

Engineers News

VOL. 49, NO. 7

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

JULY 1991

Coastal Assault

Election Notice

See page 9 for important information regarding the Local Union Election of Officers and Executive Board Members.

Local 3 operators working for Ford Construction move a million yards of dirt to reopen a section of coastal highway in Marin County that was damaged by the Loma Prieta earthquake (see pg. 12-13).

Photo by James Earp



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

You would think someone who is elected to be a representative of the people in the Legislature would possess a basic amount of intelligence and common sense, but sometimes I wonder if that is indeed the case.

As the Governor and Legislature grapple with the worst budget deficit in the history of this state (thanks again to Governor Deukmejian's stubborn insistence that he would never raise taxes), some of our elected officials have come up with some "creative" solutions—at the expense of the working men and women who pay those taxes the state so desperately needs.

Take Republican Assemblyman Tom McClintock of Ventura County. In a recent editorial to the *Sacramento Union*, he criticizes the state prevailing wage regulations as "preposterous" and "grossly extravagant." He suggests that revising the regulations to allow for lower wage rates would save the state millions of dollars.

If Assemblyman McClintock thinks construction workers get paid too much, maybe he ought to take a trip out to Utah, which abolished its prevailing wage law in 1981. He would find an economy that is struggling to breathe in an atmosphere of minimum wage.

He would find a construction industry that has cut its own throat. There is no stability. There is a proliferation of fly-by-night contractors. There are unskilled and unsafe equipment operators running million dollar machines whose total wages are less than the benefit package alone of our union members in Utah.

There are good union contractors who literally built the state of Utah—its highways and waterways, power plants and commercial centers—who are slowly but steadily dwindling away because they can no longer compete in this cesspool of "economic Darwinism."

My answer to McClintock and others of his kind is this: "Open your eyes, you idiots!" Anybody that knows anything about economics knows that the construction dollar is the best leverage you can get to lift a slumping economy. Construction dollars generate manufacturing and service business. Construction dollars create the infrastructure that services all enterprise.

Construction workers who make union wages spend their money in the community. Their health benefits and pensions take care of their families and keep them off the public welfare system, which is exactly where underpaid workers end up sooner or later.

Finally, anybody that knows anything about the construction industry knows that, for the past 50 years, federal and state prevailing wage regulations have been the single most important influence in stabilizing an industry that is notorious for its "boom and bust" potential. A contractor should win a bid on a public funded project based on his or her expertise and productivity—not by slashing wage rates.

Who benefits from low wage rates? Certainly not the taxpayer. I can list many public funded projects that were awarded to unqualified low bidders that actually ended up over budget and late. Local business doesn't benefit. Cut throat contractors usually are from out-of-state and their employees send what little money they make back home. The workers obviously don't benefit. The only one who benefits is the cheap contractor who takes his money and runs.

An answer to "prevailing wage busters."

We need your input!

In January 1988, the Engineers News published a questionnaire seeking the membership's input on drug testing. The results of that questionnaire were instrumental in developing the drug testing program which is now being used in most Local 3 collective bargaining agreements.

The current program is based on reasonable cause. That is, an employee whose work performance and/or behavioral conduct indicates that he/she is not in a physical condition to perform a job safely and efficiently will be subject to a urine, blood or breathalyzer test to determine the presence of alcohol or drugs in the body.

A growing number of employers are pressing the union to permit a more expanded program which would consist of the above program plus pre-employment drug testing. Pre-employment drug testing is currently not permitted in most Local 3 collective bargaining agreements.

We need your input on this important issue. Please take a moment to fill out this anonymous questionnaire, clip out and mail to:

Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, CA 94103
ATTN: TOM STAPLETON

The information you provide will help the union decide what course of action to take on this important issue.

- | | Yes | No | Don't Know |
|--|----------------------------------|---------------------------------|--------------------------|
| 1. Do you believe pre-employment drug testing should be allowed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Do you believe pre-employment drug testing is an effective way to curtail drug and/or alcohol use on the job? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Comments on pre-employment drug testing: | | | |
| _____ | | | |
| 3. Please check applicable box. | <input type="checkbox"/> Retired | <input type="checkbox"/> Active | |
| 4. Industry in which you work: | _____ | | |



YOU CAN WEAR THEM
ANYWHERE

Engineers News

WIPA



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Senate approves big federal highway bill

The U.S. Senate has endorsed President Bush's ambitious new highway plan that could bring California between \$9 to \$12 billion in federal transportation funds over the next five years.

Legislation approved by the Senate, the first major overhaul of federal transportation law in 35 years, calls for spending at least \$115 billion on transportation nationwide through fiscal 1996. The plan would scrap the road-building programs created in 1956 to finance the interstate highway system and replace it with a new system that would give states far greater authority to shift money from highways to mass transit.

Bush had proposed that the federal government pay 80 percent of construction and maintenance for the system and 60 percent of the costs of other highways eligible for federal aid. The Senate bill lays down an 80-to-20 federal-state split for all eligible highways, except for a 75-25 split for construction costs for highways likely to attract new traffic.

Under the bill, called the Surface Transportation Act of 1991, states would receive funds to build new roads, resurface interstates and repair bridges. In an effort to relieve traffic congestion and pollution in urban areas, states would also receive federal funds to build high-occupancy vehicle lanes and light rail and mass transit systems. Under the anti-pollution formula, California could receive \$1 billion between 1992 and 1996 for these types of projects. For the first time, the bill also would allow local communities to decide how to spend a portion of the state's federal funds.

The fair allocation of federal highway dollars and the formula used to distribute the money has produced friction among the 50 states, which contend they receive far less from the fund than they have paid into it in gasoline taxes. The formula under which California is reimbursed for taxes paid to the federal highway trust fund would increase from less than 85 percent on the dollar to 99 cents.

An \$8.2 billion surplus that has grown in the trust fund over the years would be divided equally into two \$4.1 billion packages, one to compensate so-called donor states that have been shortchanged in the past on federal highway aid, the

other to reward states that have made a greater-than-average effort to improve their transportation networks.

AFL-CIO President Lane Kirkland called the transportation act the linchpin of a strong anti-reces-

sion program, adding that every \$1 billion spent on public works projects would create between 15,000 and 22,000 jobs, half in construction and half in other industries such as manufacturing, mining, transportation and services.

A final transportation plan, however, is far from reality. The House has yet to act on its version of the transportation plan – a proposed package totaling \$154 billion that's expected to be considered later this summer.

Tenco strike settled

Local 3 members have ratified a new three-year contract with the Tenco Company that ended a 29-day strike. The members walked off the job June 1 when negotiations failed to settle a dispute over who would pay the cost of maintaining the union's medical plan at current levels.

Local 3 contended that a 33-cent-an-hour increase would maintain current benefits if an 170-hour cap – the maximum amount of hours per month Tenco has to pay towards the medical plan for each employee – was lifted. If Tenco wanted to keep the cap, it would have to come up with a 70-cent increase.

Tenco offered to remove the cap and pick up 17 cents an hour in medical contributions if Local 3 members would pay the remaining 16 cents, but the members rejected the offer.

The impasse ended June 28 when Tenco agreed to lift the 170-hour cap and pay the 33 cents an hour for health and welfare in exchange for a wage freeze for the first year of the contract. The two sides also agreed to an 85-cent-an-hour increase for the second year and a \$1-an-hour increase for the third year. The increases

will be allocated to wages and medical coverage as needed.

"I'd like to commend the rank and file for sticking together," said Local 3 President Don Doser. "Their solidarity allowed them to get more than they might have gotten otherwise. The strike actually gained the members \$1.50 an hour from Tenco's original offer."

Before ratifying the new contract, Tenco members had become increasingly frustrated with seeing their wage increases negated by having to pay for increases in health insurance. In 1989, when the union's per-hour medical deduction for each member jumped from \$1.70 to \$1.97, Tenco employees agreed to contribute 17 cents out of their wages to help cover the 27-cent increase.

But this time the members rejected Tenco's cost shifting. "There's no end to it," said Tenco Mechanic Quallie Jones. "Today it's 50 cents, tomorrow it's \$1. These increases keep digging into our wages and we end up going backwards. We didn't used to have to pay out of our pockets for health and welfare, but in 1989 we had to pay."



Labor Secretary Lynn Martin (seated at center) met with Local 3 Business Manager Tom Stapleton and other local union leaders May 30 in San Francisco to discuss urgent labor issues.

A threat to collective bargaining

Health crisis exacerbates labor-management strife

By Steve Moler
Assistant Editor

It's hard to imagine the national health care crisis getting any worse, but it is.

In the early stages, Local 3 members, beneficiaries of one of the best medical plans in the country, remained fairly insulated from the crisis, at worst having to pay some increased deductibles and percentages of hospital and physicians fees. But over the past year or so the crisis has produced an entirely new problem that threatens the stability of collective bargaining.

Union employers are resisting pressure to absorb increased health insurance costs, which have risen a staggering 46 percent in the past two years, by giving workers at the bargaining table the choice between wage hikes or increased hourly contributions to union medical plans—but not both. Workers, who feel they've already shared enough of the increases, want to at least maintain the health coverage they have plus win enough wage increases to keep up with inflation.

The resulting differences have substantially increased the number of labor disputes over the past few years. A study conducted by the Service Employees International Union found that the percentage of workers striking over health care as a major issue jumped from 18 percent in 1986 to 78 percent in 1989. Last year, health care was the major issue in 83 percent of negotiations, and in 90 percent of the strikes that ultimately took place, employers attempted to shift the cost of health care benefits to employees, even though workers' share of health benefit cost has risen four times faster than employer contributions in the past nine years.

Local 3's two most recent labor disputes, the Aggregate and Concrete Association of Northern Cali-

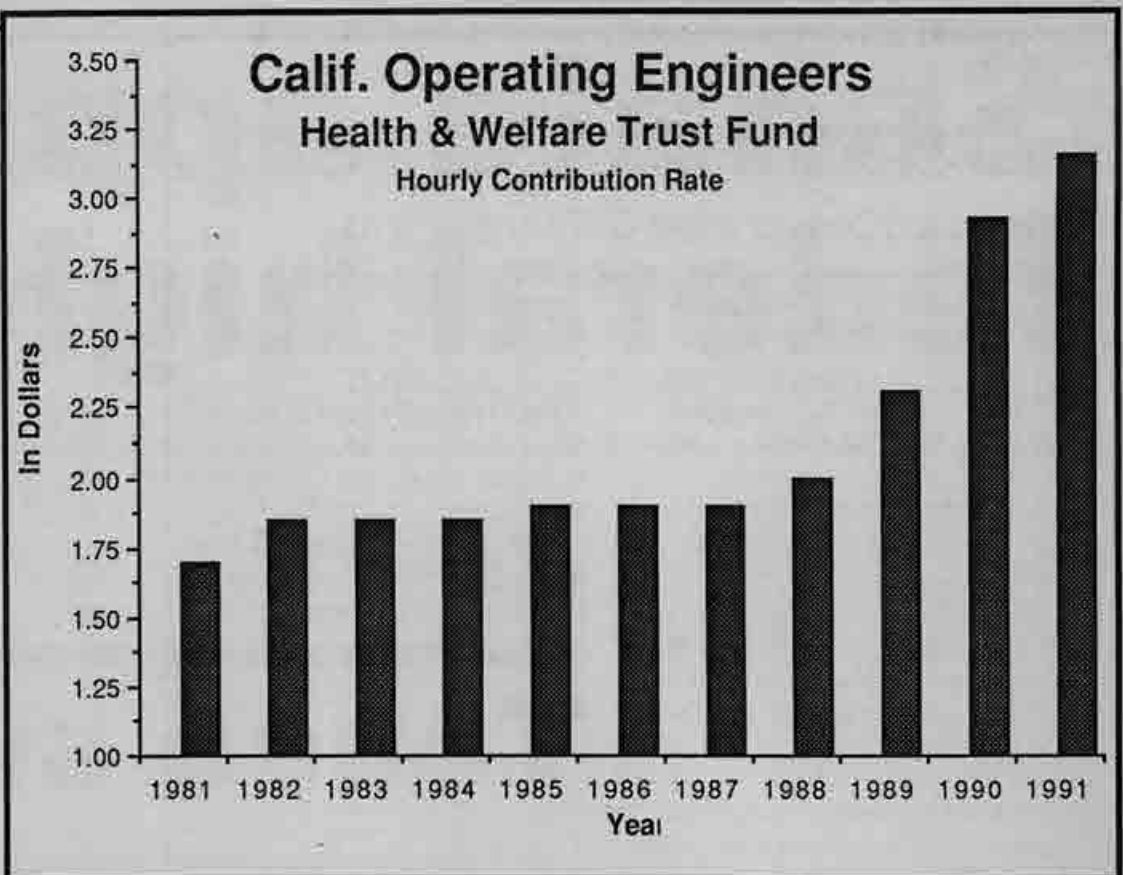
fornia lockout last August and the Tenco Company strike last month, demonstrate how the health care crisis is hampering contract negotiations closer to home.

Local 3 members. The two sides ultimately settled for a 24-cent-an-hour wage hike plus the additional 51 cents for health and welfare.

A similar dispute erupted last

fits.

Ralph Wasley, a Tenco partsman, expressed his frustration with the dilemma facing Local 3 members: "Our benefits are sliding backwards.



Union members and concerned citizens call for national health reform at a rally in Oakland on June 6.

The ACA, which represents rock, sand and gravel companies in Northern California, offered Local 3 members a 75-cent-an-hour wage increase but refused to pay an additional 51 cents an hour into the union's medical plan to offset the soaring cost of health care. Those costs, the ACA argued, would have to be absorbed by the employees. Local 3 members, who had worked the previous three years under a wage freeze, rejected the offer and set up picket lines at Teichert's Perkins Plant in Sacramento.

The ACA retaliated by directing the aggregate producers throughout Northern California to lay off all

month during negotiations with the Tenco Company, the Pleasant Grove-based heavy equipment sales and rental firm. Of the 33 cents an hour needed to maintain Local 3's medical benefits at current levels, Tenco offered to pick up about half the increase if the employees would pay the rest.

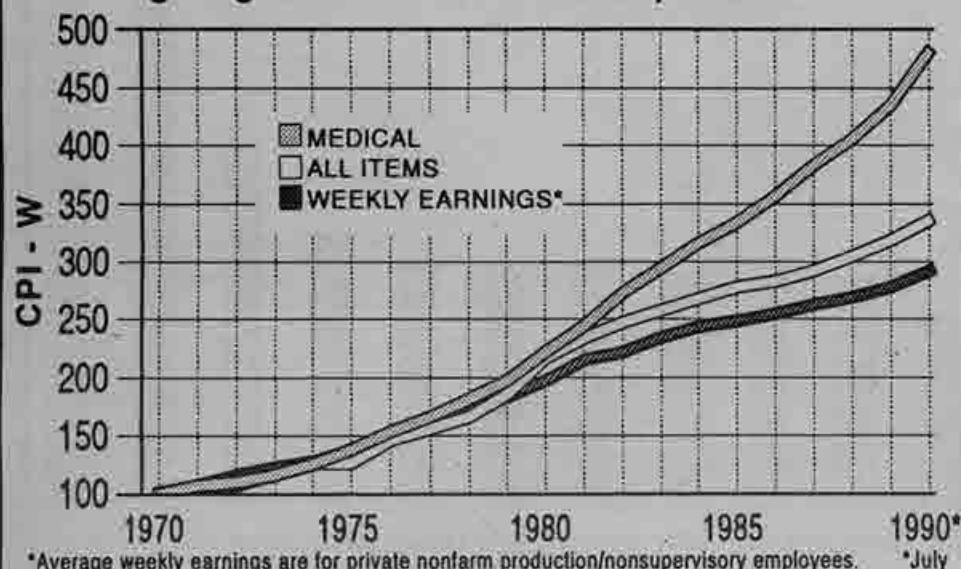
The members, who for the past three years had forked out 17 cents an hour of their wages to help cover a 27-cent-an-hour health and welfare increase in 1989, decided they weren't going to become victims of Tenco's cost-shifting. They voted to strike. Tenco ended up agreeing to pay the full amount of medical bene-

Three years from now we will be making less than we were a year ago. We get a raise in one way but it's taken away in another."

Health insurance, once again, is at the heart of the current dispute between the Bay Area Rapid Transit (BART) and more than 1,900 members of the United Public Employees Local 790 and Amalgamated Transit Union Local 1555. BART management has offered the members a 3.25 percent annual pay hike but insists that the employees share the burden of escalating health insurance costs. The members say having to pay more for health insurance would negate their wage increase.

Medical expenses lead price surge

Earnings lag behind other CPI components



When these disputes aren't settled at the bargaining table and workers take to the picket line, there's always the threat of members being permanently replaced. While federal labor law prohibits employers from firing workers for striking, the companies can permanently replace them. An alarming 69 percent of permanently replaced strikers in 1990 struck over health care benefits as a major issue, and the trend shows no signs of abating any time soon.

In a recent Bureau of National Affairs survey, 82 percent of employers indicated that if struck this year they would consider replacing or attempting to replace their work force. In 1986, 73 percent of employers gave the same response.

The problem is that health costs over the past few years have risen much faster than inflation. The amount Americans spent on health care grew from \$250 billion in 1980 to more than \$600 billion in 1989. Today the average American family pays \$2,500 a year for health care, up from \$1,987 in 1987. If the trend continues, experts predict by the year 2000 a family of four will pay nearly \$22,000 a year for health care, or about \$1.5 trillion nationally.

Most analysts blame the crisis on a variety of problems ranging from high administrative costs and inflated physicians' salaries to heavy reliance on fancy machines and repeat tests to protect doctors against malpractice suits.

Worse yet, the system has to support between 35 million and 37 million uninsured patients and many more who are underinsured. At George Washington University Medical Center in Washington, D.C., for example, the emergency room and other hospital departments lose an

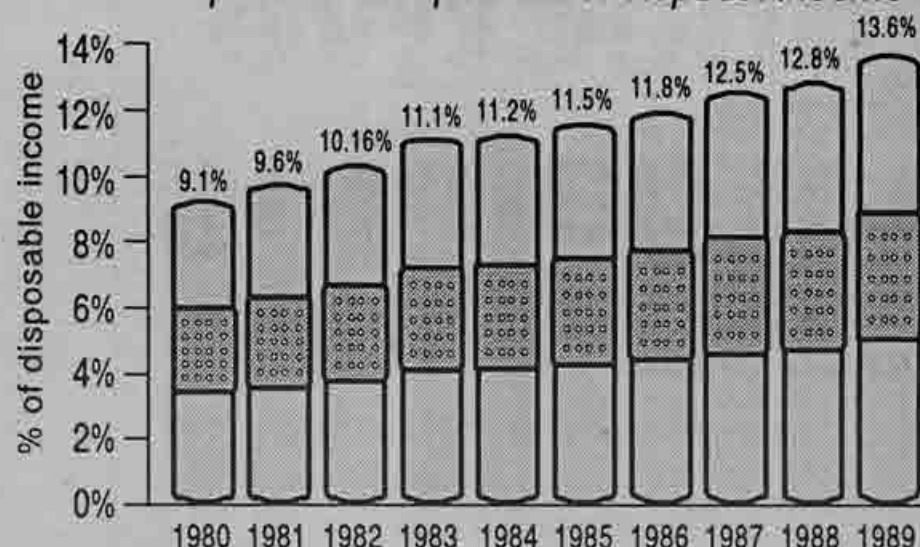
average of \$23 million a year on uninsured indigent patients. Hospitals and other medical facilities often factored these losses into the price insured patients are charged.

Solutions to the nation's health care ills won't be found in more labor-management showdowns. Almost everyone — with the possible

exception of the Bush administration — agrees that significant health care reform is needed before the system falls into ruin. Under serious consideration is an AFL-CIO proposal that would guarantee every American basic medical coverage. The plan would be financed by a 7 percent to 9 percent payroll tax on

The expensive 'Band-Aid' approach

Medical expenses as a percent of disposable income



most employers. Companies providing their employees with private insurance would be exempt from the tax.

The plan includes several cost-containment provisions, such as a single fee schedule for all payers, curbs on inappropriate care and elimination of cost-shifting by employers. The proposal would lower Medicare eligibility to age 60 and streamline administration by standardizing claim forms. Having a national plan would eliminate the fear of losing coverage by changing jobs or being on strike.

In California, where 5.8 million people lack any health coverage and many more are underinsured, lawmakers have introduced a bill in the state legislature that would replace the state's current system of private and company insurance policies with a state-run health plan similar to Canada's. The state would buy insurance for everyone, financed by taxes, and would set rates for hospitals and doctors.

Most analysts agree that substantial reform could take years because of resistance from doctors, politicians and special interests. But for Local 3 members and the thousands of other union members whose jobs and livelihoods are on the line, change must come sooner rather than later. That's why so many union members across the country are organizing and attending rallies, and writing to congressional representatives urging them to support health care reform. Information on how to contact your congressman or congresswoman can be found in the Fringe Benefits column on page 10.

Labor sees this as the only alternative to more strikes, lost wages and additional out-of-pocket medical expenses.

Health care reform proposals

- **The AFL-CIO plan** would guarantee all Americans the right to health care by establishing a national social insurance program that includes workers, the unemployed and others not in the labor force, and incorporates Medicare and Medicaid into the new system.

- **AmeriCare** is the Senate Democrats' plan that would require all employers to either provide basic health insurance to their workers or pay through payroll taxes into a public plan. Sometimes called "play or pay," the plan could extend coverage to 30 to 40 million Americans who aren't covered. Individuals under the poverty line would pay no premiums. Cost-containment measures would be put into place.

- **Health Access America** is the American Medical Association's proposal that would require employers to provide health insurance for their workers and families. States would have risk pools for the medically uninsurable and others who cannot get insurance. The plan

would expand Medicaid and Medicare.

- **The Canadian model**, a publicly funded national health plan, uses tax money to provide medical care to everyone. If implemented in the United States, this plan would eliminate the role of private insurance companies and replace them with a single universal insurance carrier.

- **The Kennedy-Waxman plan** would require all employers to provide insurance to all employees who work 17 hours or more per week. Dependents, non-workers and the unemployed also would be covered.

- **The Pepper Commission proposal** calls for employer-based coverage plus a public plan for the uninsured. It is also a multi-payer system, retaining the role of private insurance companies but mandating underwriting reforms.

- **The Medi-Plan Act of 1990**, proposed by Rep. Pete Stark, D-Calif., would cover all Americans under a single-payer system modeled on the Medicare program.

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Retirees recall old times at picnic

Perfect spring weather greeted about 3,000 retirees, their spouses and family members at this year's Retirees Picnic held Saturday, June 1 at the Rancho Murieta Training Center.

As retirees entered the picnic area, they could pause for a moment to inspect the black 1929 Universal power shovel on display between the cafeteria and Dormitory No. 1. Just beyond the beverage stands stood another antique — a 1930s-vintage Cat motor grader that Lone Star sold recently to the training center.

Retiree Chris Berg had every reason to feel a little nostalgic as he examined the old blade along with several other retirees. Chris actually operated the blade when he worked for Pacific Cement & Aggregates in the early 1970s.

After swapping a few old stories and drinking a few cold ones, guests settled down under the huge circus tent for a delicious lunch of cross-rib roast, which was pit barbecued for eight hours over beds of oak coals.

When it was all over, guests had consumed more than 1,950 pounds of roast, 150 gallons of beans, 300 pounds of salad and 4,140 dinner rolls, not to mention an unknown quantity of beer and soft drinks.

A lot of folks left the picnic later that afternoon mighty pleased.



About 3,000 retirees and guests sit down to a roast beef lunch at the annual Retirees Picnic.



Above: Barney Gruber, sitting on the 1929 Universal power shovel that's on display at the training center, flashes back to when he ran shovels and drag lines in the early 1950s.

Below: Lew Kashka, left, worked on the Topoc, Ariz. to Milipitas PG & E gas pipeline while working for Sweeney & Sons in the 1950s. George Haskins, right, operated truck cranes for Teichert for 26 years.



Jim Mayo, left, and Earl Headings worked for Syar Industries throughout their careers.



Local 3 Economist John Hendricks, right, doesn't economize on portions of roast beef for the retirees.

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Prelude to the Retirees Picnic

Day-before gathering rekindles old friendships, brings back memories

On the Friday before the Retirees Picnic, motorhomes and house trailers by the dozens rolled into the empty lot across the street from the Rancho Murieta Training Center. By late afternoon the field resembled an RV exposition rather than what it was — a prelude to the picnic.

Every year since 1986 retirees, spouses and other family members have converged on this 35-acre lot the day before the picnic to unwind after a long drive, socialize and swap old stories before the main event on Saturday.

Most of the retirees knew each other from having worked together on previous jobs or been involved in union activities. Sydney Jones, Clyde German and Elmer Reid, relaxing in front of their RVs with their wives swapping photographs of grandchildren and remembering good times, worked together on the California Aqueduct and San Luis Dam projects in the mid-1960s.

While the men developed friendships on those jobs, the wives — Ethel, Jean and Hazel — became friends back at the trailer parks where the out-of-town workers and their families had set up temporary residence.

Even after the projects ended and everyone went their separate ways, the Joneses, Germans and Reids, like so many other Local 3 brothers and sisters, stayed in touch. And when retirement came, the Retirees Picnic became the ideal event to rekindle their friendships.

For Ethel Jones the event is like

a family reunion, a chance to walk around from RV to RV visiting old acquaintances and catching up on what's happened to people over the past year.

At another cluster of rigs, retirees Bud Dalton, Buck Darwit, Art Garafola and company gazed nostalgically at old photographs that took the men back to their youths when heavy equipment was powered by steam and scrapers were pulled rather than pushed.

These men worked on projects that their grandchildren now read about in school history books — the interstate highway system, approaches to the Golden Gate Bridge, the California Aqueduct, to name a few.

These men, along with hundreds of other retirees, at times took to the

Above left: Relaxing on the morning of the Retirees Picnic are from left: Ethel Jones, Hazel Reid, Jean German, Clyde German, Elmer Reid and Sydney Jones.

Above right: The field across the street from the training center turns into an RV park on the day before the Retirees Picnic.



Local 3 operators construct the approach to the Golden Gate Bridge on the Marin County side in 1936.

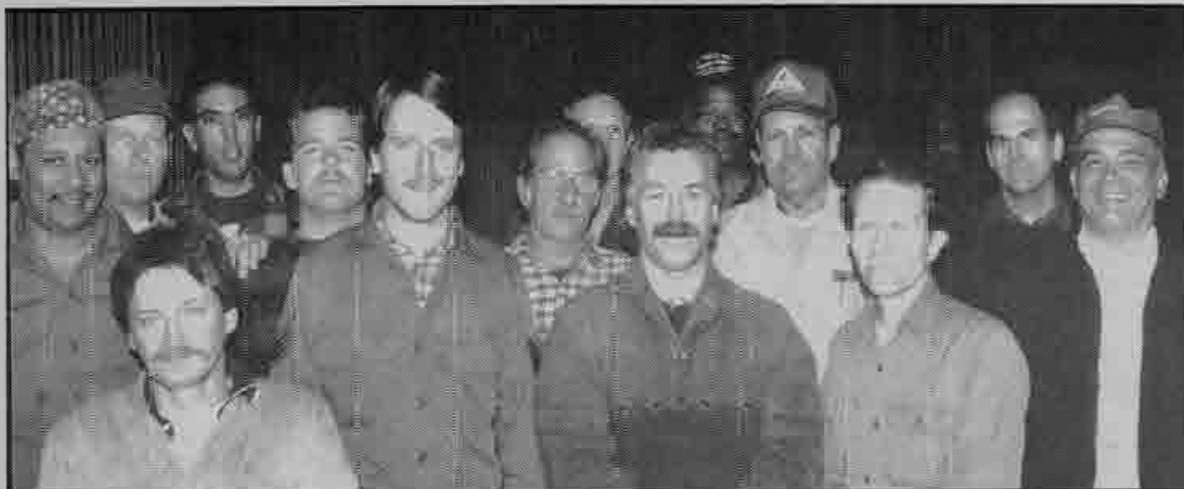
picket line in an effort to improve wages and working conditions for themselves and future generations of operating engineers. They confronted scabs who tried to steal their jobs. They passed on their skills and

knowledge to apprentices, many of whom are now some of the best in the business.

This was the foundation upon which the younger union members now stand.



This old shovel helped bore the 11/4-mile Zlor-Mt. Carmel Highway tunnel in 1927. The operator was Whitney Erickson of Cedar City, Utah, and the offer was Local 3 retiree Bud Dalton, who was only 13 years old at the time.



At Cardinal Scales, the rule is quality

Cardinal Scales, the nation's largest manufacturer of truck scales, has long been considered one of the leaders in the field of welded steel technology. Cardinal has attained this stature, in part, because the company's employees — particularly the 16 Local 3 welders, machinists and electronic technicians who work at the Sacramento factory — take their work seriously.

Truck scales at a glance look like nothing more than big slabs of steel or concrete with some load cells placed under them. But beneath the platform they are sophisticated and sturdy war horses. To take the constant pounding and to have the precision accuracy required by federal law, Cardinal's truck scales have to be built with the finest craftsmanship by workers who know a lot about structural steel construction.

Cardinal's innovative designs and quality workmanship have kept its products one step ahead of the competition. Because of a durable steel lever system, for example, the company has not had a single lever break in the company's 40-years history of scale manufacturing. That's because the welding Local 3 workers perform has very high stress qualities, which gives the scales their superior strength and dependability.

Cardinal also has developed a double-link suspension system for its truck and axle-load scales that eliminates shock so that pivots and bearings, which Local 3 machinists craft with tempered and hardened high-grade steel, will last much longer.

In addition to the line-up of standard scales with capacities ranging from 20 to 150 tons, the company can custom-build a scale to any specifications. The customer tells the company what size and capacity it wants and the Local 3 hands swing into action, with quality as their Cardinal rule.



Above left: The Cardinal Scales crew of welders, machinists and electronic technicians at the Sacramento shop.

Above: James Birgsong welds a scale component.

Center: Ker Powell, left, and Roger McCann assemble a scale's heavy-duty main girders and cross members.

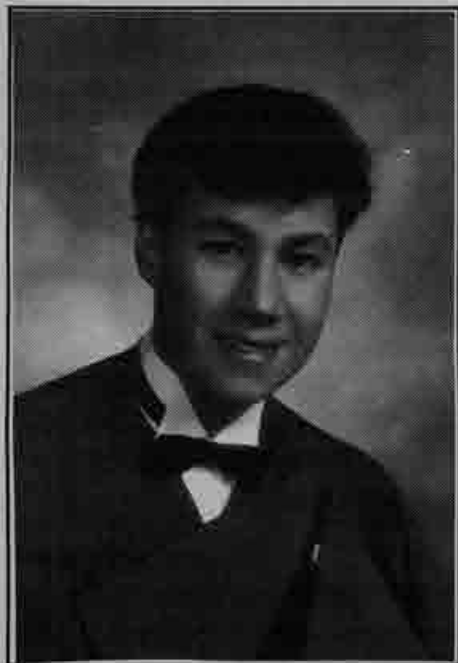
Bottom left: Technician Matt Farber works on some of the scale's electronic components.

Below: Kent Schumacher applies a high-stress weld to the scale's main girders and cross members.



High school seniors win Local 3 scholarships

Four high school seniors have won academic scholarships from the 1991 Local 3 College Scholarship Awards. The winners are sons and daughters of Local 3 members. Two \$1,000 scholarships were awarded to the top female and male applicants, and two \$500 scholarships were awarded to each female and male runner-up. A scholarship selection committee comprised of faculty from UC Berkeley's Center for Labor Research and Education chose the four finalists.



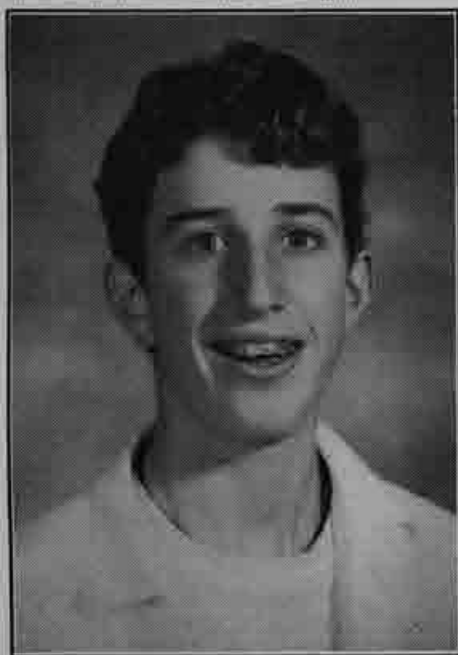
FIRST PLACE, Male (\$1,000)

Name: James Carlton Proulx
Hometown: Alameda, Calif.
School: Encinal High School
Colleges/universities applied: UC Berkeley, UC San Diego, UC Davis, Dartmouth, Boston U., Univ. of the Pacific.
Activities: President of Calif. Scholarship Federation, Key Club, Junior Statesman of America, Spanish Club, Junior ROTC, marching band, jazz and orchestra band, swim team.
Achievements: Calif. Music Educators Assoc. superior rating, "Who's Who Among American High School Students," National School Awards.
Parent: Gary Proulx, Oakland District, since 1987.



FIRST PLACE, Female (\$1,000)

Name: Lisa Danielle Miller
Hometown: Tiburon, Calif.
School: University High School, San Francisco
Educational/career goals: Learning towards international relations
Colleges/universities applied: UC Berkeley, UCLA, UC San Diego, UC Santa Cruz, Stanford, Brown, Wesleyan, Tufts.
Activities: Study abroad in Barcelona, Spain, Community Service Committee, editor of yearbook in Barcelona, yearbook staff at UHS, musical theater, intercultural club, swim team, field hockey.
Parent: Larry Miller, Local 3 attorney



SECOND PLACE, Male (\$500)

Name: Leif Steinhour
Hometown: Bodega, Calif.
School: El Molino High School
Educational/career goals: Scientific research
Colleges/universities applied: Stanford, Caltech, Harvard, Cornell, MIT, Rice, Amherst, UC Berkeley.
Activities: Science Club, Young Engineers Society, Nat'l Honor Society, El Molino High School Drama Troupe, editor of El Molino HS student newspaper.
Achievements: Second place winner of S.F. Science Fair, American Society for Microbiology award winner.
Parent: Victor Salmon, Santa Rosa District, since 1987.

OFFICIAL UNION ELECTION NOTICE and SAMPLE BALLOT

Recording-Corresponding Secretary William Markus directs the attention of all members of Operating Engineers Local Union No. 3 to Article XII (Elections) of the Local Union Bylaws.

The Election Committee has found the following candidates for Office or Position in the Local Union duly nominated and eligible for their respective Office or Position, and that they are unopposed. Therefore, pursuant to Article XII, Section 7:

"When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such Nominees who shall then be declared duly elected to their respective Offices."

The Recording-Corresponding Secretary shall cast one (1) ballot for the following eligible nominees on August 12, 1991, providing they continue to remain eligible:

Candidates for 1991 Election of Officers and District Executive Board Members

Business Manager

T. J. STAPLETON

President

DON DOSER

Vice President

JACK BAUGH

Recording-Corresponding Secretary

WILLIAM MARKUS

Financial Secretary

WALLY LEAN

Treasurer

DON LUBA

Trustees

TOM BUTTERFIELD

RAY HELMICK

PAT O'CONNELL

Auditors

JERRY BENNETT

FRANK MORALES

MAX SPURGEON

Conductor

WILLIAM BURNS

Guard

TED WRIGHT

District Executive Board Members

Dist. 01	Peter Fogarty
Dist. 04	Steven Lockett
Dist. 20	Tee Zhee Sanders
Dist. 30	Tom Aja
Dist. 40	L. A. Sousa
Dist. 50	Charles J. Steele
Dist. 60	Robert Barber
Dist. 70	Wilfred Houghtby
Dist. 80	Harold Meadows
Dist. 90	Michael Sierra
Dist. 10	James Killeen
Dist. 11	James Caumiant
Dist. 12	James Lewis
Dist. 17	Richard Lacar



SECOND PLACE, Female (\$500)

Name: Dominique Charise Santos
Hometown: Tracy, Calif.
School: Tracy Joint Union High School
Educational/career goals: medicine, physical therapy
Colleges/universities applied: UC Davis, Brigham Young Univ.
Activities: Swim team, Hiking Club, Portuguese Club, Math Club.
Achievements: Honor roll, silver medalist in academic decathlon, varsity letter in swimming, homecoming sweetheart of Portuguese and Math clubs.
Parent: Domingos Santos, Local 3 member, Stockton District, since 1952.

FRINGE BENEFITS FORUM

By Don Jones, Fringe Benefit Director

Action needed to solve health crisis



What's the solution to the health care crisis in America? Will all of us be expected to continue to throw big dollars at the problem, hoping the crisis subsides before the whole American

health care system collapses?

The public debate is on in earnest. Many seemingly worthwhile solutions are being proposed by local, state and federal officials, as well as by health care profession-

als, the American Medical Association and insurance companies. Here are some possible solutions that appeared in the September 1990 issue of *Consumer Report*.

- **Higher deductibles** might discourage unnecessary services yet encourage people to postpone treatment.

- **Institute "Managed Care,"** which would monitor treatment and give advice on appropriate care.

- **Establishing risk pools** for those who would be unable to purchase insurance.

- **Expanding Medicaid** could increase the number of poor people covered from the current 38 percent to as many as 70 percent.

- **Require all employers to offer coverage** or pay into a special new fund to provide the coverage.

- **Establish universal health insurance** similar to the Canadian health system.

Be sure that you participate in the public debate about the health care crisis. Write to your congressional representatives now to let them know you want health care legislation passed so that your plans remain sound.

Our suggested letter is again reprinted here. Feel free to personalize the letter in any way. Your letters will have a direct bearing on this debate. **You can find the names and addresses of your congressional representatives in the front section of your telephone directory (White Pages) under U.S. Government, Congress of the United States. Write today!**

Managing your health care

It's always a good idea to discuss what the fee will be with your doctor, or other health provider, before services are rendered. To receive the best benefit available under the Operating Engineers plan, use a contract provider if possible.

Examine the statements for services you receive from your provider. Discuss any discrepancies with the provider before submitting to the trust fund for payment.

It's not necessary to submit a completed claim form with every claim. However, the insured's name and social security number must be on the statement. Always submit itemized statements. Benefits cannot be issued from a "balance due" bill.

Retiree Association meetings

The current round of Retiree Association meetings has begun. Come on out to the meeting in your area and socialize with some of those friends you haven't seen for awhile. You will also be keeping up with all the latest union goings-on and what's happening with the benefit plans. Check the schedule on page 22. We'll see you there.

Pre-retirement meetings conclude

We just finished a round of pre-retirement counseling meetings, and we thank all those who attended. For all the details about your pension plan, retiree medical plan, please consult your benefits booklets. If you have any questions about the plans, give us a call at the Fringe Benefit Service Center at (415) 431-1568. We work for you, and we stand ready to help you at any time.

Sample letter

The Honorable (your representative)
U.S. House of Representatives
Washington, D.C. 20515

Dear _____:

I am a member of the Operating Engineers Local Union #3. We have 35,000 members in four states. My work entitles me to coverage under an excellent health plan, a pension plan and other benefits. The sole purpose of these tax exempt plans is to take care of my family and me if we need medical attention and for retirement.

I know from my reading that medical cost have been skyrocketing, and the trustees of our medical plans are continually grappling with ways to allow the plans to continue to meet the medical needs of operating engineers and their families.

It appears we may soon lose the battle against rising medical costs unless you and all our representatives come up with legislation for health care to meet the needs of those with no insurance, those who are underinsured and our elders who run the risk of losing everything they have worked for because of just one illness.

It is time for this country to resolve the medical-care crisis. I look forward to your support on this issue.

Very truly yours,
(your signature)

California Congressional Delegation

Sen. John Seymour
2150 Towne Centre Pl #205
Anaheim, CA 92806

Sen. Alan Cranston
1390 Market St. #918
San Francisco, CA 94102

District 1

Rep. Frank Riggs
777 Sonoma Ave. #329
Santa Rosa, CA 95404

District 2

Rep. Wally Herger
20 Declaration Dr. #B
Chico, CA 95926

District 3

Rep. Robert Matsui
650 Capitol Mall #8058
Sacramento, CA 95814

District 4

Rep. Vic Fazio
2625 Natomas Park Dr. #330
Sacramento, CA 95833

District 5

Rep. Nancy Pelosi
450 Golden Gate Ave. #13470
San Francisco, CA 94102

District 6

Rep. Barbara Boxer
450 Golden Gate Ave.
San Francisco, CA 94102

District 7

Rep. George Miller
367 Civic Dr. #14
Pleasant Hill, CA 94523

District 8

Rep. Ronald Dellums
201 13th St. #105
Oakland, CA 94617

District 9

Rep. Fortney Pete Stark
22300 Foothill Blvd. #1029
Hayward, CA 94541

District 10

Rep. Don Edwards
1042 W. Hedding St. #100
San Jose, CA 95126

District 11

Rep. Tom Lantos
400 El Camino Real #820
San Mateo, CA 94402

District 13

Rep. Norman Mineta
1245 Winchester Blvd.
San Jose, CA 95128

District 14

Rep. John Doolittle
1624 Santa Clara Blvd. #260
Roseville, CA 95616

District 15

Rep. Gary Condit
900 H Street #B
Modesto, CA 95354

District 16

Rep. Leon Panetta
380 Alvarado
Monterey, CA 93940

District 18

Rep. Richard Lehman
2115 Kern St. #210
Fresno, CA 93721

TEACHING TECHS

By Art McArdle,
Administrator

Training is key to progress



Summer is here, at least as far as the weather is concerned, and work has not been as good as we would like. Caltrans work resulting from Prop. 108 and 111 was supposed to offset the

slow housing market, but Caltrans has been under court order not to contract out to private firms. This problem should be corrected soon, and there should be more Caltrans work becoming available.

The housing market is slowly moving ahead, but we still are far from the work needed to get our apprentices on the jobs. Watch the political action and be sure you write your representatives about your concerns. This is an effective tool because you are a vote for your representative. Your vote does count.

A campaign put on by the apprentices and apprentice program proved instrumental in helping to stop the U.S. Labor Department from changing the Davis-Bacon Act to expand the use of so-called "helpers" on federal construction jobs. Federal regulation 29CFR29 would have allowed non-union contractors to create a training system based on cheap, unskilled labor. This change would have hurt our existing apprenticeship program and given a strong hold to the non-union.

A well trained surveyor is a working surveyor. Those who feel they do not have the time to go to class and help themselves, their employer and the entire surveying industry are the first to complain and the first to get laid off. The old saying of "one apple spoils the whole barrel" works with employers as well. If they get a do-nothing surveyor, it reflects on the whole industry and our union. We have classes to help move the interested surveyors along, and they will be the ones working when others are not. You get out of any program what you put into it. Training does help.

Again, thanks to all of those who attended and all who helped put on the greatest hands-on competition the Northern California Surveyors Joint Apprenticeship Committee has ever had.



Above left: Apprentices Scott Harrington, at tripod, and Carla Lurie.



Above right: Apprentice surveyors Monique Cabral, left, and Timothy Blair, during a recent training exercise.

YOUR CREDIT UNION

By Bill Markus, Treasurer



Alternatives to bankruptcy

Bankruptcy is growing at an alarming rate around the country. Five years ago bankruptcy accounted for about 10 percent of the credit

union's total loan losses. This year those losses will account for more than 50 percent of our total loan losses.

What is causing this alarming trend? The current recession is probably the major cause. However, liberal bankruptcy laws and attorneys who promote bankruptcy contribute to the rising numbers. Since bankruptcy costs all members — its price reflected in both loan and sav-

ings rates — your credit union has a responsibility to take measures to minimize the effects on our earnings. These are some of the steps we are taking:

- Tightening our standards for granting loans, especially with regard to unsecured loans and on secured lending where the members needs to borrow more than the actual value of the collateral.

- Working with our legislators to change parts of the bankruptcy laws that are being abused.

- Trying to educate our members that there is a significant cost in filing bankruptcy. For example, if the credit union incurs losses in a bankruptcy case, the member is no longer eligible for our lending services.

The alternatives

What can you do before resorting to bankruptcy? Contact your credit

union. We can often help you find alternatives. We want to work with our members, and we can sometimes help by offering extension agreements to defer loan payments when times are tough, and with bill consolidation loans when warranted.

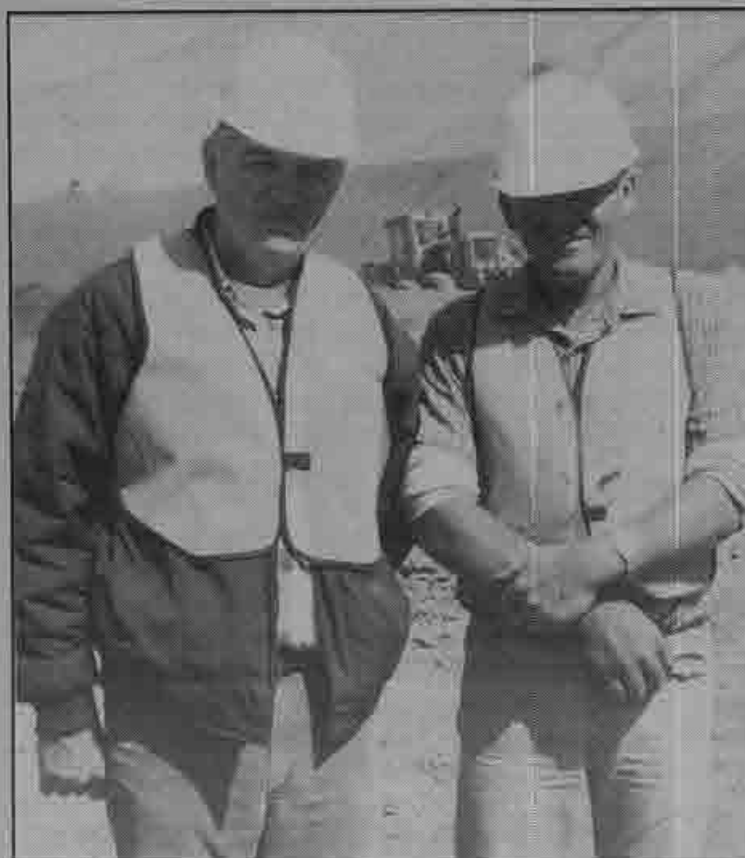
We understand that some events cannot be controlled and that sometimes bankruptcy is the only alternative. But, often by taking action before things get beyond repair some individuals can be helped, and that's what your credit union is here for.

Correction

In last month's credit union column about vacation loans, *Engineers News* mistakenly said that if you borrow \$2,000, for example, your monthly payments would be as low as \$50,000. The figure should have been \$50. We apologize if this caused any confusion.



Huge boulders uncovered by the dirt moving operation (above) are moved out of the way by a crew of dozer operators. Below are Local 3 Business Agent Ted Lyman (left) and foreman Sonny Kemp, a 24-year member.



In the early morning, the scene looks like a war zone as scraper operators work long shifts.

A million yards in

Lodi contractor Ford Construction tackles earth

*Article and photos by James Earp
Managing Editor*

How does a dirt moving contractor from the Valley beat out numerous local contractors on a project to repair a tough section of a coastal highway noted for its steep slopes and unstable ground?

Not only did Ford Construction Co. of Lodi get the contract, they brought in their equipment and, thanks to a veteran crew of Local 3 cat skimmers, proceeded to knock out 1 million yards of dirt on Hwy. 1 within budget and on time.

The section of Hwy. 1 near Stinson Beach in Marin County was closed after the Loma Prieta earthquake on Oct. 17, 1989 weakened an 800-foot section of the roadbed. Since then, the roadbed slipped an average of two feet per month until Ford Construction began work.

Because of the closure, business and tourism in Stinson Beach has suffered, as motorists were required to take alternate—and considerably longer—routes to the beachside community.

Caltrans had hoped to let the project out for bid last summer, but disagreements

among various state and federal agencies about how to proceed with the project led to substantial delays.

Utilizing approximately 20 Local 3 operators and mechanics, Ford moved equipment in and began work on April 5. With only 60 calendar days in which to complete the work, Ford had to move quickly.

Initially, the crew worked seven 10-hour shifts a week, according to superintendent Mike Hobbs. Sonny Kemp, a 24-year member of Local 3, was foreman on the job.

Once the crew completed about 75 percent of the job, they were able to "ease off" to a work week of five 11-hour shifts. Mechanics and a couple of dozer operators worked the night shift doing repair and clean-up work.

The equipment consisted of 10 scrapers, five Cat dozers, one compactor and a blower. Workers were required to move over a million yards of rock-strewn dirt. About 750,000 yards was actually dumped into the ocean 550 feet below the roadbed.

By June 15, the project was done—just in time for summer vacation traffic. Residents of Stinson Beach celebrated the opening with a ribbon cutting and two-mile march down the beach.



to repair collapsed section of Hwy. 1 in Marin County.

n 75 days

quake repair job on Hwy. 1

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the road into town.
"Last summer was the worst we've ever had," said real estate broker Bob Hanlon. "We're delighted to have the road back. This is a real blessing for us."

Dozer operator Charles Deutschke (top right) shoves material off the 550-foot embankment with his Cat D-8. Other dozer operators were Wayne Sagalli (pictured left of Deutschke) and (not pictured) Mike Mills, Carl Nelson and John Trulet on slope board.

Pictured right is a cross section illustration of the project.

Other crew members were: Kim Yager, Ginger Beus, Rick Houck, Rich Curran, Lee Green, Shawn Curran, Vern Clow, Barry Britton, Lew Bigham, Tom Griffins, Alfred Seldevia, Luther Slack, and mechanics Mike Fouts, Dick Fidelity and Chuck Barney.

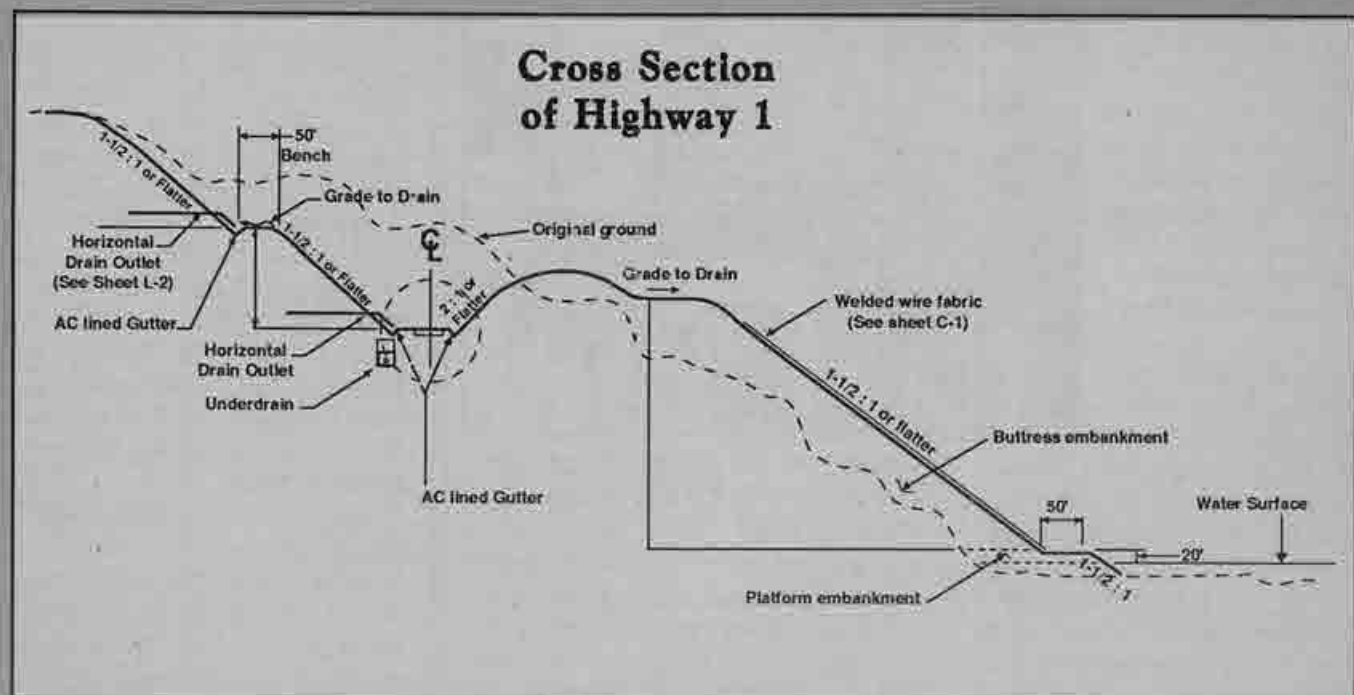


Illustration by Arlene Lum

NEWS FROM THE DISTRICTS

At PDM's warehouse, bridge cranes lift more in less area

STOCKTON – Inside the PDM Service Center warehouse in Stockton, Operator Marty Litzinger gracefully maneuvers his P & H bridge crane through what Foreman Hank Wiest calls a supermarket of steel – some 10,000 tons of steel plates and bars neatly stacked on the floor and on 28-foot-high racks.

PDM is a large regional distribution center that supplies heavy carbon steel products to major contractors in the area. In addition to Marty, five other operators – Art Cummings, Robert Ford, Doug Knowles, Tim Matzek and Joe Moreno – are employed at PDM, which is a division of Pittsburgh-Des Moines, Inc., a company that makes structural steel for buildings, bridges and water and petroleum storage tanks. PDM has additional warehouses in Santa Clara, Fresno and Sparks, Nev.

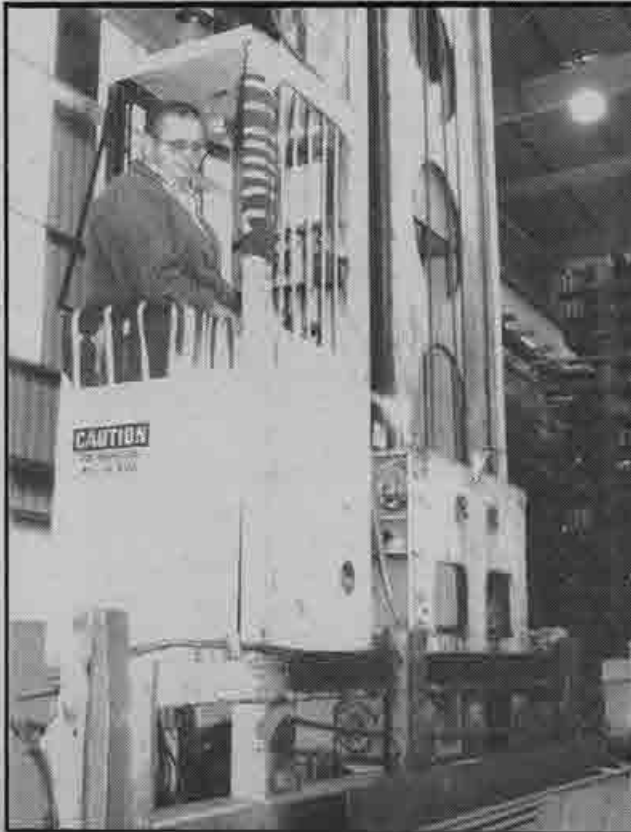
When a truck pulls up to the PDM dock to pick up a load of steel, the operators swings into action, climbing into the small crane cab and zipping off to a remote corner of the warehouse, re-emerging moments later with a load of steel beams that are lowered gently onto the truck bed.

The machine these six operators spend most of their day operating can be best described as a side-loading fork-lift crane that moves along a set of 80-foot-wide tracks mounted on the upper portion of the warehouse walls. Powered by a 440-volt electric motor, the crane can lift up to five tons.

Bridge cranes are particularly useful in warehouses because they save space. A standard fork lift, for example, needs at least 15 feet of aisle width to operate in, while a bridge crane, with its thin mast dropping down from above, requires only 6 feet of aisle width. In the warehouse business this translates into extra inventory space and eventually higher profits.

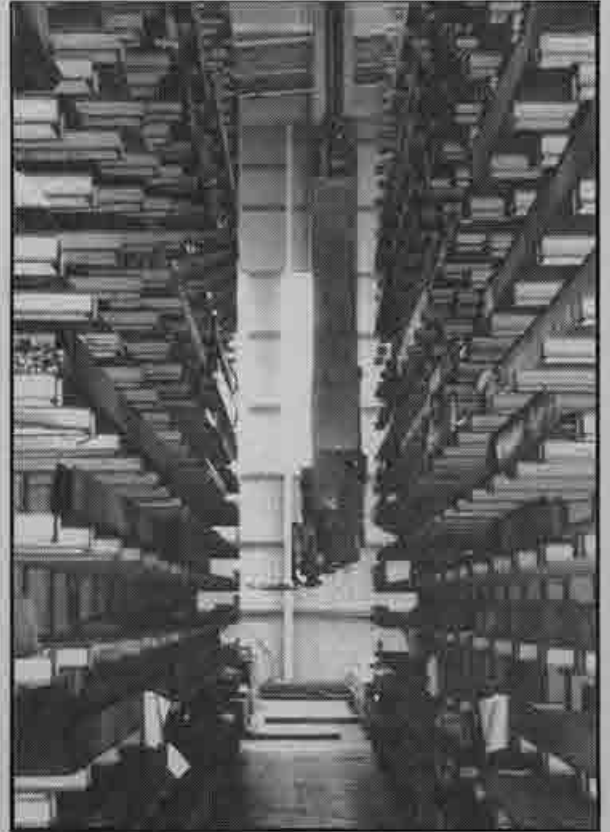
Unlike truck and tower crane operators, who master their skills

through a formal apprenticeship program, PDM's bridge crane operators learn their craft on the job. After working on the warehouse floor for several years, they moved up to crane operator, spending about a year polishing their skills before becoming full-time operators. They need to have good coordination, sustained concentration and good visual judgement to



Above left: This particular bridge crane at PDM is a side-loading forklift crane that moves along a set of 80-foot-wide tracks and powered by a 440-volt electric motor.

Above right: With their thin masts, bridge cranes operate well in the cramped confines at warehouses.



Crane Operator Marty Litzinger operates one of the P & H bridge cranes at PDM.

retrieve and transport loads of steel inside the confines of the warehouse.

Having skilled, reliable operators working behind the controls of these efficient, suitable pieces of machinery help keep the union employer a few steps ahead of the non-union competition.

Work outlook to improve after '92

SACRAMENTO – The staff has been extremely busy negotiating contracts. Some that have been completed include Geremia Pools, District 80's High Sierra Agreement, Rancho Murieta Association, Rancho Murieta's Journeyman and Apprentice Fund and Spreckels Limestone.

Contracts presently under negotiations are Tenco Tractor, Syar Industries at Madison, R.J. Miles, Teichert Aggregates and RMC Lonestar.

We've had a successful organizing drive with Teamsters Local 150 to represent employees at A & A Concrete Supply, Inc. We're presently trying to negotiate fair wages, working conditions and benefits for these employees.

Construction work has been

extremely slow. Our local contractors, such as R.C. Collet, Granite, Teichert, Lund, tell us that work will pick up some but don't expect the quantity of work we've had in the past couple of years. They expect 1992 to improve to a normal work season, and the beyond that to be greatly improved by Propositions 108 and 111.

We have been busy with our Caltrans Unit 12 in the El Dorado, Nevada, Placer, Sacramento and Yolo counties. The Sacramento District will be representing about 539 Unit 12 employees.

Unit 12 employees may call 1-800-322-2148. Ask for Judy Randall for information about your present health and welfare coverage.

Dave Young, Business Rep.

NEWS FROM THE DISTRICTS

Overlays dominate construction outlook Recession slows crane rentals

REDDING – The work picture in the area looks good for this year. The three remaining projects on I-5 in the canyon north of Redding should be finished by early next year. The majority of the dirt on Kiewit-Marmalejo, J.V. Stimpel-Wiebelhaus- J.F. Shea, J.V. and Stimpel-Wiebelhaus, Inc. projects should be moved by the end of summer. When these projects are all completed by mid-1992, I-5 will be complete from Mexico to Canada.

Most of our future work looks like a lot of asphalt and concrete overlays on the interstate highway system and widenings on secondary roads. Kiewit Pacific was low bidder on the Hwy. 97 job at Grasslake. Kiewit's project on Hwy. 139 south of Tulake is waiting for the paving crew to show up. Stimpel-Wiebelhaus, Inc. is moving along with its Ager Road job northeast of Yreka. The company has a job at Mad River on Hwy. 36 and is doing the site work on the substation at Cottonwood.

J.W. Brashear Company has finally started on its job on Hwy. 36 west of Forest Glen. It's subcontracting the dirt from J.F. Shea. Brashear's road job near Lake Shastina northeast of Weed should start any day. Brother Curt Jones will be running this one for J.F. Shea.

The Hwy. 299 job from Shasta Junior College to Bella Vista will go to J.F. Shea. From the outset, Stimpel-Wiebelhaus had the low bid, but apparently there was a mistake on one of the items and the second bidder, J.F. Shea, got the job. This job is needed, for there is heavy traffic between Redding and Bella Vista at most times of the day. The \$3 million job consists of widening and asphalt-concrete overlays.

Jaxon Baker has started its overlay on I-5 at the north city limit. The company was also the low bidder on the Corning I-5 overlay.

Our new office in Redding is coming along. At press time, the framers have just about finished work on the inside, and the roofers should show up at any time. The building is expected to be finished September 15. We should be moved in and operating by the first of October.

We served 436 people at our annual barbecue held June 22. Thanks for coming!

Tom Hester, District Rep.



The new Redding District office, located off Airport Road just north of Rancho Road, is expected to be finished in mid-September.

FAIRFIELD – Dredging and crane rentals have seen better days. Like so many other segments of the economy, work overall is slow, but with a few notable exceptions.

The deep water channel in Sacramento awaits the next phase. Delta Dredge has a job at the Old Selby Smelton in Rodeo. This is a toxic waste cleanup job, so the crews will need Hazmat training.

Manso is doing small jobs throughout the Bay Area, nothing earth shattering. Dutra is doing work in Sacramento and in the Bay Area. The rest of the companies are not doing very well.

The Port of Oakland continues to face delays on its channel work. This needed dredging has been held up since 1988 due to environmental opposition. The channel needs to be dredged from a depths of 35 feet to 42 feet to handle the new and larger container ships being used by major shipping lines. Dredging was halted by a group of fishermen protesting the dumping of dredge material on off-shore fishing grounds. Since then, the port has been engaged in an uphill battle against all types of environmental protests.

I am now convinced the environmental movement in this country is trying to destroy our nation from within. It's one big reason why a lot of Americans are losing their jobs and homes.

I am hoping we can empty the out-of-work list soon. We need to get our harbors and ports dredged soon; otherwise, we risk losing some or a lot of our shipping. The shipping lines are moving their operations to the north and south, which is affecting the Port of Oakland, where business has dropped from 37 percent of the West Coast market to below 13 percent. There is a deal in the works to set aside 15 acres for containers funded from overseas. This will help get something going.

Crane rentals

Crane work has taken a dive, with the recession the primary suspect.

The environmentalists are working hard on Chevron, hoping to stop all of the company's new high-tech additions. Sounds like the Dow chemical plant all over again. That plant was clean, yet it never got built – another victory for the environmentalists.

Local 3 is lobbying to have operating regulations of derated cranes changed. We go to arbitration soon. The problem is that derating has been gradually increased, and we are seeing 40- to 50-ton machines being rerated at the factory. I will keep you informed about the outcome of the case. It will be some time before the judge makes a decision.

Bill Dorresteyn

Non-union loses at Wickland Oil

OAKLAND – Bechtel Corp. was awarded the co-generation project at Standard Oil. The winning bid was \$500 million. Swinerton & Walberg also picked up a large job at Standard's lube oil plant.

In the Berkeley area, several sewer jobs are going on. These new sewers will replace the ones that have been there for years. Ranger Pipeline, Darcey & Harty and Stacey & Witbeck are doing much of the current work, with plenty more to come.

Local 3, in cooperation with the Contra Costa Building Trades and support from state Sen. Dan Boatwright, was instrumental in keeping a non-union contractor out of Wickland Oil in Contra Costa County. That project was eventually awarded to Huntington Brothers, which has just finished a Hazmat job at Wickland. Granite is

about to start another one at the same site.

Hazmat

In west Contra Costa County there are a few refineries that are going to be doing some clean up and old refineries that need to do the same. Hazmat is clearly an up and coming field, and people with this training will be in great demand. If you haven't had Hazmat training, call Brian Bishop in the Oakland district office at (415) 638-7273 and inquire about the next class.

In closing, a reminder that if you've gone back to work, call the hall and let the dispatcher know. Be sure you show your support by voting. We'll see you out on the jobs, and if we miss any of you, call and let us know where you are.

Joe Tarin, Business Rep.

NEWS FROM THE DISTRICTS

Union members respond to call for political action

SANTA ROSA – A lot of you are working hard to keep your union strong. I thank you for your willingness to help at election time, to jam a board of supervisors meeting to get rock permits, campaign for Props. 111 and 108, attend stewards meetings and so on. We call asking for your help and you are there. Thanks!

I also appreciate how so many of you who are getting involved with your district meetings. We have great turnouts and great meetings.

Below is an anonymous letter I recently received. Whoever wrote this, thanks for the nice letter.

*Rob Wise,
District Rep.*

Dear Brother and Sister Engineers,

As you approach retirement and look forward to the "good times," it might be wise to pause and reflect on the past. Think of how you may have influenced another person's livelihood by what you might have said, by your actions or inactions, by your decisions or indecisiveness.

Have you done your part to uphold your duties to your fellow members, to strive for the best job production and the betterment of all? Have you been a leader through example, honesty and integrity? Every game has its rules. Have you made a personal effort to play by the rules and help others to do so?

Good employees can't make it without good employers. Good people make good unions and good unions remind employers of their responsibilities. Unless the roots of a tree do well the tree can't compete for its fair share in the life cycle.

As you continue on toward retirement, remember, employers didn't give a retirement system. It was achieved through the diligent efforts of many people over a long time, working to improve the lot of the working person. Remember, you are a member of Local 3. Employers have to make a living but not at the expense of the employee.

Team effort works. It's not easy but communication and cooperation provide positive results. Strive for excellence!

Sincerely,
Brother operating engineer

Work forecast not looking good

SANTA ROSA – The most frequently asked question I get lately is, "How does the work picture look in the area?" Members know exactly what my answer is going to be: not good. There are several reasons why this is happening.

First, private housing work has slowed down; only a few homes are being built. Second, the publicly funded jobs that are going out to bid are smaller, such as water and sewer line replacements, sidewalk replacements, the routine overlays and construction of bicycle paths. At the smaller jobs, the contractors are using their key people and moving them from job to job, hoping in the meantime to pick up more future work.

There are, however, a couple of positive things to think about. First, our union contractors are winning most of the bidding on public sector jobs. For example, North Bay was the apparent low bidder on the Sonoma Mountain Expressway.

Second, the out-of-town union contractors, such as Mountain Cascade at Skyfarm and D.W. Young working on Marlow Road, are requesting some operators from our dispatch hall to fill their crews.

Third, with the help of Hank Munroe we've been able to do some organizing. We've been able to sign up Yerion-Freeman, Inc. of Pengrove, PBF Construction of Danville and L.J. Construction of Sebastopol. Though small, these companies are expected to grow with the help of Local 3.

We hope to sign up some bigger contractors like Davest, which in the past has signed a couple of project agreements with Local 3, and Dave Soiland, who has applied to join the union. Let's not forget Fedco, Oak Grove and Pipeline Excavation. With Hank's help, we should be successful in getting them signed.

I would like to commend the workers at Tenco Company, with whom I spent some time walking the picket line with last month, for their desire to fight for something they believe in. That's what it means to be union.

This is the last reminder about our August 4 picnic at the Windsor Water Works. You should get your tickets early before we sell out. We have a limited number of tickets. Remember to pick up tickets for the children because they will need a ticket to get in.

George Steffensen, Business Rep.

Gravel wars intensify

SANTA ROSA – Sonoma County's gravel problems have taken a turn for the worse. Both Kaiser and Syar are operating at about 70 percent capacity, a fact reflected in the high number of members on the out-of-work list. The recession is responsible for part of the slow down, but the main culprits are the California Department of Fish and Game and, worse yet, Martin Griffin and the Westside Winery Coalition.

I urge you all to do something. Write to your elected officials explaining how the gravel industry affects you, what it provides to our local economy and what will happen if gravel mining is shut down or severely curtailed. Write to:

Sen. Barry Keene
631 Tennessee St.
Vallejo, CA 94590

Assemblyman Dan Hauser
50 "D" Street, Ste. 450
Santa Rosa, CA 95405

Assemblywoman Bev Hansen
50 Santa Rosa Ave., Ste. 301
Santa Rosa, CA 95404

We need gravel to maintain a strong construction economy in Sonoma County. Our livelihood and the future of Local 3 are at stake. Take time to write!

District Picnic

Tickets are selling fast for Santa Rosa's picnic, which will be held August 4 at the Windsor Water Works. We have a limited number of tickets left, so be sure

to get yours now. It's doubtful that tickets will be available at the door. Remember, we have reserved the water works for the picnic, complete with four water slides, two swimming pools, a video arcade, assorted outdoor games and lots of shade.

We'll be serving steak or salmon with all the trimmings, plus unlimited quantities of beer and soda. Tickets are \$12 for adults, \$9 for retirees and children under 12 get in free if they eat just hot dogs.

Friends and relatives are welcome. Call our office at (707) 546-2487, or stop by the office, or see Business Agents Bob Miller or George Steffensen. We'll have a giant raffle this year. Bring some extra money so you can have a chance to win a gun, bed 'n breakfast package, dinners, canoe trips, \$500 memberships at Gold's gym, a Daily Planet comedy club package – the list goes on. I'll be waiting for you on the "advanced" water slide.

Bay to Breakers

My friend and brother business agent George Steffensen did it again this year. George placed in the top 5 percent in this year's Bay to Breakers race, coming in 4,691 out of 100,000 participants. His time was 1 hour and 7 minutes. Local 3 members Marshall Bankert and Mike Hugh also ran in the race. All three men wore Local 3 T-shirts. Next year's plan is to do the race disguised as a bulldozer centipede – a Local 3 bulldozer, of course.

Bob Miller, Business Rep.

NEWS FROM Rancho Murieta Training Center

Top right: Journeyman Mike Wilson, left, along with crane instructor John New, center, and journeyman Wayne Nickolsen connect a main hoist line becket to the dump sheave shackle during a crane class at Rancho Murieta.

Right: Crane instructor John New shows Wayne Nickolsen the proper set up to the drag line bucket.

Below top: Mike Wilson, left, and Wayne Nickolsen pull rope to connect to a drag line.



Rancho Murieta offers training for journeymen

When you think of the Rancho Murieta Training Center, apprenticeship most likely comes to mind first. But another vital function of the center is to provide additional training for those with journey status.

These classes can be in gradesetting, most other equipment classifications and most aspects of heavy-duty repair. Those who qualify can receive up to six weeks of training per calendar year. Training will be for two weeks at a time in the classification requested. Eligibility for training is determined at the district dispatch hall.

How do members with journey status get into the training center classes? They first must contact their district office and let the dispatcher know that they want to sign up for a class. Then Rancho Murieta will notify the various districts of openings. The dispatcher will confirm that the journey is still interested and eligible for a class. If so, the journey will receive a dispatch to the training center to come for two weeks of training.

If there are any journeys out there who want to augment their skills or want to train in another classification for the out-of-work list, see your district dispatcher and sign up now.

*Duane Beichley,
Media Coordinator*



Below left: Crane instructor John New discusses to a class of journeymen the techniques and operation of using a drag line.

Below right: The training center offers journeymen and journeymen training in most equipment classifications. Check with your district office dispatcher for more information.



NEWS FROM PUBLIC EMPLOYEES

San Jose's parks employees

They promise you a rose garden – and much more

Third in a four-part series on the City of San Jose

San Jose's huge park system – in all about 40 major sites and hundreds of smaller ones – is so diverse you can stroll through a Japanese garden one hour, attend a rose garden wedding the next and finish the day with a hike through the countryside. Park sizes range from the large wilderness site at Alum Rock to small neighborhood parks.

To keep these parks groomed and operating smoothly, the city's Recreation, Parks and Community Services Department employs a staff of rangers, gardeners, groundskeepers and maintenance workers, 120 of which are represented by Local 3. Their responsibilities range from enforcing park regulations to setting up chairs for special events and managing concessions.

At the Japanese Friendship Garden in Kelley Park, gardener Julio Lopez cares for the thousands of delicate plants that symbolize traditional Japanese culture – like the cherry orchards that stand for national loyalty and the pines that represent conjugal love. Nearby another gardener checks the park's computerized irrigation system to make sure all is running smoothly during these drought years. Near the park's front entrance, rangers help a visitor who has locked her keys in the car.

At the municipal rose garden, which is considered one of the most attractive in the world, one gardener and two groundskeepers spray, prune and disbud some of the more than 5,000 roses. Hardly a day passes that at least one species isn't in full bloom. The crew must also prepare the grounds for weddings and graduation ceremonies.

At Alum Rock Park, nestled in the foothills above San Jose, rangers patrol 700 acres of wilderness, enforcing regulations

and educating the public about plants and wildlife. When visitors stray from established hiking trails or get injured, rangers conduct search and rescue.

This is just a small sampling of the tasks Local 3 members perform in the parks and recreation department. Their skills and dedication help keep this extensive and varied network of fun one of the best in the West.



Top: Caring for some of the 5,000 roses at the San Jose Municipal Rose Garden are from left: Bob Preader, Russell MacKenzie and Lloyd Standridge.



Center: Parks maintenance workers at Lake Cunningham Park.



Bottom left: Gardener Julio Lopez prunes trees at the Japanese Friendship Garden at Kelley Park.



Left: Park Rangers Darryl Akamoto and Carlos Duenas help a stranded motorist at Kelley Park.

NEWS FROM PUBLIC EMPLOYEES

Deputies campaign against budget cuts

When the budget ax fell recently on the Alameda County Sheriff's Department, the 800 or so deputies represented by Local 3 put to good use the familiar principle, "the squeaky wheel get the grease."

Because of Alameda County's \$65 million budget deficit, the Sheriff's Department has been ordered to cut \$10.8 million from its departmental budget. In order to

make these cuts, 103 badge positions would have to be eliminated and an entire floor of the North County Jail in Oakland closed. The displaced inmates — some of the most violent and dangerous criminals — would have to be transferred to the already overcrowded Santa Rita Jail in Dublin.

Many inmates who were housed in maximum security cells at North County would be placed in minimum security housing units at Santa Rita. Wide open cells designed for a maximum of 192 prisoners would be jammed with over 400 inmates. Deputies, armed with only mace and a radio, would have to patrol these areas with 25 percent fewer personnel.

Confronted with possible layoffs, plus the increased risk of riots, hostage taking and escapes, the deputy sheriffs decided they needed to become the squeaky wheel and mount a campaign to draw public attention to the problems the cuts would create.

The deputies fanned out into neighborhoods surrounding the Santa Rita Jail to inform residents of how the cuts could affect the community. At one neighborhood meeting, deputies Mike Toms, Bruce Stirling, Dan Adams and Local 3 Business Agent Bob Britton told about 100 residents about the risks to public safety. Many in the audience were reminded of when the overcrowded Santa Rita Jail had several escapes and one Dublin woman was raped by an escaped inmate. Residents were urged to express their concerns at the board meetings.

While the neighborhood gatherings heated up, other deputies hit the streets and collected more than 2,500 signatures on a petition that asked the board to reconsider the cuts.

The campaign seems to be paying off. At its June 25 regular meeting, the board decided to apply some grease to the squeaky wheel by asking the county administrator to find an additional \$4 million to \$5 million in county revenues to be earmarked for public protection. The extra funds could save 20 to 40 deputy positions and alleviate some of the security problems at Santa Rita.

County Administrator Steve Szalay is scheduled to report to the board on July 16 about where the money will come from. Meanwhile, the deputies continue to lobby the board in hopes of averting a public safety disaster.



Deputy Carrie Patton, right, collects signatures for a petition that asks the Alameda County Supervisors to reconsider sheriff's department budget cuts.

Union City police finish strong in desert relay race

Being a good police officer these days not only demands street wisdom but top physical conditioning.

The East Bay's Union City Police Department proved it certainly has the latter qualification by finishing strongly in the April 20 Baker-to-Vegas Challenge Cup Relay, a grueling 120-mile running race through the sizzling Mojave Desert.

Union City, the smallest agency in the race and running for the first time, placed 22nd in the "300 or less sworn personnel" class with a time of 17 hours and 15 minutes, a surprising 2 hours and 44 minutes faster than the team had expected. Local 3 sponsored the team, and the Local 3 logo was displayed prominently on team vehicles and uniforms.

In addition to the "300 or less sworn personnel" class, four other levels competed for prizes. The "open" class had no restrictions; the "mixed" division required teams to have at least five women; the "800" class was for teams with a combined age of 800 years; and the "women" class was for all-female teams.

About one third of all the sworn officers in the UCPD took part in the challenge cup, which fielded a total of 138, 20-member police department teams, making the event the largest law enforcement race in the United States.

The course was divided into 20 stages, each about 6 miles long, and began 18 miles north of Baker, Calif. and finished at the Hacienda Hotel in Las Vegas. After leaving Baker, the course followed route 127 north through rolling desert at about the 700-foot elevation before slowly climbing to the 2,090-foot Ibex Pass. At the small desert community of Shoshone near the south entrance to Death Valley National Monument the course turned east on route 178 and, after a short downhill jaunt, entered Nevada and began a series of gentle climbs until it topped out at the 5,493-foot Mountain Springs Summit.

This leg, which rose 1,700 feet in five miles, was conquered by Detective Jim Ticer. Equally difficult, but in a different way, was the 1,900-foot descent from the summit, a stretch that was covered by Sgt Gary Olmstead. From there it was

all downhill for Capt. Hank Berberian, who took the baton down the so-called "Hollywood Leg" along Las Vegas Blvd. to the finish line.

The purpose of the event is to promote camaraderie, teamwork and physical fitness among a broad spectrum of law enforcement agencies throughout the region and at



Union City Police Capt. Hank Berberian crosses the finish line in Las Vegas.

tempts to improve law enforcement's public image.

The run started as a challenge between the SWAT teams from the Los Angeles County Sheriff's Department and the Los Angeles Police Department. In 1985, 19 teams competed in the race, and by 1990 participation grew to 108 teams. Although Southern California teams dominated the event, more groups from Northern California have made their mark. For example, a police department team from Fremont, which lies next to Union City, finished second in the "300 or less sworn personnel" classification. A team from a Los Angeles division of the FBI won the race in a record time of 12 hours, 57 minutes.

Next year the Union City team hopes to shave more than an hour and 15 minutes off its time by crossing the finish line in under 16 hours. With the kind of athletes the UCPD has, this goal seems entirely attainable.

NEWS FROM THE MINES

Elko Picnic

When:

Aug. 10

Place:

North Side Park

Time: 10 a.m. to 8 p.m.

Tickets:

\$7.50, under 16 free

Pit barbecue

women's softball team off to a good start

ELKO - The Local 3 women's slowpitch softball team got the season off on the right stride by winning the May 7 Icebreaker Tournament, an event that kicked off the Elko Women's Slowpitch Softball League season.

Local 3 went undefeated in the double-elimination tourney, winning three games, holding off Knight Piesold in the championship game 14-13. The team scored nine runs in the fifth inning to take the lead for good.

This year's team consists of Lisa Brown, Rita Hussey, Lorrie Smith, Toni Owens, Rita Yocum, Kelly James, Iva Slade, Susan Pharis, Bonnie Nelson, Caprice Benees and Betty Cheney.

On May 21, Local 3 defeated Fleet Parts/Elko Trophy 13-6.

Local 3 scored six runs in the top of the first and led the rest of the way. Toni Owens, Iva Slade and Rita Hussey each went 3 for 3. Bonnie Nelson, Betty Cheney and Rita Yocum had two hits apiece.



Lorrie Haub of the Local 3 women's slowpitch softball team drills this pitch for the game-winning hit in the Icebreaker Tournament semi-finals against Knight Piesold.

Children learn about dangers of explosives

ELKO - In mining country, it's not uncommon for people, especially children, to encounter explosive devices. For the past two years, Jon Skinner, chief steward at Newmont Gold, has been helping elementary school children learn how to deal with this potentially dangerous situation by organizing an explosives awareness class.

The purpose of the class was to make children aware of what to do in case they find explosive devices. John Albrecht, senior technical representative for the Ensign-Bickford Company explained the dangers of mine explosives. To make his point, he used props of detonation cord, blasting caps and boosters, plus videos depicting what could happen if these items were not handled correctly.

Albrecht urged the children not to touch any of these items. Instead they should call the police and let them handle the device. Police Chief Mike Kranovich and Sgt. Mark Caldwell attended the class to explain how to contact the police if any of these items are found.

Some common questions asked at the class included:

Q: Why won't fuse cord blow up your whole body?

A: There's not enough explosives. But they can take off a hand, fingers and put your eye out.

Q: Is dynamite that's old and sweating dangerous?

A: Yes! This means the nitroglycerin is coming out and is very unstable.

Q: Why are the cords colored?

A: To identify its use.

Lights to shine on Little League field

ELKO - Things are brightening up for the Spring Creek Youth Athletic Association.

Thanks to donations from Local 3, merchants and individuals in the Elko area, the Little League field in Spring Creek will have lights this year.

Since the association was formed in 1973, the population of Spring Creek has grown from 100 to almost 6,000, which has increased demand for teams and playing fields. To help the SCYAA expand and improve its operations, Local 3 donated \$100 towards the purchase and installation of the field lights.

This year Spring Creek has three major league, three minor league, one tee-ball and four softball teams. Many of the players are children of Local 3 members, who have been helping out by coaching teams, serving as umpires and doing field maintenance.



Mike Ross of the Spring Creek Youth Athletic Association receives donation from Local 3 Treasurer Don Luba.

Construction safety act nears vote in Congress

Another important piece of labor legislation, the Construction Safety, Health and Education Improvement Act, is gathering momentum in Congress and could be coming to a floor vote soon.

The House version of the measure, HR 1063, now has 58 co-sponsors, and the bill's author, Rep. Joseph Gaydos, D-Pa., predicts that an additional 100 to 150 House members eventually would commit to the legislation.

Among some of the key provisions of the bill are mandatory contractor health and safety programs, an on-site project health and safety plan monitored by a construction safety specialist, an improved system for OSHA investigations into fatalities, serious injuries and structural failures on construction projects, a coherent job site inspection targeting program by OSHA and the creation of a new office of construction safety, health and education within OSHA.

Because most construction sites include several different subcontractors, project-wide regulations are needed to ensure there is someone on the job who is responsible and can oversee the safety of the project as a whole. Moreover, federal uniform requirements are necessary to eliminate the competitive advantage of unscrupulous contractors who are not interested in the health and safety of their employees but rather

want to maximize their profits at the expense of worker's lives and limbs.

On the day you read this article, nearly 10 construction workers will have lost their lives on the job. Some will be killed in single-person accidents, others will perish in massive tragedies like the 51 construction workers who died in Willow Island, W. Va. or the 28 who were crushed to death when an apartment complex collapsed in Bridgeport, Conn. These grim statistics add up to 55 construction workers killed a week and about 2,500 a year.

Death rates among laborers are about five times higher than physicians, with the average construction worker dying before he or she can collect Social Security. One out of every 14 construction workers this year will be injured enough on the job to lose time from work.

While construction work can be dangerous, death and injury need not be the common occurrence it is today at the construction site. The Construction Safety, Health and Education Improvement Act is the first step in a major effort to save the lives of America's six million construction workers.

You can act now by contacting your senator or representative and asking him or her to support HR 1063 in the House or S. 673 in the Senate.

DRIVE A BARGAIN

Magic Kingdom Club members—even ones as goofy as these two characters—receive valuable discounts on rental cars at most National Car Rental locations across the U.S. For details, see your Club Membership Guide.

Available From:

Operating Engineers
Local Union No. 3
474 Valencia St.
San Francisco, CA 94103
Attn: Public Relations



District & Retiree Picnics

SF Golf Tourney - Aug. 3
Crystal Springs Golf Club
Burlingame
\$95 golf & banquet,
\$40 banquet only
RSVP Ted Wright (415) 431-1568

Santa Rosa - August 4
Windsor Waterworks
12 noon, steak & salmon
\$12.50 before Aug. 4,
\$15 per person at door,
under 12 free
Info: 546-2487

Elko - August 10
North Side Park
10 a.m. - 8 p.m.
Tickets: \$7.50, under 16 free
Pit barbecue

Fresno - August 10
Kearney Park, Oak Knoll A
11 a.m. - 5 p.m.
Tickets: \$10 actives, \$5 retirees
Free hotdogs for kids under 12
Parking \$3
Streaks, beer, soft drinks,
horsehoes, etc.

Union Briefs

Unionization has positive effect

Is the key to achieving greater productivity found in fostering more employee involvement in work-place decision? Maybe not, according to a recent study by economist Maryellen Kelley of Carnegie Mellon University.

Kelley surveyed some 1,000 U.S. metal-working plants, about 70 percent of which had established employee problem-solving committees. Plants with worker-participation committees proved to be 25 to 45 percent less efficient than those without such programs.

Kelley's analysis indicates that employee involvement actually had a negative effect on productivity, while unionization had a clear positive effect. The least efficient plants were those that had worker-participation programs but were non-union, and the highest productivity occurred in plants with unions but with no worker-involvement committees.

Kelley theorizes that the unionized plants were the most adaptable and open to change. Unions, she said, are already structured to perform many of the functions that problem-solving committees are supposed to address. Worker-involvement programs in non-union plants, "may face difficulties because employees know all the power still resides with management."

Calif. construction largest industry

Despite a severe decline in 1990, the California construction industry remained the state's largest goods-producing industry, producing \$42.1 billion in construction volume and more than 667,000 jobs, according to the Construction Awareness Program. Agriculture produced 360,000 jobs, transportation 300,000 and electrical equipment 259,000 last year.

The Los Angeles/Long Beach metropolitan area continues to lead the state with a total volume of \$8.9 billion, followed by Riverside/San Bernardino at \$5.3 billion and San Diego at \$3.4 billion. Sacramento and much of the Central Valley showed moderate building permit increases last year, primarily because housing prices in those areas are 15 to 35 percent less than in the coastal regions.

The 1990 total volume represented a 20 percent drop from 1989, the industry's lowest level since 1984. Experts predict that residential and non-residential building will likely continue to fall in 1991. However, a sizable increase is forecast in streets, highways and bridges.

New gas tax for seismic retrofit

A new bill that would boost the state's gasoline tax by two cents per gallon over the next three years beginning in August cleared the Senate by a 28 to 8 vote. The tax hike would come on top of the increase already levied by Props. 111 and 108.

It is estimated that each penny added to the diesel and gasoline tax raises about \$150 million a year. If Gov. Pete Wilson signs the bill, SB 868, more than \$300 million could be raised each year for retrofit programs. Caltrans says that 7,000 of the state's 12,000 bridges need to be evaluated for possible earthquake hazards. Total cost of making California's bridges safe has been placed at \$3.4 billion.

OSHA needs better follow-up

The Occupational Safety and Health Administration (OSHA) has problems confirming that employers cited for work-place safety and health violations actually correct those violations, according to a General Accounting Office report. A review of follow-up inspections conducted in 1989 found that at least 24 percent of employers cited for OSHA violations had not corrected known hazards. OSHA's problems include lack of documentation of employers' claims that hazards have been addressed and inadequate policies that encourage repeat violations at construction sites.

The GOA recommended that OSHA write a new rule requiring that employers document steps they have taken to abate hazards. On construction site violations, OSHA should change its policy to assure that repeat violations are not repeated by the same contractor on different job sites.

HONORARY MEMBERS

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

Kenneth Bryant	0879697
James Cannon	0626477
Wallace Gault	0663983
Herb Hachman, Jr.	0772954
W. W. Hickman	0500947
George Jaujou	0563212
Henry Jones	0868765
David Lyndall	0719526
William Martin	0841540
Bernard McLaughlin	0854151
McHenrie Miller	0857933
Elmer Morgan	0811326
George Nelson	0414553
Don Olsen	0688913
Ival Payne	0779761
Z. T. Reed	0723780
William Rickman	0689185
William Rodemaker	0883684
Leon Sewell	0679132
Douglas Sutterfield	0883698
Oscar Underwood	0693723
Clifford Vincent	0788206
Edward Walters	0643079
W. Ross Williams	0657747
Joe Winterhalder	0821532

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary William M. Markus, has announced that the next semi-annual meeting of the membership, will be held on Saturday, July 13, 1991, at 1:00 PM, at

**Seafarers International Union
Auditorium
350 Fremont Street
San Francisco, CA**

District 1 Meeting Change

On June 23, the Executive Board approved the request from District 1, that the quarterly District membership meeting, to be held on August 15, be changed as follows:

**From: Engineers Building
474 Valencia Street
San Francisco, CA**

**To: Iron Workers Hall
570 Barneveld Avenue
San Francisco, CA**

District Meetings

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

July	9th	District 4: Eureka Engineers Building 2806 Broadway
	9th	District 17: Kauai Wilcox Elementary School 4319 Hardy
	10th	District 17: Kona Konawaena School Kealahakua
	10th	District 7: Redding Engineers Building 100 Lake Blvd.
	11th	District 6: Marysville Engineers Building 1010 "I" Street
	23rd	District 17: Maui Waikapu Community Center Waikapu
	24th	District 17: Hilo Kapiolani School 966 Kilauea Ave.
	25th	District 17: Honolulu Kalihi Waena School 1240 Gulick Ave.
August	6th	District 3: Stockton Engineers Building 1916 North Broadway

	8th	District 5: Fresno Laborer's Hall 5431 East Hedges
	13th	District 2: Dublin Howard Johnson's 6680 Regional
	15th	District 1: San Francisco Iron Workers Hall 570 Barneveld Ave.
	22nd	District 8: Auburn Auburn Recreation Center 123 Recreation Dr.
September	11th	District 12: Salt Lake City Engineers Building 1958 W. N. Temple
	12th	District 11: Reno Musicians Hall 124 West Taylor
	19th	District 10: Santa Rosa Labor Center 1701 Corby Ave.
	24th	District 4: Fairfield Holiday Inn 1350 Holiday Lane
	26th	District 9: San Jose Labor Temple 2102 Almaden Rd.

Departed Members

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

MARCH

Joe Cornelius of Laton, Ca., 3/24; James F. Smith Jr., of Napa, Ca., 3/9.

APRIL

B. A. Jones of Carlin, Nevada, 4/17.

MAY

D. L. Colburn of Oroville, Ca., 5/29; Guy Ichikawa of Honolulu, Hawaii, 5/12; Louis Newell of Fort Sumner, NM, 5/19; Carlos Roxberg of Vallejo, Ca., 5/30; Carlton Shaw of Atwater, Ca., 5/31; Archie Smith of Castro Valley, Ca., 5/23; C. R. Stidham of Coalinga, Ca., 5/24; Vern Z. Walker of Riviera, Arizona, 5/4;

JUNE

John Fagundes Jr. of Martinez, Ca., 6/11; William Hala of Lahaina, Hawaii, 6/9; Gordon Kirtley of Ferndale, Ca., 6/7; Edgar P. Morgan of Somerset, Ca., 6/2; Gary Purcell of Stockton, Ca., 6/6; J. D. Ringer of Clovis, Ca., 6/12; J. L. Roberson of Oroville, Ca., 6/8.

DECEASED DEPENDENTS

Leila Anderson, wife of Ray 5/30. Christopher Casten son of Cliff 4/20.

RETIREE MEETINGS

EUREKA - July 9, 2PM

Operating Engineers Bldg.
2806 Broadway Eureka, CA

REDDING - July 10, 2PM

Moose Lodge
320 Lake Blvd. Redding, CA

MARYSVILLE - July 11, 2PM

Veterans Memorial Bldg.
249 Sycamore Gridley, CA

RENO - July 27, 11AM

Deer Park
Rock Blvd. & Prater Way Reno, NV

CERES - August 6, 10AM

Tuolumne River Lodge
2429 River Rd. Modesto, CA

STOCKTON - August 6, 2PM

Operating Engineers Bldg.
1916 N. Broadway Stockton, CA

FRESNO - August 8, 2PM

Laborers Hall
5431 E. Hedges Fresno, CA

OAKLAND - August 13, 10AM

Oakland Zoo Snow Bldg.
9777 Golf Links Rd. Oakland, CA

CONCORD - August 14, 10AM

Elks Lodge #1994
3994 Willow Pass Rd. Concord, CA

SAN FRANCISCO/SAN MATEO - August 15, 10AM

IAM Air Transport Employees
1511 Rollins Rd. Burlingame, CA

SACRAMENTO - August 22, 2PM

Machinists Hall
2749 Sunrise Blvd. Rancho Cordova, CA

AUBURN - September 3, 10AM

Auburn Rec. Center
123 Recreation Dr. Auburn, CA

CLEARLAKE - September 19, 10AM

VFW Post #2337
14460 Robinson Ave. Clearlake, CA

SANTA ROSA - September 19, 2PM

Labor Center
1701 Corby Ave. Santa Rosa, CA

IGNACIO - September 24, 10AM

Alvarado Inn
250 Entrada Novato, CA

FAIRFIELD - September 24, 2PM

Holiday Inn Fairfield
1350 Holiday Lane Fairfield, CA

WATSONVILLE - September 26, 10AM

VFW Post 1716
1960 Freedom Blvd. Freedom, CA

SAN JOSE - September 26, 2PM

Holiday Inn Park Center Plaza
282 Almaden Blvd. San Jose, CA

Swap shop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. To place an ad, simply type or print your ad legibly and mail to Operating Engineers Local 3, 474 Valencia St., San Francisco, CA 94103, ATTN: Swap Shop.* Ads are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in Swap Shop.

*All ads must include Member Registration Number.

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

Swap Shop

FREE WANT ADS FOR ENGINEERS

Personal Notes....

Fresno: Our sympathy is extended to the families and friends of our brothers whom have recently passed on; Ken Harm 5/19; Ormond Philpott 5/23; Joe Cornelius 5/24; and Carlton Shaw 5/31. Each member was a valuable asset to local 3 and will be missed.

Sacramento: Congratulations to Elizabeth Gillespie on the birth of her son Dominic born 3/29.

We would like to express our sympathy to the families and friends of departed brothers Owen Autrey, Bert Bengtson, Ronald Cain, Daniel Chandler, Andrew Coder, Richard Deal, John F. Hall, Leonard Jenkins, Bill Lehman, Donald Monroe, Edgar Morgan, James Pelham, John Rhodes, George Shea, Henry Surritt, Wayford Tate, William Underwood and Fred Williams.

Our sincerest condolences go to brothers Dan Worley on the death of his wife, Beverly; Albert Eckman on the death of his wife, Helen; Donald Leidy on the death of his wife, Gladys; and Virgil Gilliam on the death of his wife, E. Gertrude.

FOR SALE: Tools 3/4" to 2-3/8" drive socket set, snap on & cornwell \$230. 10 ton blackhawk porta port set w/chains, puller & adapters. 2-10 ton rams, i-4 ton ram, \$330. 1 set Blue point - 8 expandable reamers \$1,200. Gear & bearing pulvers & mechanic welders tools. Call Nicholas (209)521-0313. Reg.#0559955 6/91

FOR SALE: '82 5th wheel Komfort, 32' self contained, twin roof A/C, forced heat, W/D, awnings, new unit in frig., sep. control elect. jacks, \$9,500, could deliver. 3bd, 2ba home on cul-de-sac. lg. deck w/view 5mt. pks., 45min to Portland, hr. to beaches, fenced yd., landscaped. Sprinklers, Indry rm, heated garage w/work area, brick f/pl, N/G heat \$125K, consid. terms. Call (503)364-8501 Reg.#0444058 6/91

FOR SALE: Bike 3-wheel, \$50. Motor home top Lg. carry case \$100. Atari home computer w/some games etc. \$35. 2-30 gal. steel gas tanks \$30. Lona bed pick-up rack \$75. Stroller baby stroller \$15. Hammond organ \$500. Call Norman (916)689-4061. Reg.#1238702 6/91

FOR SALE: Ford Aerostar SX, 16K miles, charcoal gray int./ext. Air cond. auto trans, roof rack, 14K miles + stereo cassette, AM/FM, cruise control, tilt wheel, power steer/brakes Call Robin/Rustay (707)838-9287. Reg.#1951787 6/91

FOR SALE: '86 5th wheel Holiday Rambler Presidential, 34', fully self-contained. Built-in microwave/stereo, refrig, stove, Air-condition, 2 furnaces. Queen bed, 2 pull down beds. 5 new michlin tires. Mini blinds, awnings, ex cond. Deliver within 200 mi. \$16K. Call Davis (916)753-3903. Reg.#1967874 6/91

FOR SALE: '87 5th wheel Automate, 34', loaded, like new, will trade for trailer or mini motor home. \$22,500. Call (209)295-3503. Reg.#1276906 6/91

FOR SALE: '30 Studebaker Dictator, 4 door sedan. Original unrestored, 61K mi, very good cond., will send photos. Call (801)848-5662, J. Clayton, P.O. Box 445, Tabiona, Utah. Reg.#0863715 6/91

FOR SALE: '90 Ford Aerostar SX Model, 16K mi. mint cond., charcoal gray int/ext., air cond., auto trans, roof rack, great mileage, stereo cassette, AM/FM, cruise control, tilt wheel steering, power brakes/steering, Call Robin/Rustay (707)838-9287. Reg.#0908641 6/91

FOR SALE: Open Road 10-1/2 ft. overhead camper, self cont., restored. \$1,200 Call (707)769-9708. Reg.#0908641 6/91

FOR SALE: '89 Motorhome 32' Suncrest, 454 GMC eng. 11K mi., 2 roofs, A/C 7K gen. Twin rear beds. Color coordinated. Full refrig/freezer, Color TV/VCR. Burglar/carbon monoxide alarms, more. Lots of storage. Mounted windshield/side window screens, night covers. Non smokers, come drive away \$42,500. Also tow dolly for small car, \$500. Call Bob Gowan,

Sacramento (916)689-7153 Reg.#1355143 6/91

FOR SALE: Auto Mate 24' trailer Air conditioner, fridg, TV antenna, awning, electric hitch, self contained, twin beds, front kitchen, bath in back. \$5,900. Berry Moseley, Reg.#0553073 6/91

FOR SALE: '87 Honda Prelude Si, loaded, 5 speed, air, electric sunroof, tinted windows, charcoal grey, new brakes. Excellent condition. Must sell \$9,800. Call Bobby Ryder 626-4444/Sparks, Nevada, leave message. Reg.#896301 9/91

FOR SALE: Drafting Tool set, Mechanical, Polly No. 80, \$75. 2-10 speed bikes \$65. 1 small bike, 12in., \$20, 1 small 10in. \$10. Lamps, ene tables, baskets & misc. items. Call Norman 1(916)689-4061. Reg.#1238702 6/91

FOR SALE: Tow Dolly \$700. '76 Chev Impala, 350 eng. exc. cond. Only 51K mi., needs body work \$500. '76 Dodge 31' Explorer motor home w/xtras \$14K, '86 Tahiti Day Cruiser w/Champion trailer. Ex. cond. \$14,500. Call Bill (209)544-0910. Reg.#1737805 6/91

FOR SALE: '64 Imperial needs paint, headliner carpet. Straight & good operating cord. + trade I bought too big. If you bought too small call. '90 Ford F150 XLT Lariat w/everything + ex. cab. 7K mi. Would like 89.90.91 Ranger, Bronco or Dodge Dakota V6's. Financing by O.E. Cr. Union. Call (916)246-0309. Reg.#1265020 6/91

FOR SALE: '68 Chevella Needs some work. Good restoration project. 350 small block. Lots of chrome under hood. \$700 /BO. Call (415)795-1477. Reg.#1704140 6/91

FOR SALE: '86 Ford Laird XLT, super cab pick-up, 4 wheel drive w/cab control. Longbed with camper shell and bedliner, bed. Captain seats, cruise control, fully electrical control. Tow package, 2 fuel tanks w/6cyl. fuel injected engine. Equip. for hunting or jobs away from home. 18K mi. \$12K. Also late '83 El Camino Chev. 62K miles. Air shocks in rear w/toe package, camper shell, cruise control. 350 engine in good shape. \$6K. Call Lawrence O. Ashworth (415)935-2194. Reg.#0552974 6/91

FOR SALE: '76 Pantoan 24' Boat w/20 hp Mercury Motor & trailer, toilet & sm cabin. \$2,100 firm. Call J. J. Phillips 1-209-521-5872. Reg.#754193 7/91

FOR SALE: Caps Manhole raising forms. \$250 each + tax & shipping. Call Clifford (408)724-0215, Freedom, Ca. 95019. Reg.#657788 7/91

FOR SALE: Truck Heavy duty mechanics, completely equiped, ready to go to work. Excellent cond. Call (209)348-1811 Fresno, Ca. Reg.#297439 7/91

FOR SALE: Camper \$300, fits 3/4 ton truck, 3 burner stove, sink, ice box, 2

sleeping bags. Call (415)851-0350, Woodside area. Reg.#643069 7/91

FOR SALE: View lot 24,687 sq. ft. w/view of golf course valley, marsh, marine air station, and pacific ocean. Includes 1 water meter, 2 sewer lines and 10 Norfolk pine trees, cleared for building. 12 miles from Honolulu, 4 miles from Kailua in beautiful Maunawili. \$573,375.00 includes house plans. A. J. Toorinjan Reg.#994824 7/91

FOR SALE: Burial plot double depth at Court of Honor, Mount Vernon Memorial Park, 8201 Greenback Lane, Fair Oaks, Ca. (row 8, A&B). Selling because of moving \$1,400. Call Fred Fairchild (209)323-7958. Reg.#1136272 7/91

FOR SALE: '86 Baunder RV, 26' long loaded \$35K new awning, 7K miles, perfect condition. + Naco membership for sale for 5K. Also '77 - 3/4 ton pick up w/utility boxes - boom. 460 rebuilt engine, new battery. Only owner. \$3,500 as is. Call Wayne (415)782-5798. Reg.#0928047 7/91

FOR SALE: Winco Orsel 50 amp-240 volt, 8K. cost \$9K selling for \$3,500 or best offer. Also '81 Diesel Volvo GL, air, radio, needs work. \$1,500 OBO + parts new cost \$200 selling for \$150. See, Fri, Sat, Sun from 4-7pm at 1100 Pedras Rd. H-219, Turlock, Ca. 95380. Reg.#1411330 7/91

FOR SALE: '79 Motorhome 25', non smoker, like new, sleeps 4, overhead bed-queen size. Elect. levelling jacks, shower & tub. Roof & dash air. Lader pod. 3 awnings new brakes/Michlein 10ply tires. 34K miles on new motor \$13,800. Call Ben (415)674-1094. Reg.#0689209 7/91

FOR SALE: '90-1/2 Motorhome Bounder. used twice, 2,500mi., 6K generator, microwave, 2 TVs/VCR, double door, frig, awning, \$46,750. And '85 Searay Sundancer, 30', 300SRV Delta canvas twin 270 Merc IO, depth gauge, S to S \$55K. Also '712 Corvette sport coupe TTop, 350/270 HP V8, new windshield, battery, tires, upholstery, paint & carpets. Collector invest car. numbers match, car totally correct, full documentation. \$12,500. Call Frank (209)835-6889. Reg.#1832904 7/91

FOR SALE/Trade: 1.3 Acres Pine Meadows, summit county, Utah. 30 min. from Salt Lake City. Summer home lot will consid. trade, boat?? \$9,995. cash or nego terms, will carry contract. Call Les (801)278-8331. Reg.#883765 7/91

FOR SALE: '72 Dodge Class A Motorhome, 440 cu. in., self contained, new parts/lots of xtras, excell. condition. \$7,500. Call John (415)657-2303 evenings. Reg.#2017029 7/91

FOR SALE: '23 Chev eng. front ax & wheels, trans & cow. \$350. OBO. '27 Nash 4 cyl. eng. trans, radiator, frame & cow

\$400. OBO. 360 Ford eng. c 6 trans. 3600K mi. \$450./trade for guns or ?. Battery oper. gulf cart \$150 or trade. '78 Dodge conv. van, self cont, 64K mi. very clean \$7K OBO. Fenders for tam axle tractor, wind braker for top of cab, 4 speed tran 360 comm. cable winches flat bed trucks, make offer. Call Tom (209)984-5716. Reg.#1054919 7/91

FOR SALE: '86 Winnabego Chielton, 33' dual roof air, generator, hydraulic levelers, microwave oven, window awnings & many extras. 37 mi., 4500 rebuilt motor. \$30K OBO. Call Art (408)647-1271. Reg.#1456367 7/91

FOR SALE: House, 3 bdrm, 1-1/2 ba. 2 car gar. w/elect. doors 75'x200' lot, \$22,500. Mobile home, Wayside, 14'x80', 3bdrm, 2 ba., 2 porches, step-up kitchen w/basement on 75x200 lot. 2 strong barn shops, 1-24'x36' concrete floors, swinging drs. 1-14'x24' concrete floors, swinging drs, this lot has spring water, enough to water gardens. \$20K. Coy Downing 216 N. California Ave, Atoka, Okla. 74525 Reg.#1178350 7/91

FOR SALE: Mobile Home 12'x40', 1bd, remodeled. Cooler-deck-shed, new roof, refrig., 1yr. old in a quiet adult park, Fairfield lot, rent \$185 mo. utilities \$40 mo., a must see \$15K. Call Bill (707)425-4373. Reg.#1088465 7/91

FOR SALE: '90 Fleetwood 36'x28-1/2', 3bdrm. 1-1/2 ba. Comp roof, wood siding, R 28 Ins., Duel pane glass, cured concrete foundation. 160' well, 3/4 hp pump, 1acre flat usable ground. 250' redwood, 400' field fence, rock drive way off ol paved co. rd., \$115K cash, \$2K off to engineer buyer. Call (916)724-4209. Reg.#2039212 7/91

FOR SALE: '86 Komfort 33' Travel trailer. Self contained w/living room, kitchen-dinette, full size bath & bedroom w/queen bed. Sleeps 6. A/C, stereo, microwave, central heat plus extras. Immaculate condition. Great for travel/live in. \$12,900. Also 19+ acre campground & RV Park in Sierra foothills w/2 bdrm, 1ba. house,

small convenience store, bath house & sundry buildings. Year round stream runs thru property for fishing or panning for gold. \$395K. Call (415)223-6748. Reg.#1189100

FOR SALE: Backhoe, Die Cat, HYD.ripper, dozer w/tilt, salt tracks + extrem service pads. 416 4x4 backhoe. '74 Ford 10-12 yrd dump truck, 90 TK 12ft. trailer, 71 white 3300 Gal water truck 8V71 del. 123SPD. (5) cab controlled air spray heads, berkeley pump self loading. Call (916)626-6245 or (916)622-0723 after 6PM. Reg.#346961 7/91

FOR SALE: Membership, Thousand Trails recreation facilities. All 6 regions, all current 20 preserves and future preserves. For more information call Manuel Romero, Palo Alto (415)326-4218. Reg.#0310699 7/91

FOR SALE: Membership, Thousand Trails and Naco-Unlimited-Gold card, Original owner, \$4,900 plus transfer fee. Call (916)269-0684. Reg.#0921440 7/91

FOR SALE: '83 Ford, 4-door wagon, radio, air cond. new tires. '80-440 Honda-matic motorcycle in good cond. 20,774 mi., new tires. Sell or trade. Call Ken Mahoney-Ham radio Sta. K60PG 282-4807. 2036 Revere Ave. San Francisco 94124 Reg.#883769 7/91

FOR SALE: '72 Mack COE, 871 Detroit, 13sp., 3ax., air ride, air slide 5th wheel. New paint/interior/FR radials. low miles, clean. \$5,500. OBO. Call Mark (916)346-8853. Reg.#2067088 7/91

FOR SALE: '69 Tollycraft, 24' Cruiser, fiberglass, exc. cond., w/self loading trailer, VHF, depth finder, flush toilet, 100 hr. engine, recent outdrive overhaul. \$10K OBO. Call Ray (209)772-2705/leave message. Reg.#1060122 7/91

FOR SALE: '72 Ford IT, extra gas tank, duel wheels, good cond., 305 - 4spd., all tires exc. cond., steel flatbed ext. mirrors, \$2K, call Jan (702)972-6857 after 5pm. Lowell Hunt, 7645 Halifax Dr., Reno, NV. 89506 7/91

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Tahitian dancers spice up Fairfield picnic

A crowd of about 250 Local 3 members and their guests gathered at Lake Solano Park near Winters for the Fairfield District picnic June 9. While 10-ounce New York steaks cooked on the barbecue, children played games and the adults huffed and grunted their way through a tug-of-war match, with the losing team having to jump into the ice-cold lake.

After a lunch of steaks, hot dogs, beans, salad, garlic bread and watermelon, the pace picked up when the Tilialoha Ka Kou Tahitian dance group helped the crowd soothe their stomachs by performing traditional Polynesian dances. A raffle rounded out the day's activities. Overall, the picnic was a huge success. Thanks to all who made it possible.



Far left: Youngsters line up to take swings at pinatas.

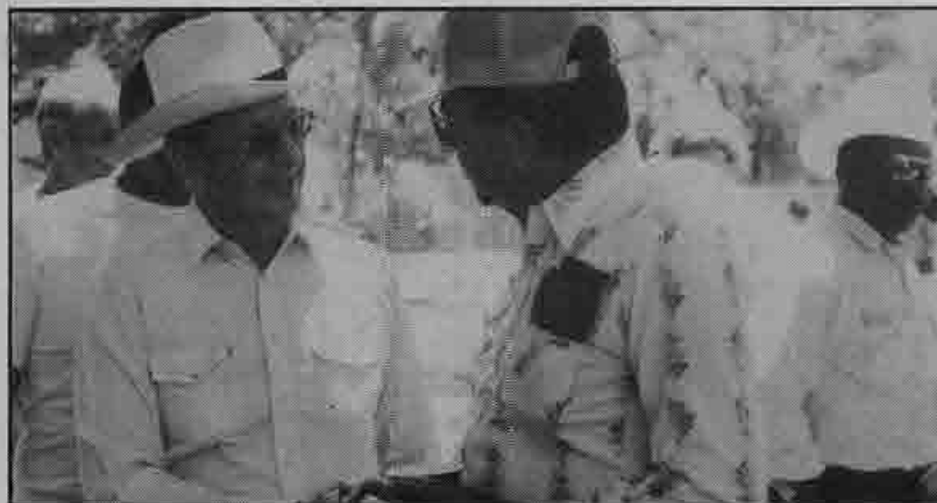
Above: Barbecue specialists are from left: Ginny Hansen, Curt Posthuma, Bill Dorresteyn, Walt Powers and Mark Burton.

Below: Tahitian dancers Debbie Boultinghouse, left, and Jan Spalcup, far right, find two shameless volunteers, Mark Burton, second from left, and Brandy Eubanks, to dance the Hula.



Above: Business Agents Mark August, left, and Tim Bailey prepare tri-tips and hot dogs.

Below: The picnic is a time to rekindle old friendships.



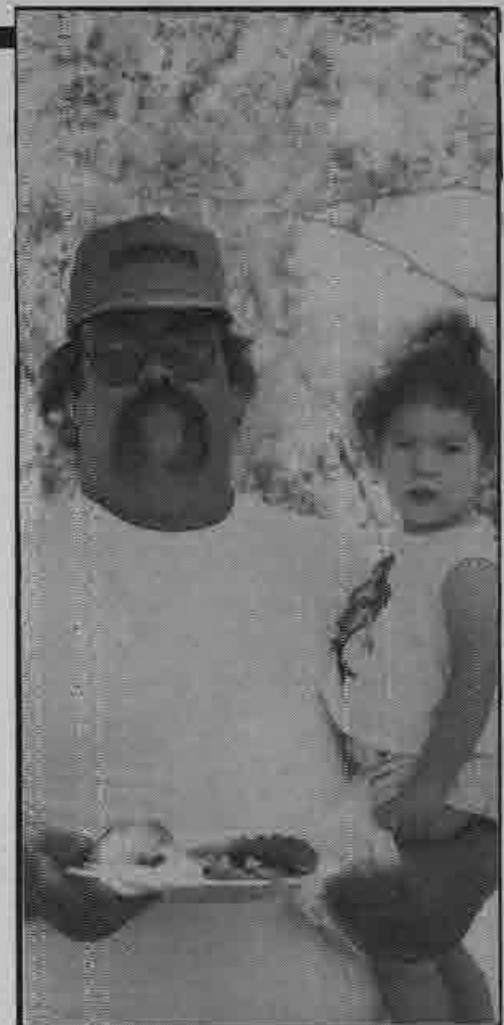
Lots of raffle winners at Oakland picnic

The Oakland District picnic, held at the Contra Costa County Fairgrounds in Antioch on June 15, was a great success. Tri-tips, hot dogs, salad, beans, beer and soda were consumed in large quantities. Over 300 meals were served to members and their families.

One of the highlights of the picnic was the raffle. Matt Gardner, a scraper operator out of Oakland, had luck on his side. He won the 50-50 raffle, fishing pole, jacket and numerous hats. Most of the prizes were donated by contractors from the Oakland area. The bass poles built by Rod Farnum were highly sought.

A special thanks to all the people who helped out with the picnic.

Brian Bishop, Business Rep.



Far right: An operating engineer and his daughter settle down for a lunch of steak, beans, salad and garlic bread.