Its report, in part, contained the following:

We have monitored the tabulation of the ballots cast by members of the Operating Engineers Local Union No. 3 in the May 11, 1999 Bylaws Resolutions mail referendum vote. The procedures we followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions as were adopted by the Bylaws Committee on October 20, 1998 for conducting the mail referendum vote.

The total number of ballots received, ballots challenged, and ballots determined to be invalid for any reason are indicated in our report and, in our opinion, accurately represent the results of the election based on the ballots received.

Thomas Havey LLP

Legal Ease

With Union Privilege Legal Service, expert advice is as close as your phone.



For information call:
1-800-452-9425
**UNION PRIVILEGE
LEGAL SERVICE**

FREE WANT ADS FOR MEMBERS

FOR SALE: 1990 Lincoln Town Car, immaculate, burgundy w/ leather interior, V8-5 liter engine, power everything, exc. maintenance - recent tire, brakes, electronics, all records avail., 91k miles, \$7,000, (530) 477-8837, #865600.

FOR SALE: Heavy duty mechanics Tools, a. o. t. c. electric driven hydraulic pump, puts out 10,000 p.s.i., (530) 477-1782, #1446503.

FOR SALE: Metabolife, \$40.00, (209) 823-0610, #1087721.

FOR SALE: Single axle car trailer with tire rack, \$600.00, (209) 369-3936, #1291266.

FOR SALE: One black Ranch Mink coat, x-tra large with matching cap, paid \$8,000.00 three years ago, worn one time, will accept \$4,500.00, black leather coat, 3/4 length, x-tra large, \$200.00, call Harold White (775) 577-3843, #1159518.

FOR SALE: 1980 580C Etendahoe, 3 buckets, wet kit, hy ram, \$10,000.00, (775) 329-3659, #23220439.

FOR SALE: 1991 Ford Tempo-Rare, like new, four wheel drive, 1 adult owner, 55k miles, \$5,000.00, (530) 241-2388, #1020162.

FOR SALE: 1968 Stylecraft Ski Boat, good entry level boat, good 100 hp Evinrude motor, boat, motor, trailer, \$3,000.00, (209) 369-3936, #1291266.

FOR SALE: 1987 Wright trailer, 22' with dual tires, \$3,500.00, 1974 INTERNATIONAL Dump Truck with 6 yard dump, \$4,000.00, (209) 481-6547 or (209) 478-7186, #1446474.

FOR SALE: Winchester 30-30 model 55 take-down rifle with scope, \$500.00/offer, also Frontier Scout - 62 - 22LR pistol \$175.00, leave message (707) 725-5334, #0939694.

FOR SALE: 1974 Diamond Rio Water Truck, 4000 gallon, low hours on engine & trans., CDF & TAHO Nat. Equiped, \$15,000.00 firm, (530) 477-2267, #2077422.

FOR SALE: 8 yard hydrolic scraper, Caterpillar type, single axle w/hand controls, fits crawler tractors or rubber tractors, \$2,600.00, (916) 991-1530, #0486196.

FOR SALE: 1985 Ford F-250, 6.9 DSL, std. cab, 4 speed, 4 w.d., chrome wheels, bed liner, needs paint, mechanically good, 250k miles, \$4,000.00, (209) 369-3936, #1291266.

FOR SALE: Lovely 2300 sq. ft. home, 3bd, 2 1/2 bth, central heating & air, hardwood floors, cedar floors in closets, ceramic window sills, family room w/wet bar, formal dining w/built in china closet, 2 hot water heaters, RV parking w/ water, septic & elec. hook-ups, (209) 668-4689, #0418171.

FOR SALE: 1988 Marlin family Ski/Fishing Boat, open bow, 17 1/2', V6, 175 HP, Merc V/O, matching trailer, ski tow, AM/FM cassette, spare tire, spare prop, anchor, 2 teak swim platforms, '99 boat/trailer tags, freshwater only, garaged, great condition, \$6,700.00/offer, (510) 352-0726, #2018174.

FOR SALE: 1996 Chrysler Concorde LX1, 61k miles, original owner, spruce color, perfect, alloy wheels, \$13,500.00, (209) 369-3936, #1291266.

FOR SALE: 1984 Holiday Rambler Motorhome, 33', 50K miles, new fridge, new toilet, new water pump, Mitchlin

tires, take over payments Operating Engineers, \$21,000.00, (916) 991-2086, #0993998.

FOR SALE: Diamond decking flat bed, 11ft. long, 7ft 9 in. wide, with built in water tank, also built in gas & diesel tanks with 5th wheel plate, ideal for well drilling & etc., \$450.00/offer, (916) 991-1530, #0486196.

FOR SALE: 1981 Fiberskif Boat 17ft, openbow, inboard, outboard, 165 Mercury outdrive, depth finder, fish locator, low hours, runs great, \$3,900.00/offer, (707) 693-0344 or leave message, #1235201.

FOR SALE: 1995 Ford Thunderbird LX-Coupe 2D, V-8, low mileage, \$13,000.00, (707) 678-1777, #1123477.

FOR SALE: Snap-on tool box series 3000, tool box value \$5,000.00, with complete set of snap on tools and Mac tools, with impact tools will sell for \$8,000.00/offer, (408) 847-1974 leave message, #2330120.

FOR SALE: 14X68 2 bdrm mobil home set up in nice park in Evanston, WY, (435) 652-3792, #1661067.

FOR SALE: 1991 Polaris A.T.V. 2X4, good cond. \$1,875.00, Siera wood burning stove, \$150.00, Whirlpool wall air condition cooling, 14,000 B.T.U. \$95.00 (408) 266-1058, #0835689.

FOR SALE: 1971 350 SL Merz, great for restoration, both tops, color of car white, \$3,000.00/offer, needs lots of work interior and rebuild engine, (510) 763-3932, #2163844.

FOR SALE: Shopsmith model 10 ER wood working machine, combination tablesaw, drillpress, shaper, lathe, sander, xtra cutters, blades, speed changer, \$400.00/offer, call Rich, (925) 228-7808, #2102580.

FOR SALE: 60 Gallon fish tank with pine stand and all accessories, i.e., pumps, filters, plants, fish food and more, \$300.00/offer, (209) 541-1553, #2193846.

FOR SALE: 1996 Dodge Dakota pickup, club-cab, red, long bed, Calif. package, V6, 5 speed, 42,000 mi, great shape, pay off my lease, \$11,000, ask for Paul, (209) 541-1553, #2193846.

FOR SALE: Apache folding trailer, all fiber glass, sleeps 4, like new, refrig., stove, water tank, central power pack, dual propane tanks, new spare tire and levelers, asking \$2,995.00/offer, (925) 757-9240, #0689209.

FOR SALE: Remington 12 Gauge shotgun, model 870 express, ventilated rib, xtra choke tubes, checkered stock, good condition, \$250.00/offer, call Rich, (925) 228-7808, #2102580.

FOR SALE: Bolesaero 31' Travel Trailer, self contained, clean, air conditioner, full bath, twin beds, \$4,500.00, (530) 275-3889, #2014026.

FOR SALE: 1994 Ford F700 16 Ft. flat bed dump, standard 6 speed transmission, 6 cyl. Cummins diesel, 32,000 miles, heavy duty trailer hitch and tool box under flat bed. \$26,000.00/offer. Also a camper shell for a Toyota pickup, dark green, \$200.00/offer, (510) 351-1394 after 6 pm, #2000150.

FOR SALE: 1990 BMW 750 IL, 95k miles, mint condition, white with tan leather, loaded must see, \$15,500.00/offer, (559) 299-0309, #1262951.

FOR SALE: 5th Wheel, Komfort 1987, very clean, roof AC, walk thru bathroom with large tub and shower, large refrig., lots of storage, twin beds or slide together, great for travel or live-in, nice condition, \$6,800.00/offer, (530) 743-6746, #0678971.

FOR SALE: 1984 GMC High Sierra 1500 Truck, clean, 78k miles, with gem top, \$2,500.00, (530) 275-3889, #2014026.

FOR SALE: 1996 New Home, Oak Shores on Lake Nacimiento near Paso Robles, CA, gated, launch ramps, boat docks, pool, club house, one bdrm, jetted hot tub, spectacular views from deck, 900 sq. ft., finished garage, laundry, 3/4 bth., satellite dish, AC, stove, dishwasher, washer/dryer, \$135,000.00/offer, (805) 472-2821 or (805) 461-3170, #2162652.

FOR SALE: 1993 VW Jetta, 4 door, 5 speed, AC, PL, sunroof teal with black interior, \$6,700.00/offer, (831) 429-8989, #2293066.

FOR SALE: 1985 Dodge 7 passenger window van prospector B-150 w/ 318, smokes-smoged 30 miles back, runs good, liscensed to 2/2000, clean, never wrecked, radio, air, power steering and brakes, trailer tow equipped, \$1,100.00, (916) 489-4187, #0418906.

FOR SALE: 1985 Bayliner, Outboard 16ft. with trailer, 85 H.P. with fish finder, and nice canopy, good cond., \$4,200.00/offer, (559) 299-0309, #1262951.

FOR SALE: Horse and Cattle Ranch located 20 miles from downtown Reno at the foot of the Sierra's, Approx. 95 acres with 6,000 sq. ft. house, 120' x 30' barn corrals, and stables, 10 acres in alfalfa, 5 acre lake, 4 ponds, will sell with or without farm equipment, (775) 677-1710, #0925055.

FOR SALE: 1991 Magalia Home, 3 bdrm, 2 bth, approx. 1465 sq. ft., large covered redwood deck, cathedral ceilings, oak cabinets, oak wainscot, ceiling fans, central heat and air, large finished 2 car garage, garage door opener, .42 acre lot, generous RV parking, front landscaping with drip system, \$112,000.00, (530) 877-4500, #2012260.

FOR SALE: Foretravel 1979 29' 440 motor, rear bed, side bat., large refrig., ice maker, central heat, 2 roof airs + dash, 20' awning, water purifier, gen, roof, ladder and rack, much more, \$10,000.00, (916) 489-4187, #0418906.

FOR SALE: 1996 Ski Centurion Ski Boat, Falcon Sport, closed bow, air boom, stereo, wakeboard rak, fat sak, always garaged, \$17,000.00, (831) 759-9956, #2145338.

FOR SALE: 1975 Jeep Renegade CJ5 4x4, with 304 V8, 3 speed, factory winch, new soft top, low miles, \$5,000.00, (408) 274-5591, #2105272.

FOR SALE: Gold Camperworld Resort Membership - perpetual use with no limitation on number of times membership maybe transferred or resold. Includes, coast-to-coast, resort parks international and the vacation club, \$3,000.00/offer, (775) 883-0929, ask for Peg, #0854262.

FOR SALE: Alhambra Royal electric water cooler, \$50.00; Bassett Baby crib with mattress, \$100.00; Graco stroller, \$25.00; Graco porta-crib, \$50.00; Evenflo Joy Ride car seat carrier, new,

\$40.00, (408) 274-5591, #2105272.

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

FOR SALE: 6.9 acres in Cottonwood, Calif., area of nice homes and school, \$42,000, (530) 222-2428, #1820564.

FOR SALE: 3 fenced acres, 90 min. NW of Las Vegas, well, 10x10 pump house, water plentiful, electricity, phone, septic footing in a 24x40 ft by 20 ft high, heavy steel bldg., bldg. for semi-van storage, \$36,900.00, call between 6am-6pm, (775) 372-1420, #0931123.

FOR SALE: Beautiful hand made beaded jewelry and leather pouches, (90 pieces, mostly necklaces), made of tiny glass beads, enamel glass pearls, shells, bone, wood. Casual/formal, mens/ladies styles, first \$500.00 takes all, (916) 427-3076 evenings, #1977241.

FOR SALE: Camperworld membership in Utah with coast to coast and RPI, original cost \$4,000.00. Have sold trailer will sell for \$500.00, call Ralph (702) 456-0527, #0964973.

FOR SALE: Fireplace insert, 31 inches wide, 22 inches tall, \$70.00, call evenings (925) 798-7144, #2241843.

FOR SALE: 1930 Model A Ford coupe with rumble seat, fully restored, many extra parts, \$10,500.00, (775) 673-6805, #0971522.

FOR SALE: 3 bdrm, 2bth, 15 acres, extra parking, landscape front, front/back sprinklers, security fence/gates/doors, roof warranty, covered patio, enclosed garden area, enclosed dog run, custom built shed, seven diff. fruit trees, close to schools, shopping, gas, \$83,950.00, owners relocating closer to job, (916) 427-3076 evenings, #1977241.

FOR SALE: 1956 Chev. Nomad, partial restoration done, chasis & drive train complete, some body work done, lots of new parts, all glass except windshield, \$10,000.00 invested, make offer, if no answer leave message, will return call. Must sell can't complete, back problems, (831) 757-5614, #1192168.

FOR SALE: 1994 Westport 5th Wheel by Fleetwood, 33' long, 2 slides, awning, ducted A/C, oak cabinet doors, glass shower, upgraded queen mattress, great shape and non-smokers, \$22,000.00, (530) 333-4557, #1795824.

FOR SALE: Ione Cal. Castle Oaks Golf Course lot #94, overlooking #13 hole, \$45,000.00, Stanley Mattice (916) 773-8145, #0732090.

swap shop

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

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

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

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

Or e-mail to:
www.oe3.org

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



DEPARTED MEMBERS

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

Paul Ade	Rocklin, CA	04-18-99
Joshua Bassi	Placerville, CA	02-02-99
Kenneth Beeson	Fresno, CA	04-06-99
Thomas Berlin	Colusa, CA	04-07-99
Glen Buck	Magna, UT	04-22-99
Alesio Cellini	Yuba City, CA	04-17-99
Richard Coster	Marysville, CA	04-19-99
Jimmy Cox	Ardmore, OK	04-21-99
Richard Denis	Coarsegold, CA	04-06-99
Sam Dollar	Gilroy, CA	04-17-99
David Geier	Livermore, CA	04-11-99
Gonzalez Adan	Del Rio, TX	04-08-99
Robert Hackett	Coarsegold, CA	04-22-99
Charles Hager	Tooele, UT	04-16-99
Walter Hansen	W Valley City, UT	04-09-99
J. Hendricks	Placerville, UT	04-22-99
Maxwell Hopeau	Waianae, HI	04-10-99
Clyde Hulett	Sacramento, CA	04-14-99
Doug Hunter	Cedar City, UT	04-08-99
Donald Judd	Friday Harbor, WA	04-25-99
William Kaawaloa	Pahoa, HI	04-13-99
Donald Keith	Napa, CA	03-29-99
Charles Lorenson	Stockton, CA	02-28-99
Dan Lorenz	Cupertino, CA	04-10-99
Francis Macalvey	Galt, CA	04-16-99
Robert Malaspina	Daly City, CA	04-09-99
Aaron Manuel	Waianae, HI	02-19-99
McHenri Miller	Washington, UT	03-30-99
John Monego	Pleasanton, CA	12-11-98
George Morehouse	Morgan Hill, CA	04-10-99
Dewey Morgan	Byron, CA	03-09-99
Clarence Nickolisen	Rocklin, CA	04-15-99
Ralph Peay	Springville, UT	04-19-99
Robert Pulli	West Jordan, UT	04-15-99
Cliff Purcell	Crescent City, CA	03-16-99
Eloy Romero	Porterville, CA	04-14-99
M. Salgado	Elverta, CA	04-16-99
Robert Sanchez	Carthage, MO	04-26-99
David Sass	San Rafael, CA	04-14-99
Joe Schwartz	Modesto, CA	04-17-99
Martin Sweet	Redding, CA	04-05-99
Leonard Tudor	Sacramento, CA	04-25-99
Richard Walker	Memphis, TN	04-07-99
Claude Ward	Sacramento, CA	03-25-99
Winfred Webber	San Francisco, CA	04-10-99
F. Wood	Livermore, CA	03-17-99

DECEASED DEPENDENTS

Shirley Bles , wife of John Bles	04-10-99
Lila Brusatori , wife of Gino Brusatori (dec.)	04-06-99
Lydia Castillou , wife of John Castillou (dec.)	04-13-99
Zona Cochran , wife of Ed Cochran	12-07-98
Violet Davidson , wife of William Davidson (dec.)	04-02-99
Chong Garrett , wife of Steven Garrett	04-25-99
Martha Lewis , wife of Harold Lewis	03-30-99
Sherry Pentico , wife of Glen Pentico	03-22-99
Lucille Peterson , wife of Elwin Peterson (dec.)	04-06-99
James Quinn , son of Patrick Quinn	04-03-99
Iris Sehorn , wife of Charley Sehorn	04-03-99
Joyce Sharpe , wife of Melvin Sharpe	10-14-99
Viola Starkey , wife of Alvin Starkey (dec.)	03-24-99
Patricia Stoddard , wife of Roy Stoddard	04-25-99
Alma Warren , wife of Luther Warren (dec.)	04-03-99
Jill Woge , wife of John Woge (dec.)	04-14-99

HONORARY MEMBERS

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

Gordon Akuna	0977759
Mel Berg	1159433
Teofilo V. Boncales	1155502
Ernest Branscum*	1117555
Jerry M. Briggs	1144643
James Brown	0950781
Sylvester Chaldez	1144801
Sam Clark	1159445
John L. Creamer	1033782
Robert A. Danner, Sr.	1071022
Ramon Ensuna*	0971405
John Fanzone	1152865
Rafael R. Fass	1128369
Albert Gausins	1159609
Robert Gomez	1157785
C.D. Gower	0563863
Dick D. Graham	1159613
Jack A. Griner	1148460
Walter Haws	1137569
Roy L. Hilbert	1191199
George Jakeman	1128309
Pedro Lobitos	1157929
Otto Mann	1152719
John G. Martin	1104322
Raymond McGee	1144711
Charles L. Odell	1152741
Henry Posten	1155534
Donald Pretzer*	1142985
Delbert Russell	1157844
Guadalupe Sapien	1136335
Donald Smith	1051367
Emil Soljack	0592951
Edward W. Stevens	1133596
James D. Tanner	1137659
Donald Teach	1087614
Bert Thomas	1155490
Donald L. Wise	1148422

* Effective April 1, 1999

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